



TSOA NEWSLETTER

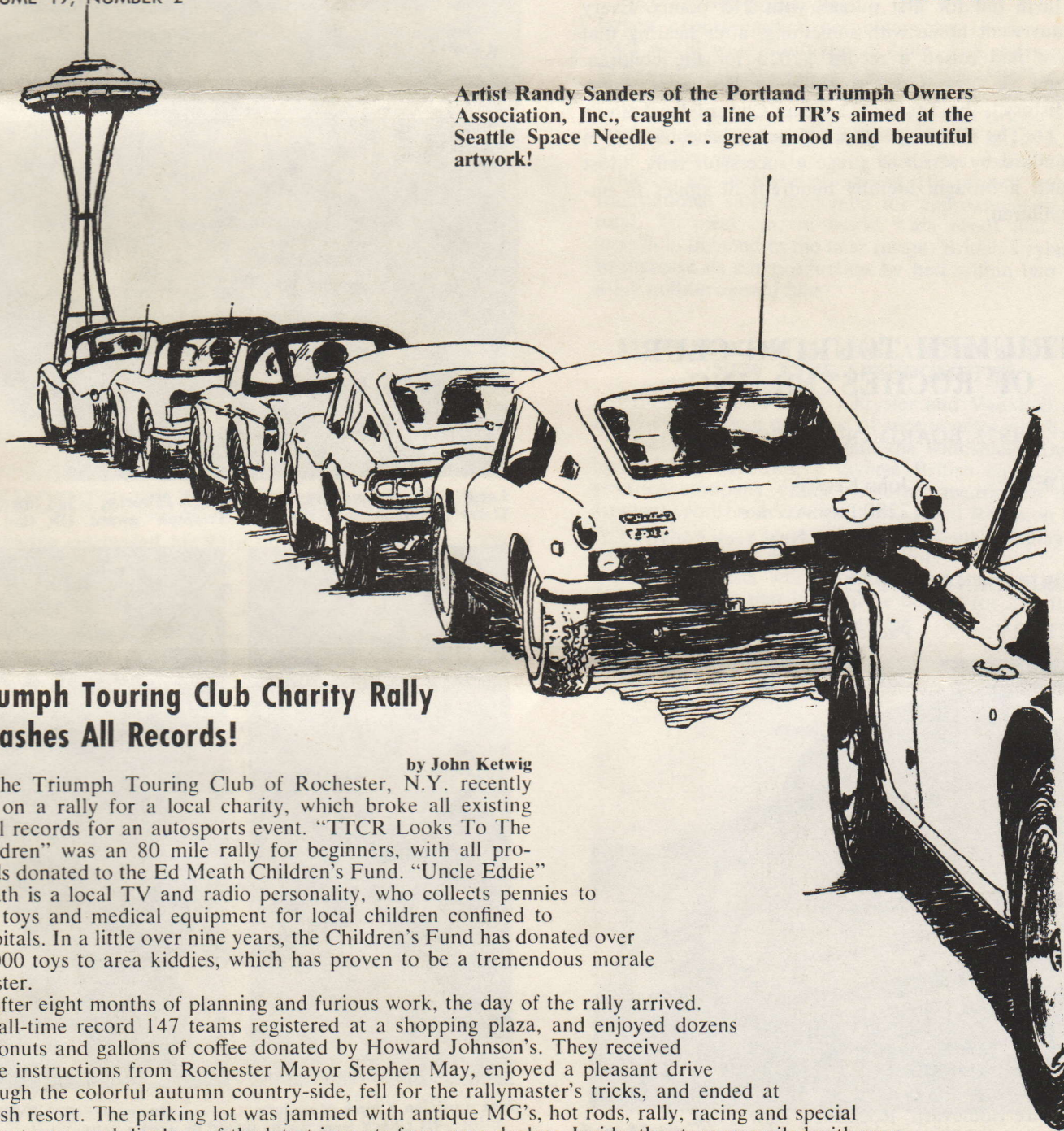
TRIUMPH SPORTS OWNERS ASSOCIATION

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 19, NUMBER 2

FEBRUARY/MARCH, 1973

Artist Randy Sanders of the Portland Triumph Owners Association, Inc., caught a line of TR's aimed at the Seattle Space Needle . . . great mood and beautiful artwork!



Triumph Touring Club Charity Rally Smashes All Records!

by John Ketwig

The Triumph Touring Club of Rochester, N.Y. recently put on a rally for a local charity, which broke all existing local records for an autosports event. "TTCR Looks To The Children" was an 80 mile rally for beginners, with all proceeds donated to the Ed Meath Children's Fund. "Uncle Eddie" Meath is a local TV and radio personality, who collects pennies to buy toys and medical equipment for local children confined to hospitals. In a little over nine years, the Children's Fund has donated over 95,000 toys to area kiddies, which has proven to be a tremendous morale booster.

