



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

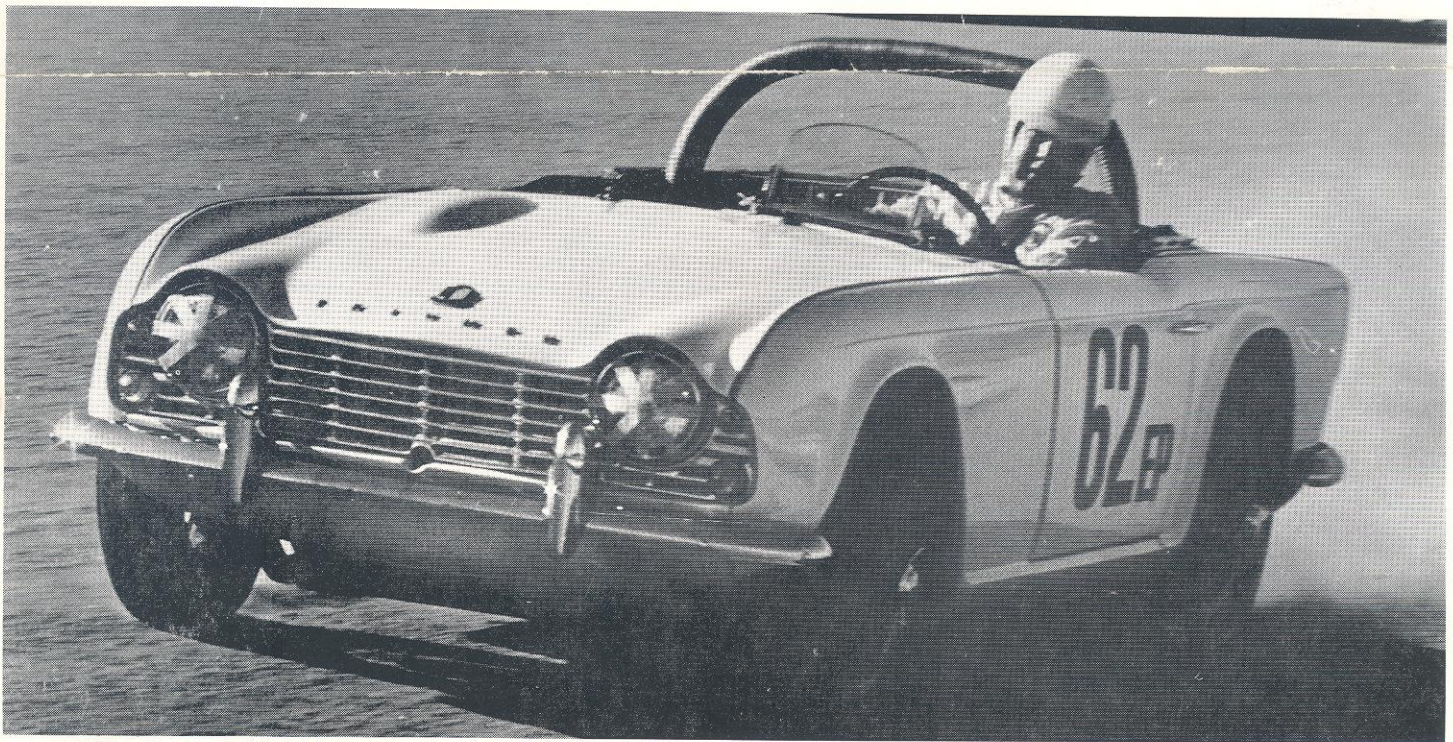
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TRIUMPH RACING PLANS ANNOUNCED



Mike Cook, TSOA Executive Secretary, turns-on a fast lap in a new TR-4, illustrating how the new 4 will look on the race courses this summer. Mike was "disqualified" from the photo session shortly after this picture was taken because of his flex-tubing roll bar and lack of goggles.

