



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

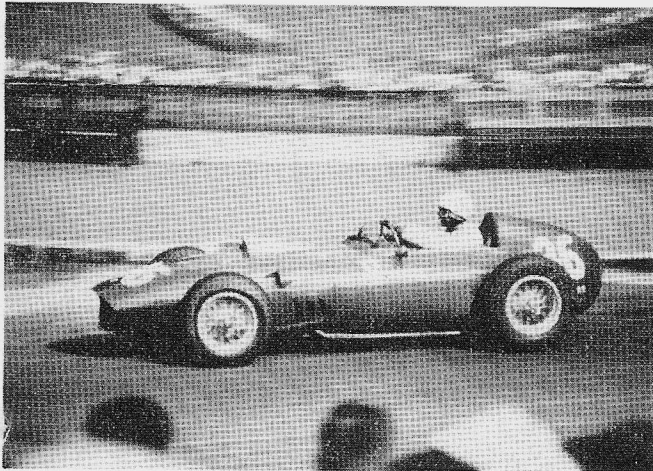
RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. 7, No. 10

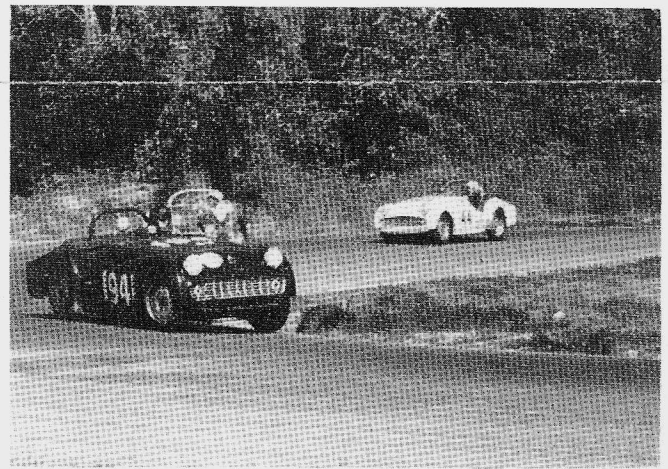
OCTOBER, 1961

CONGRATULATIONS, PHIL HILL!



Thornber Photo

Phil Hill, America's first World Champion, hard at work in the last of the great Grand Prix cars, the 2.5 FI Ferrari at Monaco in 1960.



Triumphs in action as they have been all season throughout the country. Here, Ed Diehl (194) is shown winning his class at the recent 2 hour race at Marlboro, Md.

PHIL HILL

As sports car enthusiasts, we all should be proud of America's first World Champion, Phil Hill of Santa Monica, California.

Phil gained experience in SCCA Club racing, mainly on the West coast and then in the Midwest and East. After a year's layoff due to a stomach problem, he decided that racing was what he seriously wanted to do. A magnificent 2nd to Maglioli in the Mexican Road Race was the result. After Hill got settled in big cars, it was Ferrari all the way (with one exception, his first FI ride, Maserati).

His multiple victories at Sebring and LeMans have marked him as one of the finest endurance drivers the sport has known. Hill, Moss and Gregory are the only three remaining top line drivers who competed with the greats of the fifties, only Hill has achieved the World Championship.

Phil's close friend and teammate (for 61, to BRM for 62) Richie Ginther, of Los Angeles, California is probably more responsible than any other single person for the magnificent performance of the Formula One Ferraris. His endless testing and critical analysis of the problems involved in racing car design has done more for Ferrari in the past 18 months than they have accomplished since they began building cars. It is certainly fitting that two friends should do so much for each other and that their efforts have produced for America, Phil Hill, World Champion 1961.

COMPETITION NEWS

The 1961 SCCA National Championship Point Standings have just been finalized and released. Triumphs figured prominently in the E Production category:

Position	Driver	Region	Points
6	William Gurnee	Philadelphia	14
8	Bruce Kellner	W. New York	12
11	Richard Buedingen	Milwaukee	10
11	Ed Diehl	Washington, D.C.	10
15	Dave McKinney	DeMoines	8
19	Al Ackerly	New York	6
26	Jim Jordan	New England	2

Congratulations to them all, a job well done!

