



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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1961 FIFTH YEAR FOR TRIUMPH RALLIES OF EUROPE

TWO RALLIES PLANNED FOR FIFTH ANNIVERSARY

'61 is Year Number Five for the Triumph Rallies of Europe and the TSOA is proud to present two Rallies covering Europe's most famous, most interesting and most exciting places. Rally #1 via the "Classic" Rally route through England, France, Italy, Austria, Germany and Switzerland; Rally #2 through the Lowlands, fascinating Scandinavia, Germany, England and France. Next year will be the Big Reunion Year as well, with a number of past Rallyists deciding to go again. No one will be disappointed (no one ever has been). Five years experience has enabled the TSOA and our travel agents to come up with two itineraries filled with driving enjoyment, breath-taking scenery, comfortable, first-class hotels and more fun crammed into every minute than you would imagine possible.

Enough adjectives? *Here's how it works . . .*

Away You Go

You start from New York City's Idlewild International Airport. There's a cocktail-reception-dinner party to help you get acquainted before boarding your BOAC Economy Class jet. Then, a few short, comfortable hours and you're in London in time for breakfast, English-style. From the airport, a comfortable coach takes you to your hotel, the arrival reception, and the greatest moment . . . delivery of your new TR-3. That's the beginning . . . from then on, you write your own story of a wonderful vacation . . . Europe via TR-3!

Rally #1 The "Classic"

This is the one that past Rallyists have told us covers almost everything. Four years of studying Rallyist's preferences have resulted in the "ideal" trip through England, France, Monace, Italy, Austria, Switzerland, Liechtenstein, Germany and the tiny Republic of San Marino. The colorful panorama of new scenes includes London, Paris (and the Folies Bergere), Rome, Monte Carlo (you visit the Casino), Lucerne and dozens of fabulous places from the snow-capped Alps to the flat plain where the Tower of Pisa rises. The "Classic" Rally goes *everywhere* . . . and stays long enough for you to see something too!
COST: Single—\$1,071.00 Two in a car—\$997.00 per person.

DATES: Depart New York April 28th, return May 27th.

Rally #2 Europe/Scandinavia

So many past Rallyists expressed a desire to see the delightful Scandinavian countries that we decided to study the possibilities of a full-length Rally there. The itinerary which resulted combines Denmark/Norway/Sweden with a chance to visit the Lowland Countries

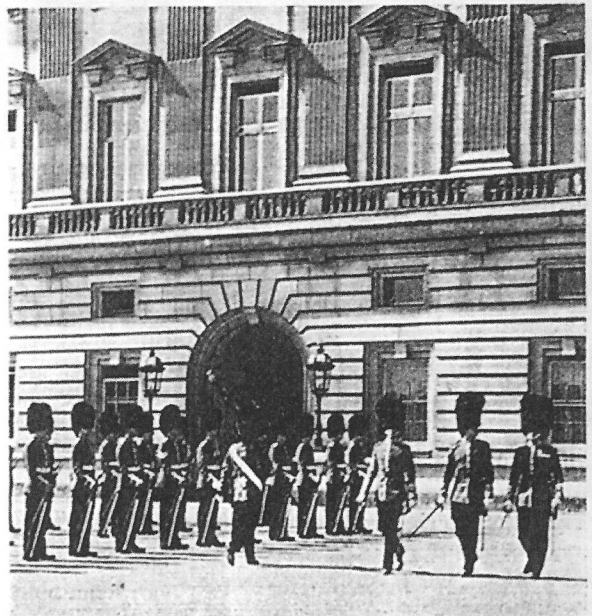
(Holland and Belgium), France, Germany and England. This is the other half of Europe . . . as stimulating as the Southern portion, full of the same exciting combination of golden history and refreshing present. Copenhagen, London, Amsterdam, Oslo, Stockholm . . . all full of merriment and good living. Besides, there's Paris and the chance to visit England's southern resort areas and Stratford-on-Avon. Rally #2 offers at least as much as #1, and at a time of year when Scandinavia has *delightful* weather.