RACING PROGRAM

Standard-Triumph's racing program for the United States has just been announced.

The program was developed on the basis of information received from the Racing Survey, recently completed. Triumph competitors stated that their main requirements were Money, Options and Information.

Standard-Triumph will be sending expense payment checks to the most successful Triumph competitors in all SCCA National and Divisional races as well as other major events.

A complete list of options has been approved by the SCCA for the TR-4. Options for the TR-3 remain as before. All of the options cannot be available until late April. In the next issue of the TSOA NEWSLETTER, we should be able to publish the option list with parts numbers and prices. You will be able to order these parts in the normal manner from your dealer, distributor or Zone office.

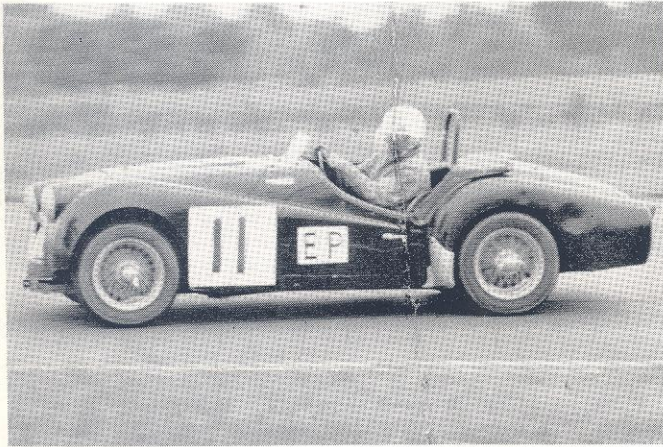
A new competition preparation bulletin is being prepared by R. W. Kastner, West Coast Service Supervisor. Mr. Kastner is past West Coast Champion in EP and has a great deal of experience in proper modification and maintenance of racing Triumphs.

The company is also running into problems, receiving the results of National and Divisional races. Competitors or Club members interested in helping make this program work, should also register with the Competition Department so that prompt race reports can be filed immediately after each race weekend. Standard-Triumph will need to know who finished where, his home address, what kind of Triumph he drove, etc. This information is needed only for the point races at a National or Divisional, not the minor practice races on Saturdays. Any dependable assistance along these lines will be appreciated.

If the information is not sent in, there are going to be some deserving Triumph competitors missing out on some expense payments.

Standard-Triumph has assured TSOA that everything is being done to assist the Triumph competitor. This new program is a welcome boost to the sport and to TSOA members interested in racing their cars.

All owners, interested in racing their Triumphs and being assisted by this program, should register with the Competition Department, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York 22, N. Y.



Top National Triumph driver, William Gurnee at speed in his Triumph TR-3. Gurnee was the highest scoring Triumph driver in the 1961 National SCCA Point Championship and finished 6th in EP point standings.

RACING SURVEY RESULTS

OFFICIAL RESULTS of the Standard-Triumph Competition Survey:

Recently, Standard-Triumph conducted a survey of Triumph competitors throughout the United States. The purpose of this survey was to determine exactly what are the needs and problems of racing Triumphs. The information received has been used to formulate a Company program of racing assistance for 1962, to develop the desired competition options and to improve the product.

More than 100 completed questionnaires have been returned. 81 had been received by the time the results were compiled and are used as the basis of the following statistics:

1. Do you plan to race Triumphs next season? TR-3 or TR-4?

TR-3	TR-4	Unknown
31	26	24

2. What specifically would you need in the way of assistance to enter all Nationals in 1962?

Money	Parts	Car	Tires	Tech. Info.
56	21	21	14	8

3. Would Technical assistance be useful or necessary at races (in the form of parts, engineers, mechanics, etc.)? Most replied that such assistance would be useful but not necessary. A frequent comment was that if the car was not prepared before it got to the race, there is little that can be done at the course.

