



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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WINTER SERVICE ISSUE

WINTERIZING

In October, 1958, the first Service article in the revised NEWSLETTER was on winter preparation. The following will be pretty much a reprint from that article, not so much because of "popular demand", but because winterizing is *important* and we think you should have a reminder.

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 three 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.

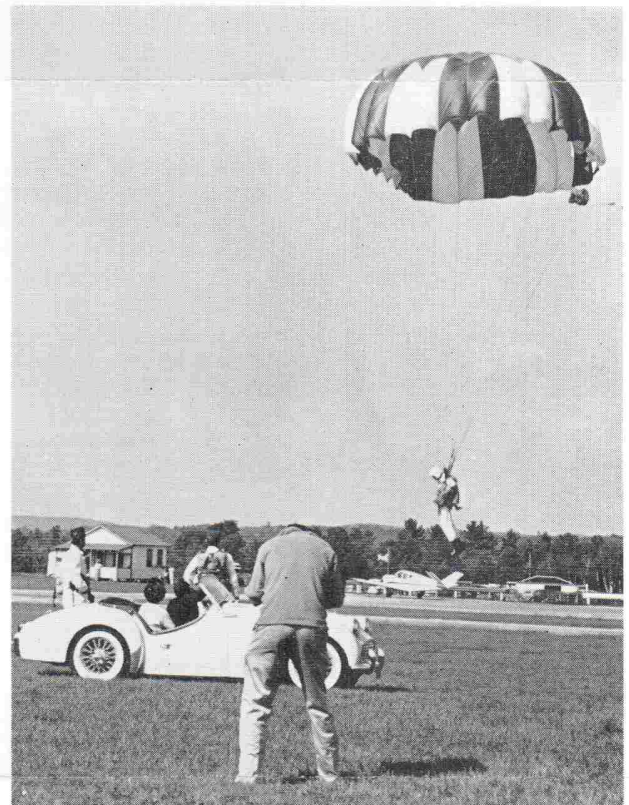
Before adding anti-freeze, drain and flush the cooling system. Check all hose connections for leaks and replace any cracked or rotten hoses. It is also a good idea to check the cylinder head bolts for tightness. *Do not* attempt to do this without a torque wrench. Correct torque is 95-100 lbs. with the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

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

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. If defective, *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.

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THIS IS HOW AN AD IS BORN—Here's Bob Halmi, internationally famous driver and photographer, taking a shot for the latest TR-3 magazine ad.

WHY ADVERTISING MEN GO MAD

The parachute photo looks like fun . . . it was. By the time organization had resulted from idea, it required the services of: five jumpers, two airplanes, one photographer and assistant, two models, several innocent bystanders, an art director, one ad manager and three cases of tranquilizers. Oh yes . . . two TR-3's as well.

The whole operation lasted all day, including 11 jumps and several gallons of coffee. Needless to say, the final picture does not include the rear elevation of Bob Halmi . . . the shot you see is a picture of a picture being taken. Watch for the ad when it appears in your favorite magazine . . . these things aren't as easy in the making as they seem, remember.

EDITORIAL

With this issue, the second year of the new-style NEWSLETTER begins. There's been plenty of progress since the October 1958 Editorial promised more news, more features and more for all members. As you saw in the September article on "What Is This Thing . . . TSOA?", membership has increased hugely, local clubs are mushrooming and the Association's services have both increased and improved.

TSOA members, new and old, have contributed to the increasing effectiveness of the Association. Your suggestions for TSOA services, driving and servicing hints drawn from your own experience, and material for the NEWSLETTER have been invaluable and we thank you. However, as you probably remember, many's the time these pages have carried a wild cry for "MORE MATERIAL, PLEASE!!" As a matter of fact, the first Editorial in the new NEWSLETTER asked for contributions. We meant it and we still mean it . . . photos, news, ideas for articles . . . please send 'em! There's still one more copy of "SPORTS CAR RALLIES, TRIALS AND GYM-KHANAS" to be given in December as the wind-up of this year's Photo Contest.

The above goes particularly for local clubs who write to us in a great flush of enthusiasm, organize, send us one letter with names of officers and then become clams, never to be heard from again. PULEEZE, boys, let's hear regularly from more than 25% of the clubs! Remember, we can publicize meeting dates and places, events, etc., if you'll only let us know in advance.

Always remember that the TSOA has been and will continue to be a service organization, strictly for you. Help us keep it that way by letting us know what *you* think . . . that's the important thing.