After eight months of planning and furious work, the day of the rally arrived. An all-time record 147 teams registered at a shopping plaza, and enjoyed dozens of donuts and gallons of coffee donated by Howard Johnson's. They received route instructions from Rochester Mayor Stephen May, enjoyed a pleasant drive through the colorful autumn country-side, fell for the rallymaster's tricks, and ended at a posh resort. The parking lot was jammed with antique MG's, hot rods, rally, racing and special interest cars, and displays of the latest imports from area dealers. Inside, the stage was piled with over

(Continued on page 2)

TRIUMPH TOURING CLUB CHARITY RALLY

(Continued from Page 1)

\$1600 worth of trophies and prizes donated by local and national merchants, including marque awards from British Leyland Motors, and a bottle of fine imported Chablis for each rally team. "Uncle Eddie" expressed his appreciation, while former Rochesterian and SCCA National Champion Bob Tullius circulated through the crowd. Local jazz personality Chuck Mangione helped award trophies.

TTCR member and local radio personality Harry Abraham won the British Leyland Best Triumph award. First place in the Beginners class went to Pat Benfante and Dugan Alfred, with an amazing score of 457 points. Advanced rallyists Jim Hurd and Larry Weishaar, participants in a number of POR's and Canadian Winter Rallies, barely edged them out for first overall with 213 points. Every contestant went home with something, after hearing that the event had raised a record \$1023 for the children. Publicized as "The Greatest Rally In Rochester Auto-sport History", the Triumph Touring Club of Rochester's "Look To The Children" disappointed no one, and set a new standard by which to gauge a successful rally. Most important, it brought literally hundreds of smiles to unhappy children.

TRIUMPH TOURING CLUB OF ROCHESTER, INC.

1973 BOARD OF DIRECTORS

PRESIDENT:	John Ketwig 2280 East Avenue Rochester, New York 14610
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The TRIUMPH TOURING CLUB OF ROCHESTER, INC. holds a general meeting the first Tuesday of each month. Meetings are open to all interested persons and are called to order at 8:00 p.m. at the Colonial Hotel, 1129 Empire Boulevard, Rochester, New York.



Rochester Mayor, Stephen May, was honorary starter for several of the 147 Charity Rally teams, here a neatly customized TR-4A.



Local radio personality and Triumph Touring Club member, Harry Abraham, won the "Best Triumph" award. Oh, that hat!



Jazz musician, Chuck Mangione.



Racing ace, Bob Tullius.
(If Chuck went racing would he need a haircut?)



A sportsman since his youth — and still a man who rides his horse three times a week, summer and winter — 82-year-old Winnipeg car salesman Norman Fraser inspects the newly-introduced 1973 model of British Leyland's Triumph TR-6 sports car.

SPORTS CAR OCTOGENARIAN

Having celebrated his 83rd birthday (on February 27), Norman Fraser is almost certainly Canada's oldest fully-active car salesman. In his 47 years in the trade, Mr. Fraser reckons to have sold at least 3,000 cars.

Despite his long service, he still gets as much enjoyment from completing a sale as he did that day back in 1926 when he entered the business. Nowadays, many of his customers are clients of long standing who have dealt with him repeatedly over the 25 years he has worked with Motor Sales Ltd., Winnipeg, Manitoba. He joined the British Leyland-franchised dealership — on downtown Main Street — the day it first opened its showroom doors in 1948.

While many of the younger customers prefer the dealership's Triumph and MG sportscars, Mr. Fraser finds many of his regular clients lean more towards sedans — Austins and Jaguars.

Indeed, he is believed to have sold more of the prestigious Jaguars than any other British Leyland salesman in the Prairie Region.

A highly-active salesman in working hours, he remains an equally vigorous sportsman when off-duty. Even now, he is an avid horseman—riding at least three times weekly, summer and winter. His fondness for horsemanship perhaps dates back to his military days during which he served first as a member of the Fort Garry Horse and later with the Strathcona Horse regiments.

Five times decorated and bearing the scars of 32 First World War wounds, Mr. Fraser retired with the rank of major. Honored years ago for his military record, Mr. Fraser received yet another award only recently—this for his outstanding long service to the automotive trade. The engraved and framed silver tankard was presented to him on behalf of his colleagues by E John Mackie, British Leyland Motors Canada's vice-president, marketing.

BRITISH LEYLAND FORECASTS 1973 U.S. SALES OF 75,000 UNITS —

British Leyland Motors expects to increase its automobile sales in the U.S. to 75,000 in 1973 from 60,216 in 1972. The increased sales will come from Austin Marina, Jaguar, Triumph and Land Rover according to British Leyland president, Graham Whitehead.