COST: Single—\$1136.00 Two In A Car—\$1055.00 per person.

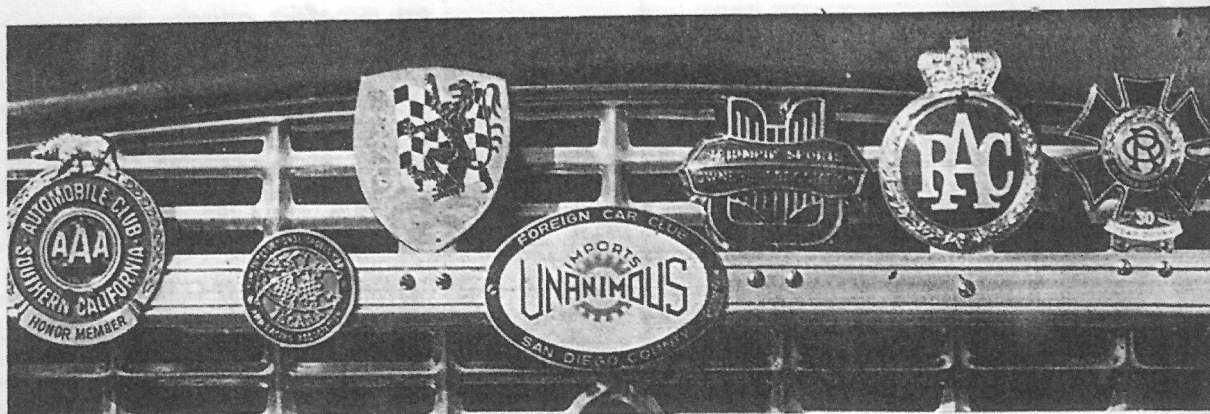
DATES: Depart New York June 23, return July 21.

The fees include round-trip BOAC jet air fare, cost of hotel accommodations, two meals a day everywhere except London, incidental ferry and coach transportation, sight-seeing tours in major cities, tickets to the Folies, baggage service, tips and taxes and special Rally services.

MORE COMPLETE INFORMATION IS AVAILABLE. Just write to the TSOA for a complete folder including car prices, etc.



RALLY PREVUE—The changing of the guard at Buckingham Palace is just one stop on the sight-seeing tour of London. The customs of hundreds of years ago are yours to enjoy on a Triumph Rally of Europe.



Ever see a TR with teeth capped?

This razzle-dazzle front end represents "Lucky" Bewley's several nights of club meetings in Oceanside, California.

CLUB NEWS

Even before last month's regional club directory was mailed, we had received word of another branch in Lincoln, Nebraska. Bob Hans at 1644 "O" Street sent word that they will be known as the Lincoln Chapter and are keenly interested in welcoming anyone in the area to the next meeting. You can write Bob at the address above.

"It is a shame that a state as large as Pennsylvania was not listed (last month) as having a TSOA club . . . I am interested in seeing what the other owners of the TR in this area think about the possibility of starting a club." So writes Elmer Campbell of 507 E. Sixth Avenue, Tarentum, Pa. Now maybe if you, Mr. Campbell, and a few others can get together and form the electric nucleus, a new regional organization can get off the ground there.

TSOA Incorporated

The Triumph Touring Club of Rochester has just been granted an "Inc." by the State of New York, making their new management "corporation officers." Ed Homsey is heading up the group, assisted by Jack Engel, Shirley Homsey is secretary and Sherm Nelson is the new treasurer. Tom Conroy and Alex Goncarovs are the activities director and assistant while John Glaser acts as member-at-large. There's lots of life in Rochester.