CLUB NEWS

The Triumph Motor & Petrol Society is holding its 2nd Annual Holiday Rally on November 22. Jim Murphy (UN-5-4181) is mastering the New York Thanksgiving event which will be run in the Westchester area.

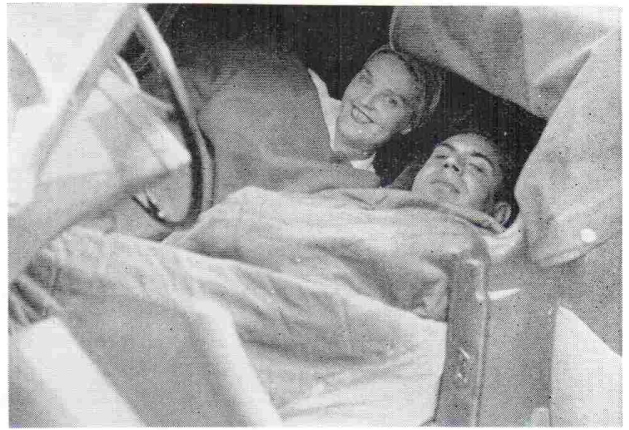
TROPHY TIME

Word comes to us that Edward and Donna Kneeland of Bradford, Massachusetts, won their first rally trophy last September 13th. The third place trophy for the "Wander in the Woods" event was a 1959 TR-3 model.

Paul Spenadel, TSOA's driving dentist, rode in the winner's circle again this month. He won 1st in class and 2nd overall at the Long Island Sports Car Association's acceleration trial and gymkhana held at Lime Rock on October 3rd. Dr. Spenadel lives and practices in Huntington, New York, and has for the past several months been piling up an impressive list of wins.

After several weeks of competition, the Triumph-Wheeling team of W. H. Greehey and Stewart Epley began to click like a computer and tick off rally wins. On September 20th, they took the best Triumph award and 3rd overall in the Fairfield County Sports Car Club rally in Connecticut. Total field—22 cars. The following week, in the Long Island Sports Car Association's Hound-Dog Rally, they took best Triumph and 3rd overall out of 43 entries. On October 4th, it was jackpot day for the duo in the MG Car Club Autumn Daze rally. They took 1st out of a field of 30-40 cars. Another TR-3 handled by Lila Howard and Lou Batori came in 3rd. By the way, Greehey drives and Epley spins the Curta.

making-little-do dept.



Ever since Eve bit the apple, someone has been defying prescribed procedure. And when Standard-Triumph built a sports automobile, they said, "Here, this is for enjoyment, a vehicle to test your skills and give you the maximum of enjoyment in getting from A to B."

So, then someone proved that the best way from A to B was by way of C. Collin Hansen proved that TR's could carry boats; Dr. Radding showed us how to get seven adults and children into his TR-3, and now, as a super show-stopper to end all improvements, Peter Gonzalez leaps through a ring of fire. In ten minutes he can convert his TR-2 into sleeping accommodations for himself and his wife!

Mother Necessity hatched this device late last month when the Gonzalezes were driving to the Watkins Glen Grand Prix for the weekend. They discussed the ways and means of an overnight stay, and, both being hearty campers, dismissed motels and hotels right away. Mrs. Gonzalez suggested a tent but her husband had an idea which, when mentioned, brought shrieks of derision. That's all Peter needed. Hooted and challenged, he accomplished the improbable like this:

Before leaving, he replaced the regular nuts holding the seat bottoms to the slide tracks with wing nuts. Unscrewing these first as Mrs. Gonzalez watched, he removed the seats and placed them on the ground wrapped in weather-proof plastic. He removed the four slide tracks and stored them with the wing nuts, flat washers, etc. under the seat cushions, and then got out his sleeping bags. The kind he used had an air mattress sewn into them but two separate units would work as well. Peter placed one on each side of the transmission tunnel and — Voila! . . . "two very comfortable twin beds." They snapped the tonneau cover on for rain protection.

"Well that's just fine if you're a circus acrobat," you're saying, "but how about getting some *sleep*." We're taking Peter's word for it. "In the morning I awoke, unzipped the tonneau cover and surprisingly enough, I couldn't wake my wife — she was too darn comfortable."

So now your editors are assuming that it must work. On the basis of recent member experimentation, the TR is a trailer, a troop transport, and a cozy hide-a-bed. At any rate, Mrs. Gonzalez (who is no circus acrobat), is ". . . sold on the idea and insists that this is the way we'll travel from now on. No big car camping for us. Give us TR living any day."

