



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

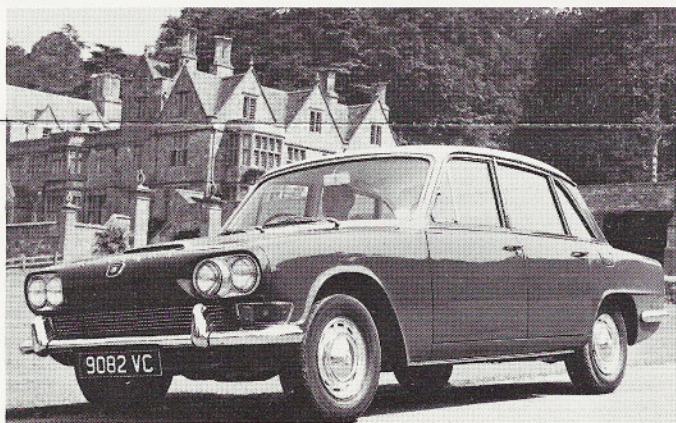
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When you drive a Triumph like this '2000' through the English countryside, you can't avoid scenes like this. But who would want to?

Britain by Triumph: A Newsman's View of Most Leisurely Trip

By BOB CUTTER
Auto Editor — Long Island Press

Britain is a terrible place to visit by car.

With a car you can miss all of that running for trains or buses. You have to come and go as you please, rather than travel on a timetable that tells you where you have to be at a given hour.

With a car you can forget about reservations in big city hotels. Instead you can stop when and where you want, even in American-style (more or less) motels or in quaint country inns with names like The Two Brewers in Henley-on-Thames.

With a car you are trapped into visiting places you hadn't planned on. You get to see beautiful countryside spots, castles in the hills, seashore points, small towns as well as big cities, unusual shops, aerodromes for antique aircraft. You name it.

With a car, if you feel like dressing informally, you do it. If you feel like a picnic instead of a formal luncheon, you eat it. If you feel like spending an extra day at the Pendragon Hotel in Southsea (garaging the car costs 35 cents per day), you spend it. (Continued on page 4)

Six Top Rallyists In Triumph '2000's Test SCCA Circuits

Six top rallyists in three Triumph '2000's carried the Standard-Triumph Motor Co. banner into the Virginia Reel on May 19. The 1,500-mile trek was the opening gun in a bid for national honors by Triumph.

Champion rallyist Phil Morini of New York is team manager, paired with Charles Moyers, of Lansdale, Pa. Andy Deming of Washington, D. C. and Banks Mebane, Chevy Chase, Maryland, who placed second nationally in 1965, comprise the second team. Lee Hendricks and Phil Henderson, of Williamsville, New York, who placed third last year, will handle the third '2000'.

The team will enter the following rallies:

On Wisconsin, a 3,000-mile rally starting from Milwaukee, June 4;

The Great Petroleum at Erie, Pa., June 12;

Historic New York at Utica, June 19;

Andiamo in Ohio, July 30 and 31;

Finger Lakes, N. Y., August 13 and 14;

Jersey 500, September 10 and 11;

Rip Van Winkle, October 8 and 9;

Appalachian, November 5 and 6 and, tentatively,

Great Smoky in Tennessee, in October.

The cars are equipped with Michelin X tires, Blaupunkt shortwave radios, Lucas road lights, odometers reading down to 100th of a mile and many other rally features.

Lee and Phil won the Quaker State Southern Tour Rally this month for the third year in a row in a Triumph '2000'. They lost only 32/100th of a minute from 10-check points in a difficult 250-mile run.

Tri-O-Rama: 3 Clubs and a Great Weekend

By **BABETTE VAN VLIET**
Triumph Sports Car Club of New Jersey

The Fourth Annual Tri-O-Rama is now history. Surprising history at that! Who would have thought that three highly independent clubs of strongly individual Triumph sports-car drivers would have mustered up the kind of cooperative spirit that makes for the successful weekend that occurred?

The Triumph Sports Car Club of New Jersey, the New York Triumph Motor Club, and the Triumph Sports Car Club of Delaware Valley jointly ran the meeting. If it was a cold, bleak weekend in the Poconos, you couldn't tell it from the warm camaraderie and fine spirit that pervaded the meeting.

Forty-four cars entered the Tri-O-Rama representing seven states: New Jersey 21; New York 9; Pennsylvania 7; Maryland 1; Massachusetts 3; Connecticut 2 and Delaware 1. An overwhelming majority, 31, were TSOA members. Seven cars in the equipped class, 16 in the unequipped class and 21 in the novice class. Of the latter, 12 were on their first rally.

