TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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

VOLUME 10, NO. 1 JANUARY, 1964

TEN THOUSAND FOUR HUNDRED AND SEVENTEEN *plus Charlie*

Checking through past issues of the TSOA Newsletter, we discovered that it was way back in the August 1960 issue (Vol. VI, No. 8) that we announced — with great pleasure — that "the TSOA national membership has swelled to over 6,500." The article continued: "This could in almost any light be called remarkable progress for our five year old organization."

Well, here we are some 3 years and 4 months later; we thought as we watched the minute hand of the office clock creep slowly around to 4:30 p.m. Wonder what the present membership is, say as of January 1, 1964, we continued to think; at the same time convincing ourselves by observation, that as soon as the hand gets around to 4:30 p.m., the minute hand slows up, until by the time it approaches 5 p.m., its progress is downright painfully slow. *If you think we're clock watchers from the foregoing, you're wrong. It's just that the office clock is a recent acquisition, and the novelty hasn't worn off yet. Fascinating just to watch time perambulate along. . . .)* But, back to the story.

To be honest, we had a pretty fair idea of what the total was, but we decided to obtain an accurate count from our mailing service. It was 4:47 p.m., as we picked up the phone, dialed the number. Pretty soon. . . .

"Hi Charlie," we said. "This is TSOA. . . . No, T-S-O-A. . . . Triumph Sports Owners Association. Remember. . . . ?"

Charlie duly remembered with a peremptory 'Yeah. . . . ', and reminded us in the same breath that 'he was a very busy man, it was nearly 5 o'clock, and what the devil did we want anyway?'

We should explain here that we rarely have occasion to call Charlie, except when a mistake has been made with mailings, or something. So, naturally enough, Charlie tends to be on his guard when we call. He's really a very nice guy. . . .

After assuring Charlie that nothing, but nothing was wrong, we asked him to give us a count of TSOA members as of January 1, 1964. Charlie, happy that nothing was wrong, but by no means overjoyed with our request, promised to call back early the next morning. In fact, Charlie called back within 15 minutes, just as we were putting on our coats to go home.

"Ten thousand, four hundred and seventeen," Charlie said as we put the receiver to our ear.

"Thanks Charlie," we said. Then Charlie was gone.

Early the next morning . . . well, about 10:30 . . . our phone rang. It was Charlie.

"Say," he said, "your TSOA membership has really jumped during the past year. Must be more people are buying Triumphs. Did you realize you've added nearly a couple of thousand new members during the past 12 months?"

We agreed with Charlie that the increase was something to crow about; at the same time visualizing our lead story for the January issue of the Newsletter.

There was a slight pause in the conversation. Then Charlie said: "How do I go about joining your TSOA? I'm thinking of buying a sports car in the Spring. . . . I guess it'll be a Spitfire. . . . . "

Well, well we thought, as we put the phone down after giving Charlie the information he wanted. Never know who your next TSOA member might be. Hmmm . . . ten thousand, four hunderd and eighteen with Charlie's application. . . .

New members' TSOA Handbooks ready for mailing . . . and behind it all, Pat Lawlor, your editor's charming and efficient secretary. Pat is processing about 40 new applications a week right now, and like the rest of us is delighted with the spectacular growth of TSOA during the past 12 months. Our thanks to everyone who has contributed to this growth.

TRIUMPH IN HAWAII

Back last Fall, the sports car clubs of Hawaii, in cooperation with the Aloha Week Committee, introduced to Honolulu the First Annual Sports Car Festival.

Stuart M. Cowan, president of the young but very active Triumph Sports Car Club of Hawaii, acted as General Chairman; Nicholas Warrillow, a fellow TR-club member, was the Co-Chairman.

A program of events covering all phases of sports car activity was presented, commencing with a week-long display of 1964 sports cars at the International Market Place in the heart of Waikiki. Authentic color motion pictures of sports car activities from around the world were shown daily.