Ed Lambert of Palm Beach, is very interested in forming a regional TSOA in his area. He writes, "The ways and by-ways of Florida's fabulous Gold Coast are literally being filled with TR's and Heralds and it is only fitting that we should have some sort of organization weld this growing enthusiasm into a common effort for the enjoyment and promotion of the world's greatest sports car." Please contact Ed at 132 Peruvian Avenue in Palm Beach or phone him at TE 2-4991.

Ed Homsey, president of the Triumph Touring Club of Rochester, Inc., writes us: ". . . We have found the local dealers quite willing to allow us to scan through the official registration lists for the Rochester area. We are now able to contact TR owners immediately following their purchase of a TR, and to send out a short letter inviting them to club functions."

The Triumph Owner's Club of America in Los Angeles is planning one of their scary Halloween events again on October 29th. The announcement threatened to have them rallying to such places of dread as "graveyards, morgues, Pasadena or any place like that."

The Wisconsin TSOA which began only a few short months ago now lists 58 members on the roll. Secretary, Verdelle Jahn, writes us that the club is planning a *Night Rally* on October 29th followed by a bon-fire fete. Their new general address is Box 1694, Milwaukee 1.

The Triumph Motor & Petrol Society in New York and

the New Hampshire TSOA have been huddling for some time now with the idea of cooking up a joint event. Hope we'll have an announcement on it next month.

By the way, TMPS recently announced a "No Gimmick-Straight Auto Cross" at the Islip Stock Car Track, Islip, Long Island on October 30. Registration is set for 10:00 A.M. with the first car off at 11:30 A.M. Trophies will be awarded for the three best drivers in each class which will include: A. to 1300cc, B. 1301 to 1800cc, C. 1801 to 3000cc, and D. 3001cc. Additional trophies will be awarded for the Best Time of Day, Best Ladies, and the Best Team Entry. Pre-registration and additional information may be acquired by contacting Mr. John Keirans, 355 Bronx River Road, Yonkers, New York, Telephone: BE 7-3047.

According to a recent TSCCNJ newsletter a very enjoyable *Tinker's Delight* was held on a triumphantly beautiful Sunday afternoon. The very profitable afternoon consisted of a "How-To" session on the hows of *TR tune-up and regulation*. Bob Thompson and Larry Vinci of TSOA were on hand with a red and white TR to provide the necessary technical advice.

When we published a complete listing of the clubs last month, we had no idea that it would evoke an avalanche of inquiries and new club plans. It seems as though nothing else we've tried to accelerate new club activity works like showing you just how the regional network is set up. Obviously there were huge areas of the country completely unrepresented. It gladdens our hearts to see that you saw the void too.

TROPHY TIME

They started in just like most married couples whose curiosity had been peaked by this thing called sportscar rallying. It sounded fun. So in August of 1959, Lloyd and Millie Bentley ventured out on their first rally, finishing ". . . confused and befuddled." By October, they were two of the 400 entrants in the big *Red Leaf Rally* of Warren, Ohio, with little more than a wonderful time to show for it. Long about January of this year, the Bentleys were averaging two rallies a month and the silver started to come in, till on October second, they entered the *Red Leaf* again. This time? First place over 196 cars with a score of 17 seconds against them in 100 miles and four check points. Then they took third in the concours to boot!

We announced last month that Dick Smith at Ft. Gordon, Georgia, set a new quarter mile record with a time of 75.56 miles per hour. In July, however, Ed Lambert of Palm Beach, Florida, took first in class at the West Hampton Speedway (Long Island, New York) with a time of 78.6 miles per hour in his 1957 TR-3! Now, can someone beat that?

HOT TIPS FOR THE COLD SEASON

By now, the large majority of TSOA members have the new Association Member's Handbook which contains just about all there is to know on preparation for cold weather. However, some things need repeating, so, here's your '60/61 winter checklist.

1. Anti-Freeze: Even the Member's Handbook is wrong on this one. 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 qts.

