



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

NEW YORK 19, N. Y.

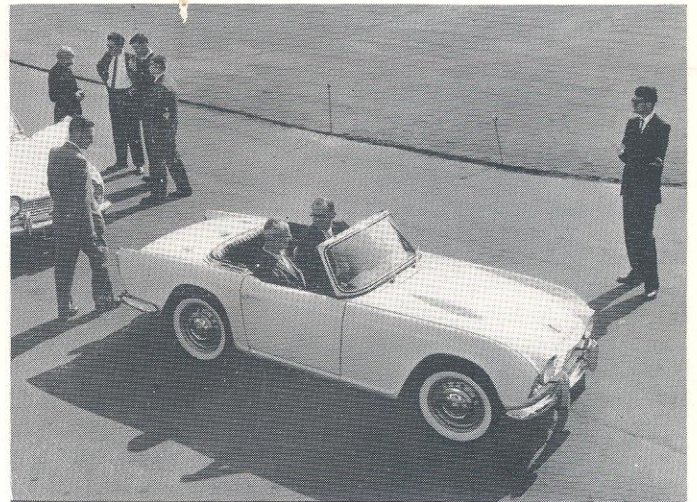
VOL. 7, No. 11

NOVEMBER, 1961

38.99 MPG, TRIUMPH TR-3 WINS MOBIL RALLY



Wes Dornan hard at work in his TR-3. Wes has done well in LISCA events in New England.



Standard-Triumph photo

Two automotive editors off on a road trial of a new TR-4.

JACK DRAPER, TR-3 WINS MOBIL MILEAGE RALLY

Jack Draper of Los Angeles, California, drove a TR-3 entered by Auto Works to an average miles per gallon of 38.99 for the difficult economy trial. The TR-3 won class E for 2 passenger cars over 1400cc. All of the major foreign car manufacturers were represented by local dealers and top economy run drivers were assigned to the cars. A new TR-4 was driven to 5th place by John Barrett, entered by Burbank Imports. The finishing positions were as follows:

1. TRIUMPH TR-3	Jack Draper	38.99mpg
2. Porsche	Mary Davis	38.15mpg
3. Volvo 1800	Bill Carroll	37.89mpg
4. MGA	Chuck Wood	36.98mpg
5. TRIUMPH TR-4	John Barrett	35.77mpg
6. Sunbeam Alpine	Barbara Neiland	34.35mpg
7. Jaguar XKE	Bill Corey	25.74mpg
8. Austin Healey 3000	Ray Wallace	23.90mpg

NEW TR-4 PRESENTED TO THE PRESS

Several weeks ago the new Triumph TR-4 was presented to Automotive Editors across the country. The reaction was uniformly enthusiastic and to whet the appetite of TSOA members for the latest from Triumph, here are some of their comments:

Cameron Dewar wrote in the BOSTON SUNDAY HERALD, "If this were a headache pill or a detergent you'd probably be impressed by the endorsement of a celebrity. Those of you who are advanced in years as I am and can remember Fred Waring will be happy to know that the orchestra leader is crazy about the TR-4. After a spin in the new Triumph, Waring bounced out and exclaimed: "I'll take it," and it's possible that you will have the same reaction when you get a chance to see and drive this bomb. There can be no doubt that this new edition will mean a fuller way of life for many who have adored the TR-3 and the thousands more who will go like crazy for the TR-4. If I liked real comfort in a sports car and didn't have a guilt compulsion about indulging myself, I'd be first in line at the dealer's door."

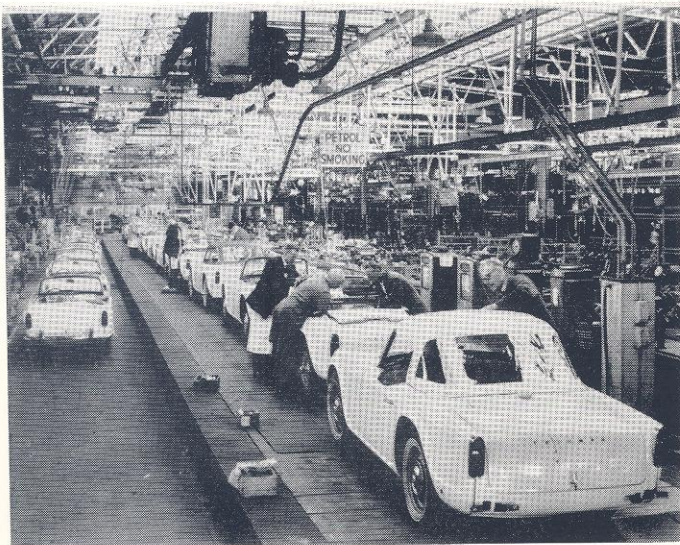
In the SUNDAY NEWS, Newark, N.J., Bob Taylor wrote, "Since there are several sports cars on the market which on hot days seem to have been equipped with electronic cockpit ovens, this road tester was happy to make a preliminary test of a new British sports car with man-sized ventilation."