Yes	No
68	13

4. What were your major expenses for the racing season? It is felt that this question was somewhat vague and that probably traveling and living expenses connected with the races comprise the major expense to any competitor, yet as is shown here, most considered only direct car expenses.

Tires	Travel	Maintenance	Parts	Fees	Car (purchase)
61	44	27	26	4	3

5. Did you have any mechanical problems during this season?

The problems listed below are, for the most part, minor and reflect abusive driving and poor maintenance rather than mechanical weakness. Four broken crankshafts (two were known to have been modified) and two blown engines (extreme overrevving in one case) were reported out of 81 replies. Only 43 of the 81 replying competitors, reported problems of any kind. By far, most have no mechanical problems at all on one engine rebuilt per season (or less in many cases).

Engine	Brakes	Clutch	Oil Leaks	Axle Seals	Overdrive
15	13	10	8	5	2
Gearbox	Electrical	Overheating	Steering		
5	4	4	2		

6. What make and type of tires did you use and why (cost or preference)? Tire pressures? Number or races per set and mileage?

	Users	Mileage	Pressure Low-High	Avg. F/R
Michelin X	39	6 races	24-45	33/35
Dunlop	16	4 races	28-41	34/35
Goodyear	11	5 races	28-45	35/37
Pirelli	11	4 races	24-40	33/35
Recaps	9	3 races	24-33	28/29
Firestone	5	3 races	30-38	32/34
Englebert	5	3 races	22-34	29/29
Continental	3	6 races	25-30	27/29
Metzler	3	3 races	30-38	35/35
Semperit	1	5 races	26-29	26/29

The average pressure settings have little actual value since the most successful Triumph competitors invariably use 2 to 3 pounds higher pressure in the front than in the rear. The more average drivers have been using the conventional lower front and higher rear settings that are reflected in the overall average. One competitor reported 10 races and 30,000 road miles on one set of Michelin's. Most report 2 sets or less per season on Michelin X.

7. What kind of oil (make and type), lubricants and spark plugs (make and type) did you use throughout the season? Most use 40 Wt. Oils.

34	Castrol
12	Valvoline
7	DA Speed Sport
6	Kendall
5	Steen "C"
3	Oilzum
3	Shell X-100
2	Quaker State
2	Stalube
1	Amalie, Pennzoil, Wolf's Head
1	Lubriplate, Phillips, Texaco, Mobil
35	Champion L-5, 7, 58R, 10S, 11S
22	Lodge R47, 49, 50, 2HN, CNY, HND
15	KLG F70, 75, 80, 100
3	Bosch 60
2	Autolite AE23
1	NKG

8. Do you get any discounts on labor or parts?

Yes	No	No Answer	Dealers
41	25	4	11

9. Were you assisted by a Triumph dealer?

Yes	No	No Answer	Dealers
18	48	4	11

10. We are of the opinion that if a Triumph had competed in every National in 1961, we could have won EP. Do you agree with this opinion?

In the case of the drivers who drove in most of the Nationals against the two fastest Elva Couriers in the country, the answer was a unanimous NO, but the majority of drivers, who haven't seen these two go, think otherwise.

Yes	No	No Opinion
37	37	7

11. Comments? The following are what the competitors think is needed to make the Triumph more competitive.

Options	Money	Information
20	6	5

It is interesting that the above are exactly what Standard-Triumph is doing with the TR-4 for 1962: Options, money and information.

“WORKS” RALLY TEAM ORGANIZED

The Board of Standard-Triumph International Limited have decided that the company should re-enter the world of motor sport with a team of the new and highly successful Triumph TR-4 sports cars.

This has been announced by Mr. Stanley Markland, Standard-Triumph Managing Director.

The first event for the Triumph team will be the Tulip Rally in May, won last year by a privately entered Triumph Herald Coupe. Other events in the programme will include Liege-Sofia-Liege, the Alpine Rally and the R.A.C. Rally.

Since 1960, the company has confined its sporting activities to racing a team of specially built Triumph TR-S cars at Le Mans, winning the team prize in 1961.

