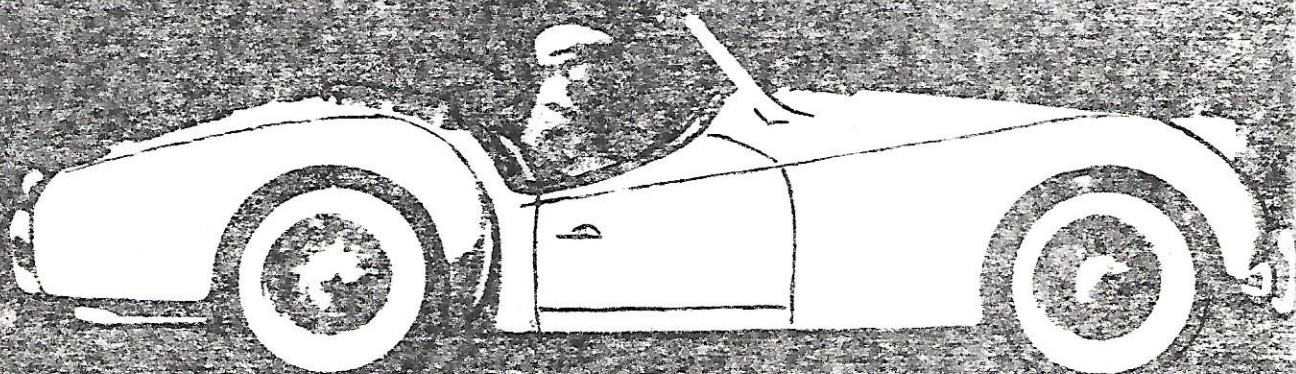


Dear Member:

Herewith we present our Club's first attempt at what is planned (not promised) to be an every-other-month publication. Just another little surprise in an effort to justify your blowing twenty bucks to join this loose confederation.

While rummaging thru my archives (the back floor of a hall closet), I came across an original piece of sales literature, part of which you see here. I thought it appropriate since our profile car this issue is Dave Charter's TR-3.



Triumph TR-3

America's Best Sports Car Buy



TRIUMPH

SALES AND TECH. MFG. MOTOR COMPANY, INC. 1745 BROADWAY, N.Y.C. 10019

#### OCTOBER EVENT

When was the last time you saw a '49TC, a '55TF, a TR-3, a "B" and seven big Healey's all in the same afternoon? Well, you could have at the last British Sports Car Club outing. I had forgotten how big those 19" wheels are on an old TC. Red, RHD, Swoopy fenders and all. The TF was brand new! I mean it had just rolled out of some showroom near by and drove over to the corner of Poplar and Kirby to make most(all)of those big bad Healeys look very old and very used.

The picnic was great, weather, scenery at Shelby Forest, kite flying, turtle hunting, and last but not least, the gentle critiques, helpful hints, and constructive criticism on the care and upkeep of an old British sports car "whadya mean Wagner brake fluid? Whats a can of that stuff doing in the tank of an Austin Healey? Castrol! Castrol is what you use in one of these cars!" And the awards, - especially the shiny heater-pipe award. MacCumber barely managed a first with a 9.9 point score. A very close second place was had by our illustrious president, Al Noah, with a 2.3 point score. (He polished it once in 1971) with the rest of the pack coming in at between 0.8 and 0.1 (except this guy named Garts) None! No pipe, shiny or otherwise! Just because he drives his every day. A nut, a real nut, drives a Healey every day! And no heater-pipe. Heresy on two counts!

#### PROFILE

Triumph TR-3, strong and straightforward. Those first TR roadsters of 1953 thru 1963 were built so that they could last a lifetime. Aggressive and "not pretty" in appearance, Standard-Triumph had put together a truly good sports car from the most unlikely components and sold over 75,000 of these little shoeboxes.

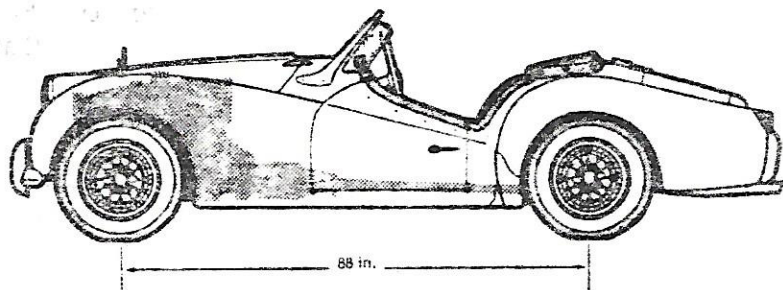
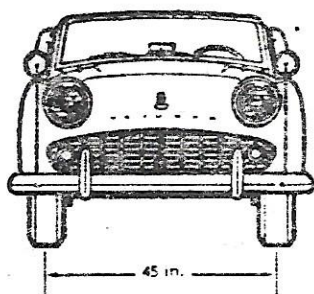
One of our members has one. David Charters of Germantown, TN. is the third owner of a 1962-TR3A, first registered in June 1961. He bought his about 2 1/2 years ago in Wheaton, IL., already restored (smart man). The major problem was an electrical fire which precipitated the rebuild, white exterior, red inside and 29,000 on the odometer (for the second time). David owned a 67 3000 several years ago and a TR3 "many years ago" and loved it. A simple straightforward gutsy car with few complexities to go haywire. David has been known to use the hand crank when the starter won't turn it over in the winter time.

All of a sudden in 1963, the TR-3's were gone, replaced by the TR-4. The 4 might have been a "better" car, but it certainly wasn't the same kind of car. We bewailed its disappearance then, and thoroughly enjoy seeing Dave's whenever we get a chance.