A Concours d'Elegance was held in the beautiful grounds of the Royal Hawaiian Hotel. Beneath the palm trees of the mauka lawn, past glories of the classic Lincolns, Duesenbergs, Essex, Packards and Rolls Royce were relived. As an added attraction, authentic period costumes were shown during the "Classic Fashion Parade." A couple of days later, the scene shifted from elegance to action, with the opening of the Hawaiian Grand Prix Races at the Kahuku Race Track.

In the Production Sports Car races, the TR's were well placed — taking into consideration that they were competing against AC-Cobras, Corvette Specials, Cooper Buicks, and other similar exotic machinery. Nic Warrillow placed 1st in Class and 3rd overall, Stu Cowan 2nd in Class, 6th overall, both in TR-4's.

Stuart Cowan on the left, with Nic Warrillow and Cowan's fully prepared TR-4.

In the Grand Prix, Nic Warrillow placed 1st in Class, 7th overall ahead of an XK-E and a Lotus Super 7.

The Triumph Sports Car Club of Hawaii is to be congratulated for their part in what was obviously a very successful and enjoyable event.

We were particularly pleased to receive a letter from R. W. ('Kas') Kastner, Standard-Triumph's Competitions Manager, in which he suggested that the following information would be of considerable interest to Triumph drivers.

Just recently, 'Kas' met with Paul Anfang, manager of the Goodyear Tire distributorship on the West Coast. According to him, Goodyear have a limited number of new 590 x 15 Blue Streak T-4 racing tires available, at a very much reduced price. This is because the T-4 line is no longer in production. Normally, these tires sell for $37.00 each, plus excise tax. However, this price has been reduced to $27.75 each plus $1.59 excise tax. Also available are a few 520 x 13 T-4 Blue Streak racing tires, which normally sold for $33.80 plus excise, and can now be had for $25.35 plus $1.40 excise tax. These prices do not include freight costs to the purchaser. 'Kas' assures us that these are all perfect, brand new racing tires suitable for the TR-3, TR-4 and the SPITFIRE. Those interested should immediately contact: Paul Anfang, Goodyear Racing Tires, 3219 Carter, Venice, California. (Knock 3 times and say TSOA sent you. . . .)

Along with the letter, 'Kas' sent us this photo of Jerry Rosenberg in his SPITFIRE. According to 'Kas': "This young gentleman is very enthusiastic and has concentrated on slaloms with his car. He constantly runs very high in his Class and we expect him to shortly be a threat for fastest time of the day. Slaloms are extremely popular in California. The entries average 150 cars. Mr. Rosenberg is doing a great job with his car, and considering that his Class in competition includes such cars as the ..... has shown that the price of the vehicle does not always make a winner."

(Note to 'Kas': Only the name was removed . . . . to protect the innocent!)

NEWS FROM ENGLAND

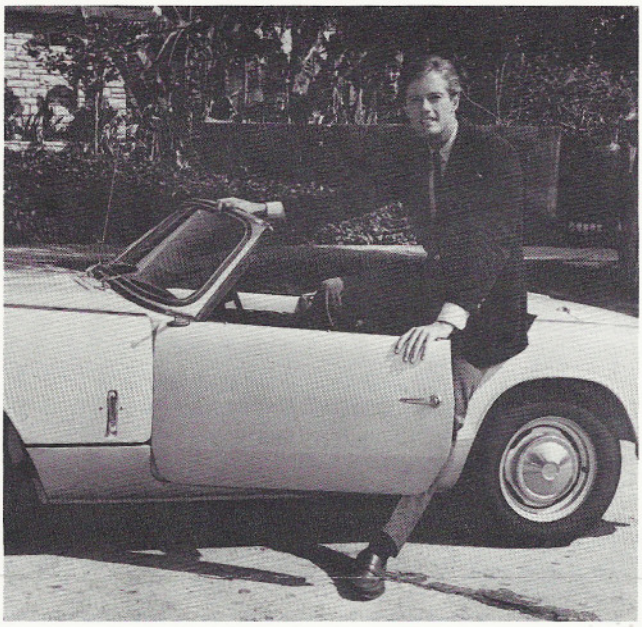
According to a press release which we received from the Standard-Triumph International, Ltd., Coventry, England: "The first Triumph SPITFIRE to be prepared for competition use by the factory was placed 2nd overall in the 800 mile Welsh International Rally, which ended at Cardiff on Sunday, January 5. It also returned the best performance of any sports car in the event."

