



# TRIUMPH TSOA NEWSLETTER

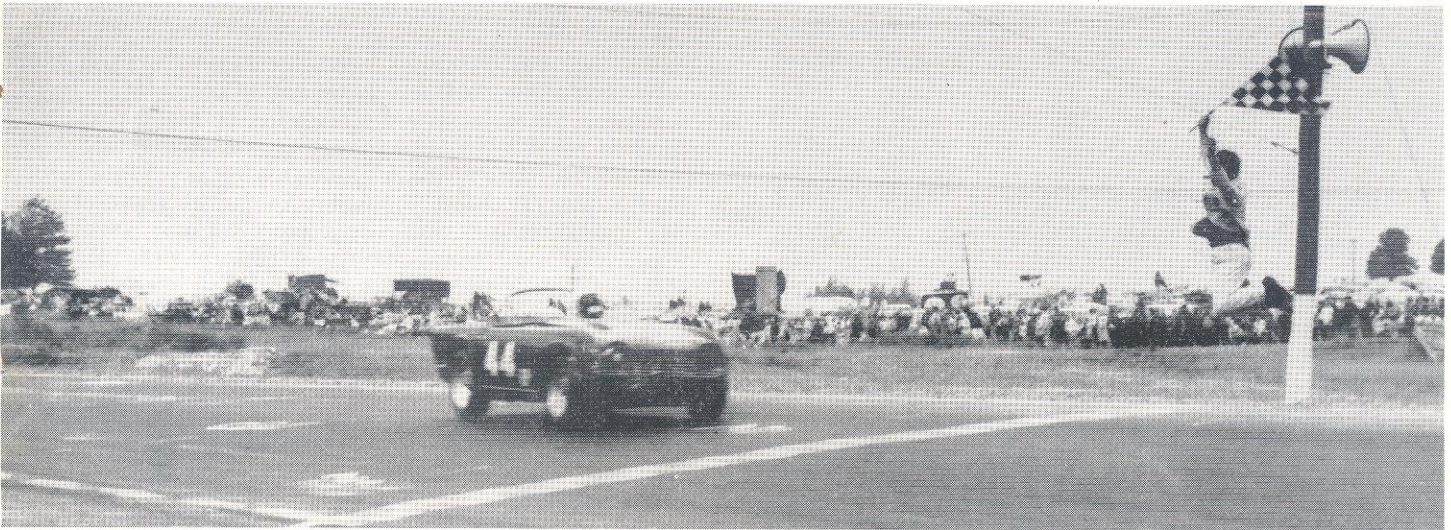
TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273 GRAND CENTRAL STATION NEW YORK 17, N. Y.