Bob Fendell wrote in the WORLD TELEGRAM & SUN, "The first driving impression from the new Triumph TR-4 is increased precision of the steering yet more riding comfort. The second impression, at the first sharp curve, is that the new extra short-throw all synchromesh gearbox is one of the best in any sports car at any price. And one of the easiest to operate, so easy in fact, that mother is likely to pre-empt it for going to the shopping center. It has amazing trunk space for a sports car and beefy wraparound bumpers. The interior is much more luxurious and the price, for what we consider much more car, is only about \$150 more than a TR-3."

PITTSBURGH PRESS Business Editor, W. L. Russell said in his column, "Along with Peter Snow, Vice President in Charge of Sales and Service, we gave the TR-4's rigorous road tests over the Pocono Mountains and found their rideability, peppy performance and cornering qualities extremely favorable on the winding and hilly Pocono byways."

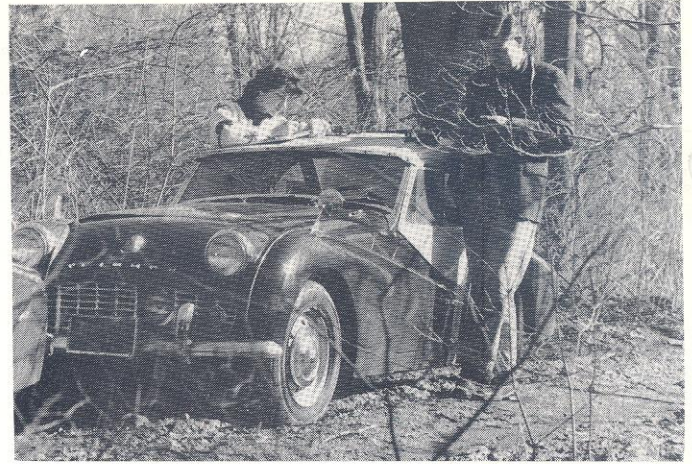
The SAN FRANCISCO CHRONICLE's Josh Hogan reported: "At a special West Coast preview, members of the press were the first to see this delightful new concept on the sports car front. A handsome companion to the familiar TR-3, here is a car that should go places. The TR-4 has a completely new exterior and the blending discreetly of chrome and paint give it a very elegant, expensive-looking appearance. Performance-wise, one can only say, you have to drive it to believe it. We were unaware of any body roll on tight turns and acceleration leaves nothing to be desired except rubber on the pavement. Braking is positive and forthright and as we whipped hither and yon, the bucket-type seats held on like a padded vise."

These were just a few of the comments that were published throughout the country. Standard-Triumph in New York tells us that the cars are on their way and everyone should be able to see one in a showroom before Christmas.



Standard-Triumph photo

Workers at Standard-Triumph putting the finishing touches on new TR-4's that will soon be entered in American rallies, races and seen on our roads.



There must be a way out of these woods! Margret Cook (wife of TSOA's Exec. Sec.) and Stew Epley actually are not lost on a rally but are just manning a check point on a recent Triumph Motor and Petrol Society event in New York.

SUDSY FRAT LADS SOLVE NYU PARKING PROBLEM

From the NEW YORK JOURNAL-AMERICAN, Oct. 16

A unique solution to New York's parking problem was worked out by students of New York University early yesterday during a beer party at the Zeta Psi fraternity.

When dawn came, the solution was for all to see at the fraternity house at 121 Hall of Fame Terrace, adjoining NYU's University Heights uptown campus in the Bronx.

A Triumph sports car was sedately parked on the colonaded front porch of the fraternity house, its radio antenna festooned with empty beer cans which had been punched with holes for the stringing.

