



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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TRIUMPH LEADS NATIONAL AND 3 DIVISIONAL CHAMPIONSHIPS

DETROIT TSOA POKER RALLY

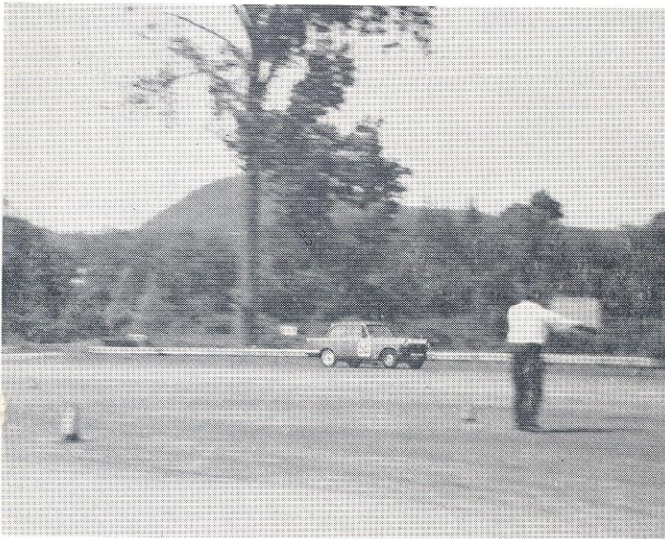
The Metropolitan Detroit Triumph Dealers and the Standard-Triumph Motor Company (Central Zone) with the assistance of the Detroit TSOA put on a very successful poker rally for Triumph Owners.

The event was publicized by radio announcements and direct mailings. Over 100 Triumphs showed up for the event.

About 175 people gathered for breakfast at Aunt Fanny's restaurant, courtesy of local dealers. Competitors were started from Aunt Fanny's front driveway at 30 second intervals and had to go through 5 checkpoints before the finish at the Waterford Hills Road Course. There, the contestants had a picnic lunch and watched the NACC Regional Races.

Photographs and movies were taken of the entire event and these will be shown to clubs and owners' groups throughout the Detroit area by the participating dealers.

The event was such a success that it will become an annual event.



George Waltman signals to Nick Coné as he flashes past in the Triumph 1200 Sedan during the 8 hour endurance race at Lime Rock, Conn.

TRIUMPH SEDAN WINS AT LITTLE LE MANS

On July 7th, foreign sedans from most of the major manufacturers competed in the annual 8 hour endurance race at Lime Rock, Conn. A Triumph 1200 Sedan was entered by Genser-Forman, Triumph Distributors for New York, New Jersey and Pennsylvania. The car was prepared and driven by our Sebring veterans, George Waltman and Nick Coné.

The car ran beautifully throughout the race and had been leading its class for most of the time. In the last 10 minutes, Waltman stopped at the pit so that Coné could finish the race. A magazine writer was in their pit doing a story on the event and to get a first hand view of the action, he convinced Waltman and Coné that he should drive the last few laps. Since this looked like a good publicity deal for Triumph, they agreed.

The writer/driver completed one lap, then lost it and flipped the Triumph in the esses. The car was a total wreck and how the driver got out without injury was a miracle.

When Waltman saw that his car wasn't coming around again (the announcers said another car had flipped), he knew that something must have happened. He ran through the pits, jumped the fence and got to the car just as the course personnel were putting out the fire.

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Triumph's National Champion? Bob Tullius of Alexandria, Virginia is well out in the lead for the National EP Championship. Bob's car is prepared and maintained by Ed Diehl of Richmond, Virginia, who is leading the Northeastern Divisional EP Championship. Ed and Bob will share the TR-4 for the rest of the season to win the two championships.



Eleanore Johnston, her Triumph and treasure collected on a trip with her sister to Florida and the Bahamas.

OHIO TO NASSAU VIA TR-3

I've read some pretty incredible tales in your little paper about the capacity of a TR-3 and I've been more than a little skeptical. But I have just completed an amazing feat and I still don't believe it myself.

My sister and I left Ohio in my Triumph for Florida with a side trip to the islands of Captiva and Sanibel to shell and a flight to the "out islands" of the Bahamas and Nassau.

