



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. 7, No. 12

DECEMBER, 1961



## TSOA Wishes You All A



## Merry Christmas and a Happy and Successful New Year



## RACING ASSISTANCE

Standard-Triumph is interested in assisting racing in some way in 1962.

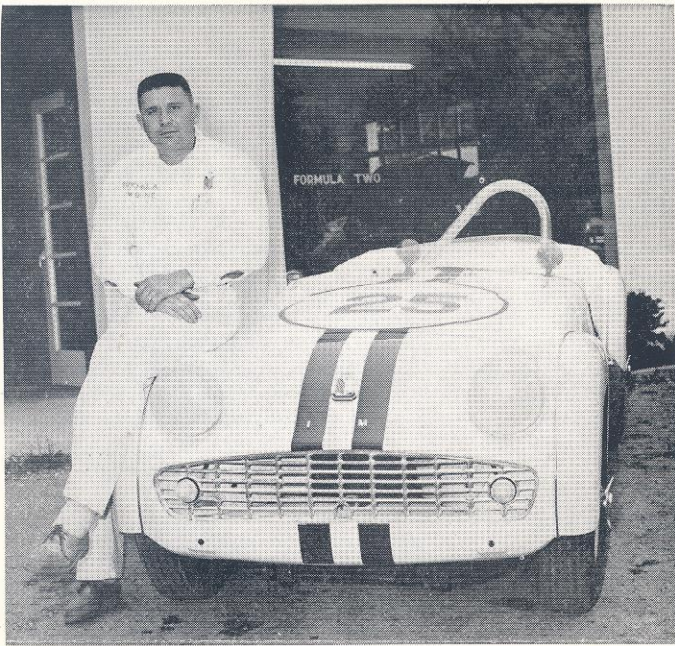
Their primary interest in the sport is to stimulate competition with the new Triumph TR-4 in Sports Car Club of America National and Divisional races and major SCCA races in the West. They feel that these events have the greatest potential for producing the best publicity for Triumph. At the same time, these are the races in which most of the competition Triumph owners are entering.

All owners and drivers who have competed in Triumphs in the past or are interested in racing in 1962 are requested to answer the questionnaire in the adjoining column. If you know any Triumph competitors in your area who may not be TSOA members, please ask them to write for a questionnaire or answer this one. Please mail, as soon as possible, to: Standard-Triumph, 1745 Broadway, New York 19, N. Y.

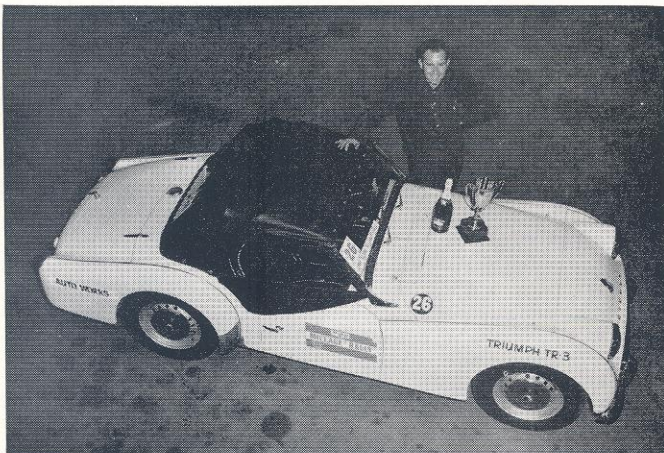
Triumph is also interested in opinions from anyone with ideas about such a program. All opinions and comments should be based upon the current SCCA regulation: "That in National, Divisional and Regional races there can be no financial awards offered by anybody which are based upon finishing position. There is no restriction, however, on the offering of expense, starting or appearance monies by anyone to any competitor in any classifications of events."