Rushing Season

When a Journal-American photographer came to take a picture, one of the fraternity brothers, Thomas Minuteaglio, 20, an engineering student, climbed into the car and posed with his bare feet sticking out.

The little British sports car, weighing about 1,800 pounds, had been picked up by eight fraternity brothers and carried up three stone steps to the porch.

"This is rushing season," said Mr. Minuteaglio. "I think we got a few pledges."

What part the off-street parking demonstration had in recruiting new frat members wasn't clear.

The car belongs to Army Lt. Vance Sutton, 23, a former member of the fraternity now stationed at Fort Monmouth, New Jersey.

Takes It Calmly

Lt. Sutton was asleep upsatirs, unaware his car had been, to coin an expression, "porched."

"Last year we put Sutton's motor scooter up in a third-floor bedroom," said one of the Zeta Psis. "He takes things very well. We don't think he'll be sore."

And indeed, Lt. Sutton, though surprised, took the news very well when police of the Ryer Ave. precinct, alerted by a reporter's phone call, came to view the off-street parking exhibition.

"It's a pretty unusual case," said Lt. Abe Zepson, "but there's no violation of the law that we could discover."

Probably because the car was parked on the right side of the porch.

WHAT IS A SPORTS CAR DRIVER?

From *TRiumph TRivia*, November, 1961

Between the bicycle stage and the protection of the wheelchair, there is a (sometimes) delightful creature called "The Sports Car Driver." They come in assorted sizes, shapes, colours and cars, but they all share the same mystical creed: to seek out in every bend, in every road, in every clime, their own moment of truth behind the wheel.

Sports car drivers are found almost everywhere; under the hood, under the car, under the starter's flag and, sometimes, under the weather. They are frequently found with other sports car drivers, in debt, and in advertisements for everything from cigarettes to shoe polish. They are not found on four lane highways, at car washes, in custom accessories stores, in the passenger's seat of any car, or on Main Street on Saturday night.

Traffic police tolerate them, big-car drivers loathe them, economy car drivers envy them, nice old ladies scowl at them, hot-rodders chase them, and Detroit just doesn't understand them.

A sports car driver is a gentleman with grease under his nails, the soul of ingenuity with an hour to make up and the next checkpoint just three miles away. He is determination with a cracked block, dedication with his top down in December and the picture of righteous indignation with a traffic summons in his hand.

He can cry like a baby when he finds a flea-sized scratch on his paint-job, but he will laugh with the rest of them when he spins out on a corner and smashes a fender.

The sports car driver is also a paradox. He has the purse of a pauper, but the tastes of a raconteur; the tender love of a mother for his thoroughbred machine, but the willingness to torture it in a heated contest. He possesses the speed of an elderly turtle when the weather is foul and the road clogged, but when conditions permit, he displays the nimbleness of a jack-rabbit and the reflexes of a Fangio.

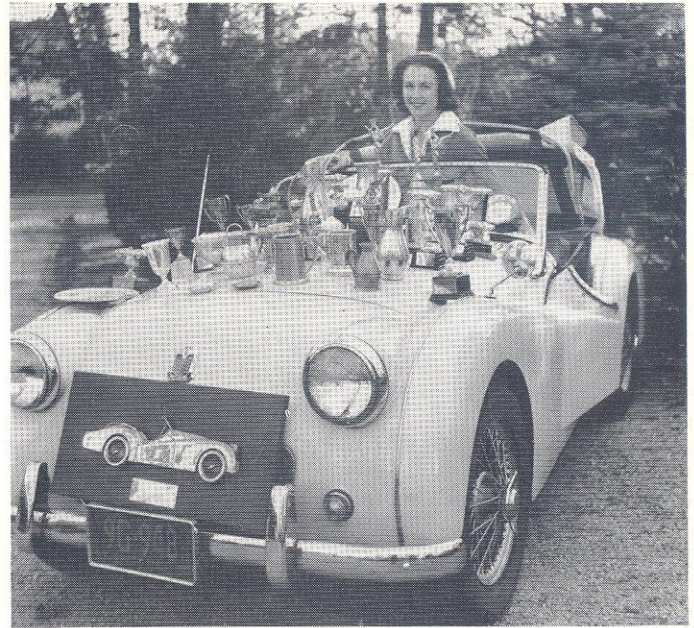
Sports car drivers enjoy the comradeship of all others of their creed, and the slights of everyone else. They like gymkhanas, bucket seats, four-speed gearboxes, engine noise, rallies, sharp curves in rapid succession, car talk, sunshine, wooden steering wheels, names such as Ferrari, and the odor of Castrol-R on a warm race day. They are not much for chrome, column-shifts, fender skirts, overhang, advice, Indianapolis, people who say "sport" car, speed traps, power windows or white wall tires.

