



TRIUMPH

T.S.O.A.

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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TRIUMPH'S MAGIC BOX



In 1950, the hitherto staid Standard Motor Company shocked the British motoring world with the Triumph Roadster, an uninhibited plunge into the realm of dream cars. The story of this extravagant gesture appears on page two. The proud nose and grillework are above. Notice the disappearing headlights with covers retracted, the Triumph "world" badge and smoothly integrated detail work.

The article on page two is condensed from HIGH ROAD, a new monthly published by British Leyland. If you are not already receiving HIGH ROAD, we think you will find it full of fascinating articles on travel, old cars, new cars and other subjects of automotive interest. HIGH ROAD is \$6.00 per year. Send name, address and check to T.S.O.A.

The troops really dug the Triumph environmental light show at the Chicago automobile show. The flashing spark plug, spinning fan and whirling pistons bobbed to the accompaniment of weird sounds and music. The TR-6 can be seen flashing across the screen against a background of swirling colors.

PSYCHEDELIC TRIUMPH

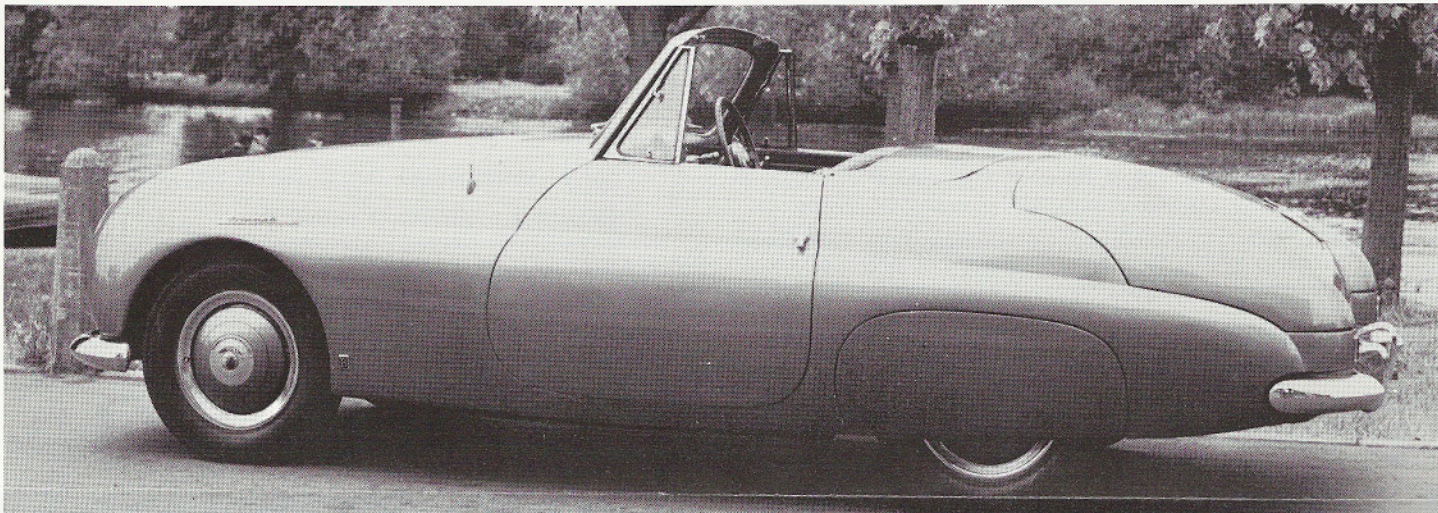
Dented oil drums, trombone keys, oil and water, blobs of paint, special electronic instruments, rotating glass plates, dozens of lights and an electric fan. Sounds like a prescription for a warehouse explosion. In fact, it is only a partial list of the items which go to make up Triumph's 1969 psychedelic "automated environmental light show." A big attraction at the Chicago Auto Show, the new scene may travel to other parts of the country later.

The show is housed in a huge box, open at one end. The TR-6 sits inside and the show is projected on a screen behind it. Sound effects come from the oil drums, the trombone keys and the electronic instruments. Cars whiz back and forth to the accompaniment of the sound of accelerating engines, spark plugs flash, pistons zip up and down, fish-eye vignettes of the TR-6 appear and disappear in a wink. All of this action is backed by the swirling colors created by the oil, the water, the paint, the glass plates and the fan.

