



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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1958 RALLY PHOTO WINNERS



RALLY EAST WINNER: Bob and Jean Penny's TR adorns the Swiss landscape in front of a lovely chalet at Airolo. Photo by Jean.



RALLY WEST WINNER: Fred Zens made this shot under the forbidding towers of the ancient walled city of Carcassonne, France.

We could have shuffled through the photos submitted, chosen two without looking, and had creditable winners . . . all the shots were interesting. The two chosen have that little something, extra clarity, better composition, call it what you will . . . this is photography of high caliber.

Congratulations to Jean Penny and Fred Zens . . . your Wedgewood tea sets will be on their way to you shortly.

All you other shutterbugs . . . see Page 2 for information on the TSOA "Photo-of-the-Month" Contest.

1959 TRIUMPH RALLIES OF EUROPE

Enclosed with this issue is Bulletin #1 on the 1959 TRIUMPH RALLIES OF EUROPE. You'll find the complete itineraries and preliminary information. Other Bulletins will be reaching you regularly.

We must emphasize that only TSOA members can participate in the RALLIES. So, if you have any non-TSOA friends interested, please have them write for application blanks immediately.

Start planning now to attend one of the 1959 RALLIES . . . remember . . . early booking is essential!

TRIUMPHS CAPTURE TOP CLASS HONORS IN LIEGE — ROME — LIEGE RALLY

Only twenty-two of ninety-eight starters were able to complete the gruelling 1958 Liege-Rome-Liege Rally. Four of these finishers were Triumphs, three of which placed "in the money". Team honors in the 1600-2000 cc standard class were awarded to a special TR-3 team representing the British Army, and led by Colonel M. Crosby, O.B.E. and Major R. W. Holmes. A total of four factory entries and three Army Team cars competed in this rugged 5,366 kilometer event which is rapidly gaining the reputation of Europe's sternest test for car and driver alike.

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WE'VE MOVED

Starting NOW, our address is:
TRIUMPH SPORTS OWNERS ASSOCIATION
 P. O. Box 170 Radio City Sta.

New York 19, N. Y.

Please use this address on all future correspondence. Thanks!

EDITORIAL:

It's a relief to be able to sit down and welcome you to the pages of the 1959 model TSOA Newsletter. As a matter of fact, it looks strange to us . . . a bit like someone else's newspaper that just happened to be left on our desk. It's ours though . . . and we hope you like it!

Beginning with this issue, the Newsletter will be geared to bring you more and better coverage of Triumphs in action all over the world, plus articles on driving, maintenance, and how to enjoy your car to the utmost. Here's a partial list of special features and regular columns which you will be seeing each month from now on.

Editorial —

We won't inflict this on you every issue, but when a matter arises of interest to all members and we feel worthy of giving an interpretation, we'll have it.

Service —

Every issue, we'll have an article on how to service one particular part of your car. For instance, this issue we are discussing *winterizing*. We will continue to print articles covering the service problems we think are most common, unless we receive a number of requests from members for coverage of a specific area. So . . . let us know where you have trouble. These articles are all prepared from notes and discussions by official Standard-Triumph Parts and Service people, and are only the straight dope.

Biography —

Every issue will have a special feature on an outstanding person associated with Triumph . . . team drivers, famous personalities in the U. S. and abroad, etc. By all means, send your nominations, including comprehensive biographical material if possible.

Member News-Naturally!

We'll have news of race and rally successes, interesting TR experiences, news of local TSOA organizations . . . coming events if space permits, etc.

Classified —

Here's the monthly column where you can sell just about anything that's legal. *Member's personal property only* . . . no commercial ads accepted. No charge, of course.

Gas Bag —

Yes, we'll print letters from members. Questions answered, problems solved, tirades listened to . . . if they're of general interest to the members. All the above and plenty of other regular features will be coming your way from now on. We'd particularly like news of local TSOA group activities . . . send us complete descriptions of your latest event . . . we'll print them for the rest of the members to try. The Service column will appreciate any tips from members on service . . . if you think it's interesting, SEND IT!

Before we quit taking up space, be sure to send in your entry immediately for next month's photo contest. That's right, every issue will feature a "PHOTO OF THE MONTH" taken by a TSOA member. Naturally we prefer shots of TR's in action, but all types of photography will be considered. Nothing smaller than 4" x 5", please . . . must be glossy prints.

Now . . . dig into the rest of the issue, and let us know what you like. We like to get mail, remember!

LIEGE-ROME-LIEGE (Cont'd)

In the over 2-Litre Class, veteran rallyist Maurice Gatsonides placed second, team-mate Robert Leidgens taking third. This pair also captured fifth and sixth spots in the General Classification, making the Triumph showing truly impressive.

