



Triumph

TSOA

TRIUMPH

SPORTS

NEWSLETTER

OWNERS

ASSOCIATION



600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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HERE COME THE '73 TRIUMPHS



The 1973 Stags aren't really here yet but a couple were previewed at fall auto shows. Basically unchanged, the Stag does have two new cosmetic features . . . cast alloy wheels as standard equipment and a dual coach stripe down the side. The wheels compliment the car even more than the wires did and the stripes make it look longer. This one, was shown at the San Francisco auto show in November, 1972.

TR-6 OFFERS AIR CONDITIONING

Optional air conditioning and an aerodynamic spoiler mounted below the front bumper are key features of the 1973 Triumph TR-6 sports car just announced by British Leyland Motors Inc. and available in Triumph showrooms now.

(Continued on page 2)

SPITFIRE NOW HAS 1500 CC.

The New 1973 Triumph Spitfire 1500 sports car announced by British Leyland Motors Inc. features bumper to bumper engineering improvements, including a larger engine producing 15 percent more torque.

The new Spitfire power plant has a displacement of 91
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TR-6

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The air conditioning unit is U.S.-made and is specifically designed for quick installation by Triumph dealers. It carries a full factory warranty. Its addition to the option list makes the 1973 TR-6 the only high performance, convertible sports car priced under \$4,000 available with air conditioning.

The spoiler extends almost the full width of the car and is nearly identical to those developed for use on Triumphs competing in Sports Car Club of America races.

The spoiler and Union Jack emblems on the rear fenders make the 1973 TR-6 readily distinguishable from previous models. Also new are mat black windshield wiper assemblies and chrome strips on the upper and lower edges of the grille opening.

Four new exterior colors: French Blue (mid-blue), Carmine (mid-red), Mimosa (yellow) and Magenta are available for 1973, along with a new interior color, Chestnut.

Other TR-6 changes for 1973 include redesigned bucket seats with adjustable head restraints, restyled, easier to read instruments, repositioned headlight on-off and dimmer switches, addition of an anti-run-on valve which automatically cuts off air/fuel supply to the carburetors when the ignition is shut off, and a more rugged optional overdrive.

The TR-6 is powered by a six-cylinder, overhead valve, 152 cubic-inch (2.5-liter) engine, developing a generous 133 lb.-ft. of torque (SAE net) at 3,000 rpm. Horsepower output is 106 SAE net.

Steering is rack and pinion and suspension is independent all around. Radial ply tires are standard.

Price of the 1973 TR-6 at ports of entry is \$3,980. The dealer-installed optional air conditioning is \$375 extra plus installation.

SPITFIRE

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cubic inches compared to 79.2 in the previous Mark IV model (1493cc vs 1296cc). The additional displacement increases maximum torque from 61 lb.-ft. (SAE net) to 71 lb.-ft. and horsepower from 54 (SAE net) to 57. Bore and stroke of the overhead valve, four-cylinder engine are 2.9 and 3.44 inches respectively, compared to 2.9 and 2.99 in the previous Spitfire engine.