TSCC-NJ acted as host club, choosing the Holiday Inn in Wayne, N. J., as the starting point. Joe Steigauf, TSCC-NJ rallymaster, sent the cars off on a bright, clear Saturday morning for a 150-mile run through northern New Jersey and Pennsylvania, ending at the Pocono Manor Inn.

Ed Elizondo and Bob Silva were overall winners of the Saturday rally. They received two Michelin tires. A Michelin representative talked about radial ply tires — a subject very much on the sports car driver's mind these days.

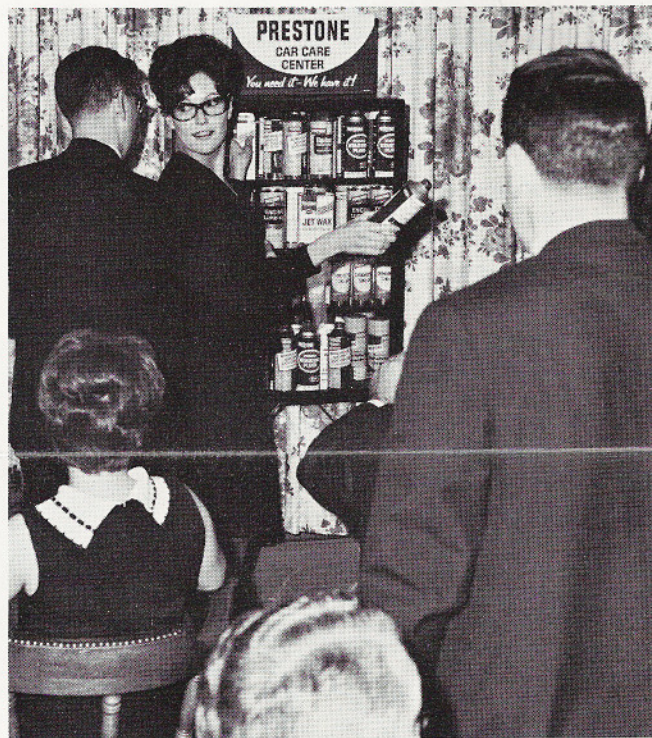
On Saturday night, the New York Triumph Motor Club presented the motor sports program, highlighted by a talk by Bob Tullius, one of the best-known amateur sports car drivers in the country.

Sunday morning didn't dawn — it just rolled in with the layers of fog surrounding the Poconos. Frank Shelly, TSCC-DV rallymaster, provided the contestants with an exciting rally to Somerville, New Jersey, where a buffet supper, courtesy of TSOA, awaited the hungry rallyists.

Trophies, contributed by TSOA and several Triumph dealers, were presented to winners at the windup.

Thanks to the efforts of Gretchen Dahm of NYTMC, many special awards and favors were distributed to those present — entrants and workers alike.

A lot of the credit goes to those people in each club who formed the TRI-O-RAMA committee: Sevey Vignola, of Triumph Sports Car Club of New Jersey, the over-all TRI-O-RAMA Chairman; Frank Gagne, New York Triumph Motor Club Chairman; Bill Armstrong, Triumph Sports Car Club of Delaware Valley Chairman; and Ed Van Vliet, Triumph Sports Car Club of New Jersey Chairman.



The winners get their just desserts from pretty Gretchen Dahm of the New York Triumph club. Would you believe that one of the products she awarded was a packaged de-icer?

CLUB NEWS: DETROIT & HARRISBURG

The results of the **Detroit Triumph Club's** election are in and we congratulate the elected:

President John Campbell
Vice President Jerry Balk
Treasurer Ray Cieszenski
Secretary Betty Edwards

The club has also announced the balance of this year's scheduled events: June 4, Road Runner; June 19, Gymkhana; July 31, Rally/Gymkhana; August 21, 4th Annual Geisha Rally; August 28, Gymkhana; Sept. 4, Gymkhana; Sept. 18, Town & Country 8-hr. Rally; Oct. 30, Practice P.O.R. 15-hr. Rally; Nov. 1, Rally.