We started with four suitcases (in memory of George Washington, I'll admit one was on the luggage carrier) 4 cameras, 2 camera accessory bags, 2 underwater housings for cameras, 2 face plates and snorkels, 2 quarts of distilled water for the radiator, 2 thermos jugs for our radiators, 1 quart of formaldehyde for any specimens we would find (I guarded this with my life and was accused of using it for cocktails) and a box of cookies. We also had various and assorted shoes, loafers, sandals, heels, sand shoes, etc.

Along the way we added Indian moccasins and pottery, Confederate flags and the like. At Captiva, there were oodles of shells and sea urchins and a beautiful barnacle encrusted log. In the out islands we gathered fish-net floats, sea fans, sea biscuits, urchins, sand dollars, coral, palm fronds, sponges, starfish, cowfish, sea horses and sea weed. In Nassau, we acquired linens, English woolens, French perfumes, records, Mexican jewelry, straw work, doeskin gloves and two bags of booze.

We arrived at Customs with 13 pieces of luggage and the officer wailed that there was nothing in the regulations to cover some of the loot.

Back in Florida, it took two trips from the airport to the motel to deliver all our bags. Then began the great task of packing and repacking. The picture was taken before we began the struggle. The motel operator went by at 5 minute intervals to see who was winning. However, he ended up by being a true Southern gentleman and offered to hold our purses while we made our Le Mans start.

When we got back to Ohio, the only casualties were one sand dollar and one sea urchin. All this and 30 miles to the gallon is enough to make the natives restless.

When we looked at all our treasures, we felt like true successors to Blackbeard and Captain Kid. But, transportationwise, they never had it so good.

Eleanore Johnston

SERVICE HINTS

Rear Brakes by Bill Stirrat, Triumph TRivia

There is one major problem with the Triumph rear braking system and it is not a fault in the brakes themselves. It is caused by that over-zealous grease-monkey who insists on using a high pressure gun on the two grease nipples on the rear axle.

This causes grease to extrude out of the front lip seal in each rear wheel and eventually coat the brake shoes. The grease imbeds itself in the outer layer of the brake material and causes it to swell. In turn, the brakes rub, generating heat and causing more expansion of the material, until eventually the rear brakes freeze or lock up. The only answer in most cases is new seals and brake shoes.

Be sure your car is lubricated properly according to factory recommendations. The rear axle should be lubricated only with a hand gun.

TRix from Triumph TRivia

Want battery water handy in the garage? Instead of keeping it in a glass bottle which will shatter if dropped or frozen, use a squeezable plastic ketchup dispenser. The thin spout meters water accurately and eliminates the danger of overflowing.

Cleaning wire wheels, usually a tedious job, can be speeded by spraying full-strength detergent on them with an insect sprayer. Wait a few minutes for the detergent to work and flush with a garden hose hooked to a hot-water faucet.

Those little scuffs of color that appear on your car's bumper after close quarters parking nudges can be removed easily without damaging the chrome. Dip a wad of steel wool in lacquer thinner and rub lightly until the marks disappear.

Clean wipers with undiluted ammonia before starting a trip. This will condition the rubber for a better wiping action. Only the non-soapy type of ammonia should be used.

When control knobs on the dash become faded or dirty, rub over the letters with white crayon and wipe off the excess with a rag.

Water in the Trunk Tire Well

Seal tail light wiring holes in the trunk with putty to prevent water leaks. Early production TR-4's were not sealed in this manner.

Speedometer Failure or Inaccuracy

Sluggish operation or very high reading at low speeds usually indicates that transmission oil has entered the instrument due to failure of the oil seal. The speedometer and the speedo driven gear bearing from the gearbox should be replaced and both units returned to your dealer for warranty exchange.

Triumph TR-4 Vibration

Investigation of front end shimmy or vibration shows this to be mainly induced by minor road corrugations principally at speeds of 60 mph and above. The condition is greatly magnified by general looseness in front end components and in some cases has been incorrectly attributed to out of round wheels or tires. Attention to the following points will usually bring the natural characteristics within acceptable limits.

1. Fully retighten the two nuts on either side of the chassis that secures the bumper attachment extension.

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"That little detour will probably cost us the rally, Sally, but what the hell —"

From *Playboy*: Copyright © 1962 by HMH Publishing Co., Inc.

See the August issue of *PLAYBOY* magazine for this Triumph cartoon.



Triumphs lined up at Aunt Fanny's parking lot before the start of the Detroit TSOA event.