Well, give us a Miltown.

WINTERIZING (continued)

Do not replace with an American-made unit since their sealing gasket 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 which is located at the left rear of the cylinder head (as seen from the front). This regulates the flow of water into 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. Factory specifications for certain areas were changed in 1958, however, and the correct engine and transmission lubricants are as follows:

Engine Oil		Gearbox	
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 de Normanville engineers that the heavier lubricant will not affect the overdrive in any way.

5. *Carburetor and Spark Plugs:* No change is needed in spark plugs with the exception of a possible change to one range hotter plug in very cold climates.

The suction pistons in S.U. carburetors may act up in winter if they have not been carefully serviced. This usually takes the form of the pistons sticking, indicated by a tendency for the engine to stall when the car is brought to a halt and a definite hesitation in accelerating from very low RPM. Service procedure is as follows: Remove both dash pots and wash them carefully in gasoline. Remove and wash the suction pistons, being very careful not to bend the needles. Carefully wipe out the bores of the dash pots and, before reassembly, carefully clean the shoulders on the carburetor bodies at the points where the dash pots bolt on. Reassemble, again taking care not to bend the needles and remember that the suction piston will only go down in one position as it has a guide groove on one side, mating with a peg in the carburetor body. Also remember that the pistons should not be interchanged in the dash pots and that the pistons and dash pots, as units, must not be interchanged between the two carburetors. When assembly is completed, fill the top of the pistons with very light oil (5 wt.) or even machine oil such as 3-in-1 if sub-zero temperatures will be encountered. Normal weight oil is SAE 20.

6. *Battery:* Do not try to go through the winter with a worn-out battery. Always be sure it is at peak charge in cold weather. Don't overfill it . . . keep the water level 1/16" over the top of the plates. To make sure, order a Battery Filler from Lucas Electrical Service, 505 W. 42nd St., New York City, and do the job properly.
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. Cold 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 snow and ice conditions.

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

Owners of TR-2's should be careful not to poke or jab their side screens or rear windows in very cold weather since the plastic becomes somewhat brittle and may crack or even shatter. TR-3's do not suffer from this.

A spray-on coating of anti-frost material on curtains and rear window, inside and out, will make cold-snaps far less dangerous. The defrosters will do an excellent job on the windscreen, but the curtains and rear window need extra help. See your dealer or auto parts store for the anti-frost material.

Pieces of old carpet can be used to supplement the under-felt backing the rubber floor mats and to increase the insulating effect on older cars with rugs.

9. *Dirt Shields:* Owners of early disc-brake models, particularly those with wire wheels, will save considerable expense on re-lining if they fit dirt shields to the front brake assemblies. These parts, #204378 for Right Hand and #204379 for Left Hand, protect the inner lining segments against sand and dirt thrown up from the road.

Installation is quite simple. The shields mount at three points, namely to the two bolts which attach the brake caliper housing to its mounting plate and to the bolt which attaches the forward lower mounting plate to the suspension vertical link. This last bolt mentioned must be replaced by a longer one, part #118324, a Nyloc nut #YN2909 and a plain washer. In order to replace this bolt, the hub and disc have to be removed.

10. *Top and Side Screens:* There are some details about these installations which will help keep the weather out, be it warm or cold. Side screens on early models without sliding windows are the most mentioned offenders, but the later models can also stand some adjusting at times. Here are some ideas:

- (a) On all sliding and non-sliding curtains up to mid-1958, there is a wedge-shaped sliding adjustment for height at the bottom of each curtain bracket. The lowest position of the slide will raise the curtain, making for a close fit at the top.
- (b) Adjust the front and rear slides so that front of curtain meets the angle of the windscreen pillar properly. Before closing the door, run your hand down the front of the curtain, curling the edge in so that it fits into the slot on the pillar when the door is closed. This applies to all TR-2 and TR-3 models.
- (c) After closing the door, run your fingers along the top of the curtain, tucking it between the flaps provided in the top. Do this when leaving the car as well, to prevent rain and snow from leaking in.
- (d) Don't forget to fasten the Tenax (TR-2) or Dot fasteners on the door.
- (e) Approximately 1/4" square weatherstrip may be used on the inside bottom edge of the side curtains where they contact the doors and body. This will eliminate drafts left after adjustments a—d above.