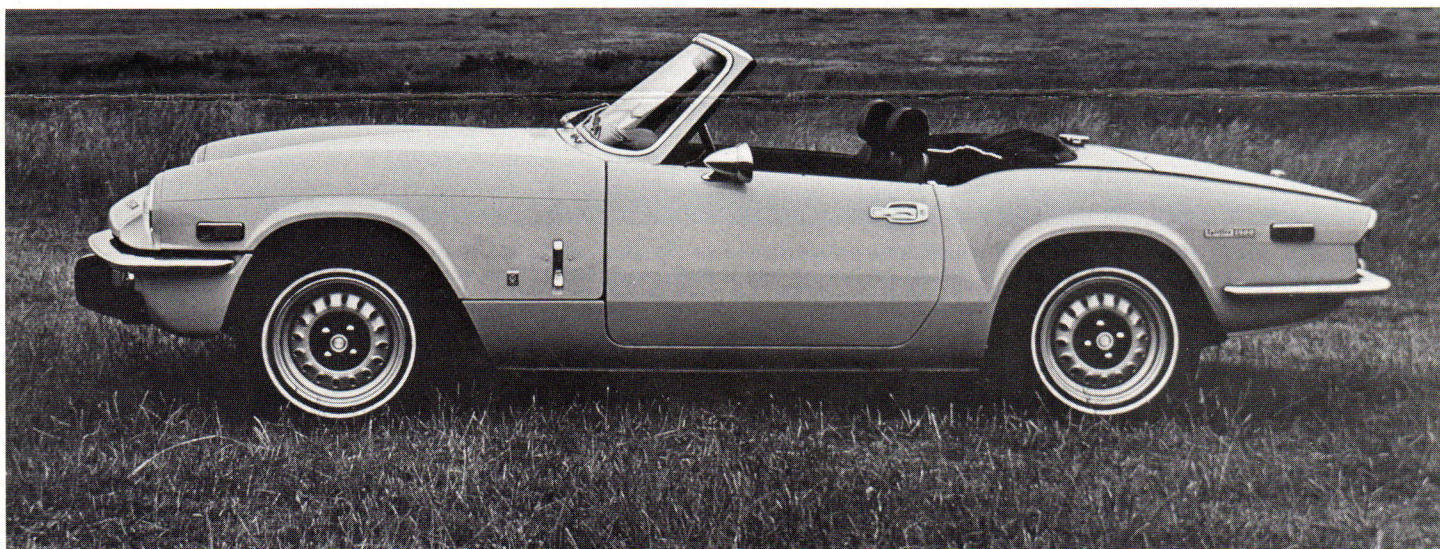
A new and larger clutch is used to handle the additional torque output and the rear axle ratio has been changed from 4.1:1 to 3.89:1, providing quieter high speed operation and increased fuel economy. The rear track has been increased by two inches for better handling.

Interior changes include new seats with separate, adjustable head restraints, restyled instruments, a new wood-finish dash panel and a smaller diameter steering wheel with a shallower "dish" design. The steering wheel changes provide more knee room for tall drivers and make entry and exit easier.

The new Triumph is distinguished by "Spitfire 1500" badges on the hood and rear fenders and a more sporty exhaust note. Overall styling is carried on from the previous model.

The 1973 Triumph Spitfire 1500 is available in four new exterior colors, French Blue (mid-blue), Carmine (mid-red), Mimosa (yellow) and Magenta. There are a total of nine exterior color choices and four interior colors, with one of these, Chestnut, new for 1973. Eighteen interior-exterior color combinations are possible.

Retail price of the Spitfire 1500 at ports of entry is \$2,895. Options include removable steel hardtop, wire wheels, 155 x 13 radial ply tires and overdrive. A complete range of competition equipment is available from British Leyland.



The 1973 Triumph Spitfire has a bigger engine producing 15 percent more torque, a new and larger clutch, a two inch wider rear track and interior changes including improved seats and a wood finish dash panel. "Triumph 1500" badges readily identify it. The new engine has a displacement of 91 cubic inches compared to 79.2. The 1973 Spitfire is available in four new exterior colors and a new interior color.

TRIUMPHS HAVE UNIQUE SAFETY BELTS

All TR's feature vehicle-sensitive inertia reel safety belts.

These belts allow the driver and front seat passenger almost complete freedom of movement to reach controls, etc. under normal conditions. Should the car decelerate quickly, as it could in an accident or under very hard braking, the belts lock holding driver and passenger firmly in place. The belts' inertial mechanisms sense the deceleration force and lock the lap-shoulder belt automatically.

Another advantage of this type belt is that it is completely self-adjusting. There is no need to fumble around shortening or lengthening inertia reel belts. This promotes use of the belts and is a safety feature in itself. Triumph belts are three-point type and are easily attached to their anchors with one hand.

POWER BRAKES FOR GT-6

Power-assisted brakes, wider rear track for better handling and all-around tinted glass for additional occupant comfort are among the new features of the 1973 Triumph GT-6 Mk 3 fastback sports coupe announced by British Leyland.

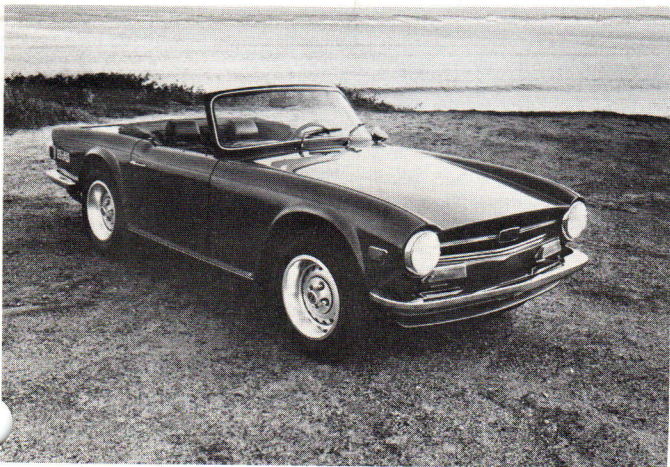
Other changes for 1973 include restyled instruments, a smaller steering wheel for easier exit and entry, redesigned seats with adjustable head restraints and improved throttle linkage. In addition, there are four new exterior colors and a new interior color.