Frank and Marge Porter are President and Secretary of the very active, Triumph Travelers Sports Car Club of Los Altos, California.

Cont'd from page 1, col. 1

They pushed the car upright and found that the rear axles were bent, a front spindle twisted, all the glass was missing, wiring burnt out, the engine broken off its mounts and shoved into the radiator, the hood completely out of shape and the roof caved in. These were just minor problems for Waltman because he was determined to finish.

He ripped the hot exhaust pipe off with his bare hands, got the scissors jack out of the trunk and jammed it between the engine and frame, cut the fan belt so the engine would turn over (even though it was jammed into the radiator), tied the ignition wires together, stuck a stub of the fuel line back into the carburetors, climbed through the window and the determined little Triumph started!

The race was over but Waltman had 3 minutes to make it across the line to be classified as a finisher. Since the car was so out of shape and the rear axles bobbed up and down like a crazy hobby horse, the course officials wouldn't let him move until all other cars were cleared. By this time the engine was red hot because the radiator was dry and the car was stuck in deep sand. Knowing that the engine could jump out of place and end the whole effort, Waltman revved it up, dropped the clutch and squirmed out of the sand. Up the back hill, the engine got hotter and hotter and the car went slower and slower. Finally, he made it over the top at less than 5 mph. Fortunately, it was downhill all the way to the finish line. Waltman took the checkered flag just under the time limit, spun around on the pit gravel, crawled out with a big smile and doffed his hat to the cheering crowd. Battered, bent and boiling, the Triumph won its class, finished 12th Overall and 13th on Index.

The next day, Waltman bashed things into place and drove the car back to Genser-Forman in Union, New Jersey. These Triumphs are certainly made of sturdy stuff!

TSOA's congratulations to George Waltman and Nick Coné.

HUMOR ?

From the *DCTSOA Newsletter*

Our Unabashed Dictionary of Autos defines a spark plug as something that fills the hole in the spark, and a drag race as a contest between two people smoking cigarettes.

IS IT RALLY WORTH IT?

From *TRiumph TRivia, TRSCC N.J.*

Just about four years ago, in June of 1958, we agreed unanimously and harmoniously on everything. We were elated at this time with the purchase of a new green TR-3.

Then some wise guy said, "Ever been on a rally?" This one question completely changed our lives.

No longer, on Sundays, do we sit leisurely before a glowing fireplace sipping cocktails with our old friends. Now, we are out on the open highway, in rain, sleet, snow, muck and mud, beating our bloody brains out, totally unrelaxed, tense and irritable.

But, throughout these four years, we have learned many things. We have learned to argue, to fight, to disagree, to rage, to sulk, to cast aspersions and to completely distrust each other's decisions. We are both secretly convinced at this point that our better half cannot see, hear, comprehend, drive and above all, navigate.

Yet, we continue to rally, WHY?

2. Tighten the two support stays located behind the front overrider to engine compartment.
3. Tighten all body attachments, particularly those in the engine compartment.
4. Adjust by packing the four wedge shaped rubber buffers inside the fender to ensure contact with the hood when closed.
5. Firmly pack with felt or any type of suitable material between the hood and its front and lengthwise bracing frames, particularly the left front section.

In general, take nothing in the way of general tightness for granted. A full check of the above items can be completed within 15 minutes.

COMPETITION RESULTS

POMPTON VALLEY SCC SHORTEE RALLY, N. J.
1st "TR-13" — Ed Van Vliet/John Weaver

NORTHERN N. J. SCCA FIELD TRIAL

- 1st TR-3 — Vic Franco
- 2nd TR-3 — Jerry White
- 3rd TR-3 — Hank Jetter

SOUTHEASTERN SCC TIME TRIALS, GEORGIA

- 1st TR-3 — Joan Smith (Ladies Class)

AUGUSTA SCC JUNE RALLYE, GEORGIA

- 1st TR-3 — Dick/Joan Smith

NECHES RIVER FESTIVAL GYMKHANA, TEXAS

- 1st TR-3 — Lois Rogan (Ladies Class)
- 1st TR-3 — Kent Rogan

M. S. GYMKHANA, TEXAS

- 1st TR-3 — Hamilton
- 2nd TR-4 — Conant
- 3rd TR-3 — Kelinske
- 2nd TR-3 — Webb (Ladies Class)

GALCO SCC GYMKHANA, TEXAS

- 1st TR-3 — Lois Rogan (Ladies Class)
- 1st TR-3 — Kent Rogan
- 2nd TR-3 — John Coleman

WESTFIELD SCC RALLY, N. J.

