



# Triumph Sports Owners' Association

## AUSTRALIAN DIVISION

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T.S.O.A. BULLETIN.

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### GREETINGS MEMBER !

We're happy to be able to sit down and pen this, the first, of our Bulletins. It's been some time coming out, for there is quite a deal of work involved in gathering Australian enthusiasts together under one banner.

This "homework" of ours we are happy to state is having good results. T.R.2 owners all over Australia are contacting us, and already the attractive Red and Black car badge is receiving envious glances.

We even received an enquiry from South Africa.

Which fact produces the thought that our National publicity campaign must have gone further afield than we intended.

We have established contact with the English and American organisations and should be able to keep you abreast of the latest about T.R.2 activities overseas.

England tells us that its membership is nearly 1700, and New York reports having passed the 700 mark. Of course we're young yet and may not be able to beat those figures for a while, but it won't be our fault if our membership doesn't include all Australian T.R.2 owners. We want to see every Australian owner of a T.R.2 as a member of T.S.O.A. So if you know of anyone who hasn't joined, talk to him about it. Send us his name. The more members we have, the better chance we have of assessing owners needs.

Tell him he should join in with more than 3000 T.S.O.A. members all over the world.

As well as Australia, England and America, they are to be found in France, Belgium, Holland, Switzerland, Spain, Italy, Portugal, Austria, Germany, Norway, Sweden, Denmark, Greece, Gibraltar, Malta, Cyprus, Finland, British West Africa, Northern Rhodesia, Nigeria, Uganda, Morocco, South Africa, Madagascar, the Persian Gulf, Thailand, Hong Kong, Singapore, Ceylon, Papua, the Dutch West Indies, New Zealand, Cuba, Colombia, and Canada.

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#### WORKSHOP MANUALS.

These are an essential for the enthusiast who personally tends his T.R.2.. Like all official workshop manuals they are well produced and simply bulging with illustrations and essential facts. Your State Distributor has these for £4 each, plus 3/- postage.

#### T.S.O.A. LETTERBOX.

We're copying an idea from England. In each issue of the "Bulletin" we hope to run the "Letterbox", but its success depends on you. As you know, we are always pleased to answer any of your queries, or pass them on to our technical specialists. We shall continue to do this, but for this section would like to hear of any experiences, interesting to other members (or amusing to us!.) Don't forget your permission to reproduce same!

#### SPARES.

If you need any please do not write to us asking us to supply the bits. You should contact your local Standard and Triumph dealer. We'll supply you his name.

#### SCALE MODELS.

Battery operated T.R.2's, replicas of the real thing, are available from this address. They're cheap at £3 and are something you'll be proud to place on the sideboard ----among the trophies. Colors are Signal Red, Racing Green and Geranium.

#### DATA SHEETS.

A batch of these has just come to hand from Coventry and are included with this Bulletin, to bring all handbooks up to date.

#### COMPETITION RESULTS.

Don't forget to let us have results of competition successes you are bound to have with your T.R.2. We want these for publication in this Bulletin as well as in Bulletins overseas.

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THIRSTY ?

Here is an item we are stealing from the American "Newsletter" which in turn pinched it from the English "Newsreel" -

Seems a clever Britisher has discovered that every T.R.2. has four built-in bottle-openers ---- the four chrome slides for the side curtains. Proceed at your own risk !

LE MANS MODS.

The T.R.2's entered in Le Mans, were fitted with S.U. H6 carbys which increased power and fuel consumption. Two had disc brakes up front and one had them fitted all round. All had 25 gallon fuel tanks. According to Coventry, these additions were for development purposes only and could not be fitted to existing models; nor does the company yet anticipate including them in the normal production model.

The three factory cars finished in Le Mans at an average speed of 85 m.p.h. for the 24 hours or 10 m.p.h. faster than the average speed of the privately-entered T.R.2 the previous year. They were doing 113 m.p.h. down the straight and fulfilled the purpose of their entry - to prove their reliability and sturdiness.

ECONOMY.

A private venture in England is worth recording as a final note on which to end this Bulletin. Cameron Jarvis, of Enfield, took Bill Gravatt on a 1906.6 miles trip from Enfield to Land's End, back up to John O'Groats and home to Enfield. He did it in 46 hours at an average running speed of 41.3 m.p.h. and 36.5 m.p.g.. Fine driving in a fine car, and we hope you fare as well - let us know.

HAPPY MOTORING !