



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

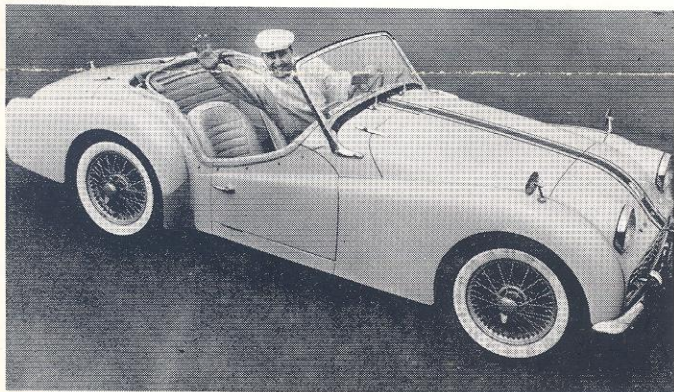
RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. 8, No. 1

JANUARY, 1962

1962 IS SURE TO BE A TRIUMPH YEAR!



Pete Glann of Toledo, Ohio, drove this sharp TR-3 to first Triumph and 3rd Overall in the annual Turkey Trot Rally.

TR-4's BUILT ON WORLD'S LONGEST SPORTS CAR ASSEMBLY LINE

The first of December, production of the new Triumph TR-4 was transferred to Standard-Triumph's revolutionary new assembly plant at Coventry, England. Reported to be one of the most modern auto plants in the world, the TR-4 assembly line is the longest for sports cars.

This line is over 200 yards in length and has stations for 46 units. TR-4 production is rapidly being boosted by this move and is nearing the target figure of 500 units per week. The modernization is part of the effort to fill the record number of orders, received from throughout the world, most notable of which is the fifty seven million dollar order from the U.S.A.

On the "TR-4 Furlong," the assembly methods maintain Triumph's high degree of quality control yet at the same time, every stage is planned to give maximum efficiency and speed. Each unit has a pitch of 18 feet which gives fitters generous space to perform operations under the most favorable working conditions.

At the end of the line, each car covers three to four miles of simulated road conditions in a special roller test booth. Checks are made on the engine, transmission, brakes (with individual measurements for each wheel), speedometer and steering.

Triumph is maintaining its position in the United States as the top selling British Sports Car and with the increased production from the "TR-4 Furlong," sales will definitely improve.

RACING DEVELOPMENTS

The response to our Racing Assistance Questionnaire has been fantastic. Shortly we will be able to fully tabulate the information we have gained from the survey.

Early indications are that there is much enthusiasm from owners who will race TR-3's and 4's in 1962. We will publish definite figures and percentages in the next issue of TSOA NEWSLETTER but the information we have so far received proves that the Triumph is probably the most inexpensive and dependable sports car available for racing.

The major expenses to most Triumph competitors throughout their racing season have been motel and food bills. Depending on what make of tire they use and where they race, tire expenses are next in line. Mechanical expenses and failures during the season are virtually non-existent with rare exceptions. Mechanical failures only occur when it is obvious that the driver has been abnormally abusive in his handling of the car or that extensive modifications have been made to the engine.

In one outstanding instance, an owner competed in 10 races and drove 30,000 road miles on one set of tires. Just a fantastic performance (must have been raining all the time)!

The Standard-Triumph racing assistance program is being finalized at this time and a release should be issued on it by the end of January. For quick answers to any competition question, write: Competition Department, Standard-Triumph Motor Company, Inc., 1745 Broadway, New York 19, N. Y.



This show stopping TR-4 is owned by James H. Binford of Houston, Texas. Mr. Binford is a Triumph dealer and his car will be featured in the Miami Auto Show. The colors are a beautiful candy-apple feathered into gold with white trim. The car must be seen to be appreciated.

TRix & TRipe

From *TRiumph TRivia Newsletter, Clifton, N. J.*

TRix

If you're having difficulty waxing the car in cold weather because of dampness, remember the old trick about sprinkling some cornstarch on the polishing cloth.