VOL. 8, Nos. 9 and 10

SEPTEMBER-OCTOBER, 1962

## BOB TULLIUS CLINCHES NATIONAL EP CHAMPIONSHIP CLASS WIN AT WATKINS GLEN SETS SEAL ON SUCCESSFUL SEASON

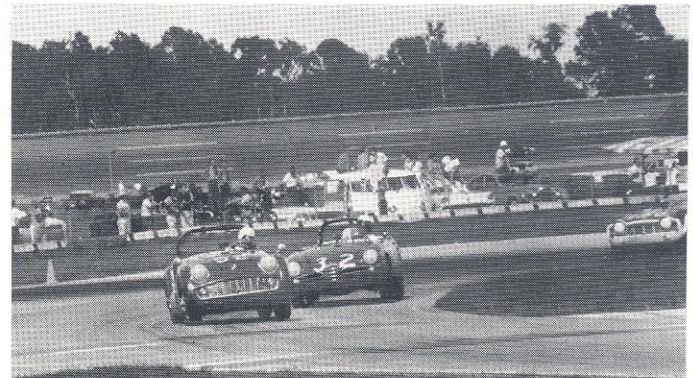


With his fine class win at Watkins Glen on September 22nd, Triumph driver Bob Tullius clinched the National EP Championship — by the impressive margin of 24 points. This is only Bob's second season of full competition, yet his consistent points-gathering throughout 1962 marks him as the driver to beat in '63. His heaviest competition for the title has come from Jay Signore, driving an Elva Courier, and Bob gives much of the credit for his success to mechanic Ed Diehl of Richmond, Virginia, for his preparation and maintenance of Bob's TR all season. Ed himself is leading the Northeastern Divisional EP Championship. We suspect that Bob will long remember the SCCA Nationals, at Lake Garnett, Kansas, in July. Following a Porsche, which had been black flagged for a dragging exhaust, Bob pulled up to pass on the main straight when the Porsche's exhaust dropped off. To avoid being hit in the face, Bob had to duck, and in so doing, jerked the wheel. He went off the course at over 100 mph, hit a tree, spun right around, and hit another tree backwards. Fortunately, Bob suffered only minor bruises and shock.

This is the first season that Standard-Triumph's Racing Assistance Program has been in operation, and Bob is one of 50 successful Triumph drivers who have been helped with expense payments. Standard-Triumph is the only manufacturer with an assistance program of this kind, and the company feels many more TR-4's will be raced in 1963 as a result.

## TR-4 TAKES NORTHWEST EP CHAMPIONSHIP

It's been quite a year for Triumph drivers! At press time, Robert Fletcher of Portland, Oregon, had clinched the International Conference of Northwest Sports Car Clubs' EP Championship with his TR-4. And Triumph drivers Ed Diehl, Jim Spencer, Anthony Mannino, and Charlie Gates are leading the Northeastern, Central, Southeast, and Pacific Coast EP Divisional Championships, respectively.



*Anthony Mannino, present leader of the EP Southeast Divisional Championship, 'caught in the act' at SCCA Divisionals, Daytona Beach, Florida.*



## SEAT BELTS ANYONE . . . ?

We received an interesting letter from Mrs. Ronni Bennett, who is the Membership Chairman, Triumph Sports Car Club of Cincinnati. We're printing part of her letter simply because she has a remarkable story to tell — one that includes at least one moral!

"The writer (Mrs. Ronni Bennett) is just getting back into circulation following a bad accident in which my 1959 TR was considered a total wreck by the insurance company, but I thought you might be interested in my feelings on the subject. I hit a hole in the road (which my husband later measured and found to be 11½ inches deep and 3½ feet across.) It was raining and the new Michelins I had ordered had not yet been installed and my tires were practically bald. At any rate, I went into a spin, hit a ditch, then turned over and slid 38 feet on the top. The windscreen brackets held the entire weight of the car all this distance.

My injuries? A cut on my nose and 8 teeth knocked out — all done on the steering wheel. Of course I had a few assorted bruises and some stiff muscles, but my life I owe to superb engineering by the Standard Motor Car Co. and the safety belt that kept me inside the superb engineering. (The italics are TSOA's.) I am looking for another TR to replace my demolished little gem. I feel that any time you can walk away from a total wreck with your life and only a little dentistry and plastic surgery to repair the damage you have had a winner. I intend to stick with that winner, and just as soon as I can find a good used TR that I can afford, I'll have another little gem.

Mrs. Bennett also informed us that the Cincinnati club is having a Fall Membership Drive. Any TSOA member wanting further information can telephone her at either 753-4842 or 734-4362 — the latter number being her residence, and a toll call from Cincinnati.

## HERALD 950 OWNERS

Owners of the original Triumph Herald with 948 cc engine may be interested in a letter we received from TSOA member Mr. J. A. Junge, 5848 Pollard Drive, Fort Worth, Texas.

"I have recently made a change in my Herald 950 which I feel some other owners might be interested in. The only undesirable feature of this car is the transmission gear spacings. When the '1200' was put on the market I was highly impressed with the new transmission ratios.