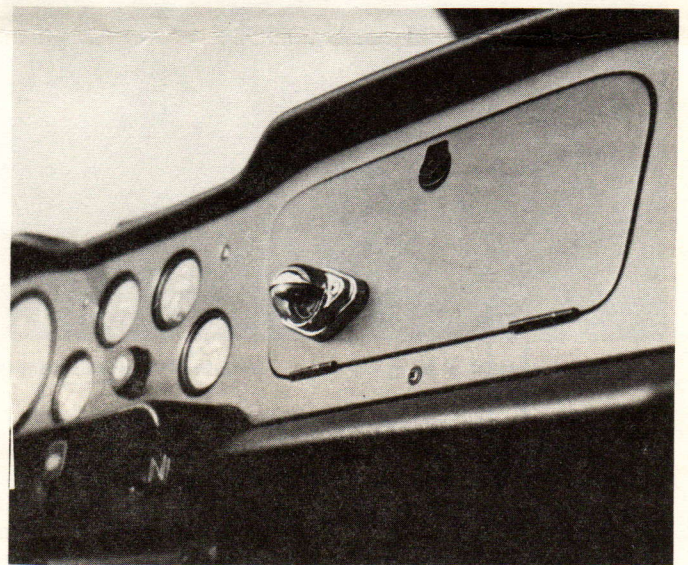
"As an individual country, the United States is our largest export market, accounting for 17 percent of our total world wide international sales. U.S. sales amounted to \$223 million in 1971. We confidently expect to substantially exceed this figure this year," said Mr. Whitehead.

Provisional figures for 1972 show that British Leyland's world wide sales passed the 3 billion mark in 1972, up from \$2.7 billion in 1971. 1972 unit sales were 1.1 million vehicles, an increase of almost 10 percent over 1971. International sales accounted for approximately half this total. To meet current world wide needs and expected growth in demand in the near future, British Leyland plans to increase its car production by half within two years to a 1.5 million annual rate.

AUTO MAKERS IN ENGLAND EVALUATING NEW TYPE SPEEDOMETER

British Leyland, Ford, Chrysler and Vauxhall are currently evaluating a new type of speedometer which projects a vehicle's speed reading onto the windshield. Developed by Smiths' Industries, a diverse British engineering and electrical company, under a contract awarded by the Government-sponsored Transport and Road Research Laboratory, the device, known as a "head-up" display speedometer, is ready to go into production.

Although costs will depend on production quantities, Smiths' estimate that it could be bought for 2½ times the cost of a conventional speedometer.



Kent Martin, Aurora, Ill., added this Lucas light to the glovebox door to help Mrs. Martin read maps and rally instructions.

THE SUPERLATIVE, EXCITING, HISTORIC (LAST-MINUTE) TIMELY, UNUSUAL, LONG-AWAITED, IRREVOCABLE, NEVER-TO-BE-REPEATED, ABSOLUTELY FINAL RESULTS OF THE SPITFIRE AND GT-6 BADGE MOUNTING CONTEST (HELD OVER FROM LAST MONTH)

After making the comment that Spitfire and GT-6 owners didn't seem to care about the badge-mounting contest, we should have ducked. Enough entries arrived to convince us that quite a few of you are both interested and well-acquainted with the English language (we had to look up a couple of those words). We even had a few more TR-6 entries along with a couple of TR-3 and TR-4. These last, regrettably, we put aside in favor of the Spitfire/GT ideas.

Of course, we have *two* winners, both selected on the same basis as the TR-6 winner . . . that simplicity is best. Honors in the Spitfire category go to Roland M. Kohr, Bloomington, Indiana. We quote from his letter:

"My idea is basically simple. For a mounting bracket I used a Schwinn Bicycle rear reflector mounting bracket. I bolted this to a conveniently located hole which can be found by raising the hood and looking in the area of the nameplate. To mount the badge to the bracket so it wouldn't rotate required sandwiching the bracket "L" between the badge and another short section of metal.

So far, the badge has remained unmoved on the front of my Spitfire for a week. And with the condition of Bloomington's streets, this would indicate a successful method of mounting.

I hope my entry isn't too late. We Spitfire owners deserve at least one chance, even if it is from a member of only 3 months."

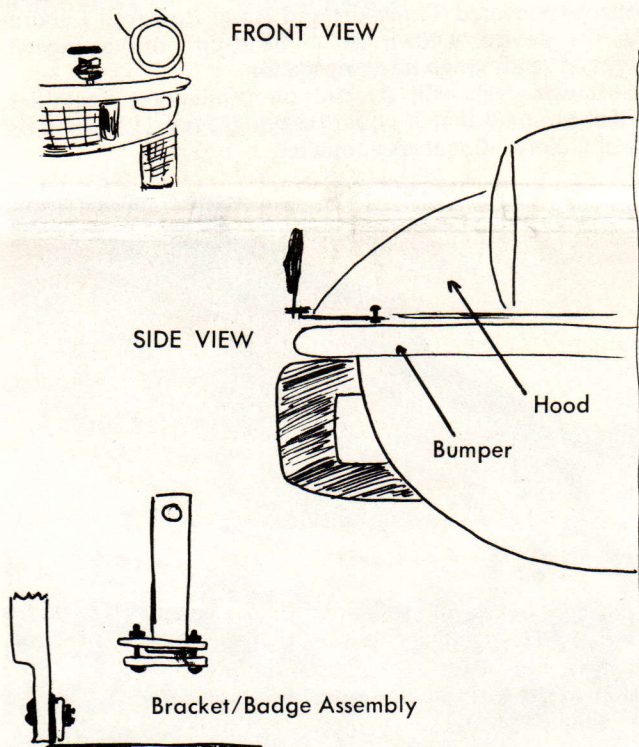
Roland's idea is more than just easy to do . . . it puts the badge in a relatively protected area, relates it neatly to the car name badge and requires very little in the way of parts and effort . . . and it will also go on a GT-6. The goodie package is yours, Mr. Kohr, just as soon as you tell us your jacket size!