While a fuel pump's more common noise is a sort of pulsation, it can and often does make a pronounced knock that is easily mistaken for misbehaving tappets.

When your car windows are fogging up, wet a rag and place the tobacco grains from a cigarette on it. Rub the tobacco fairly hard against the glass and then clean everything up with the clean part of the rag. The window won't fog up for a couple of hours after this treatment. (We understand that tobacco juice also does a wonderful job, so if we have any club members who chew, your services are wanted!).

TRipe

Howard Avery's TR is sporting a battered tail light. Seems as though Howard was waiting for a light to change when he was bumped by an impatient truck behind him. Howard didn't think the bump was too hard, but knowing Triumphs, he thought he better pull over to check the damage. Suddenly, to his surprise, he felt another bump. Indignantly he jumped from his car and shouted up at the truck driver, "What's the matter? Are you mad at me?"

"No," replied the truck driver, "I just didn't see you."

Final 1961 Championship Standings

1st	Jack MacQuaide	3335 points
2nd	Ed Van Vliet	3010 points
3rd	Bob Yuell	2900 points
4th	Jack James	2805 points
5th	Jack Griffie	2030 points



Lucky Bewley of Oceanside, California, has been very active with his Triumph. In 1961, he won his club's Competition Cup Award as well as 10 other trophies for individual events throughout the year. He recently won the Outstanding Driver Award at the 3rd Annual Ghost City Hillclimb, Jerome, Ariz.



Turkey Trot Rally winners, Pete Glann and Portia McBride receive their Triumph award from Mr. Dick Grant of Bob Eddy Import Cars.

RALLY FUN?

On November 26, 1961, the Central Illinois 4 Cylinder Club put on an enchanting and most challenging "Dual Hare and Hound" Rallye. Two courses were laid out, odd numbered cars took one route, and even numbered cars took the other. During the event, these two routes crossed in opposite directions at least twice and at one point joined together for several miles. At one check point, all cars passed.

Penalty points were given, based on mileage traveled, (3 extra miles allowed without penalty) and also on a time basis.

Forty points for turns or going straight were provided. All reassurance markers were within a half mile of primary markers. Car numbers were placed on the navigator's side door to obscure the number from cars passing in the opposite direction. If you ever wanted to see confusion, this was a real ball.

No one came in early, many came in lost and bewildered, some never did get in and only a few finished. If looks were bullets, we, who laid out the course, would have been machine gunned.

Both routes were not more than a mile difference in distance. The course ran 88.6 and 89.4 miles. Imagine cars running in opposite directions, some with you, turning at different points and in different directions, yet all on course.

James Babcook

ILLINOIS ACTIVITIES

From *TSOATALK, Morton Grove, Ill.*

1961 Point Standings:

1st	Richard Walker	125.00 points
2nd	Dick Johnson	99.35 points
3rd	John Bessler	96.79 points
4th	Dick Bowman	92.30 points
5th	Larry Woithon	89.10 points

Tongue Twister: A skunk stood on a stump, the stump thunk the skunk stunk but the skunk thunk the stump stunk.

"THE TR-4 IS HARD TO CRITICIZE!"

These were the words of one of the world's leading motoring writers, Jesse Alexander, European Editor of CAR and DRIVER magazine. In the February issue of the magazine, he reported:

"My first thought was, 'what a great car for the beginner to cut his teeth on.' We discovered the TR-4 to be a friendly car, surprisingly quiet and with super-safe road manners — largely due to its wider track — even in the wet (rainstorms coming and going in the usual English manner). We liked the revised instrumentation, the two fresh-air vents on each side of the dash and most of all we approved of the space in the TR-4, with generous room behind the seats and in the trunk. The slightly larger engine gives more than just enough power and a novice sports-car driver can learn effectively how to use the accelerator in cornering. Triumph sales people were talking about a gigantic overseas and domestic order boom during the Earls Court Show and it's our opinion that with such saleable merchandise, they can't go far wrong. The TR-4 is hard to criticize."