Comparison of parts numbers between the new car and the old showed that there were only 4 different parts in the new transmission. These parts were installed this past weekend and make a tremendous difference in the performance of the car. All that is needed to make the change is the main drive gear, 3rd speed idler, reverse idler and the counter-shaft gear cluster. I might also suggest that a new pinion bearing be purchased for the main drive gear as the old cannot be used. Cost of all parts should run under \$50.

I did the work myself and it can easily be done in one day."

As you know, we're always pleased to receive letters from TSOA members. So keep up the good work!

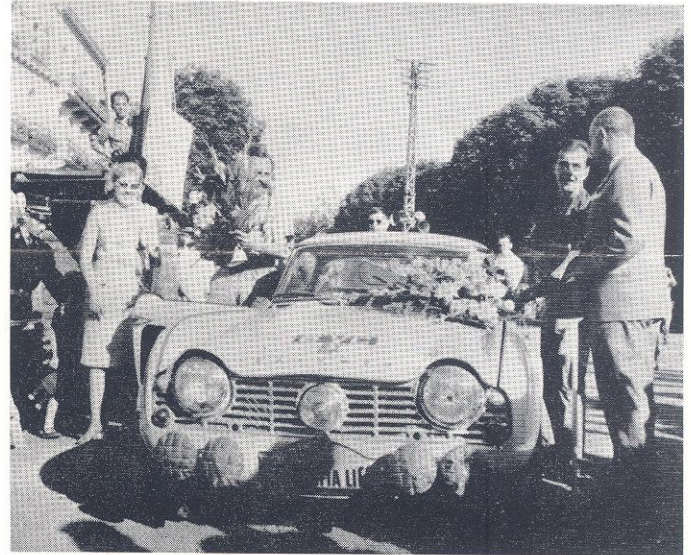
## WTSOA's OCTOBER WITCH WAY RALLYE

On October 28th, Wisconsin Triumph Sports Owners Association is presenting its annual October Witch Way Rallye. This will be a time-speed-distance event, scheduled to start 11:00 a.m., at the Point Loomis Shopping Center, Milwaukee. Write for further information to: Robert J. Fleming, 3461 N. 82nd Street, Milwaukee.

## LIEGE-SOFIA-LIEGE RALLY

A Triumph TR-4, one of three Works Cars entered by Standard-Triumph International, Ltd., and driven by Swiss Rally Champions Jean-Jacques Thuner and John Gretener, finished 4th in the over 1600 cc class — 9th position overall — in this year's gruelling, Liege-Sofia-Liege Rally.

Held over 3,200 miles of some of the worst roads in Europe, this year's event took an unusually heavy toll of cars, only 18 finishing from 100 starters. According to reports, 60 per cent of the driving was over roads surfaced with dust and boulders.



After driving 3,200 miles over roads surfaced with dust and boulders the Swiss Rally Champions receive well-earned congratulations — and the customary floral tribute.



## SHORT MEMORY . . . ?

Visitors — especially TR-4 owners — to the Museum of Motoring Memories, Natural Bridge, Virginia, are reportedly a little taken aback when they see this beautifully "preserved" TR-4, just inside the museum entrance.

(Thinks: "You mean my Triumph Dealer sold me a car that's already a museum piece . . . ?")

Equanimity is quickly restored by a sign on the wall, above where the car normally stands. In part it states:

"This is the Boss' everyday car. We know it isn't antique or classic but it is usually clean — and this is the only garage space available."

The Boss is Bill Pettit — boss of the Museum, the TR-4, and of a successful Triumph Dealership in Louisa, Virginia. He also belongs to no less than 18 automobile clubs!

Bill's TR-4 is the third Triumph he's owned, and to quote his own words, it's "a red beauty."