Now, the GT-6 top man, with a really unusual and inexpensive method of grill mounting. Congratulations to Thomas S. Callicutt of Pleasant Garden, North Carolina for a nifty piece of work with a screen door spring. In his own words:

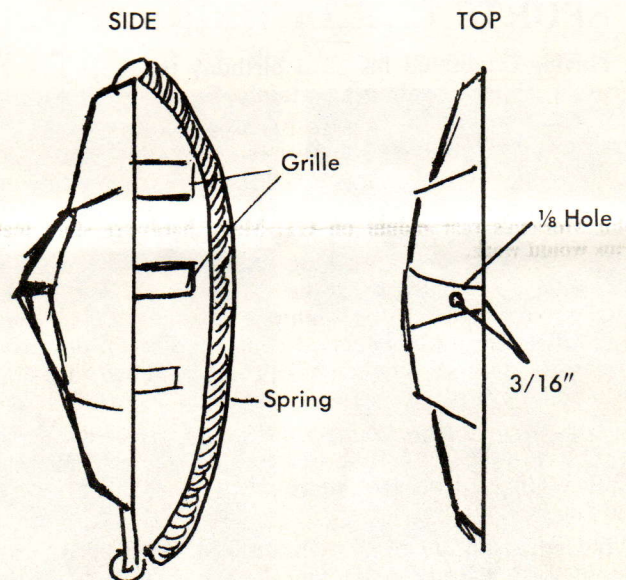
"I went to the local hardware store and purchased a $\frac{3}{8}$ " screen door spring. I then hooked one end of the spring through one of the mounting holes in the bottom of the badge. Then I ran the spring through the grill of the car and pulled it out over the top of the badge. Next I pulled the spring tight and marked it approximately $\frac{3}{16}$ " from the edge of the back of the badge. I then cut the spring where I marked it and made a hook in the cut end. The next thing to do was to drill a $\frac{1}{8}$ " hole in the center of the top of the badge about $\frac{3}{16}$ " from the back edge. Then pull the spring back through the grill and hook the spring in the top of the badge. The badge is now permanently mounted without damaging the car and is easily removed if need be.

The best thing is it cost only twenty cents."

Goodies for you too, Tom . . . send us that jacket size.

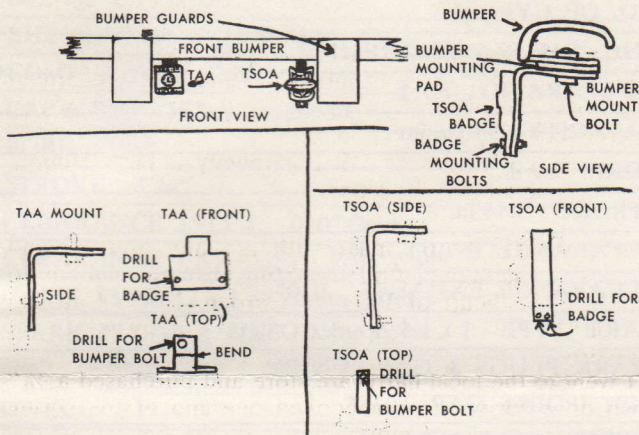


Roland Kohr's Winning Idea



Tom Callicutt's Neat Meathod

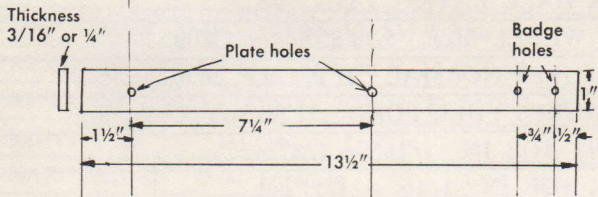
Second place in the Spitfire group goes to Richard A. Del Conte, another North Carolinian, from Fayetteville. His treatment was chosen because it makes use of mounting bolts already on the car, without drilling holes and because it covers both the TAA and TSOA badges, again in relatively protected positions. His diagram explains all and, Mr. Del Conte, there will be a goody bag in your mailbox soon.



Double mounting for TAA and TSOA badges by Richard Del Conte.

