



TRIUMPH SPORTS
OWNERS
ASSOCIATION

News Letter

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Room 3007

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Ops -

It appears that in our last issue, we bit off a bit more than we could quickly chew. While we knew we included a lot of things which offered action, we didn't think so many members would leap on the wagon and do something about them. Our mail has been mountainous and we have fallen a bit behind. Thanks for your compliments - we'll answer every letter just as soon as possible. Number one priority went to the service manuals as we knew how anxious you were to get them. Every order was shipped the day it was received, so you can see we've been busy. We've also had a lot of record-keeping with lapel pins, etc. In addition, it was HOT, HOT, HOT in New York. Thanks for your suggestions about the NEWSLETTER - unfortunately, we cannot use them all or we would be publishing a 200 page magazine every month. But we will continue to do our best to make your NEWSLETTER what you want it to be.

Thirsty? -

Here is an item we are stealing from the other side of the Atlantic. Seems that a clever Britisher has discovered that every TR2 has four built-in bottle-openers - the four chrome slides for the side curtains. This is not our idea so you may proceed at your own risk.

Membership Contest -

Since we announced the contest, some members appear to have taken to the road immediately, looking for TR2's without a TSOA car badge. Several members are about to enroll their fifth new member. Remember, five new members enrolled will get you a free model TR2.

Pre-Planning -

TSOA'ers Mr. and Mrs. Clyde Durham of Pineville, La., report they are expecting their first little "Sport" in December, and Clyde is busy modifying his TR2 for the new arrival. He's installed a cigarette lighter for a bottle-warmer plug, and has fashioned a bottle-warmer holder to fit over the transmission tunnel. A plywood platform has been constructed behind the seats to make a level area. Clyde reports that with plenty of padding on the platform and a plastic air-filled bathtub for all around protection, the Durham family is set for travel. George Sladovich, another TSOA'er, has remarked that with a tonneau cover for a blanket and an old spark plug for teething, the situation is pretty well set.

Vacations -

We have received a number of interesting stories on trips taken by members this past summer. Look for them in future issues.



It's A Triumph!



Contact Corner -

The TSOA membership is now too large for us to send lists of members to individuals. Instead, we are starting this column. If you want to get in touch with other members in your vicinity, let us know and we'll publish it here. The following would like to get in touch with other TSOA'ers: Mr. D. M. Tenenbaum, 2656 El Prado Way, Sacramento 21, Calif; Norman Blomberg, 3921 Oranewood Drive, Fair Oaks, Calif; John C. McCutcheon, 2820 Alma Ave., Manhattan Beach, Calif.

Subscriptions -

We are still getting subscription requests for SPORTS CARS ILLUSTRATED, so we are enclosing a subscription blank with this issue for your convenience if you want to take advantage of the reduced price. Return form (with your 3 bucks) here.

Safety Belts -

Here are some TSOA'ers who have installed belts with various techniques: Lawrence Young, 610 Matlack Ave., Lewisburg, Penna; D.M. Tenenbaum, 2656 El Prado Way, Sacramento 21, Calif; Herbert V. Baak, Jr., 2656 67th Ave., Oakland 5, Calif; Paul W. Meyers, Mt. Pulaski, Ill; and James Drapp, 121 Edgar Ave., Dayton 10, Ohio.

No Man's Land -

John McCutcheon has called "foul" - points out that ROAD & TRACK referred to Triumphs as "Tiny Rapids" long ago and that Texas should not get credit. Herb Baak says that in mixed company, his friends refer to the Triumph as the "Healey-Hunter". (We wish we hadn't brought it up - Ed.)

All Over The Place -

Here are some of the victories chalked up recently: in the internationally famous Liege-Rome-Liege Rally which usually requires 6 days of solid driving over a 5088 km. course reaching from Belgium through Germany and Austria, down through Italy to Rome and back up to the north of Italy, up the eastern side of France and back to Belgium, the Triumph took FIRST, SECOND AND THIRD IN CLASS and 5th, 6th and 7th over-all, becoming the highest-placed British car in the history of this famous event. The cars were driven 3186 miles non-stop in 88 hours with 143 starters and 56 finishers. Every Triumph finished in good condition! California: Jim Blanchard, Pomona, reports that on the Thunderbird Sport Club Rally to Las Vegas, he started 6th and ended 1st. Course covered mountains and flats with all makes in competition. Dick Dye and Harley Nix both reported on the Tyred Wheel Motor Car Club economy run (Oakland): 63 entries including 7 Triumphs; course covered city traffic as well as up and down terrain. Average MPG for the TR2's was 40.521 with George Davis high with 44.827 mpg and 54.284 TMG. In Class II, George took 2nd and Dick took 3rd; in Class III, Owen took 2nd and Lundquist took 3rd. Judge McWhorter, Odessa, Delaware, reports that in the Brandywine Motorsports Club Hillclimb, Dan Hastings took 1st and Dave Hastings took 3rd in Class E. Mrs. Hastings took 1st in the women's class. Dan's time beat all times in Class D and all Jag times in Class C. Judge, in his first competition, took 4th or 5th in Class E. Paul Harriman of Speedway Motors, Arlington Heights, Illinois: called us to relay the news that at the Elkhart Lake-Road America events, Bob Goldich sailed home an 11-seconds winner in Class E, displaying his polished racing technique, especially on the challenging corners. This was a production Triumph! We'll publish more of the story from Paul at a later date.

Out West -

West of the Mississippi, TR2 owners can get carpeting in Red, Geranium, Blackberry, Grey, Blue, Brown and Fawn from Cal Sales, 1957 West 144th Street, Gardena, Calif.