The Triumph TR-2 and TR-3 series became the world's top selling sports cars by virtue of their outstandingly successful record in practically every major international rally. It is now felt that the benefits of competition for the new TR-4 cannot be ignored.

Production of the new car is rapidly approaching the target figure of 500 units per week and of the 4,000 already built, the vast majority have been shipped to the U.S.A.

The new sporting programme is to be closely linked with the Company's engineering development projects. The four blue TR-4 Hardtop team cars will be equipped with the 1991cc engine (optional) so that they can compete in the under 2 liter class.

Team cars will be maintained by the Standard-Triumph Engineering Division. Graham Robson, a company development engineer, has been appointed team manager. Robson has competed extensively in International rallies in the past year and in the 1962 Monte Carlo Rally.

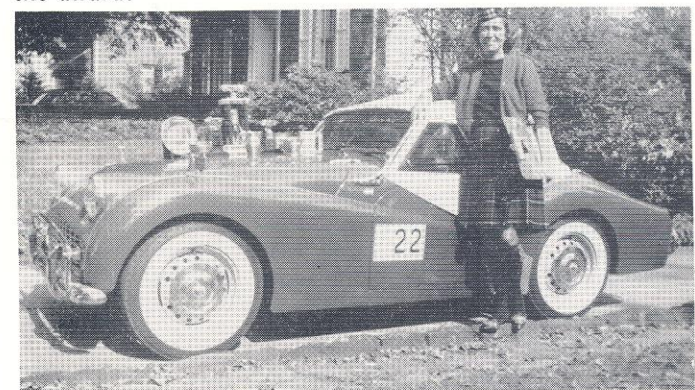
This new program is an interesting milestone in Leyland's (parent company of Standard-Triumph) history. This will be the first time that Leyland has been connected with motor sport since 1924 when Parry Thomas drove a Leyland Straight Eight to capture the world land speed record at 129.73 mph.



Although we received a few letters condemning us for printing a picture of this car in the last NEWSLETTER, chrome wire wheels and narrow band whitewalls were added to the car for the Miami Auto Show. As we said before, this car must be seen to be appreciated. It was the absolute hit of the show.



Barbara Cass and Ian Anderson receive their first place trophy for winning the Toronto TSOA Economy Run. Mrs. Bill Patterson, wife of the Toronto TSOA President, presents the award.

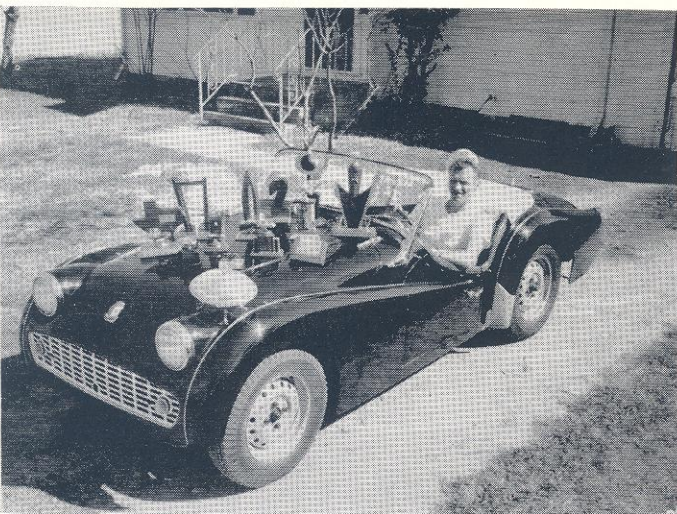


Enthusiastically successful Dorothy Dean Crumley collected 14 trophies last year with her TR-3. She competes in many events around the Pittsburg area and is a school-nurse in New Kensington, Pa. She uses her Triumph for her rounds and has put 23,500 miles on the car in just two years.