GT-6 second place goes to John Morano of West Babylon, N.Y. John's method is representative of the majority of the entries. Some used metal, some wood, all are basically license-plate mounted. John's is easy to make and, alone among the entries, notes that painting the bracket the color of the car is a nice touch. We thought so too. Goody package on its way!

BADGE HOLDER FOR GT-6

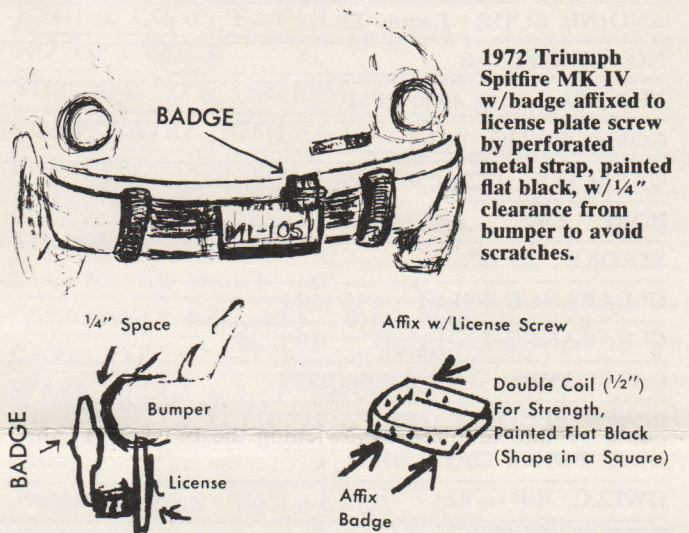


Stock Material Brass or Aluminum.
Mount between plate and car's original Bracket.
Paint Bracket the color of your car.

John Morano's rear mount on GT. Many hardware store metal strips would work.

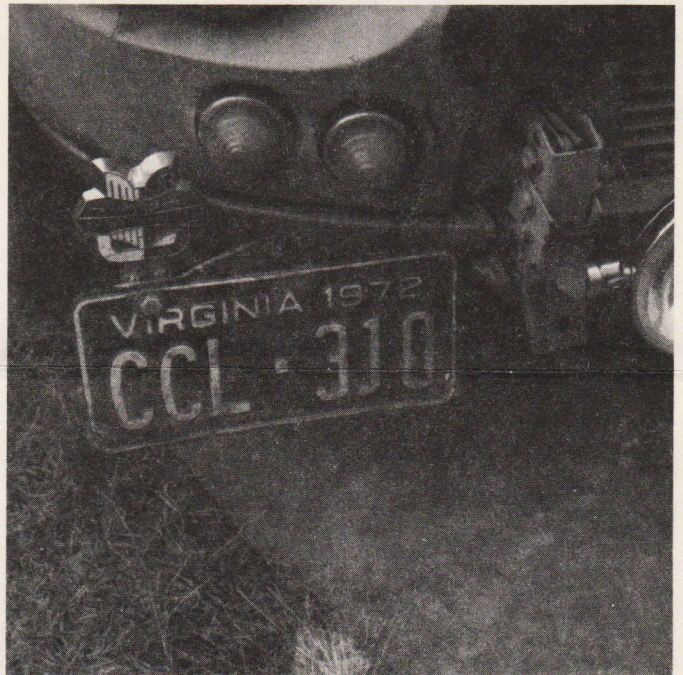


Honorable mention (and a TAA badge for his Spitfire) goes to Donald E. Langley, New Boston, Texas. Another license plate mount, his is on the front and uses a loop of perforated metal strapping. This one also gets the nod for the best art work among the entries.



1972 Triumph Spitfire MK IV w/badge affixed to license plate screw by perforated metal strap, painted flat black, w/1/4" clearance from bumper to avoid scratches.

Finally, the second honorable mention, a slightly unusual one from Dexter Bradbury, Glade Hill, Va. His older Spitfire has no front bumper (is that from enthusiasm or necessity, Dexter?) and uses a metal strip bolted to the outer bumper brackets to hold both license plate and badge. Shortly, he'll be able to do the job with a TAA badge on the other side of the car.



Dexter Bradbury's solution . . . not too good in freeway traffic.

That concludes our little, low-budget contest, for 1973, at least. It doesn't mean, however, that we aren't still interested in your ideas for badge-mounting or anything else that has to do with making your Triumph more attractive, more efficient, faster or more comfortable. Keep sending photos and notes on what you are doing and we'll try to use as many as we can.