The 96-hour, non-stop Liege-Rome-Liege goes from Liege, Belgium, through Germany and Austria into Italy, then into Yugoslavia, back to Italy and into France where the "special sections" (ascending and descending some 25 Alpine passes at a 50-kilometer average) are run. Then from France back to Belgium for the finish. High average speeds, road conditions ranging from bad to horrible, day and night high-speed driving with stops only for fuel and food . . . all these combine to reduce the starting field at a rapid pace.

Triumphs have always done well in this event. In 1955, TR's finished 1-2-3 in the 2-Litre category and 5-6-7 in the General Classification. In 1956, a 5th was again scored. 1957 saw Triumphs 3rd 5th and 9th in General Classification, 2-3-5 in the 1300-2000 cc Class and winners of the Manufacturer's Team Prize. Again and again, the rugged, dependable Triumph has topped far more expensive and faster machinery.

This year's TR-3 factory team took on an international character, being piloted by a special selection of drivers and navigators from four countries. Many of the familiar names were missing, but all team members were top-calibre experienced people. Teams were: R. de Lageneste (Switzerland) and P. Blanchet (France), R. Leidgens and C. DuBois (Belgium), M. Gatsonides and R. Gorris (Holland), Mlle. A. Soisbault and Mlle. R. Wagner (France). Gatsonides and Mlle. Soisbault are, of course, veteran TR drivers and the winners of many rally laurels for Triumph.

Besides the Crosby-Holmes car, British Army Team cars were driven by Capt. P. Scarf — Captain T. Simonds and Major J. E. T. Raper — Major J. O. Parry. The Army Team, whose cars were prepared by the factory, were all experienced rallyists, sharing a total of 11 Monte Carlo Rallies, 5 Tulip Rallies, 5 RAC Rallies and 3 German Rallies among them.

LIEGE-ROME-LIEGE SUCCESS IS CULMINATION OF SUCCESSFUL SEASON

Success in the Liege-Rome-Liege Rally marks the end of a victorious season for the TR-3. During 1958, TR's carried off top honors in the 1600 cc Unlimited Class in the Alpine Rally, five out of seven places in the Grand Touring Car Class at the International Tulip Rally, and six out of seven top places in the Circuit of Ireland Rally. Not to be forgotten, of course, are the second and third places in Grand Touring at the Sebring International Race. Add to the above the hundreds of TR wins in local and regional race and rally competition and you have continuing proof of the worth of your car as a true "sports" machine.

TRIUMPH TEAM DOMINATES MG CAR CLUB 1000-MILE RALLY

Top honors in the MG Car Club's annual International 1000-Mile Rally went this year to the Official Triumph TR-3 Team which captured six trophies in the event.

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The Triumph contingent took the Manufacturer's Team Prize, 2nd and 4th places overall and three of the "1000" Cups for completing the rally within the prescribed limits. To climax the string of victories, Mrs. Warren Smith of Hoboken, New Jersey, was awarded the individual trophy for the best woman driver.

It takes great driving skill to even complete the stringent requirements of this famous event, let alone placing near the top. The course winds from Westchester Airport, New York, through Vermont to Mont Tremblant in Canada, and back to the finish at Great Barrington, Mass., four days of exacting driving. No relaxation is possible . . . every section of the course is computed down to the last second and woe betide the happy-go-lucky rallyist who thinks he is "just about on time".

Three couples comprised the official TR-3 Team: Mr. and Mrs. Robert Halmi of New York City, Mr. and Mrs. Robert Kelly of Wilton, Conn., and Mr. and Mrs. Warren Smith of Hoboken, New Jersey. A fourth TR-3 was driven by Mr. and Mrs. Thomas Kittleson of Westbury, Long Island.

WINTERIZING YOUR TRIUMPH

Summer is officially over, and TSOA'ers living in parts of the country where winter makes itself felt ought to be thinking about preparing their TR's for cold weather. Naturally, you should first turn to your Owner's Manual, supplied with the car. (See Supermarket) Meanwhile, here's a good checklist.

1. *Anti-Freeze:* Use a good grade of "permanent" anti-freeze. Alcohol-based compounds tend to evaporate and need periodic checking. Correct quantities can be figured from any service station chart, but *be sure!* Guessing could mean a cracked cylinder block. These quantities are correct:
 - 1 quart — Protection down to 20 degrees F.
 - 3 pints — Protection down to 10 degrees F.
 - 2 quarts — Protection down to 0 degrees F.
 To be on the safe side we suggest using 3 quarts. Do not use last year's anti-freeze . . . the rust inhibitor may be completely worn out. New anti-freeze costs little and gives certain protection.