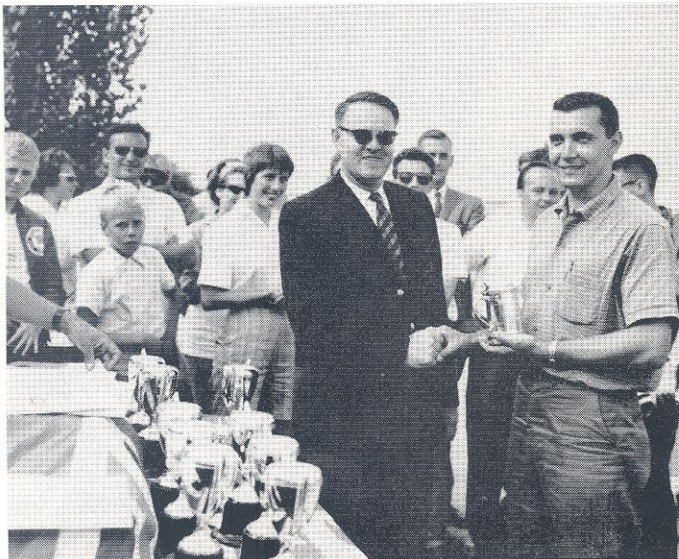


## FIRST BRITISH INTER-MARQUE TROPHY DAY HELD IN CANADA

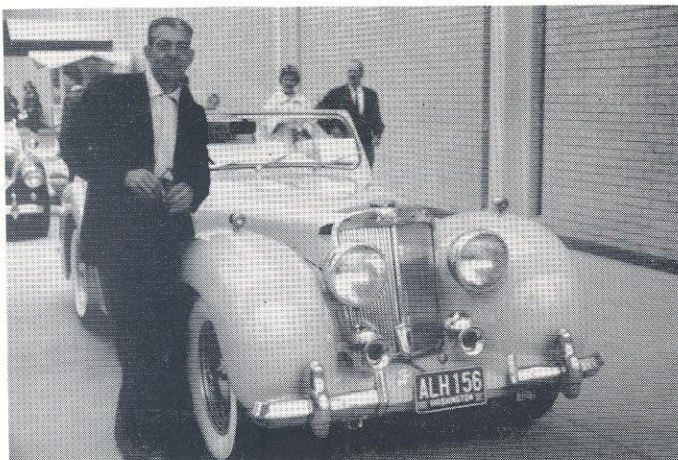
The first-ever British Inter-Marque Trophy Day in Canada was held July 22nd, at New Woodbine Race Track, Toronto. TSOA's belated congratulations to the organizers, and to TR-3 driver Graham Misner, Niagara Falls, Ontario, for his 'best performance of the day.'

The unique and exciting event drew some 2,000 enthusiasts in about 1,000 cars, with about 200 British cars competing in the contests. The organizers are confident that the British Car Day will become an annual event, and that sports car clubs in other parts of the country will want to arrange similar trophy days. Any Canadian clubs wishing further information on running a British Car Day, together with details of Manufacturer Participation, should write to:

Phil Baxter, Chairman  
The British Motor Industry in Canada  
c/o Standard-Triumph (Canada) Ltd.  
1463 Eglinton Avenue East  
Toronto, Ontario



TR-3 driver Graham Misner accepts the BMI trophy for best performance of the day, from Phil Baxter, General Manager, Standard-Triumph (Canada) Ltd. Mr. Baxter is also Chairman of the British Motor Industry in Canada, a group of ten manufacturers and equipment suppliers which donated the trophies.



Charles M. Lechner, Standard-Triumph Western Zone Regional Manager, with an immaculate Triumph 1800 Roadster entered in the Concourse, one of the highlights of British Week at the Seattle World's Fair.

## SPORTS SIX 2nd IN CLASS QUEBEC RALLY

Further proof of the potential of Triumph's new "Family Sports Car" comes with the news that a Sports Six, navigated and driven by Bob MacGregor and Barry Martin, two well-known Canadian radio personalities, finished 2nd in its class in the recent Quebec Rally.