TRIUMPH SPECIFICATIONS

MODEL	GT-6 III
YEAR	1973
COMMENCING SERIAL	KF20001 U
ENGINE CODE	Family TB
NO. OF CYL.	6
BHP	SAE 79 @ 4900 RPM
COMP. RATIO	8.0:1
CAPACITY	122 cu/in. 1998 cc
BORE	2.94"
STROKE	2.992"
CLEARANCE INLET	.010 Cold
CLEARANCE EXHAUST	.010 Cold
CARB. TYPE	2-1.5 Zenith CDSE
SPARK PLUGS & GAP	N12Y .025"
DIST. POINT GAP	.015"
DWELL	40° — 42°
FIRING ORDER	1-5-3-6-2-4
IGNITION STATIC	6° BTDC
IGNITION DYNAMIC	4° ATDC @ 800 RPM
IDLE RPM	800 — 850 RPM
A.F. RATIO & CO	0.5 — 2.5%
ELECTRICAL SYSTEM	12 Volt Negative
BATTERY CAPACITY	56 Amp
ALTERNATOR TYPE/OUTPUT	Lucas 15ACR/28AMP
REAR AXLE RATIO	3.27:1 OR 3.89:1
TIRE/WHEEL SIZE	155 SR13, 4½" J Rim
PRESSURES NORMAL	24 lb/in F, 30 lb/in R
PRESSURES FULL LOAD	24 lb/in F, 30 lb/in R
FRONT TOE IN	1/16" — 1/8" in
REAR TOE IN	0 ± 1/32"
CASTOR	3½°
CAMBER	2¾° Pos.
K.P.I.	6°
CAPACITIES:	
COOLANT	13.2 pts.
ENGINE OIL	9.6 pts.
TRANSMISSION STD.	1.8 pts. — 3 pts. With Overdrive
TRANSMISSION AUTO.	_____
REAR AXLE	1.2 pts.
GASOLINE	11.7 US Gals.
OCTANE	91 Oct. Minimum — Regular
WEIGHT	2020
WHEEL BASE	6'11"
TRACK FRONT	4'1"
TRACK REAR	4'1"

ADDITIONAL INFORMATION

Anti Run-On Valve stops fuel and vapor flow from carburetor float chamber when ignition is switched *off*.

MODEL	Spitfire 1500
YEAR	1973
COMMENCING SERIAL	FM 1 U
ENGINE CODE	Family TC
NO. OF CYL.	4
BHP	SAE 57 @ 5000 RPM
COMP. RATIO	7.5:1
CAPACITY	91 cu/in.
BORE	2.9 in.
STROKE	3.44 in.
CLEARANCE INLET	.010"
CLEARANCE EXHAUST	.010"
CARB. TYPE	1 x 1.5 Zenith CDSEV
SPARK PLUGS & GAP	UN12Y
DIST. POINT GAP	.015"
DWELL	38° — 40°
FIRING ORDER	1-3-4-2
IGNITION STATIC	8° BTDC
IGNITION DYNAMIC	2° ATDC @ 800 RPM
IDLE RPM	800 — 850 RPM
A.F. RATIO & CO	0.5 — 2.5%
ELECTRICAL SYSTEM	12 Volt Negative
BATTERY CAPACITY	40 Amp
ALTERNATOR TYPE/OUTPUT	Lucas 16ARC/34AMP
REAR AXLE RATIO	3.89:1
TIRE/WHEEL SIZE	5.20 S 13, 4½ J Rim
PRESSURES NORMAL	21 lbs/in F, 26 lbs/in R
PRESSURES FULL LOAD	21 lbs/in F, 26 lbs/in R
FRONT TOE IN	1/16" — 1/8" in
REAR TOE IN	1/16" — 1/8" out
CASTOR	4°
CAMBER	3° +
K.P.I.	5¾°

CAPACITIES:

COOLANT	4.8 qts.
ENGINE OIL	4.8 qts. (incl. filter)
TRANSMISSION STD.	1.8 pts — 3 pts. With overdrive
TRANSMISSION AUTO.	_____
REAR AXLE	1.2 pts.
GASOLINE	8.7 US gals.
OCTANE	91 Oct. Minimum — Regular
WEIGHT	1710 lbs.
WHEEL BASE	6'11"
TRACK FRONT	4'1"
TRACK REAR	4'2"

ADDITIONAL INFORMATION

Distributor is fitted with a temperature vacuum retard cut out switch.

Anti Run-On Valve stops fuel and vapor flow from carburetor float chamber when ignition is switched *off*.

TRIUMPH SPECIFICATIONS

MODEL TR-6

YEAR 1973

COMMENCING SERIAL CF 1U

ENGINE CODE Family TB

NO. OF CYL. 6

BHP SAE 106 @ 4900 RPM

COMP. RATIO 7.75:1

CAPACITY 152 cu/in. 2498cc

BORE 2.94"

STROKE 3.74"

CLEARANCE INLET .010" Cold

CLEARANCE EXHAUST .010" Cold

CARB. TYPE 2 x 1.75 Zenith CDSEV

SPARK PLUGS & GAP N9Y .025"

DIST. POINT GAP .014"

DWELL 34° — 37°

FIRING ORDER 1-5-3-6-2-4

IGNITION STATIC 10° BTDC

IGNITION DYNAMIC 4° ATDC @ 800 RPM

IDLE RPM 800 — 850 RPM

A.F. RATIO & CO 0.5 — 2.5%

ELECTRICAL SYSTEM 12 Volt Negative

BATTERY CAPACITY 50 Amp

ALTERNATOR TYPE/OUTPUT Delco or Lucas 17ACR/36AMP

REAR AXLE RATIO 3.7:1

TIRE/WHEEL SIZE 185 SR 15, 5½ J Rim

PRESSURES NORMAL 20 lb/in F, 24 lb/in R

PRESSURES FULL LOAD 20 lb/in F, 24 lb/in R

FRONT TOE IN 1-1/16" — 1/8" in

REAR TOE IN 0' — 1/16" in

CASTOR 2¾°

CAMBER ¼° Pos.