Before adding anti-freeze, drain and flush the cooling system. Check all hose connections for leaks and replace any cracked or rotten hoses. It is also a good idea to check the cylinder head bolts for tightness. DO NOT attempt to do this without a torque wrench! Correct torque is 95-100 lbs. (engine cold!) This is important because any leakage of anti-freeze into the engine will cause serious damage to pistons, cylinders and bearing surfaces.

Always check anti-freeze strength if it is necessary to add water.

2. *Thermostat and Radiator Cap:* A special winter thermostat, part #101956 is available for cars operated in very cold areas. This thermostat opens at 88 degrees C (186 F) and will keep engine temperature up in the coldest weather. If you have any doubt about your present thermostat, remove and test it. Place it in a pan of water and heat the water until a thermometer shows 160 degrees F. The thermostat should then begin to open. DO NOT replace with an American-made unit.

Check your radiator pressure cap to see that the rubber seal is seating firmly against the flange inside the filler pipe. If the rubber is worn or deteriorated, or the spring not strong enough, replace the cap. Do not replace with an American-made unit since they will not reach the flange and therefore will not function properly.

3. *Heater:* It's surprising how many people are unacquainted with the heater valve, located at the left rear of the cylinder head (as seen from the front). This regulates the flow of water to the heater and should be full on for winter operation. Also check heater hoses for leaks, etc.
4. *Lubrication:* Above all, follow the Owner's Manual. However, there have been a few changes recently in factory specifications.

<i>Engine Oil</i>	<i>Gearbox</i>
Over 70 F SAE 40	Above 30 F Hypoid 90
40 — 70 F SAE 30	Below 30 F Hypoid 80
10 — 40 F SAE 20	
0 — 10 F SAE 10	

We are assured by the Laycock engineers the heavier lubricant will not affect the over drive in any way.

5. *Carburetor and Spark Plugs:* No change is needed in either, except in extremely cold climates where a change to one range hotter plugs is recommended. This would be one range hotter than Champion L10S.
6. *Battery:* Do not try to go through the winter with a worn-out battery. Always be sure your battery is at peak charge. Do not overfill . . . keep water level just barely above the plates. To make sure, order a Lucas Battery Filler from Lucas, 505 W. 42nd St., New York City, and do the job regularly.
7. *Tires:* Put your two best tires on the rear. Do not overinflate tires in winter . . . you will get better traction at minimum pressure. If you have been running at minimum all summer, check pressure . . . cool air fills less space than warm!

As a general rule, snow tires and skid chains are not necessary. Triumph's superior weight distribution and traction are sufficient for all but the worst ice and snow conditions.

8. *Hints:* There are several spray or brush-on compounds available for chrome protection. Their use will prevent possible damage to chrome by salt and other compounds used on wintry roads.

Owners of early disc-brake models will save considerable expense on re-lining if they fit dirt shields to the front brake assemblies. These parts (#204378 and #204379 — RH and LH, order both) protect the inner lining segments against sand and dirt thrown up from the road and are definitely worth it.

Next issue we'll cover top and side curtain installation. Don't forget to write for help on your own servicing problems.

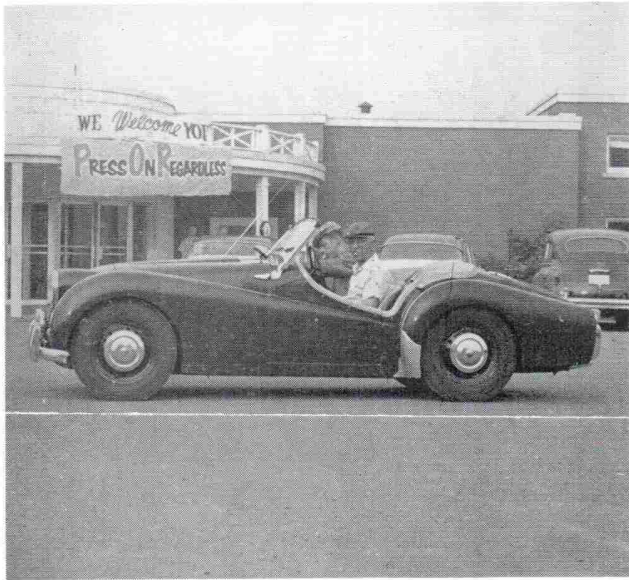
TRIUMPH PRODUCTION INCREASED:

The TSOA "NEWSREEL", brother publication of ours from the English TSOA, prints production statistics that reflect the demand for the TR in the United States. TR-3 production stands now at 450 cars per week, a rise of 100 per week. As sales figures stand right now, the extra 100 won't begin to satisfy demand. Sales are more than double last year's, and if you see a harried expression on your dealer's face,

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he's not worried about selling cars, he's wondering where to find enough cars to fill all his orders!

More than 670 dealers are now selling Triumphs, serviced by seven distributors. Sales are threatening to topple MG from first place any day . . . not bad for a car that has been in the American market only four years . . . and this is only the beginning!