SCCA National Races:

Road America 500	EP3 R. Buedingen EP5 Lt. G. C. Waddle
Bridgeton	EP3 A. Ackerly EP4 W. Gurnee
Indianapolis	EP5 W. Gurnee
Thompson	EP3 Bruce Kellner EP5 Jim Jordan

POKER RALLYE

From TSOA TALK, Morton Grove, Illinois

Have you ever played poker in a pouring rain? Well 33 of us did on Saturday night of September 23 and "Ah-Choo" (excuse me) in spite of the weather we had a ball.

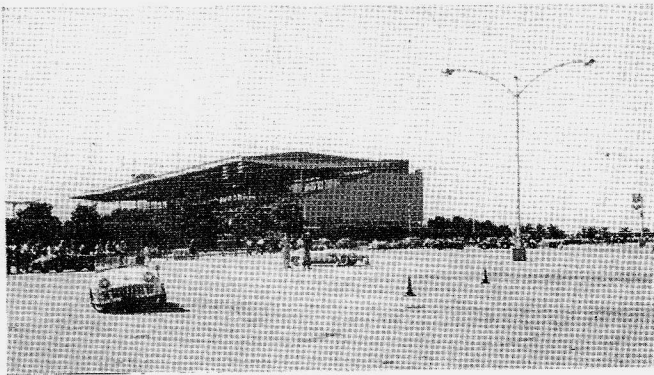
For those of you who might not know what a poker rallye is (Ha, Ha; I'm a great one to be telling you. I found one card all night long!), this event is scored only on the best poker hands. You pick up one card at each of the five locations listed on a sheet of paper you have been given at the start. You get out your maps, you were told to bring along, and proceed to locate the locations. Then plot the shortest way to get to these places and start on your way.

There is a time limit to add to the problems. A helpful clue was given, "All cards can be found within 150 yards of the indicated location." Now all you need to win the event is an endless amount of luck, a pack of blood hounds and the imagination of a clever 14 year old (Larry and Helen Woithon's son Herbie hid the cards).

We had to locate some of the following: "In the cemetery at Meadow Hill and Spring Creek Roads, (the cards were under a cracked tomb stone, we didn't find them), Dam Woods Rts. 21 and 45 & Hintz Road (the cards were in a clump of bushes, we missed), Indian Boundary Forest Preserve on Forest Preserve Drive, just east of Belmont (the cards were under the top of a picnic table, we found one!), etc."

Now for you card sharks who are thinking why not bring your own cards, the Rallye Master was way ahead of you. He had cut the cards into various shapes, sealed them in individual envelopes and stapled through the envelopes several times. You must then return the envelopes you have found (if any) untampered with to the committee at the finish. They were opened and the winner decided (our one card was not even a high one!).

It was a lot of fun for all because you needn't be an experienced rallyist and if you were it was fun for a change to leave the Curta or Stevens calculators at home and work on wits and luck alone. "At last I won a trophy," John Berney won the event.



One small corner of the huge parking lot at the Roosevelt Raceway on which the events were held. Orville O'Brien of Jamaica, N. Y. puts his TR-3 through a handling test.

BRITISH INTER-MARQUE TROPHY DAY

An estimated three thousand sports car enthusiasts inaugurated a unique type of sporting event on Sunday, September 24th, at Roosevelt Raceway (a harness racing track on Long Island.)

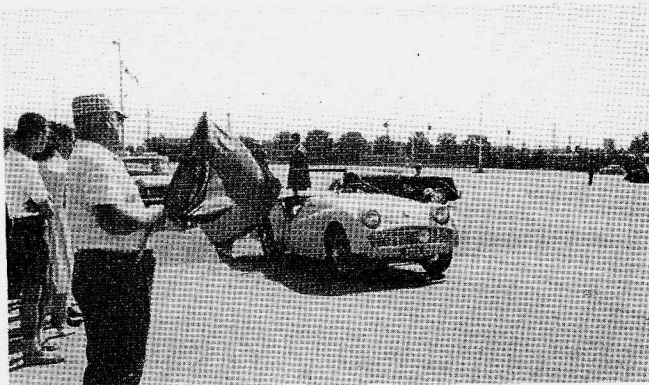
The gymkhana, on a grand scale, attracted 325 entries. Cars were restricted to those of British manufacture. The NEW YORK TIMES hailed the event as one of the finest and largest events of its kind ever held anywhere in the U.S.