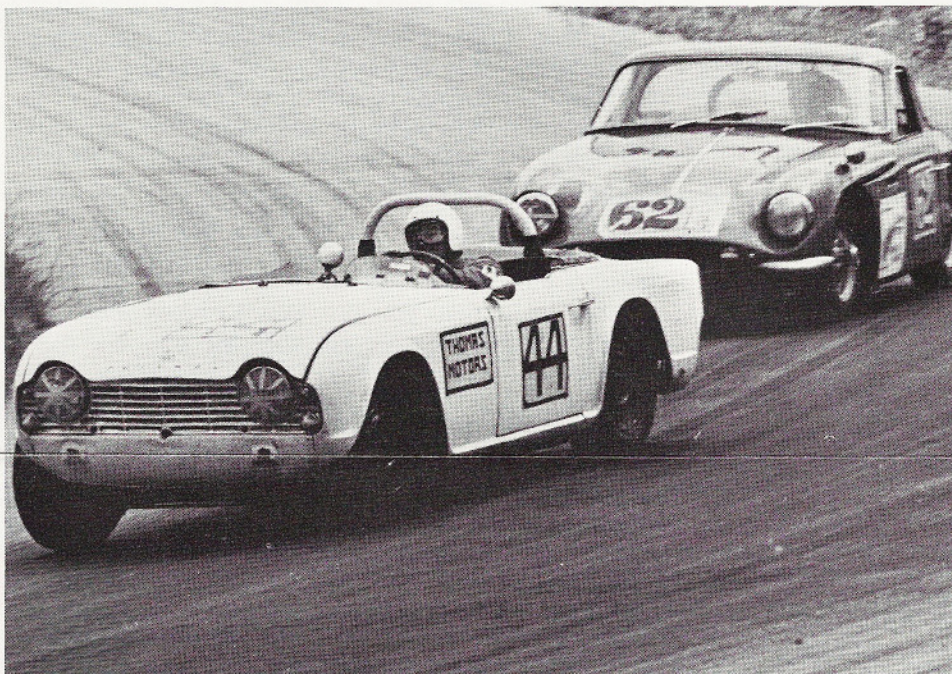
Contact the club at 1429 - 3 S. Sheldon, Plymouth, Michigan 48170.

The **TSOA of Harrisburg** is planning a "1000 Numbers Rally" for July 3rd. This rally is unique in that entries will be accepted from individuals and teams of eight cars. Within each team there will be awarded trophies to the first, second, and third place winners.

Trophies will also be awarded to the first, second, and third place teams. Needless to say, there will be awards presented to the top three individual scores of the day.

The rally will begin from the East Park Shopping Center, 4300 Derry Street, Harrisburg, Pennsylvania. The starting time is between 12:00 and 2:30 p.m. Contact Sandy Hock, TSOA, Box 2541, Harrisburg, Pennsylvania.

Canadian "44" is a Winner Too



Another "44" is making its mark on the car racing circuits. Like the Bob Tullius - Dick Gilmartin Group "44" operation just outside of Washington, D. C., Charles McKing of Vancouver, British Columbia sports a "44" on his Spitfire. And like the counterpart "44" in the States, the Canadian boasts a collection of trophies that could overload a Triumph '2000.'

Tops on the Track? How about the Turnpike?

There is a lot said these days about car safety. Right now, the car manufacturers are tuning up for changes. Obviously, plenty more can be done to produce safer vehicles right down the line from Rolls Royces to bicycles. And this is certainly being done — with or without Congressional action.

Lost in the emotion over safety is the fact that the U. S. car accident rate has dropped to a third of what it was just 20 years ago and must be about the lowest car accident rate in the world. Oh yes, the number of car accidents is still far too high, but the number is not rising anywhere near as fast as the number of drivers or the number of miles driven, or even as fast as the number of irresponsible drivers are arriving on the scene.

Come to think of it, we find it amazing that more bad accidents don't happen on those superhighways. The way some Sunday drivers push down on the accelerator pedal, you would think the New Jersey Turnpike is the Indianapolis Speedway on May 30.

And then to compound the problem, there are the people who think slowness and safety go hand in hand. They get on a fast turnpike and roll along at 30 mph, causing other drivers to furiously pass them and risk accidents in lane-changing maneuvers.

The interesting thing about driving on the superhighways is that you can't say the fast driver invites mishaps

and the slow driver does not. The best driving and the safest driving on the superhighways is that which keeps up with the average speed, whether it is the posted speed limit or not. And that is an official U. S. Department of Commerce analysis. It is based on a long study by the Department's Bureau of Public Roads which builds and runs the interstate highway system.

What the Bureau has found is that if the average speed on a highway was 60 mph, a vehicle moving at 40 mph would have just as great a chance of being involved in an accident as another speeding along at 80 mph. Both would be more likely to be involved in an accident than a vehicle traveling at 60 mph.