ECONOMICAL RALLY CLOCK

From December 1961 TRIUMPH TRACKER,
Rochester, N. Y.

Perhaps some of you have noticed the "Lux" clock which has been mentioned in many of the recent magazines (CAR & DRIVER, ROAD & TRACK, etc.). Since the price was only \$10.95, I decided to get one as a replacement for my non-glamorous Kodak Timer. I ordered one from MG Mitten and it came a couple of days ago.

It is a one-day, wind-up clock with luminous figures on a black face, with both 12 and 24 hour markings, plus numbers for each five seconds. The sweep-second hand can be stopped by pulling out the stem. The unit comes in a dull grey plastic case with a ball-joint socket and a mounting bracket.

I've been checking it with CHU, and despite the low price, it is quite accurate. During one test period, it was only 1 second off in 5 hours. There is an adjustment screw on the back, and the clock carries a 90-day guarantee. It deserves consideration by anyone wanting an inexpensive time-piece.
Bernie Weis



Family sized TR-3? Frederick C. Schmelz of Somerville, New Jersey, and his youngsters get the most fun possible from their Triumph.



Sarah Moody of Haworth, New Jersey, recently bought her 62 license plate. Very appropriate for her new Triumph 1200 Convertible.

TRIUMPH CLUBS

Club secretaries are requested to send the following information to TSOA as soon as possible: Club Name, Mailing Address, List of Officers, 1962 Activity Schedule.

Please send your club's publication to TSOA so that your activities can be reported in the TSOA NEWSLETTER. It would also be appreciated by TSOA if each club appointed a reporter to send activity stories and pictures to the TSOA NEWSLETTER.

We frequently receive requests from owners for the names of local clubs. In many instances, the addresses we have are out of date and inaccurate. Some cards are incomplete because new clubs have not sent officer address lists.

TSOA is interested in what your club activities are. Keep us informed and up to date.

FIRST VICTORY TO TR-4

Jerry Smallidge, President of the Triumph Touring Club of Rochester, New York, and Dick Zwitzer of Best Motors (local Triumph dealer), teamed up in a TR-4 to win first overall in the 1962 Genesee Valley Timing Association's Reliability Run.

Last year, Jack Daly and Jerry won the same event. Jerry is determined to make winning this event an annual Triumph affair.

Congratulations Jerry and Dick, your win is the first for a TR-4 that we have heard of.

COMPETITION NEWS

TUCSON, ARIZONA

1 EP John Jewett

PRESIDENT'S PRIZE NIGHT NAVEX, CANADA

1st Overall — Carney-Rasmussen

GRAND PRIX CIRCUIT RALLY CHAMPIONSHIP

3rd Club — Triumph Touring Club of Rochester, N. Y.

1st Marque Award — Ed Homsey

MID-CALIFORNIA OLD FASHION RALLYE

2nd Expert — Marge & Frank Porter

FORMULA FOUR'S CRANBERRY CAPER RALLYE III, CALIFORNIA

1st Senior — Les Welch & Jay Adams

1st Novice — Bruce Cassasa

TRIUMPH TRIUMPHS IN TURKEY TROT RALLY

Pete Glann and Portia McBride won the Triumph Award and finished 3rd Overall in the annual Turkey Trot Rally, sponsored by the Northwestern Ohio Region of the Sports Car Club of America.

Triumphs were strongly represented as usual. Ten were entered in this annual Thanksgiving event.

The event was turned into a "Triumph Day" by the unveiling of a sparkling new TR-4 by Bob Eddy Import Cars of Toledo. The showing was the Toledo debut for the new Triumph and a great many favorable comments were heard.



Ken Ploen, outstanding player in Canada's Grey Cup Game, straddles his TRIUMPH AWARD presented by Standard-Triumph (Canada) Limited.

CANADA'S TRIUMPH AWARD

Canada's rugged professional football National Championship game each year is the Grey Cup. The Eastern and Western Championship teams are matched for the Canadian Championship.