Bob MacGregor later reported on the car's handling and performance over the CBC Trans Canada network's program, "R.P.M."

Bob explained that Barry drove while he navigated, and as this was only the second time he'd occupied the passenger's seat on a rally, "we were lost on many occasions and really had to flog the car to make up for lost time."

"Dirt, gravel, pavement, hills, bumps, twisting and winding — the Sports Six took them all in its stride," he went on. "Even on the roughest roads we never bottomed out, and most important on a 24 hour rally, the car was very comfortable."

Bob's personal assessment of the Sports Six after his exciting drive was, "for road or rally driving I found the Triumph Sports Six a very good car, and in fact, I think an ideal car for the sports car driver who wants to buy something less expensive, more comfortable, with much more room and plenty of luggage space."

Giving his main likes, Bob listed these as, "superb handling on rough roads, generally attractive interior with wood panelling, and a smooth, quiet engine."

The new Triumph Sports Six is the logical choice for the enthusiast with a family, simply because it's the only car which combines 90 mph plus performance, *real* sports car handling, with generous room for four — and all their paraphernalia.

See your Dealer soon for a test drive — and take the family!

**LATE NEWS:** Triumph Sports Six finished 2nd in the Vitesse Rally, held in Toronto, September 16th. Sports Six driven and navigated by Bill and Janet Patterson. TSOA's congratulations!

## TSOA EUROPEAN RALLYISTS RETURN HOME



Final arrangements being made before the sad, but temporary parting of rallyists and cars in England.

The TSOA European Rally is over for another year. The rallyists have returned, to be re-united with their new Triumphs, bringing with them hundreds of feet of film, and many happy memories of their month of fun touring Europe.

Here's an interesting comment we've received from one of the returning rallyists: "We drove a new Triumph Sport Six 3,300 miles during the TSOA Rally of Europe, and we had no trouble keeping ourselves reflected in the rear view mirror of the TR-4's throughout the tour. I'm no expert driver, but any car that can consistently keep up with a TR-4 — on autobahns or around hairpin curves — must be good."





# TRIUMPH TSOA NEWSLETTER

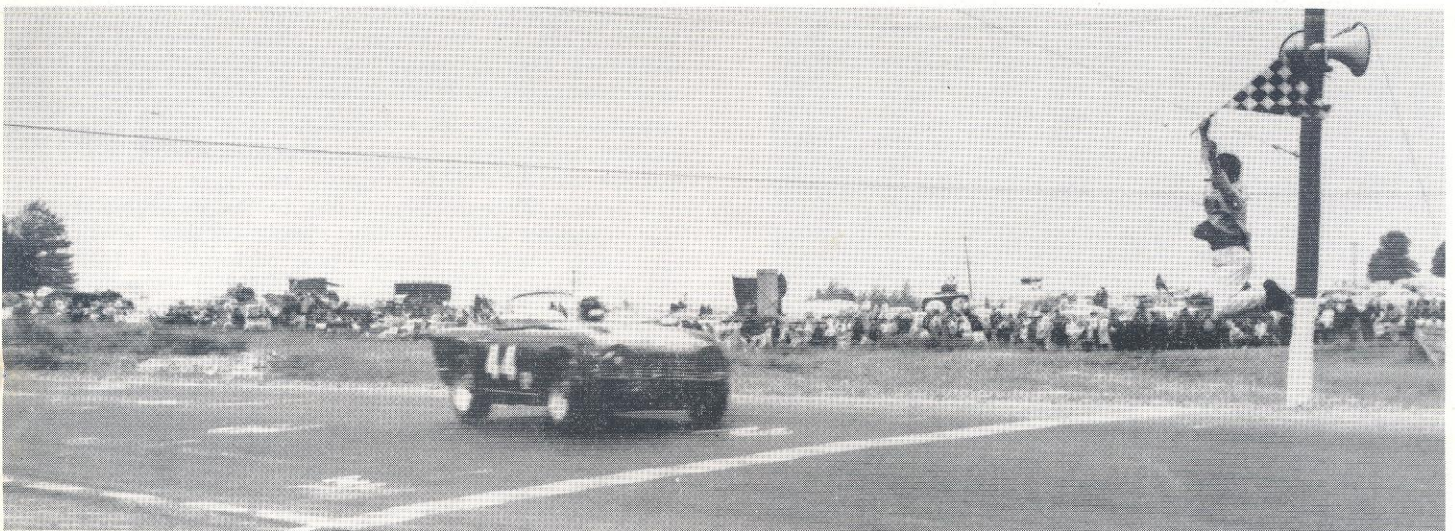
TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273 GRAND CENTRAL STATION NEW YORK 17, N. Y.