For a car moving at 20 mph, on the same highway, the chance for accidents would jump higher still.

Up to now, it had been widely believed that the chance of accident was about proportional to speed. This analysis upsets that assumption—but, of course, the faster you're going, the greater the chance of a severe accident.

So, for TSOA members, who are experienced on the turnpikes as well as the tracks and the rally circuits, there is only this word of caution: Watch out for the amateurs who go way above the average superhighway speed or those bumbler who stay too far below it. They are the ones who are looking for trouble, and are looking for somebody to have trouble with.

Britain by Triumph

(Continued from page 1)

A terrible way to vacation, isn't it?

Actually there is one big drawback to visiting Britain by car, but more about that later.

The chances are that you will try the car route when you next visit Europe — six of every 10 Americans visiting Europe these days are doing that, at least for a part of their stay.

Britain is an especially good "foreign" country in which to get your feet wet because the language is English (more or less like American), and the style of driving is akin to that of the American motorist. Forget about that lefthand driving being a bother — it takes about 15 minutes to get used to it.

To drive in Europe generally, and in Britain particularly, you need only two additional documents to your passport, vaccination certificates and other paper paraphernalia. The first is an International Driving Permit, issued here by your local automobile club for about \$3 and good for a full year. It actually is a booklet with pertinent information about you set down in a way that it can be read in any of nine languages.

Actually your state driving license would be enough in Britain most of the time, but the carrying of an IDP booklet is recommended.

The second bit of paper is indispensable, however. That is the so-called Green Card or International Insurance Certificate. Your stateside policy is no good in Europe. You need additional coverage and that is the purpose of the IIC. Again your local driving club is the place to start, although if you are hiring or purchasing a car overseas, the agency or dealer will take care of all of this for you gladly.

With these you are about ready to go. While we have stressed the freedom of a driving vacation — the ability to come and go as you please — we should emphasize that some familiarity with the place for which you are heading is a good idea.

You can become familiar with Britain in a variety of ways. The British Travel Association has all kinds of interesting free booklets, including a specialized one called "Seeing Britain by Road." It also can supply you with hotel and motel lists and with a broad-scale road map of Britain and Ireland (a world unto itself but easily reached in your car, by plane or boat, as is the Continent).

Being a historically minded type, we desired an even closer look at the roads and purchased from a major oil company several British road maps as issued there (about 25 cents each). For an even closer look, we invested about \$3 and purchased the latest edition of Bartholomew's "Road Atlas of Great Britain," which gets down to a scale of a fifth of an inch to the mile, from the British Book Centre in New York.

Add in a few European guides such as those issued by the bigger transatlantic airlines, the American Automobile Association and such travel authorities as Fielding, plus a few specialized booklets on historic houses, castles, museums and galleries, and you would be ready to go as an informed traveler.

You can take your own car over or rent one there at modest cost. A better bet is to plan ahead and purchase a car in Britain (no Purchase Tax if you resell it to the manufacturer or export it home to yourself). What you will save probably can pay for your car expenses while in Europe and then some.

Oh, yes. What is the one drawback to driving in Britain? The place is small but so interesting that you will have trouble making any time by American standards. What do you average on a trip here each day? 400 miles? 500? 600? Cut the amount in half in Britain.

You'll start down this road from A to B, a distance of 50 miles. Three or four hours later you will arrive. There will have been two or three side trips to look at a castle that you didn't know was there, to stop and buy some paintings at a shop you just saw, to have some fresh strawberries and cream at a roadside site that beckoned.

It's unnerving the way Britain grips you, the way she makes you forget about clocks and schedules. That is a problem for some people.

GRAND SLAM

King Hussein, of the Hashemite Kingdom of Jordan, recently drove his Porsche 911 to a third-place finish in a 30-mile race from Amman to the city of Jerash. The winner? A Triumph TR-4 driven by Wail Slam.

PATCH WORK

TSOA would like to make a collection of Triumph Club Jacket Patches. We have a nice big picture frame that will make a nice showcase.

Our nice old uncle died and didn't leave us a dime. We threw away his portrait and we need something for the frame. A patch from each club would be great. We may even have a prize for the handsomest one.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA: specify size — s, m, l, xl.....\$9.50

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl.....\$4.50

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

TR-4, TR-4A Competition Preparation Booklet.....\$2.00

SPIRIT Competition Preparation Booklet.....\$2.00

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, N. Y. 10017. TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.