This program can give a real boost to Triumph competitors throughout the country. Write to Standard-Triumph right away and voice your opinion as to what form Company assistance should take. Remember, as you give some thought to this, that a factory team program has always discouraged the private entrant. Triumph is not interested in supporting just two or three "works" cars. Standard-Triumph is interested in assisting the private competitor, not discouraging him. They can only do this by giving every Triumph competitor a fair chance at something more than trophies for his racing efforts.

It should be emphasized that the Company is interested in competition with the new TR-4 and not the TR-3.



*Al Ackerly, part owner of Formula Two Inc., a Triumph dealership in Poughkeepsie, N. Y., has been a top TR-3 competitor throughout the East for the past several years. Al won the 1961 EP New York region SCCA championship trophy and his lap record at Line Rock (1:14) has just been officially recognized.*



*Mobil Mileage Rally winner, Jack Draper and the Auto Works TR-3. They averaged 38.99 mpg for the difficult event.*



*The complete Auto Works entry in the Mobil Mileage Rally. Jim Groves (Triumph Herald Convertible, 41.75 mpg), Jack Draper (TR-3, 38.99 mpg), and Duane Feverhelm (Triumph Herald Coupe, 43.50 mpg).*



*Believed to be one of the largest vehicles of this type in the world, this Leyland truck can carry 10 Triumphs at one time. Standard-Triumph International is a member of the Leyland group.*

## RACING ASSISTANCE QUESTIONNAIRE

When answering this questionnaire, please type, print or write clearly on a separate sheet of paper and send to: Standard-Triumph, 1745 Broadway, New York 19, N. Y.

1. Do you plan to race Triumphs next season? TR-3 or TR-4?
2. What specifically would you need in the way of assistance to enter as many Nationals and Divisionals as possible.
3. Would technical assistance be useful or necessary at races (in the form of parts, engineers, mechanics, etc.)?
4. What were the major expenses for your racing season?
5. Did you have any mechanical problems during the season? Please be specific.
6. What make and type of tires did you use and why (cost or preference)? Tire pressures? Number of races per set and mileage?
7. What kind of oil (make and type), lubricants and spark plugs (make and type) did you use throughout the season?
8. Did you get any discounts on labor or parts?
9. Were you assisted by a Triumph dealer?
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?
11. Additional comments of any kind?

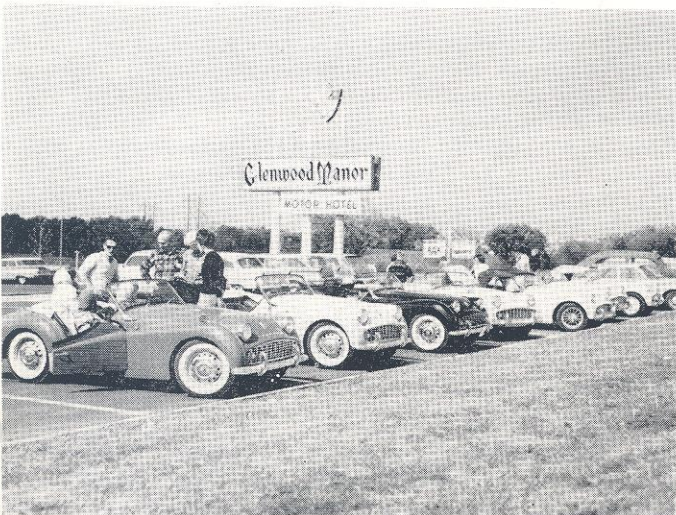
Please include your name and address.

**IMPORTANT NOTICE:** Receipt of and completion of this questionnaire does not obligate Standard-Triumph in any form or manner whatsoever to the person involved.