TRIUMPH ADDRESS CHANGE

Standard-Triumph is moving its executive offices to a new location in New York City. For any special matters that you need to write directly to the Company for, the new address is as follows: Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York 22, N. Y.

Words of Wisdom: Try using your head instead of your horn!



Don Dillon, the SCCA's San Jacinto Region "Rookie of the Year" and his trophy collecting TR-3.

COMPETITION NEWS

MILWAUKEE 100 MILE ENDURANCE RACE, WISCONSIN

1st in Class — Pete Mihojevich/Aaron Deeren

SCCA DAYTONA NATIONAL RACE, FLORIDA

2 EP — Bob Tulus

TSOA WILMOT HILLS EVENT, ILLINOIS

1st — Mike Devine

R.A.T. WILMOT HILLS EVENT, ILLINOIS

1st — Doris Masek

TRI-STATE RALLY, NEW HAMPSHIRE

Triumph Award — Bob Fraser

SCCA TEAM TROPHY RALLY, WASH. D.C.

1st Expert — Dick Tracy/Aaron Kinberg
2nd Senior — Greg & Nancy Costa

MIDDLESEX SCC REHAB RALLY, N.J.

Best TR — Jim Shaver/Van Stover

N.J. CORVETTE SCC 3D RALLY

1st — Fred Bullock/Marianne Gel Gelcius

N.J. SUNBEAM OWNER CLUB RALLY

1st — Bob Yuell
3rd — Ed & Babete Van Vliet

TORONTO TSOA ECONOMY RUN, CANADA

1st — Ian Anderson/Barbara Cass

MARLBORO REFRIGERATOR BOWL RACES, MARYLAND

1 EP — Dick Gilmartin
2 EP — Al Cohen
3 EP — Bob Tulus

AUSTIN, TEXAS HILLCLIMB

1st EP — C. L. "Twig" Herold
3rd EP — Jay Webb
4th EP — Don Dillon
6th EP — Kent Rogan
1st Ladies — Carol Herold
2nd Ladies — Lois Rogan
3rd Ladies — Marty Springsteen

ROOSEVELT RACEWAY MUG GYMKHANA, NEW YORK

1st Class C — Panas
3rd Class A — Staple
4th Class A — Greehey

TOUR EUROPE IN YOUR TRIUMPH

Although Standard-Triumph has suspended all future plans to sponsor Triumph Rallies of Europe, the London Section of TSOA has several planned for 1962.

The details are on page 22 of the latest issue of STANDARD-TRIUMPH REVIEW (Vol. 24, No. 1). The most promising trip for American TSOA members is the May 19 to June 2 tour which begins in England and covers 2,500 miles through Europe, down to Rome and return. The quoted cost is approximately \$150. To this, of course, you must add your transportation to England, car cost, etc. Looks like a big bargain for those interested. For details of the trip in Europe, reservations, etc., contact: L. F. Dove Limited, 44-48 Kingston Road, Wimbledon, London, S.W.19, England.

An Airline agreement has just been reached whereby a group of 25 can fly to London for \$300 round trip (jet). This applies to any transatlantic airline. If you are interested in the group transportation, you can individually contact: John Whibley, Williams and Whibley, Inc., 75 East 55th Street, New York 22, N. Y.

For European Delivery of your new car, contact your local Triumph Dealer. To avoid any delays please write to or contact the above persons direct and not National TSOA.



Mrs. Jack Stribling and her blond Gibbon ape, Susie, co-drive their chrome wheeled TR-3. Susie frequently navigates from under the tonneau cover.

CLASSIFIED

WANTED: New or Rebuilt TR-3 engine, also new or used white side curtains. Contact: Marjanna J. Frising, 2337 Yuma, Joplin, Mo.

WANTED: Hardtop for TR-3A, state condition and price. Contact: Thomas Gotard, 47-62 197th Street, Flushing 58, N. Y.

FOR SALE: 1960 TR-3, Red w/white top, excellent 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-2/3/4, Service Manual	Not Available until April
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.