No one else can cram into one tiny trunk so many things; a spare tire, a tool kit, two suitcases, a tonneau cover, a pranged spotlight, an empty milk bottle, a gas can, broken sun glasses, an old mitten, a lunch box, a length of rope, a shoe, three pairs of driving gloves, a first aid kit, a machete, sidescreens, an air cleaner, several oily rags, a hammer, a flashlight with dead batteries, various dog-eared sports car magazines and half a bag of last summer's potato chips.

Sports car drivers have the impeccable manners of royalty when dealing with one another, but the responses of a cobra when victimized by Detroit-iron. But, the sports car driver is, after all, a magical creature . . . you can lock him out of the club-room, but can't keep him away from a meet; you can leave him on the straightaway, but not in the corners; you can sneer at him in the winter but you envy him from spring until fall.

When you rattle back into the pits with a blown gear-box as mute evidence of your tough struggle out on the track, he can mend the blasted fragments of your hopes and dreams with these magic words: "Now if I had been driving . . ."

Alex Pavlini and Bruce McCall



Jeanne Lang, Ladies' Class winner and top Triumph at the recent British Inter-Marque Trophy Day, has been a top competitor in New York area gymkhanas for the past two years. She is in contention for the area point championship for 1961.

WOMAN DRIVER?

We received the following letter from Joan W. Chasnov, a Physical Therapist in Massapequa, New York:

"Save for my husband and four children (and upon occasion including one or two of the afore-mentioned), my most prized possession is my 1958 TR-3.

I have driven almost every kind of sports car from a Sprite to a 300SL Mercedes. Some have beautiful styling, some have high horsepower, some have excellent workmanship and some have classic lines, but none combine all of the best features except the TR-3. The Triumph also adds a few extras such as cornering, general maneuverability and access to the viscera.

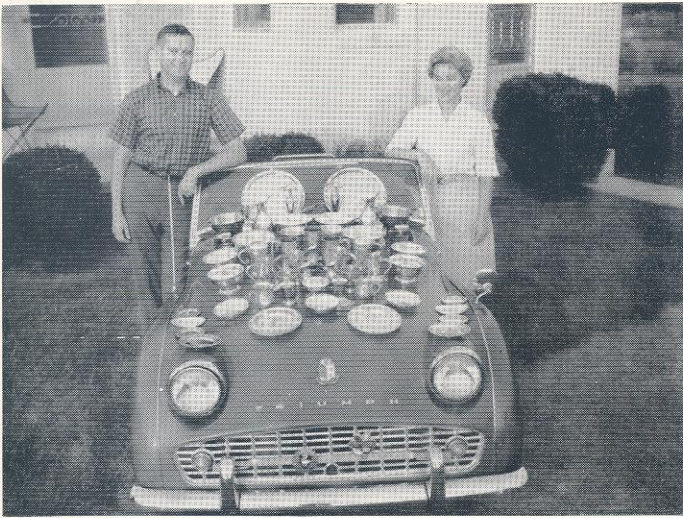
When I purchased my car, I was aware of the fact that no one is more a target for high repair bills than a 28 year old blonde with a foreign sports car. Therefore, to avoid nasty arguments regarding repairs, almost immediately I purchased a book which next to my Aldous Huxley collection has proved to be the most valuable and informative addition to my library, the TR-3 Shop Manual.

No mechanic works on my car, except me. I have installed a new clutch, muffler, radio, banged out dents, replaced shock absorbers, timed the distributor, tuned the carburetors, adjusted and bled the brakes, lubricated the chassis and changed the oil.

Somehow or other the whole family manages to cram itself into the car for a weekly outing. Upon being told that her best friend was going to an amusement park, little Robin (aged 3) replied, "So I'm going for a ride in my mommy's car and that's much more fun." During the rest of the week, I use the car for house calls to my patients and average 30 miles per gallon.

My husband's only regret is that Triumph does not make a six passenger TR-3. He is forced to stay with his American sedan.