The more than 70 Triumphs present, comprised the largest single group of one-make entries. Jeanne Lang skillfully handled her TR-3 into first place in the Ladies Class and was high point Triumph also. Harry Jackson won Class D with his 2.2 TR-3.

The Triumph Owners Club of Connecticut won the first place trophy for the best club representation, the Triumph Motor and Petrol Society of New York was the second largest group and the New Hampshire TSOA came a long way to rank third.

All of the many one make car clubs maintained individual car parks with latest models on display. On the spot service clinics for owners were provided by the various factory service groups present.

Joint organizers of the event were the British Automobile Manufacturers Association and the Long Island Sports Car Association. They anticipate a growing demand to stage similar Anglo-American meetings in other regions of the U.S., in view of the rapid growth of the one make car club movement.



TOCC member, Jack Sutherland gets the green flag for the start of his acceleration run at the British Inter-Marque Trophy Day. Note his TSOA license plate issued by the State of Connecticut.



Concours D'Elegance winner of the best Triumph award. Burt Ross of New York City has a real crowd stopper in his immaculate 1957 TR-3.

COMPETITION NEWS

New Jersey — Jack James and Bob Yuell came home with some hardware from the Presidents Cup Rally. They won the Triumph Class and were part of the second place team.

In the New Jersey 500 National Rally, these aces finished third overall with 335 points and won the novice trophy.

They then went on to win the Newark, N. J., Suburban SCC Classic 200 Rally. Second Non-Equipped Trophy in this event went to Jim Towey and Fred Bullock.

Pennsylvania — Barry H. Batchin dashed up the Giants Despair Hillclimb in his TR-3 in a quick 72.245 seconds to win the EP Class.

Massachusetts — Lou Souther won his class in a Economy Run sponsored by Mobil Oil Company and the Spokesman Club, Boston. His TR-3 squeezed 53.3 miles out of each gallon.

California — Frank and Marge Porter won 1st Expert in the annual Porsche Club of America's "Stuttgart Safari" Rally.

New York — Jim Locke and Chris Stephens finished 3rd Overall in the recent SCCA National Rip Van Winkle Rally. They used a small portable adding machine and standard Triumph speedometer to score high in the difficult 500 mile event.



The Triumph Owners of Pennsylvania at the recent Watkins Glen races. Sitting on a VW with an MG in the foreground makes one wonder what kind of Triumph club they have!

ROCKY MOUNTAIN TREK

From Bristol, England to the Rocky Mountains is a TR-3 tale by the G. B. Fancy's, now living in Houston, Texas. With their 13 month old son, the transplanted Britishers went mountaineering by Triumph this summer. Here is their story:

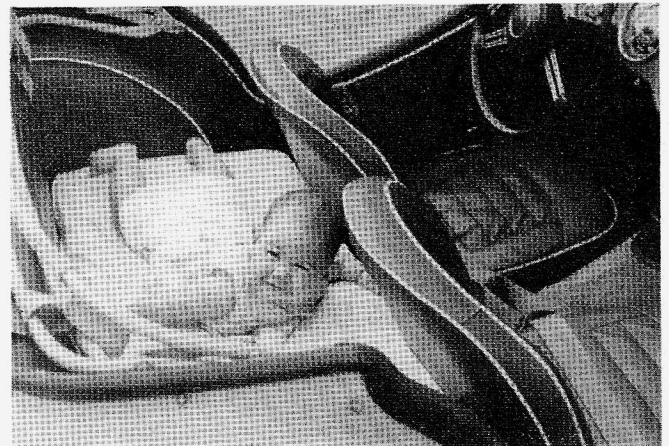
"We have just returned from a three thousand and forty three mile trip in our 1959 TR-3. My wife, 13 month son and I traveled through Colorado and up into the Rockies which the willing Triumph took to like they were flatlands. The car performed perfectly at all times and gave excellent gas mileage.