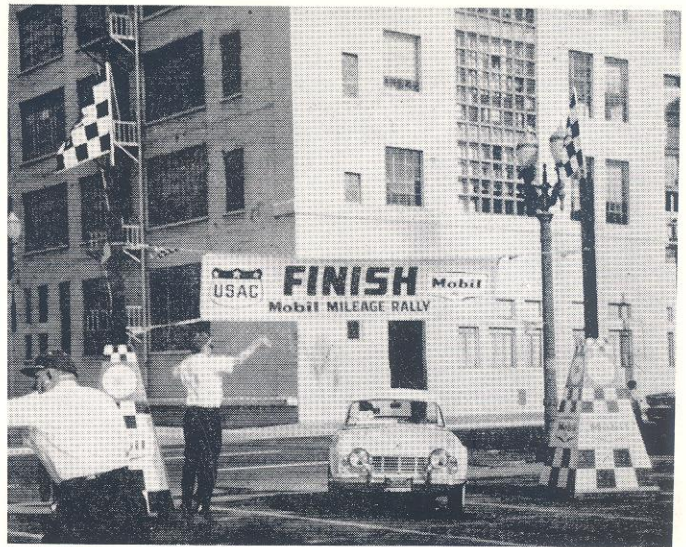
---

## SPACE MAN PIT CREWS FOR TRIUMPH

America's first Astronaut, Commander Alan Sheppard took part in the recent Nassau Speed Weeks as pit crew for his Annapolis classmate, Jere Mills of Atlanta, Georgia. Mills and his team mate, Thomas Northcutt, also of Atlanta were the top Triumph performers during the Speed Weeks.



*The Kansas City Triumph Sports Club is a very active group. They enthusiastically support events throughout their area.*



*John Barrett drove the Burbank Import's TR-4 in the Mobil Mileage Rally at an average of 35.77 mpg.*

## TREASURE HUNT

*From TSOA London Section*

I shall always remember the evening of Friday, 29th September, 1961. That was the night that Tony Angel ran his Treasure Hunt, though there was precious little treasure to be seen unless you brought her with you. In dribs and drabs, eleven TR's converged on Dove's which looked for all the world like Bluebeards Castle in the half light. The scene was made all the more realistic by the presence of Les Kearney to send us off. At minute intervals until 8 o'clock (Kearney time) we departed to join the late rush hour. I say rush hour guardedly because I spent most of my time behind a series of cars proceeding with very great respect for the speed limit (1912 era).

Out through the environs of Kingston, through twisty Teddington and onwards to remote places beyond Staines which one has never visited before (and now one knows why), to a map reference, bleak, uninteresting and slightly soggy, without a Marshall or even a Sheriff to wave us on. Then round, over and nearly through the river Thames to "The Weatsheaf Inn" at Old Windsor where we found Tony (he's not so daft as he looks you know). Here, instead of the pint we expected, Tony handed us another route card, this time with some silly twisted map references, back to front and inside out. If one read the instructions slowly, several times, it became reasonably clear how these could be straightened out. However, time was slipping by at 90 seconds to the minute (Tony's time) and I rather fancy the rally was won or lost at this stage.

Having sorted out a route, one plunged into the slightly diminished traffic conditions, skirted Royal Windsor (for the sake of decency) and floundered, bounced and careened at mad fool speeds around the backwoods of Maidenhead near where Tony lives (he's not so daft). There was one nasty map reference situated in the opposite direction but only the more persistent or less thirsty competitors visited this—I did not. With only two of our TR's missing, we eventually gathered in the bar of the Weatsheaf for the real purpose of the evening whilst Tony read out the results.

This was, in fact, the first "First" recorded by Mike and Betty though, goodness knows, they have been close enough on many a previous rally. Congratulations to both of them, especially them. The evening finally broke up without the expected round of drinks from the Organiser (he's not so... oh, I don't know really). *Paul Pereira*

## TRIUMPH COMPETITION NEWS

### NASSAU SPEED WEEKS

#### Nassau Tourist Trophy Race

- |                     |                   |
|---------------------|-------------------|
| 15 Jere Mills       | Atlanta, Georgia  |
| 17 C. M. Charles    | Toronto, Canada   |
| 20 George Waltman   | Union, New Jersey |
| 29 Thomas Northcutt | Atlanta, Georgia  |