The servo assist reduces overall braking effort by applying a power boost to the front disc brake calipers. The rear brakes are of the self-adjusting drum type.

The rear track increase is from 49 to 51 inches, providing more cornering stability. Front track remains 49 inches. The GT-6's suspension is completely independent.

New exterior colors are French Blue (a mid-blue), Carmine (a mid-red), Mimosa (yellow) and Magenta. There are six other exterior color choices. Interior colors available in the GT-6 are black, tan, blue and chestnut, with chestnut the new shade for 1973.

A special valve has been added to the GT-6's six-cylinder, 122 cubic-inch overhead valve engine, to reduce



The aerodynamic spoiler visible under the front bumper of the Triumph TR-6 and British flag decals on the rear fenders easily identify the 1973 model. The '73 TR-6 also features optional dealer-installed, factory-warranted air conditioning.

the run-on which sometimes results from the use of low octane, low lead fuels in high performance engines.

A GT-6 convenience feature is the wide opening, counter-balanced, rear door-window combination which gives easy access to the car's large luggage area. An electrical defroster grid is fused into the window glass and is standard equipment.

Price of the 1973 Triumph GT-6 Mk 3 is \$3,765 at ports of entry. Options include overdrive and a complete range of competition equipment for SCCA road racing is available from British Leyland.

FTC CHALLENGE TO BE DISPROVED

The Federal Trade Commission has challenged the statement of fact made in a single advertisement for one of British Leyland's cars, the Triumph Spitfire. The advertisement claimed that the 1972 Spitfire "gets 27 miles per gallon" and that statement is absolutely true.

Extensive tests were conducted by the Triumph factory under Environmental Protection Agency guidelines including an approved route designed to insure normal driving conditions. Mileage figures derived from the EPA tests prove the advertising claim, Michael H. Dale, British Leyland Motors Inc. Vice President, Sales, told an FTC press briefing.

British Leyland feels strongly that before the FTC issues damaging public statements challenging advertising claims it should give the manufacturers involved an opportunity to substantiate the claims.

TRIUMPH SALES NEAR RECORD

At the close of 1972, 22,465 new Triumphs had been sold nationwide during the year. This was close to the all-time record of 23,072 and was Triumphs 2nd highest sales year in the United States.

The race for most popular model was neck and neck between the TR-6 and the Spitfire with the Stag and GT-6

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Power assisted front disc brakes, wider rear track and tinted glass all-around are the key features of the 1973 Triumph GT-6 fastback coupe. The six cylinder sports car also has interior modifications including improved seats and instrument graphics.

FTC CHALLENGE

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left well behind. There's no doubt that British Leyland research is correct when it finds the American public still hankers for convertible motoring.

Why no record? Well, the '73s were a bit late arriving due to lack of some parts from outside suppliers. With that situation cleared up and the new features on the '73 cars, Triumph's 1959 sales record should fall easily in 1973. Even more interesting is the fact that it will be done entirely with sports cars. The '59 total included some 8,000 Triumph 10 sedans and station wagons.

OIL CONSUMPTION

While discussing some technical items with the British Leyland service department we asked about oil consumption. "What should be the criteria for judging whether consumption is normal or excessive?"

They were ready for us. In a recent service bulletin, it was noted that the most widely accepted figure for reasonable consumption is 2,400 miles per gallon or 600 per quart. Anything that good or better can be considered satisfactory and within normal limits.

If your TR shows poorer consumption figures than that, remember one thing . . . check for leaks! All the excess oil may be going out through a bad gasket or seal. Please also bear in mind that it may take several thousand miles before an engine is sufficiently "bedded in".

BADGE MOUNTING CONTEST RESULTS POSTPONED

Well, the Spitfire and GT-6 owners were out there after all . . . just itching to get their entries in for the TSOA goodies. We had quite a number of good entries and there just wasn't time to judge them all. So, we'll hold off until February for the final awards. Keep 'em coming!