The trunk was tightly packed and we put a big suitcase on the luggage rack. In the back seat, we packed all the corners with small items, topped by blankets on which our son slept and rode during most of the trip. Since we frequently ate outdoors, we carried a portable stove, icebox and lantern.

The TR-3 eagerly scrambled up Pikes Peak and several times during the trip we were at 12,000 feet and in heavy snows. This surprised us since it was early September, but the car's heater did an efficient job of keeping us snug and warm at all times.

We explored many unpaved and little used, gold camp roads as well as drove many miles on broad modern highways. No situation was an obstacle to the TR-3 and we enjoyed ourselves so much that the end of our vacation came all too soon.

We have been Triumph fanatics since way back in the early Dolomites, razor edge sedans, Mayflowers, etc. The TR-3 is a worthy descendant and has done nothing but increase our enthusiasm for the marque."



Kim enjoys Triumph motoring in grand style. She recently toured from her home in Adelphi, Maryland to Columbus, Ohio and back, chauffeured by her father, George Kresovich. Mother attended to Kim's demands along the way.

GOLD COUNTRY TOUR

Sacramento's new Triumph Club are a touring bunch! Since they formed the group in June, four popular tours have been enjoyed by the members.

All tours have been through the historic and picturesque foot hills of the Sierra Nevada Mountains. Many of the narrow winding roads are the same ones, once used by the 49'ers in their rush for gold.

The TR's went through such towns as Sloughouse, Hangtown, Volcano, Angel's Camp, Jackson, Drytown and Douglas Flat. Stopping off at ghost towns, landmarks and parks along the way, the Sacramento enthusiasts have become California History experts as well as had enjoyable drives through scenic country. *Gene Westin*

WINTER PREPARATION

For the convenience of owners in the cold North and the entertainment of those in the warm South, the following is a recommended checkup in addition to the material found in the TSOA Handbook:

Anti-Freeze: Due to the tremendous difference in anti-freeze brands, you should check your dealer's chart to see how many quarts are needed. The TR-3 system holds 7.8 quarts.

Before adding anti-freeze, drain and flush the cooling system and replace hoses if necessary. Do not use last year's anti-freeze, the rust inhibitor may be worn out. It is also a good idea to check the cylinder head bolts for proper tightness since any leakage of anti-freeze into the engine will cause serious damage to pistons, cylinders and bearing surfaces. Use a torque wrench to tighten the head bolts to 95-100 pounds cold.

Always check anti-freeze strength after adding water during winter.

Thermostat: Your engine runs more efficiently and you stay warmer when the engine temperature is kept up in cold weather. Use the special high-temperature thermostat, part #101956. However, with the high-temperature thermostat, only ethylene glycol based anti-freeze should be used, other types will boil out.

Check the radiator pressure cap to make sure it is seating properly on the flange inside the filler pipe. If not, replace the cap with a genuine Triumph recommended cap.

Lubrication: Regular lubrication is most important during the winter months when the chassis is exposed continually to snow, wet road conditions and various compounds used by road crews clearing the streets. In colder weather, a lighter grade oil is sometimes useful as well, to ensure that bearing surfaces receive lubrication immediately when starting. Continuous operation at temperatures below 40 degrees F. requires SAE 20W oil. Above 40 degrees F., SAE 20 W-30 is recommended. SAE 10 W-30 or SAE 10 W-20 oils are required for temperatures of 0 degrees or lower.

Ignition and Carburetion: No changes are needed in the ignition system or spark plugs, except for a possible change to one range hotter plug in very cold areas.

The suction pistons in the carburetors may show a tendency to stick in cold weather if they have not been properly serviced. Thorough cleaning, following the procedure outlined in the Member's Handbook is recommended.

Battery: Be sure your battery is at peak charge (approx. 1275 gravity) and that the voltage regulator and generator are functioning properly. Don't over fill the battery. The water level should be 1/16 inch above the plates. Above all, replace a worn out battery.