K.P.I. 8¾°

CAPACITIES:

COOLANT 13.2 pts.

ENGINE OIL 4.8 qts.

TRANSMISSION STD. 2.4 pts. — 4.2 pts. Overdrive

TRANSMISSION AUTO. _____

REAR AXLE 3.0 pts.

GASOLINE 11.4 US Gals.

OCTANE 91 Minimum — Regular

WEIGHT 2390 lbs.

WHEEL BASE 7'4"

TRACK FRONT 4'2¼"

TRACK REAR 4'1¾"

ADDITIONAL INFORMATION

Anti Run-On Valve stops fuel and vapor flow from carburetor float chamber when ignition is switched off.

MODEL Stag

YEAR 1973

COMMENCING SERIAL LE20001 U

ENGINE CODE Family TA

NO. OF CYL. 8

BHP SAE 127 @ 5500 RPM

COMP. RATIO 7.75:1

CAPACITY 182.9 cu/in.

BORE 3.385 in.

STROKE 2.539 in.

CLEARANCE INLET .008 — .010

CLEARANCE EXHAUST .016 — .018

CARB. TYPE 2 — 1.75 Zenith CDSEV

SPARK PLUGS & GAP N11Y .025"

DIST. POINT GAP .014" — .016"

DWELL 30° — 32°

FIRING ORDER 1-2-7-8-4-5-6-3

IGNITION STATIC 10° BTDC

IGNITION DYNAMIC 4° ATDC @ 800 RPM

IDLE RPM 800-850 RPM

A.F. RATIO & CO 0.5 — 2.5%

ELECTRICAL SYSTEM 12 Volt Negative

BATTERY CAPACITY 56 Amp

ALTERNATOR TYPE/OUTPUT Lucas-18ACR-43Amp with Air Cond.-20ACR-66Amp

REAR AXLE RATIO 3.7:1

TIRE/WHEEL SIZE 185 HR 14 Radial

PRESSURES NORMAL F 26, R 30

PRESSURES FULL LOAD F 32, R 36

FRONT TOE IN 0.06 — 0.125 in.

REAR TOE IN 0.0 to 0.06 in.

CASTOR 2°

CAMBER ½° to 1¼° Pos.

K.P.I. 10¼° to 11°

CAPACITIES:

COOLANT 11 qts.

ENGINE OIL 5.4 qts. (incl. filter)

TRANSMISSION STD. 2.7 pts.

TRANSMISSION AUTO. 13.9 qts. (incl. cooler & converter)

REAR AXLE 2.4 pints

GASOLINE 16.5 US Gals.

OCTANE 91 Oct. Minimum — Regular

WEIGHT 2885 lbs.

WHEEL BASE 8'4"

TRACK FRONT 4'4¾"

TRACK REAR 4'5⅞"

ADDITIONAL INFORMATION

Anti Run-On Valve stops fuel and vapor flow from carburetor float chamber when ignition is switched off.

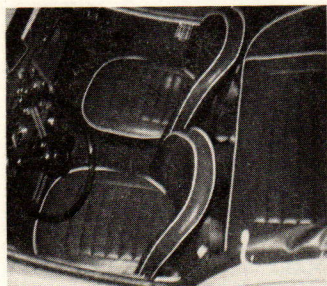
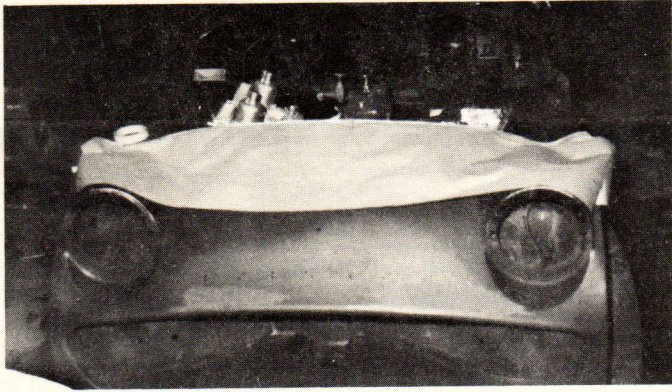
DOCTOR TREATS WITH PATIENCE

Pays For Privilege

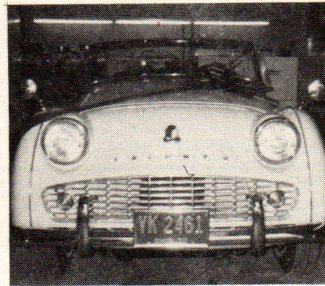
Dr. Paul G. Ernst who, in his saner moments, is an oral surgeon in Sandusky, Ohio, has been spending quite a bit of his surgical skill (and \$3100 of the proceeds from his skill) in restoring a 1963 TR-3.