The release continued: "A private entry, the SPITFIRE was driven by 33 year old Roy Fidler . . . with John Hopwood . . . as co-driver."

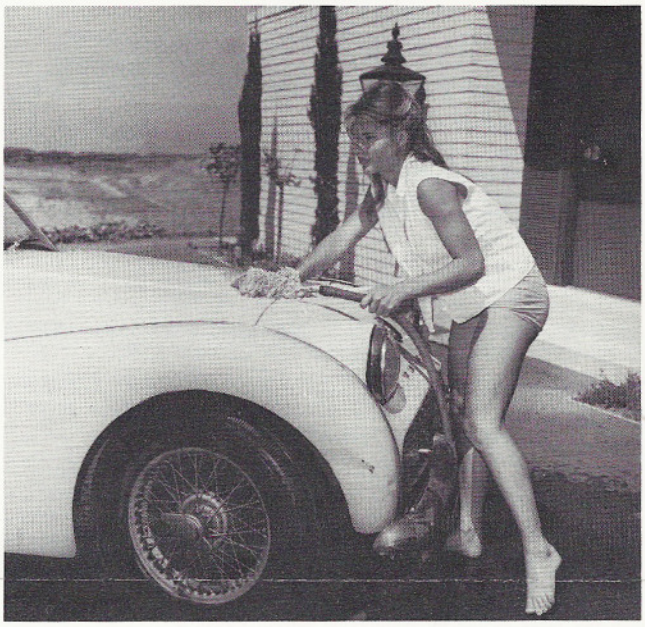
Apparently there were more than 100 competitors from all parts of the British Isles. The rally itself covered almost the length and breadth of Wales, with several special stages with set average speeds of up to 50 m.p.h. Conditions were very foggy and the roads icy throughout the event.

It would seem the company intends to gain further domestic rally experience with the car, which is homologated with the F.I.A., before moving into the International rally scene.

It's our opinion that, for the first time out, the car — and Roy Fidler — put up a jolly good show! And we mean it!



Specially for the gals . . . Peter Fonda (a fine actor) and a SPITFIRE. Car and star will be seen in the new Tigertail Production entitled "The Young Lovers". Also starring in this United Artists release are Nick Adams and Sharon Hugueny.



Meet Donna Michelle, the delectable Playmate featured in the bumper December issue of PLAYBOY magazine. As you can see, Donna is a TR-3 owner, and as pretty a Triumph enthusiast as we've seen in a long time.

BEST NEWS

Best Motors, Triumph dealers in Rochester, New York, have been kind enough to release some very interesting information to TSOA, concerning their plans for the 1964 Rally Season.

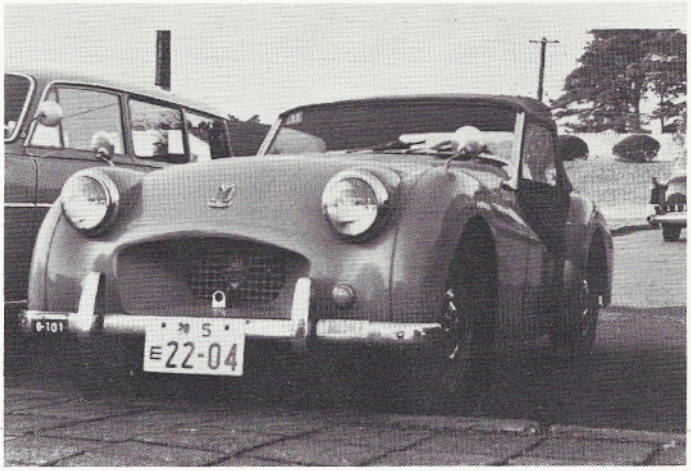
It seems that at long last, we have a Triumph dealer who appreciates the promotional and publicity values inherent in running a team of Triumphs in National Rallies. That's exactly what Best Motors intend to do for '64.