Top and Side Screens: Use the adjustments available on curtain and door brackets to make the curtains fit snugly into the slot on the windshield pillar when the doors are closed. It is also advantageous to have them fit far up into the flap provided on the top. Replace broken Tenax and Dot fasteners.

Hints: If you wish, coat the brightwork with one of the numerous chrome protecting compounds available.

One of the most useful gadgets ever is an "anti-fog" cloth. This helps greatly on damp days until the defrosters get going effectively.

Proper service and care of your Triumph will yield many miles of trouble-free driving enjoyment.

HUMOR?

From the Triumph Travelers SCC, Inc., TRAILS and TALES

Who is the Hot-Shot navigator who left the NCSCC dinner and made a wrong turn into a one-way street? A cop stopped him and said, "Didn't you see the arrow?" and the bright navigator said, "I didn't even see the Indian!"

There's a new sports car from Italy — the MAFIA. You open the hood — there's another hood. You open the trunk — Eliot Ness!

Have you heard about the new French Car that runs on electricity? You can go from Chicago to New York on eight cents worth of electricity, less than it costs to make two pieces of toast. But the extension cord costs \$15,000.

From TSOA TALK, Morton Grove, Illinois

Texas may be bigger than Rhode Island, but its road map is no harder to told.

Canadian newspaper ad

1960 TR-3 Triumph — repainted 8 weeks ago. Recently clobbered in uncalculated skid at Hemmingway Curve, near Tilbury. Mail bids to, Rita McKay at Metropolitan General Hospital, Windsor, Ontario. No dealers.

COMING EVENTS

The Detroit TSOA is holding its Fall Fowl Rally on November 19. The Start will be at Thirteen Mile and Coolidge at 1:00 p.m. The club meets third Wednesday of each month, 8811 E. Jefferson at 8:00 p.m.

CLASSIFIED

FOR SALE: TR-3 Hardtop, Eye manual radio, safety belts and foam pillow for rear seat. Contact: Rita McKay, 1867 Durnam Place, Windsor, Ontario, Canada or 4834 Ogden Avenue, Detroit 10, Michigan.

FOR SALE: Black Tonneau cover for TR-3, \$10.00; Wind Wings, 5.00. Contact: Bill Grant, 673 Ardmore Drive, Goleta, California.

FOR SALE: TR-3 Custom Grills, full-floating style, featured in July TSOA NEWSLETTER. Original price \$85.00, now just \$16.95. Contact: Standard-Triumph Western Zone Office, 1957 W. 144th Street, Gardena, California.

WILL TRADE: New TR-3 black tonneau cover for used pair of black side curtains. Contact: E. J. LaCroix, 1720 Meacham Road, Palatine, Illinois.

FOR SALE: 1958 TR-3, Powder Blue, white top and tonneau, wire wheels, jump seat, heater, Michelin X tires. Contact: Mrs. Jane Zuckert, 84 Saddlewood Drive, Hillsdale, N. J.

FOR SALE: 1959 TR-3, British Racing Green, white top and tonneau, wire wheels, Michelin X, Anti-Sway bar, seat belts, only 25,000 miles, \$1495. Contact: Mike Cook, Exec. Sec. TSOA, Box 170, Radio City Station, New York 19, N. Y.

TSOA SUPERMARKET

TSOA Neckties	\$3.50
TSOA Handbook	\$1.00
"Please Don't Dent Me" cards	\$1.00/100
TR-2 - TR-3 Service Manual	\$10.00
Herald Service Manual	\$2.75
Local TSOA Club "Calling Cards"	FREE
Girling brochure on care of disc brakes and hydraulic system	FREE
List of Triumph Dealers and Distributors	FREE
STAA Badge	\$1.50
Replacement TSOA Badge	\$1.00
Owner's manual (as issued with new car)	\$1.25
Standard Triumph Review Subscription	\$2.50/year
Competition Preparation Bulletin	FREE

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 170, Radio City Station, New York 19, New York. TSOA is a national organization of American sports car enthusiasts who own a Triumph Sports Car (TR-2, TR-3, Herald Sports Coupe or Convertible) or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.