Before adding anti-freeze, drain and flush the cooling system and check hoses and connections. Don't use last year's anti-freeze . . . the rust inhibitor may be worn out. It's 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. *Using a torque wrench*, tighten the head bolts to 95-100 lbs. with the engine cold.

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

2. 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 and stay comfortable.

When doing the above, check the radiator pressure cap to make sure it is seating properly on the flange inside the filler pipe. If not, replace the cap, using only a genuine Triumph recommended replacement cap.

3. Lubrication: Regular greasing 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 on cold days. Continuous operation at temperatures below 40 degrees F. calls for SAE 20 weight oil. Certainly, most areas of the country do not have winter high temperatures beyond 70 degrees, so the maximum weight oil should be SAE 30.

In line with the recent NEWSLETTER article about oils, you could also use a 10-30 oil.

4. Ignition System and Carburetors: No changes are needed in 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.

5. Battery: Be sure your battery is at peak charge and that the voltage regulator and generator are functioning properly. Don't over-fill the battery; the water level should be no more than 1/16" above the plates. Above all, replace a worn-out battery . . . it will never last through the winter.

6. Top and Side Screens: Use the adjustments available on curtain brackets 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. Proper use of these items is essential to cold-weather comfort and you should follow the instructions in the Handbook supplement mailed to you recently.

7. Hints: If you wish, coat the brightwork with one of

the numerous compounds available for the purpose.

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

8. TR-3 Speedometers: Recently, we published serial numbers and part numbers of speedometers currently fitted to TR-3's. A number of members have written to say that their units do not have numbers conforming with those quoted and have requested information. Due to the varied types of speedometer units supplied with earlier cars, we suggest that members in doubt write to the TSOA and we will treat each case individually.

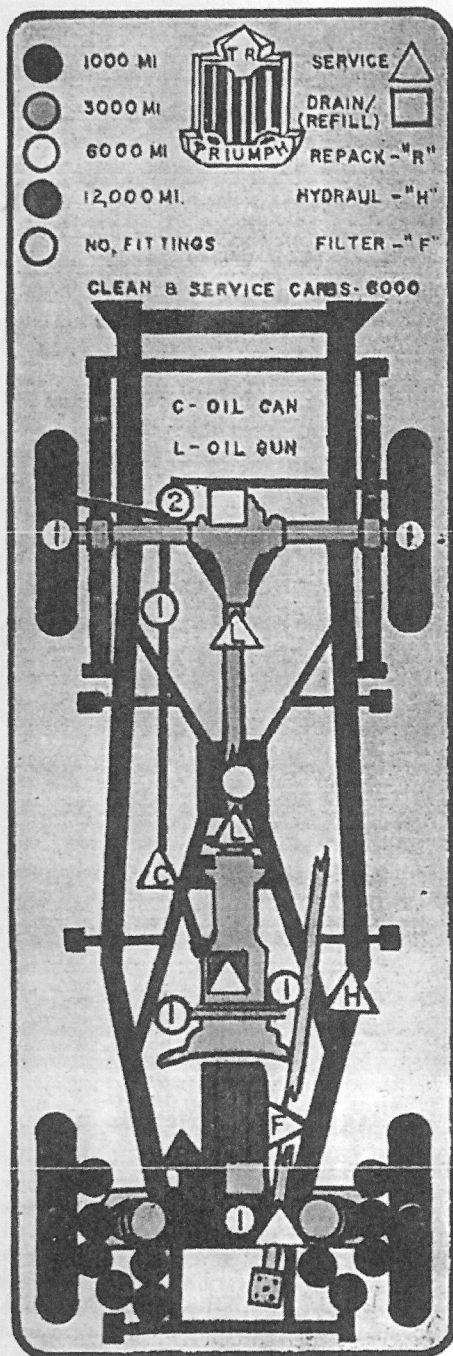


BABY MAKES THREE

David Markham likes to take the family along when he goes for a run in the TR-3. That's fine, but, when one third of the family is less than a year old, problems arise. The photo shows Dave's solution. Two pieces of plywood, some sponge rubber and three map case carrying straps (from a surplus store), two hinges and a terry-cloth cover all go together into a nifty seat for the child. We didn't have space to print the complete assembly directions but we'll be glad to supply them on request. Following is Dave's story on the use of the seat:

"For a child less than a year old, this seat works quite nicely for short trips and long hauls. The only danger is that the infant might reach out and switch off the ignition while the driver is brilliantly accelerating out of a turn. However, when the child reaches this stage he should be graduated to the back seat.

