



TRIUMPH SPORTS  
OWNERS  
ASSOCIATION

# News Letter

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## Five Hundred Strong -

September turned out to be the important month in which we welcomed our 500th member - Mr. Sidney A. Yenter of Spokane, Washington. In fact, September was a "joiner" month with the average number of new members almost doubling during that period. Topsy had nothing on us!

## More Manuals -

So many members ordered service manuals, that we finally exhausted our supply and hurt our own feelings as we were pretty proud we were mailing each order on the day it was received. We want to thank the members who have waited patiently until our new supply was received. The manuals began to be mailed again on October 6th, and we will do our best to meet every order from here on in.

## Contact Column -

TSOA'er William L. Prevost, Room 1638, Navy Department, (Navy Relief Society), Washington 25, D.C., would like to hear from other members in the general vicinity.

## Vacations and Applause -

"My wife and I have just returned from a trip to Lake Louise in the Canadian Rockies - naturally we went in the TR2. Stopped by at the Vanguard-Triumph dealer in Calgary for a lubrication and they immediately made a spot for us in their busy schedule so we would not lose any of our vacation time hanging around a garage. So, in practically no time at all, we were on our way again with a thorough check-up, various bits of good advice and info about the car and a cheery goodbye. Well, we passed about everything on the road except one vehicle which we couldn't catch up with. When we finally did (he stopped for lunch), we found out it was another TR2. On our return trip we had a bit of trouble. We limped into Toronto and over to the British Continental Motors, Ltd., arriving about 4 p.m., on a Friday afternoon. I told them my tale of woe and they took sympathy on me. Now this is what I call super-service. They had me back on the road the next day by 1 p.m., having completed a full valve job for me. All this plus friendliness too. You certainly have a right to be proud of these two dealers." Frederick C. Adams, Jr., Baldwin, N.Y.

"I have had my Triumph for over a year now, putting on over 1,000 miles a month and have never had any more work on the TR2 than a tuneup - and it's still going strong. Everywhere I go my Triumph is a salesman - in fact, the two people mentioned in this letter were sold by my Triumph. I'm proud to own a car that will do that!" Norman Blomberg, Fair Oaks, Calif.

"Incidentally, you might be interested to know that I recently drove my TR2 over desert jeep trails that gave the jeeps and trucks a real workout yet the TR2 floated across deep sand and ruts with no difficulty. I had expected that the jeep would have to pull me half way. I mention jeep trails when, in fact, most



*It's A Triumph!*



of the time we were on open desert and dry washes without any sign of road. My cargo was myself, two 10 year old boys, sleeping bags, tent, water and supplies, cameras, etc. All stowed away out of sight." L.E. Massie, Solana Beach, Calif. (Ed.-Mr. M. sent along some great pics)

"In July, my wife, 8 year old son and I took our TR2 on a 3,000 mile trip through Nevada, Salt Lake City and down to Sante Fe and returned via US 50 through Fly, Nev. Although we drove as many as 15 hours a day, we noticed no driving fatigue at all. We averaged 32 mpg over the entire trip, much of this in mountains. I don't have overdrive. This was done with an average speed of 61 mph excluding eating and refueling stops only. We sure attracted plenty of attention along the route. I also think we left a few people who own cars costing \$5,000 plus with red faces. In Sante Fe, I could have made a fortune if I had charged a fee for all the demo rides I gave - but it was fun and we sold a few TR2's (I think)." Harley S. Nix, Richmond, California

"It's the best car on the road, in town, in the highlands and the lowlands. On our trip to Mexico City, believe me, it was wonderful and the people in the villages gathered to point and stare. The seat belts were of great fascination to them too." Mrs. Clarice Miller, Burbank, Calif. (Ed: and the nice things she said about us have us blushing still.)

"My service manual arrived for which I thank you very kindly. Gadzooks!! What a book. Triumph has done it again." Herb Baak, Oakland, Calif.

"I completed a round trip crossing of the US recently in my TR2. My route started in San Diego, went across the desert to Tucson, El Paso, Brownsville and thence northeast to Cincinnati. The return trip was a straight shot across mid-continent to Salt Lake City and down to Reno, over Donner Summit and through San Francisco to Monterey. On the Bonneville Salt Flats (after having travelled some 4500 miles through all types of terrain and weather with no engine tuning) the car comfortably cruised at 105 mph indicated. I was quite pleased considering that I had the car loaded to the hilt with golf clubs, suitcases and odds and ends of other gear and was driving with the roof on but no side curtains. This 6,000 mile trip removed any doubts I might have had about the TR2 being an outstanding piece of machinery and I am now, more than ever, completely sold on the car. The thing that impressed me most on this trip was that by staying at the established speed limit (which I did except for the previously mentioned try at 'flat out'), I drove farther and with much less fatigue each day than I had ever done in American cars on similar trips." Lt. Cmdr. R. A. Glose, Monterey, Cal.

And In Competitions -

Not too many to report this month - don't let us down on this! TSCA'er John H. King reports on the Cowboy State Sports Car Races held at Cheyenne, Wyoming, September 4th and 5th: Race #4 (up to 1500 modified and 2000 production) R. Kastner took 1st in his TR2, and John took 2nd in his. In race #7 (over 1500 production and modified) Kastner again took 1st in his TR2, B. Schooley took 2nd in his TR2 and right behind them came B. Smith in his TR2. And trusty old friend Herbert Baak reports on the Cobb Mountain Hill Climb which had a course approximately 3/4 mile long, dirt road 2 cars wide, 800 ft. rise, and 10 turns of varying degrees. In class #4 (1900-3000cc) a TR2 owned by Mr. Clancy of Lodi took 1st and Herb grabbed off 3rd. In the Denver Sports Car Club's July Driving School, V. M. Dunn took 3rd in his TR2 in the men's class and Pat Dunn clipped off 3rd in her TR2 for the women's class.

We know there were lots more - but you-all didn't tell us.