Here's R. P. Valtier of Warren, Michigan, with navigator R. Johnson, about to take off in the Press On Regardless Rally in Ontario.

AGE IS NO BARRIER

It's no secret that some people think sports cars are for the younger set exclusively. Two active TSOA members effectively disprove this attitude, as recent competition results prove.

R. P. Valtier, of Warren, Mich., won 1st Place in Open Stock Sports at the Anchorville, Mich. Speed Trials. Mr. Valtier is 64 years young and says that he intends to continue in competition whenever possible.

From the pages of "Newsreel" our sister publication from England, comes news of Lt. Col. Leland D. Bartlett from Thorndale, Texas. Lt. Col. Bartlett is an active competitor on the drag strips in and around San Antonio and recently placed first in class ahead of seven other cars. How old is Lt. Col. Bartlett? 71! (Photo next issue.)

Our plaid cap is raised to Mr. Valtier and Lt. Col. Bartlett . . . two ready, willing and very able TSOA members. Triumphs are not just for the young, but for the young at heart!

ATTENTION LOCAL TSOA GROUPS!

In the next issue of the Newsletter, we want to publish a complete list of all local TSOA groups, complete with officers and where to contact them. If you want the latest information on your group included, please send a list of officers, mailing address and any other pertinent information (such as specific area from which membership is mainly drawn) to us by October 15th.

Members wishing to form new local groups should write to us requesting information. We can supply a suggested constitution and by-laws and names of established locals who will be helpful in setting up a new organization.

ACTIVE LOCAL GROUPS

First of all, we'd like to point out that the only way we can tell if a group is doing anything is if someone writes and tells us. So, if your group feels left out . . . let us know what activities you are pursuing.

The TROC (Triumph Owner's Club) of Los Angeles, is an elderly organization by TSOA standards. It was formed before TSOA came into existence in the U. S. and has an active history. We hear about all TROC activities through their excellent publication "TROC TALK".

The September issue starts off with a Rally of Europe photo of two kilted pipers looking over a TR. We find the results of a rally titled "The Wild Ride of Mr. Toad" (what imaginations . . . they had one last year called "Jaunt of the Jabberwocks" — both rallies titled and run by Peggy and Elmer Callen, TROC Talk editors). An informative article on how to eliminate squeaks, bumps, rattles, etc., from your TR is included, plus a description of the next event, a hare and hounds. Local news and classified ads fill out a fine publication.

Other busy groups exist in Florida, New York, the District of Columbia, New Jersey, etc. We received one copy of a scoop sheet from the DC TSOA, but have heard no more . . . let's have the news folks . . . we'll print as much as we have space for.

TROPHY TIME

Tuscaloosa, Alabama: Ray Jutkins, Secretary of T'loosa branch, Alabama Sports Car Club, reports Triumphs 1st, 2nd (Mr. Jutkins), in July 13th Gymkhana. The team of Hazel Shoemaker and Jo Ann Bennett took 1st in a rally July 27th.

Marlboro: Back on June 8th, at Marlboro Raceway, Va., six Triumphs started, six finished, placing 2nd, 6th, 8th, 11th, 15th and 18th. Mighty impressive showing against far more expensive machinery. D. C. TSOA awards trophies to top-place Triumph drivers.

Dallas: A note from George Parker lists an impressive string of victories including a 5th overall at Galveston, ahead of 4 Corvettes, 3 Ace-Bristols and 4 Austin-Healeys.

LOST YOUR BADGE?

New Badges are available at \$1.00 each.

Recently, we've had a request or two from local TSOA groups wanting to buy a stock of badges. We must deny such requests . . . organization policy requires that the national TSOA have complete control over badges, so, it's one badge per application. Of course, we'll be glad to process large batches of applications sent in by local groups, but we suggest that you not hold any applications very long.

TSOA SUPERMARKET

"Please Don't Dent Me" cards . . . \$1.00/100
 TR-3 Service Manual (TR-2 also) . . . \$9.00 (Special Member's price)
 List of Triumph Dealers and Distributors FREE (Handy for Touring)
 Standard Car Review Subscription \$2.00/year
 Owner's Manual (as issued with new car) \$1.25 (covers minor service)
 SEND CHECK OR MONEY ORDER. NO C.O.D.'s PLEASE.

Classified deadline is the 1st of the month for publication that month. Members private property only . . . no commercial ads. No charge.

FOR SALE: TR Tunic—\$10.00 plus shipping charges. Also piston rings, coil, gaskets, miscellaneous parts. Write Charles Baker, Jr., 113 Cameron Lane., Charlottesville, Va.

WANTED: Metal or fiberglass hardtop. R. M. Anderson, 4617 Radnor Rd., Indianapolis 26, Ind.