CORRECTION

In the November, 1972 issue, we quoted some TR production figures for the first twenty years and stated that the 2500 TR-3Bs were included with the TR-4s. It turns out that they were actually totalled with the TR-3/3A group. Sorry!

TR HISTORY POSTER

Still available by writing TSOA and enclosing \$3.00 dollars. Don't fail to get your copy of this truly unusual poster which traces TR history in four-color drawings by famous artist Ken Dallison. Order now.

CLASSIFIED

ITEMS FOR SALE

1960 Red (new paint) TR-3A. Complete restoration, new top and upholstery, wire wheels, AM/FM radio, \$2,000. Triumph Sports Cars, 1745 Broadway, New York (212) 265-7350, ask for Werner.
4-450/750 Goodyear Bluestreak racing tires, slightly more than half worn. \$10 each. M. H. Dale, 40 Lincoln Road, Kinnelon, N.J. 07405 (201) 838-3432.

TR-3 PHA/SCCA legal. Engine — fresh with 87 mm pistons, G-3 cam, aluminum flywheel, Mueller clutch, 4 into 1 header. Gearbox — overdrive. Rear — 4.5 with LSD. Wheels — American Racing Magnesium. Body — Cherry with fresh paint. Trailer available. Vince Hock, 64 Warba Drive, RD 3, Allentown, Pa. 18104 (215) 395-2684.

Competition head for TR-3/4. Prepared from the TR Comp. Manual, \$125. Balanced crank out to .020, \$25. SCCA Aluminum alloy wheels for TR-4A, \$150. Numerous Goodyear Bluestreaks. Rebuilt trans. with OD \$150. Set of 87 mm pistons and sleeves, \$55. Bill Watson, 44 Russell Street, New Haven, Conn. 06513 (203) 468-0051.

One (1) TR-4 Super Charger, \$75. One (1) TR-4 Posi-Traction, \$50. One (1) TR-2000 Trunk Lid, \$20. Ted Leonard, 1241 Fall River Avenue, Seekonk, Mass. 336-9777.

Set of full chrome hubcaps and full tonneau for Herald. Excellent condition. William J. Moses, 6506 Clove Lane, Jenison, Michigan 49428.

1957 TR-3, conditionally between concours and basket case; front apron assy in perfect shape. Hillco Sports Inc., Box 235, Rt. 322 S., Boalsburg, Pa. 16827 (814) 466-6266.

TR-4 parts — windshield w/frame, side windows and regulators, rear bumper w/guards, top and bows, heater and blower motor assy., D-grind comp. camshaft and a bell 500 TX helmet size 7½. R. F. Snyder, 1975 Mich Ave., Olean, N.Y. 14760.

ITEMS WANTED

Comp. parts for TR-6. Oris G. Doty, P.O. Box 4574, Glasgow AFB, Montana 59231 Days: (406) 524-3063 Nights: (406) 524-3201.

Needed — grille assembly for TR-4 in good and straight condition. R. F. Snyder, 1975 Mich Avenue, Olean, N.Y. 14760.

Original letters T, R, & I as found on the apron of TR-3s. The letters are larger than those found on current models and have horizontal scribe marks on them. Hillco Sports, Inc., Box 235 Rt. 322 S, Boalsburg, Pa. 16827 (814) 466-6266.

Tachometer for 1964 TR-4, must be in good order and reasonable (I'm an in-debt college student.). John K. Bennett, 5838 Carol Avenue, Morton Grove, Illinois 60053.

Well-restored TR-3, preferably from the Delaware Valley area. Send full details to Alan Woodbury, P.O. Box 7318, Philadelphia, Pa. 19101.

TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

Local TSOA Club "Calling Cards"	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA badge	\$1.00
TSOA Handbook, 2nd Edition	\$2.00
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual	\$2.50
TR-4/TR-4A Competition Preparation Manual	\$2.50
SPITFIRE Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual	\$2.50
GT-6+ Competition Preparation Manual	\$2.50
Complete list of Competition Parts for all Triumphs	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount — 1 Dozen)	\$10.00
Official Triumph Jacket Emblem	\$.50
Triumph Sportscar Champions Jacket Emblem	\$.50
British Leyland Competition Stickers, Mylar	3 for \$1.00

Send Check or Money Order. No. C.O.D.'s please.
Please make checks payable to Triumph Sports Owners Association.

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