With sincere thanks for your beautiful finless, power-steeringless, non-automatic automotive feat, I'll end my letter." *Joan Chasnov*



Adair and James Groman of Hatfield, Penna., have compiled an impressive list of rally successes in the past three years. They have competed in national, regional and local rallies and scored 14 firsts, 7 seconds, 7 thirds, 4 fourths and 1 fifth, all in a Triumph, naturally.

COMPETITION NEWS

Vineland SCCA Regionals — 2EP Ed Diehl

Jersey SCC Field Trial

- Class D — 1. TR-3 Bob Avery, Elizabeth, N.J.
- 2. TR-3 Jack Van Wattering, Gillette, N.J.
- 3. TR-3 Vic Franco, Boonton Township, N.J.

Camptown Rally —

- 2nd Overall — Jack James, Lodi, N.J.
- Bob Yuell, East Brunswick, N.J.

Pompton Valley Rally —

- 1st Overall — Lorne and Dot Ogden,
- Franklin Lakes, N.J.

Playboy Mark I Rally —

- 1st Place — Mary and Bob Zickwolf,
- Trenton, N.J.

Double Deal Rally, Rochester, N.Y.

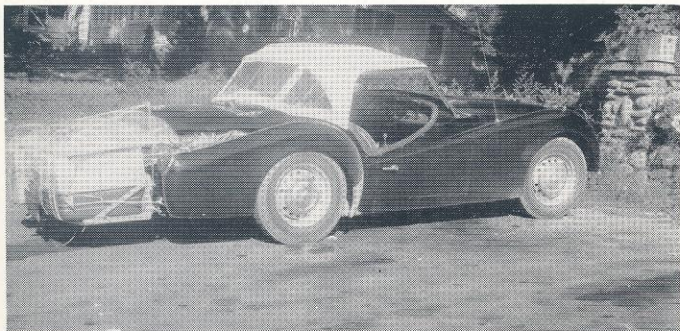
- 1st Overall, Tony Schott (without a navigator)

Porsche Club Autumn Color Rally

- 2nd Expert, Dick Tracy and Bud Knowles, Wash., D.C.

Illinois TSOA Member of the Year — Jack Faut

He attended all meetings and events for the entire year, laid out 2 events and worked on 5 rallies. Top member for the year with 867.88 points, 100 points more than the 2nd place member.



This TR-3 owner built a unique luggage carrier on which he was able to load 350 pounds of baggage. This method of carrying a load is not recommended by TSOA. The rearward weight bias would tend to make the car uncontrollable on a slippery surface or in high crosswinds. If you must carry this much luggage, send it by bus or freight and enjoy a safe trip with your Triumph in its normal condition.

HUMOR?

Frank Eifert (Orlando, Fla.) from Readers Digest

I was worried when the water came almost to the tops of the wheels on my little foreign car as I plowed through the flooded street behind a delivery truck. Suddenly a huge truck approached from the opposite direction, rolling a 15-inch wave toward me from its wheels. The driver didn't see me until we were almost abreast — then it was too late. He clapped his hand to his forehead by way of apology and shouted, "Up periscope!"



MICKEY MANTLE CHOOSES TRIUMPH! No, the captions are not mixed up, this Mickey Mantle belongs to Francis J. Moynihan of Jamestown, N. Y. Mantle spends most of his time navigating rather than driving as shown in this picture. By the way, he is acquainted with the other Mantle, the one who plays ball.

CLASSIFIED

FOR SALE: 1960 TR-3. Red w/white top, 15,000 miles, very clean throughout. Many extras, service log incl. Next year's price NOW. No reasonable offer refused. Dick Williford, 4311 Oakton Street, Skokie, Illinois.
FOR SALE: 1959 TR-3, British Racing Green, white top and tonneau, wire wheels, Michelin X. Anti Sway bar, seat belts, only 25,000 miles, \$1495. Contact: Mike Cook, Exec. Sec. TSOA, Box 170, Radio City Station, New York 19, N. Y.

TR-4 ROAD TESTS are in the December issues of SPORTS CAR GRAPHIC and MOTOR TREND.

TSOA SUPERMARKET

TSOA Neckties	\$3.50
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
Owner's manual (as issued with new car)	\$1.25
Standard Triumph Review Subscription	\$2.50/year
Competition Preparation Bulletin	FREE

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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, 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.