VOL. 8, Nos. 9 and 10

SEPTEMBER-OCTOBER, 1962

## BOB TULLIUS CLINCHES NATIONAL EP CHAMPIONSHIP CLASS WIN AT WATKINS GLEN SETS SEAL ON SUCCESSFUL SEASON

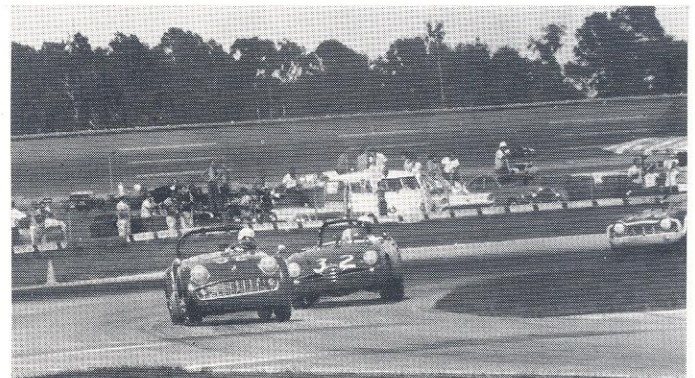


With his fine class win at Watkins Glen on September 22nd, Triumph driver Bob Tullius clinched the National EP Championship — by the impressive margin of 24 points. This is only Bob's second season of full competition, yet his consistent points-gathering throughout 1962 marks him as the driver to beat in '63. His heaviest competition for the title has come from Jay Signore, driving an Elva Courier, and Bob gives much of the credit for his success to mechanic Ed Diehl of Richmond, Virginia, for his preparation and maintenance of Bob's TR all season. Ed himself is leading the Northeastern Divisional EP Championship. We suspect that Bob will long remember the SCCA Nationals, at Lake Garnett, Kansas, in July. Following a Porsche, which had been black flagged for a dragging exhaust, Bob pulled up to pass on the main straight when the Porsche's exhaust dropped off. To avoid being hit in the face, Bob had to duck, and in so doing, jerked the wheel. He went off the course at over 100 mph, hit a tree, spun right around, and hit another tree backwards. Fortunately, Bob suffered only minor bruises and shock.

This is the first season that Standard-Triumph's Racing Assistance Program has been in operation, and Bob is one of 50 successful Triumph drivers who have been helped with expense payments. Standard-Triumph is the only manufacturer with an assistance program of this kind, and the company feels many more TR-4's will be raced in 1963 as a result.

## TR-4 TAKES NORTHWEST EP CHAMPIONSHIP

It's been quite a year for Triumph drivers! At press time, Robert Fletcher of Portland, Oregon, had clinched the International Conference of Northwest Sports Car Clubs' EP Championship with his TR-4. And Triumph drivers Ed Diehl, Jim Spencer, Anthony Mannino, and Charlie Gates are leading the Northeastern, Central, Southeast, and Pacific Coast EP Divisional Championships, respectively.



*Anthony Mannino, present leader of the EP Southeast Divisional Championship, 'caught in the act' at SCCA Divisionals, Daytona Beach, Florida.*