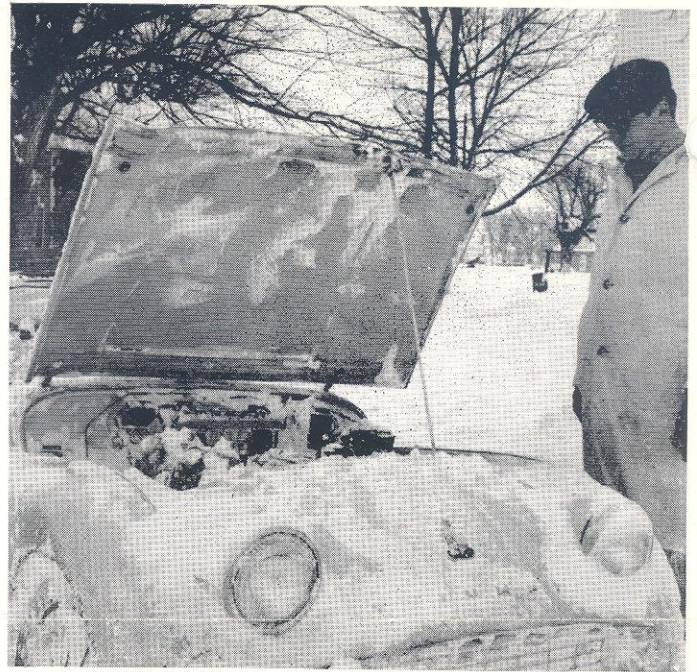
The 1961 game was the 35th of the series and matched the Western Conference Champs, the Winnipeg Blue Bombers against the Eastern Champions, the Hamilton Tiger Cats.

Billed as Canada's top yearly sports attraction, the Grey Cup game attracts 32,000 spectators and is carried nationally on television and radio. A feature of the annual classic is the TRIUMPH AWARD to the outstanding player in the game. Canada's leading sports writers make the selection.

The Winnipeg Blue Bombers won last month's game 21 to 14 in double overtime. TRIUMPH AWARD winner and star of the game was Winnipeg's Ken Ploen from Lost Nation, Iowa.

In college at the University of Iowa, Ploen was the Big Ten's Most Valuable Player in 1956. His first year in Canadian Professional Football, 1957, he was named to the Western Conference All-Star Team. Since that time Ploen has played in 4 Grey Cup Games. During the 1961 season as offensive quarterback and defensive safety, he led his team to the Canadian National Championship.

Publicized throughout Canada, Ken Ploen's TRIUMPH AWARD was a sparkling new red Triumph TR-3, donated by Standard-Triumph (Canada) Limited.



Did it start? You bet it did, first kick and on the trip in deep snow that followed, Jim Lantow of Grand Junction, Iowa, had no trouble at all. Sturdy stock, these Triumphs.

CAR CARE HINT

Carl Stoffels of Cicero, Illinois, suggests that the felt mat under the rubber floor mat be removed and replaced with a fiberglass mat. The fiberglass mat will not soak up and spread water, according to Mr. Stoffels. Any rust that may occur, is localized and not spread as the felt mats tend to do.

CLASSIFIED

FOR SALE: 1959 TR-3, British Racing Green, White top and tonneau, wire wheels, Michelin X tires, Anti-sway bar, seat belts, only 25,000 miles, \$1450. Contact: Mike Cook, Exec. Sec. TSOA, Box 170, Radio City Station, New York 19, N. Y.

FOR SALE: TR-3 Rear Seat, red leather, excellent condition (one small wear spot, not noticeable when installed). No reasonable offer refused. Contact: Robert Wm. Guetzlaff, 2760 Thomas Ave. So., Minneapolis 16, Minn.

FOR SALE: 1960 TR-3, red w/white top, very clean, top condition, 15,000 miles. Many extras. No reasonable offer refused. Contact: Dick Williford, 4311 Oakton-Skokie, Ill.

TSOA SUPERMARKET

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
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, TR-4, 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.