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SERVICE (continued)

- (f) Owners of non-sliding curtains . . . don't forget to close the zipper once you're in!
- (g) The later-model sliding screens with heavy frames and the latest with Dzus fasteners need less adjustment for vertical height and will stay in place better at speed. However, some judicious bending of the frames will help the fit, and weather strip along the rear-most edge may help.
- (h) If you have trouble with the sealing roll which fits over the lip on the windshield frame to prevent air and water leaking under the edge of the soft top, try roughing the inner side of the rubber molding with sandpaper. This will help the roll to stay in position.

At approximately Commission #TS52000L, a new style top began coming through. Rather than the rubber-cloth roll at the forward edge, these tops have a separate flap which fits over the Tenax pegs across the top of the windscreen and is held down when the top is snapped in place. Owners of these tops should be careful when fastening the forward edge in place. Make sure that the special flap is well down over the peg before attempting to snap the fasteners. Also, push the fastener *all the way down over the peg* before pushing the button or (a) The fastener may work loose, (b) You may damage the locking jaws in the snap. This new type of top provides the best weatherproofing yet, in a car already known for better-than-average sports car weather protection.

BOOK REVIEW: THE BOOK OF SPORTS CARS

Whatever the marque may be, if it's a sports car, there will be someone to write a book about it. This has resulted in a rash of small books, some little more than booklets, which, although they contain much fascinating information, are seldom seen by the general sports car driving public. Two enterprising gentlemen named Charles Lam Markmann and Mark Sherwin looked at the situation, "seed their dooty and done it!" The result of their efforts is a 323-page volume entitled THE BOOK OF SPORTS CARS. Roughly the size of a TR-3 Service Manual, the book is by no means "heavy" reading. Rather the reverse . . . it is extremely hard to put down.

THE BOOK OF SPORTS CARS is a dictionary-encyclopedia-biography of sports cars and the men who dreamed, built and drove them. The introduction is headed "In the Beginning, They Were All Sports Cars", and this is born out in every article. Each of the famous makes began competition with standard or slightly modified sedans and the evolution from these ungainly chariots to the brisk and beautiful sports cars now made is fascinating.

Sports cars of every country are listed from A to Z starting with the British A.B.C. and ending with Sweden's Volvo. Somewhere in the British listing is a very good section on some exciting cars called Triumph. Your car is discussed and pictured from its beginning to the present and the praise is not faint. Short biographies of manufacturers, designers and sportsmen who built and are building the world's great sports cars are included and a long section is devoted to the drivers without whom sports cars and racing would have no glamor at all. Last, there is a capsule description of types of events and their development.

THE BOOK OF SPORTS CARS, published by G. P. Putnam's Sons, 210 Madison Ave., New York City, will be available after October 30th. The announcement price until January 1, 1960 is \$12.50. After that it's \$15.00, so order right away. In his Foreword, Briggs Cunningham calls it "the most comprehensive text-and-picture history of the dual-purpose car since it came to life more than sixty years ago." The book would be invaluable if composed of the pictures alone. When combined with a superlative job of writing by Mr. Markmann and Mr. Sherwin, it becomes a genuine "Bible" for the sports car aficionado.



A SUNDAY KIND OF DRIVER

Just as we were going to press, we received this good-looking photograph and competition record from H. G. Reichardt. So we swept clean some space to print it for you. During the past two years, Mr. Reichardt and his wife, Fronie, have participated in rallies, gymkhanas and economy runs in the St. Louis and Southern Illinois regions of the SCCA. By the way, he works on Saturdays and thereby the Reichardt team has been eligible for only 60% of the events in that area. They hold two firsts, one second and two thirds in five separate 60-car gymkhanas. Included in the hardware and ribbonery that you see on that shiny hood are a second, third, fourth and several "top fifteen" rally awards. They ran away with first place in the St. Louis Economy Run, doing 47.5 m.p.g.

TSOA SUPERMARKET

"Please Don't Dent Me" cards	\$1.00/100
TR-2 - TR-3 Service Manual	9.00
Girling brochure on care of disc brakes and hydraulic system	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA Badge	1.00 ea.
Owner's manual (as issued with new car)	1.25
Standard Car Review Subscription	2.00/year
Competition Preparation Bulletin	FREE

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

CLASSIFIED

WANTED: TR-3 hard top, any color. Jim Kleckner, 564 Linden Blvd., Brooklyn 3, N. Y.

FOR SALE: Black rear seat with white piping, never sat on. Make offers to Bill Greehey, 57-28 255th Street, Little Neck 62, N. Y.