This spec sheet was taken from the April 1980 issue of "Special Interest Autos." Remember those prices?

Illustrations by Russell von Sauer, The Graphic Automobile Studio

# specifications



## 1959-60 Triumph TR3A (Stock & Modified)

<b>Price when new</b> <b>Standard equipment</b>	\$2675 ppe New York. Four-speed transmission, full instrumentation, leather bucket seats, carpeting, disc front brakes, folding top, boot, side curtains.		<b>TRANSMISSION</b> Ratios 1st 3.38:1. 2nd 2.01:1. 3rd 1.32:1. 4th 1.00:1.	<b>SUSPENSION</b> Front Independent ball joint with coil springs and tubular shocks. Rear Semi-elliptic leaf springs with Armstrong lever-action shocks. Tires 5.50 x 15. Wheels Steel disc type standard, wire wheels with knock-off hubs optional.
<b>Optional equipment</b>	Hardtop, heater, wire wheels, overdrive, adjustable steering wheel, whitewall or Michelin X-tires, tonneau cover, jump seat, windshield washer, anti-sway bar.		<b>DIFFERENTIAL</b> Type Hypoid. Ratio 3.70:1.	
<b>Competition options</b>	Racing windshield, heavy-duty front shocks, heavy-duty rear springs, Alfin rear brake drums, aluminum engine sump, skid plates, Dunlop Roadspeed tires.		<b>STEERING</b> Type High-gear cam and lever. Turns lock-to-lock 2.5. Ratio 12:1. Turning circle 38.0 ft.	<b>WEIGHTS &amp; MEASURES</b> Wheelbase 88.0 in. Overall length 151.0 in. Overall height 50.0 in. Overall width 55.5 in. Front track 45.0 in. Rear track 45.5 in. Curb weight 2016 lbs. unladen, empty.
<b>Special equipment fitted, 1959 TR3A</b>	Metallic disc pads, front and rear anti-sway bars, rollbar, high voltage coil, generator cutout switch, competition seatbelts, fire extinguisher, all-synchromesh gearbox, modified engine, Iskenderian cam.			<b>CAPACITIES</b> Fuel tank 12.5 gal. (U.S.) Engine & filter 5.5 qt. Cooling system 7.0 qt.
<b>Engine</b> Type Cast iron in-line four, overhead valves, wet liners.	<b>BRAKES</b> Type Girling front discs front, drums rear, hydraulic. Diameter, f/r 11x10 in. Total swept area 335 square inches.			
<b>Bore &amp; stroke</b> 83 x 92 mm. <b>Displacement</b> 1991 cc. <b>Max bhp @ rpm</b> 100 @ 5000. <b>Max torque @ rpm</b> 118 @ 3000. <b>Compression ratio:</b> 8.5:1. <b>Induction system</b> Two SU H.6 sidedraft carburetors with air cleaners.	<b>Modified</b> 87 x 92 mm. 2186 cc. 130 @ 5500 est. 140 @ 3000 est. 9.0:1.	<b>CHASSIS &amp; BODY</b> Body construction Separate body and frame. Frame box-sectioned and cross-braced. Body style Two-door, two-passenger roadster.	<b>PERFORMANCE</b> 0-30 mph, secs. 4.4. 0-60 mph, secs. 11.6. Top speed, mph 105. Standing 1/4-mile, seconds/mph 18/78.	<b>Stock</b> 4.4. 9.0. 105. 17/85.
<b>Exhaust system</b> Two freeflow mufflers, single pipe. <b>Electrical system</b> 12V Standard coil				<b>Modified</b> 3.9. 9.0. 115. 17/85.

On November 8th our club was invited to one of the SCCA's apparently frequently held Autocross events. Whitt and Lisa Deming, their president(s) were all over the place (oh yes, it was held in CBC parking lot near Libertyland) starting all the entrants and running their Lotus occasionally. She does get thru more quickly than he does but Whitt blames that on the fact that he ends up doing most of the fixing. A good sounding excuse! It was a lot of fun to watch (no seat belts in my Healey so I couldn't get on the course, but I'm taking the TVR to the next one). Some gorgeous cars out there. A Lotus super seven, several specially prepared cars towed to the event - an MGB, a fire and Fiat 128 that sounded like a very neat, large blue bee. The Rabbits were a lot of fun to watch, especially when they put on their three wheeling act around the tight corners very quickly, I might add. The Detroit iron mostly looked like dinosaurs especially the Camaro's, overpowered and underhandling. I was surprised at how few sports cars were there, although the newer small sedans appear to be very quick. It's a good show to attend or participate in if you get a chance. We'll let you know in advance of the next one.

#### CHRISTMAS PARTY

BYOB to Noah's house on December 6th.

#### NEXT MEETING

Shakey's at 240 and Perkins 7:00 P.M., Second Monday in January. Beer is legal during the meeting. (It should make for an especially open train of conversation).

CLASSIFIED

Early 3000 and 100-6 parts for sale/trade -  
Wirt Harlin.....755-2675

Healey and Jag parts for sale/trade -  
Dave MacIntosh.....761-1262

1977 TVR 2500M Red/Black low miles - excellent shape  
\$6500.00 - Allen Carpenter...754-5287

1976 TVR 2500M Tan/Brown low miles - excellent shape  
except for some electric work - \$5000.00 -  
Dan Warlick....274-5216 or 525-1695

MEMBERSHIP NOTES

We're up to 23 members and our fleet is now made up of:

17 Big Healeys, 3 Jags, 1 MGTC, 2TF's, 1 B, 1 TR3,  
2 TR6's and 1 TVR. 30 English sports cars and a lot of fun  
(when they run).

If you have any comments or articles of interest please let  
me know and we'll try to include them in the next newsletter.

Allen Carpenter  
754-5287