They have formed a team of 3 TR-4's, with a fourth car as reserve, to compete in the Manufacturers Class in approximately ten National Rallies. Drivers/navigators selected are as follows: Ed and Shirley Homsey, Bob Henderson, Bill Ben, Gene Hondorf and Keistin Berglund. All have National Rally experience, and are expected to do Triumph proud.

Needless to say, the team — and not the least important, the sponsoring dealer — have our very best wishes for a successful season.

SHELL 4000 RALLY

Confirmed! Standard-Triumph to enter a team of 3 TR-4 Hardtops in this year's SHELL 4000 Trans-Canada Rally. Preparation of the cars being carried out at the factory in England, with final tuning to be the responsibility of 'Kas' Kastner, S-T's Competitions Manager. Cars to be prepared to full F.I.A. specs. 3 teams, each consisting of a driver and a navigator – one British, one Canadian, one American. Rally starts Vancouver April 18, finish Montreal April 24 – distance approx. 4,100 miles. More details next NEWSLETTER.



Our thanks to Commander H. M. Winner for sending along this photo of his TR-2, with a covering letter. Here's part of what the Commander had to say:

"Just a short fan letter. I've enclosed a picture of my 1954 Triumph TR-2, which is now dodging the traffic of Japan.
The top is the original as is the tonneau cover. The repaint is of the original color — geranium."

"I've been a rather good booster of Triumph since 1954, and am looking forward to many more years of service."

Quite naturally, we were pleased to note the TSOA badge set on the grille!

It is with deep regret that TSOA has learned of the untimely death of Bill Weatherly, recently-elected president of the Sacramento Triumph Sports Car Club. Bill was 41 years of age, and is survived by his wife, Virginia — an active member of the Club — and his step-son, Douglas Callon. Our sincerest sympathies to them, and all who share their sorrow.

TECHNICAL CORNER

TSOA is indebted to the Standard-Triumph Service Department for sending along a copy of a recently-issued GIRLING Service Bulletin, tersely titled, "Procedure for Bleeding Girling Brake Systems with C.V. Master Cylinder." Naturally we felt this would be of considerable interest to the more mechanically minded TSOA members, so here's the Bulletin, in toto:

"Bleeding" is the process of removing air from the pipe line and cylinders and is necessary whenever any part of the system has been disconnected, or the level of fluid in the supply tank has been allowed to fall so low that air has been drawn into the master cylinder.

When seals are worn it is possible for air to enter the wheel cylinders without any sign of leaking fluid, and cause a "spongy" pedal action which is the usual indication of bubbles of air in the system.

The equipment that is necessary for bleeding is, a can of Castrol-Girling Brake and Clutch Fluid, a rubber bleed tube with a glass tube attached and a seven-sixteenths inch A F Spanner. A small spanner should be used as bleed screws should never be overtightened. 4 to 6 lbs. ft. torque is sufficient.

Fill up the supply tank with the approved fluid direct from the can and the level should be maintained during bleeding.

The adjusters on front drum brakes should be slackened right off (anti-clockwise) and the adjusters on rear drum brakes, with disc or drum front brakes, should be locked hard (clockwise). This reduces the space in the cylinders and economises in time and fluid.

Bleeding should start at the rear left side wheel if the car has drum brakes all round or disc brakes all round, but if it has disc front and drum rear bleeding should start at the front left side wheel.

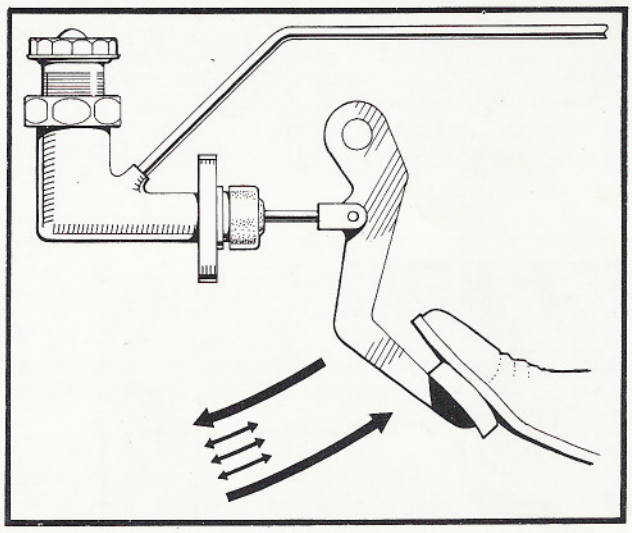
Unscrew the bleed nipple enough to allow the fluid to be pushed out, half a turn, and proceed to each wheel in turn from the farthest to the nearest to the master cylinder, pumping the fluid through until no more bubbles appear then closing the bleed screw on a downward stroke of the pedal.