- 1st TR-3 — Ed/Babette Van Vliet

TRIUMPH SCC COMPACT CAPER RALLY, N. J.

- 2nd TR-3 — Bill Stirrat/Tom Weiner

BONNETT & BOOT SCC GYMKHANA

- 1st TR-4 — Bartlett

DETROIT REGION SCCA DAWNBUSTER RALLY, MICH.

- 1st TR-4 — Dick Benson/Dick Rickman
- 3rd TR-4 — Gary Rasche/Tom Grimshaw

HARBOR SCC TIME TRIALS, N. J.

- 1st TR-3 — Marvin Koseff (BTD)
- 2nd TR-3 — Lewis
- 3rd TR-3 — Vic Franco
- 1st TR-3 — Gail Avery (Ladies Class)

JERSEY 500 SCCA NATIONAL RALLY

- 2nd TR-3 — Ed Blumenthal/Gordon Grandy

MIXED GRILL RALLY, ROCHESTER, N. Y.

- 1st TR-4 — Homsey/Homsey

PAUL BUNYAN SCCA NATIONAL RALLY, MICH.

- 2nd TR-4 — Pete Glann/John Toepfer (19th OA)

TRIUMPH ASSISTANCE RACE SCHEDULE

AUGUST 4-5 MEADOWDALE, ILLINOIS
 AUGUST 4-5 OPELOUSA, LOUISIANA
 AUGUST 11-12 PENSACOLA, FLORIDA
 AUGUST 11-12 LAWRENCEVILLE, ILLINOIS
 AUGUST 19 PORTLAND, OREGON
 AUGUST 25-26 CONNELLSVILLE, PENNSYLVANIA

TRIUMPH ASSISTANCE RACE RESULTS

SALT LAKE CITY, UTAH, JULY 7-8

- 1st TR-4 — Charlie Gates
- 2nd TR-4 — Byron Pearce

LAKE GARNETT, KANSAS, JULY 7-8

- 1st TR-4 — John Goans
- 2nd TR-3 — William Riggs

KENT, WASHINGTON, JULY 8

- 1st TR-4 — Bob Fletcher

WILMOT HILLS, WISCONSIN, JULY 21-22

- 1st TR-4 — Jim Spencer
- 2nd TR-3 — Richard Clicquenno

NUTTY NEWS

From TRiumph TRivia, TRSCC N.J.

The way to stay awake at the wheel, according to THE INSIDER'S NEWSLETTER, is to chew peanut brittle. The letter quotes a physiologist who says that peanut brittle has the sugar which provides a pick-me-up when it hits the bloodstream, plus the oral "searching" for one nut after another which activates the motor sensor and keeps you awake. The crunching might also keep the other passenger awake to talk to you.

CLASSIFIEDS

FOR SALE: 1959 TR-3, white with black interior, all extras, excellent condition. Best Offer! Contact: R. J. Sasso, 143 Englewood, New Jersey.

FOR SALE: TR-3 accessories — wrap-around bumper guards, \$8; Trafalgar screenwash kit, \$5; Battery well liner, \$3; door panel scuff plates of aluminum, \$2; Contact: R. Langworth, 1163 Forest Avenue, Staten Island 10, N. Y.

WANTED: New or Used TR-3 Shop Manual. Contact: Harold E. Knasel, 1315 Pythian Ave., Springfield, Ohio.

FOR SALE: TR-3 Tonneau cover, Black, used only once, excellent condition, \$20. TR-3 windwings in good condition, \$8. Contact: Raymond J. Hodowall, 416 N. Ayrshire Lane Inverness Country Side, Palatine, Illinois.

FOR SALE: 1955 TR-2 piston, sleeve, rod, pin and rings, complete, never used, \$15.45. Contact: Ron Simmons, 4126 Toland Way, Los Angeles 65, California.

TSOA SUPERMARKET

TSOA Handbook	\$1.00
"Please Don't Dent Me" cards	\$1.00/100
Local TSOA Club "Calling Cards"	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 Booklet	\$1.00

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

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 3273, Grand Central Station, New York 17, N. Y. 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, 1200 Convertible, or Sports Six) or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.