"The chair/seat may be folded flat and used as a bed in the back seat. In cooler weather, the child sleeps nicely under the tonneau. Incidentally, one of the map case straps shown makes a nice safety belt for the back seat when attached to eye bolts. This arrangement may be used when the child reaches the point of maturity where he begins down-shifting with his feet."



As a product of his hobby, this lubrication diagram was designed by club member, Joe Worsley, to insure him good service with unfamiliar mechanics. He has attached it to the under side of the bonnet, on the top portion of the inner left fender shell. It's color coded in blue, white, red and yellow and Joe says that it "dresses up the engine compartment without detracting from its 'business-like appearance'." They are available for \$1.00 from J. N. Worsley, 2710 Albros Blvd., Tuscon 15, Arizona.

TIP: Joe is in the Air Force, but he tells us that his decal sideline might well include special work for regional TSOA's at better than average prices.

SOOTHING THE SAVAGE DETROIT BEAST

Hidden in the TSOA Supermarket column is an item called "Please Don't Dent Me Cards". The purpose of these handy little jobs is warning the HUGE American car ahead of you that your TR-3 is tucked in behind it. On returning to his car, the driver of the big one finds this message stuck in the driver's door window: "Please be careful . . . Look behind and you'll find a small "TRIUMPH" SPORTS CAR. Please don't dent me. Thank you". Now, if you think this hopeful little idea doesn't work . . . change your mind! It gets 'em every time! Well, almost. In a year and a half of frequent street parking in New York City, your Editor's TR-3 has suffered only a few minor dents. Of course, a new left rear fender had to be put on, but that was the result of a little "bumper tag" in a parking garage!

Not only do owners of big iron respect the message on the Don't Dent Me cards, they are inspired to reply. In the past few weeks, the following samples have been returned to the Editor's windshield when the other car pulled out first:

1. From a Ford — "Ford owner careful, no dents to Triumph. Card very novel, Ford owner keeping. Okay?" This was written on the Ford driver's business card from a service garage . . . certainly an excellent place to establish good will.
2. From a Cadillac — "Thanks for telling us. We would never have noticed."
3. And, from a Studebaker, the following cryptic words — "Don't Tread on Me."

Any TSOA member who parks his car on the street knows that "hollow-stomach" feeling that comes from leaving a shiny TR-3 parked at the curb instead of safe in driveway or garage. The Don't Dent Me cards are the perfect solution.

CLASSIFIED

FOR SALE: Early '56 TR-3 Roadster, charcoal grey, light top, all red leather interior, radio, heater, wire wheels, overdrive, rear seat, tonneau cover, adjustable steering wheel, luggage rack, Lucas mirrors, safety belts, windscreen washers, new tires, valve job and clutch. \$1600 or offer. Contact C. L. Hanson, 8 Wendell Road, Ext., Nahant, Mass. Phone JU 1-1010.

WANTED: Hardtop for '57 TR-3, W. B. Spacy, 4234 Oak Knoll Drive, Carmichael, California.

WANTED: Beige, center floor carpet (covering the gearbox) for 1959 TR-3A. Beige inside left door panel, two hubcaps and letter "p" for grille. Contact W. Scott Johnston, 443-5th Avenue South, Clinton, Iowa.

TSOA SUPERMARKET

TSOA Neckties	.....	\$5.00
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
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.