The pedal should be operated by a succession of rapid long and short strokes as shown in the diagram. The pedal is pushed down through its full stroke, followed by two or three short rapid strokes, and then allowed to fly back to the stop with the foot right off. It is unnecessary to stamp hard on the pedal but a quick full stroke is required. If the floor mat or anything else obstructs the full stroke of the pedal it should be removed.

After all four wheels have been bled check the pedal stroke. Turn the front brake adjusters (if drum brakes) clockwise to expand the shoes to the drums and the pedal, after the free movement has been taken up, should feel quite solid. If there is a springy feeling to the pedal bleed again at each nipple to finally confirm that all air has been eliminated. A slight variation of the routine is favoured by some mechanics. They prefer to go round the system twice. The first time (to fill the system) each bleed screw is closed as soon as fluid is being discharged regardless of the small bubbles that may be present and the second time round only a few strokes at each bleed screw are needed to finally discharge the air.

Springiness of the brake pedal can have other causes than air in the system. Flexing of the pedal lever, of the pedal mounting or of the master cylinder mounting is not uncommon and can be seen if looked for.

Other causes not so easily seen are, badly fitted linings, warped or otherwise distorted shoes, maladjusted shoe steady posts and deflection of the brake drums. This last fault is now uncommon although still not unknown.



CLASSIFIED

FOR SALE: For TR-2-3-3A, wind wings, sun visor, transistor radio, shop manual and anti-sway bar for TR-3A. Contact: Walter A. Jordan, P.O. Box 5, Spencer, Massachusetts.

FOR SALE: Le Chaperon transistor portable car radio—$35.00. TR-3—Amco Ski Rack—$12.00, Amco Wind Wings—$8.00, Sway bar and mounting brackets—$12.00, Service Manual—$5.00, Std. 2-front shocks (1500 mi.)—$14.00, 2-coil springs (1500 mi.)—$10.00, 1 wire wheel (tuned)—$20.00, 2 std. steel rims—$10.00 ea., SU electric fuel pump and mounting bracket—$10.00. Also have: starter, generator, rear end, disc brakes and drum, exhaust manifold, SU carburetors, front suspension components, front steering components. Contact: David B. Hammond, 2778 Garden Hwy., Yuba City, Calif.

FOR SALE: Brand new black soft top for TR-4, complete with all fittings—$85.00. TR-4 rear seat, black, like new—$18.00. Contact: C. M. Jadwat, M.D., 157 Old Army Rd., Scarsdale, New York. Phone SC 5-2345 (evenings).

FOR SALE: 1958 TR-3 completely prepared for race. Has been a consistent class winner in Regional events throughout New Mexico and Texas. Many spare parts, engine, transmission and rear end, some spare body parts—$1400. Contact: Gerald Sanders, 10077 Keystone Drive, El Paso, Texas.

WANTED: TR-3A hardtop, approximately $50.00; wind wings. Contact: Van Snyder, 116 Clowes Terrace, Waterbury 10, Conn.

WANTED: SCCA Roll Bar for 1963 TR-3B which will permit use of convertible top. Prefer bolt-on type kit. Contact: Paul Welker, 7711 Bristow Drive, Annandale, Va.

WANTED: Service Manual for 1962 TR-4. State Price. Contact: Harry W. Schuster, Glenwood Addition, Marseilles, Illinois.

WANTED: Used tonneau cover in good condition for TR-4. Contact: Capt. Seibel, 1127th F.A.G., Fort Belvoir, Virginia. Phone 780-1100, ext. 35259.

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	$1.25

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 or Spitfire), 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.