Some of the facts: 140 man-hours in the body, every piece of chrome replaced or replated, 60-spoke chrome wheels added, no plastic used in the body restoration and a complete new upholstery job in the interior. This is truly a professional-looking job and we're proud to add Mr. Ernst to the growing list of TR restoration enthusiasts.

Almost ready for paint . . . no overspray on those shiny dash-pots, please! Bodywork is crucial to 100% restoration.



That interior is mighty sharp . . .



The front view, finished and tied with a celebration red ribbon.

COMPETITION PREPARATION BOOKS

SCCA rules changes and model changes have caught up with us. The competition preparation books advertised in the TSOA Supermarket, may well be out of date for your particular Triumph.

While Spitfire Mk 3 owners are well covered, the Mk 4 racer will find the information in the book not entirely applicable to his car. The same goes for Mk 3 GT-6 owners . . . the Plus is covered but the Mk 3 is not.

All of the books are being revised for later models. We are currently completely out of the TR-6 book. Owners preparing Mk 4 Spitfire, GT-6 Mk 3s and TR-6s, should write to the British Leyland Competition Department. East of Mississippi: Mike Barratt, British Leyland Motors Inc., 600 Willow Tree Rd., Leonia, N.J. 07605. West of Mississippi: Jim Coan, British Leyland Competition Dept. P.O. Box 1957, Gardena, Calif. 90249.

CLASSIFIED

ITEMS FOR SALE

TR-6, 1969, 22,000 miles. Concours Condition. 2nd place Ocean City Cavalcade of 1972. 1st place 1972 Woodbury Auto Show. Dark blue/light blue, Cosmic mags, Michelin radials, Astral steering wheel. Spares. \$2,600. Arthur C. Ebert, Jr., 578 Lynn Ave., Woodbury, N.J. 08096 (609) 484-1570.

1971 TR-6, Saffron. Factory hardtop and soft-top, tonneau cover, driving lights, luggage rack, overdrive. Excellent condition, Michelin XAS on front and new Goodyear 1.85 HR 15s on back. \$2,900 or best offer. Dan Jones, 12235 Hacienda Dr., Sun City, Arizona 85351. (602) 933-0920.

1965 TR-4A (live axle), mechanically sound, needs body attention. Make offer. 1966 TR-4A. IRS, parts car, complete with good engine, transmission and all other parts. One (1) new Bendix electric fuel pump, complete with all fittings, still in box, \$20. One (1) new Judson electronic magnet, still in box, \$30. One (1) good condition black tonneau cover for TR-4A. Many extras. Please inquire. Bill Bauman, 2333 Eastbrook Drive., Toledo, Ohio 43613 (419) 472-4022.

1971 GT-6+, Damson/Blk interior, AM/FM radio, radial tires, chrome wheels, wooden steering wheel and racing stripes. 23,000 miles, good condition. (Factory Serviced), call (201) 461-7300 Ext 302 — after 5:00 (201) 641-6257.

1964 Triumph Spitfire for parts. Everything less engine. Also have hardtop, \$85. E. Goh, 3517 E. Fairmont Avenue, Baltimore, Md. 21224 (301) 342-8115.

Competition head for TR-3/4A. Prepared from the TR Comp. Manual, \$125. Balanced crank, cut to .020, \$25. SCCA Aluminum Alloy wheels for TR-4 or 4A, \$150. Numerous Goodyear Blue-streaks. Rebuilt trans with OD, \$165. Set of 87 mm pistons and sleeves, \$55. Bill Watson, 44 Russell Street, New Haven, Conn. 06513 (203) 468-0051.

Triumph 250, 1968 parts, engine, transmission, five wire wheels, gauges, IRS etc. All good, all cheap. Richard DiVito, 244 Halsey Ave., Jericho, N.Y. 11753 (516) OV 1-3527 — evenings.

TR-3 grille, \$25. Robert Gustafson, 12 Riverdale Ave., Monmouth Beach, N.J. 07750.

Hood locks — custom fit to any model Triumph. I have been installing them for five years. Lock system uses an Ace type key Jack Grundfast (212) 699-5465 — after 5 o'clock.

TR-4 with factory Hardtop, Rebuilt 87 mm engine, Radial Tires. Body is in excellent shape. \$1000.00. Denney 305-269-7816. Harold & Denney, 1351 S. Park Ave., Jitusville, Fla. 32780.

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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