#### Governor's Trophy Race

- Class Finish
- 1 Jere Mills
  - 2 Thomas Northcutt
  - 3 C. M. Charles
  - 4 George Waltman

#### Ladies Race

- |                   |                  |
|-------------------|------------------|
| 3 Susan Northcutt | Atlanta, Georgia |
|-------------------|------------------|

#### Nassau Trophy Race

- Class Finish
- 3 Thomas Northcutt
  - 5 Jere Mills
  - 6 C. M. Charles
  - 7 George Waltman

### INDIANAPOLIS 500 NATIONAL RALLY

- 10th Warmoth/Hughey

### SMITHFIELD, TEXAS SCCA RACE

- 1st EP Ed Lamb

### CONTINENTAL DIVIDE NATIONAL RALLY

- 2nd Team, 6th Overall, Sylvan Flaten/John Hansen  
2nd Team, 10th Overall, Roger Gillette/Dick Spurrier

### BRYAN, TEXAS SCCA RACE

- 2nd EP Howard Cole  
3rd EP Dr. Howard Smith

### TTCR ITALIAN ALPINE RALLY, ROCHESTER, N. Y.

- 5th Overall Von Esh/Kennison  
10th Overall Stewart/Mapes

### SUBURBAN SCC "JET PORT DOOM" RALLY, N. J.

- 1st Ed and Babette Van Vliet

### WHEEL & DASH SHORTEST DISTANCE RALLY

- 3rd R. LaChante/M. Maxwell

### MIDDLESEX SCC POKER RALLY

- 2nd Jim Shaver/Carol Sicora  
3rd Mr. and Mrs. Bob Yuell

### SCCA NORTHERN N.J. RALLY

- 1st Non-Equipped Don Andrews/Ed Van Vliet

### TRIUMPH SCC RETREAD RALLY, N. J.

- 1st Barefoot & 2nd Overall Arthur Johansen/Don Olsen

### WING & BONNET FIELD TRIAL, N. J.

- Class D 1st Warren Ahern  
3rd Robert King

### COTATI, CALIFORNIA 4 HOUR RACE

- 1st EM Rice/Dykes (TR-2)



Miss Virginia of 1961 expressed her approval of the new TR-4 at the recent Norfolk, Virginia Auto Show.

## TRIUMPH SERVICE HINTS

Proper care of your Triumph will insure good service throughout the year. Here are a few items, sent over to us by Standard-Triumph Service Dept.:

### Accessories

A Bendix radio is now available from your local Triumph dealer. This American made radio can easily be serviced anywhere in the country.

A Triumph Custom "Pop-out" cigarette lighter is available from your local dealer also.

### Snow Traction Problems?

Snow tires, rather than tire chains or straps, are recommended wear for all Triumph products.

### Electrical Problems

Difficulties with the electrical system can be avoided by periodic servicing. Check the regulator for proper adjustment. The starter and generator should be cleaned (armature, commutators, brushes set properly, etc.). The battery should be checked, charged and have the terminals cleaned.

### Herald Service

Herald rear hubs should be lubricated every 6,000 miles. Lubrication should be applied with 5 strokes of a hand gun. High pressure guns should not be used and over-lubrication should be avoided.

### Salt Problem?

Salt and grit, thoughtfully spread on icy roads by local authorities, are among the greatest enemies of the car body work. If the car is fairly new, under-body corrosion can be almost eliminated by applying an undersealing preparation to the wheel arches and underside of the car. Older cars which are showing signs of corrosion can be protected against further damage by spraying the underside with penetrating oil. Areas of chipped paintwork on the upper surface should be touched in with a matching color. Frequent applications of a good quality wax polish will protect the paintwork. Chromium plated parts may be protected by the application of one of the quality brands of chromium protector.

Service now saves you money later!

## 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.