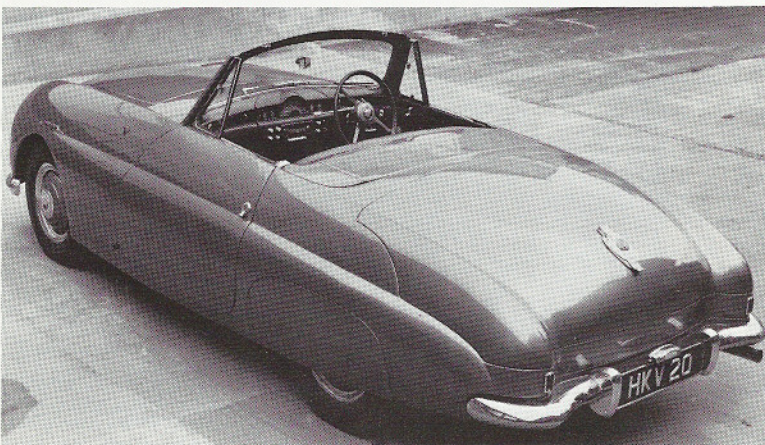
There are six entirely new projection techniques in addition to all of the other newly-created effects. It's entrancing, and, somehow, it manages to project the kaleidoscopic enjoyment of owning and driving a TR-6... something the Chicago auto show crowds were very excited about after their trip through Triumph's magic box.

A shot in the dark

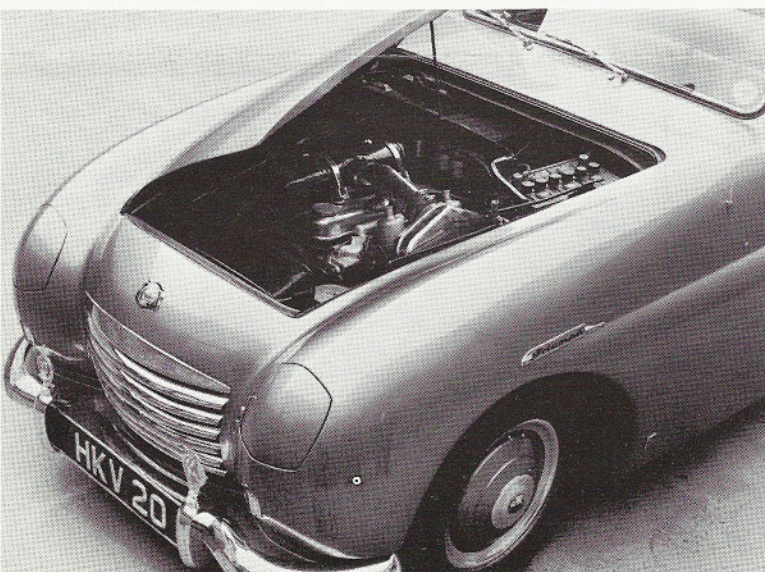
by J. R. Davy, condensed from HIGH ROAD, January '69



The TRX roadster, modern-looking even in 1969, shows off body lines which were unmatched anywhere in 1950.



A rear three-quarter view shows the functional dash with built-in standard radio (unheard of in England at the time), column shift, mirror attached to the windshield and metal tonneau cover. Trunk opened by cable release from inside the car.



Hood tilted sideways, the TRX reveals a twin-carburetor Standard Vanguard engine. Producing 72 bhp, this mill was the direct fore-runner of the TR-2-3-4 and 4A powerplants.

In 1950, British car manufacturers could choose two ways to go to please the home market, the export market, or both. Small open sports cars such as the MG-TC had made a tremendous impression in the United States but there was still room on both sides of the Atlantic, seemingly, for a plush convertible. Thus was born the Triumph TRX Roadster, a car far ahead of its time.

Produced for and shown at Paris, Earls Court, Brussels and Geneva, this car was never made in quantity, the total being two completed cars and one chassis. Features included an aluminum body, electric windows, hydraulic seat adjustment, automatic top, concealed headlights with electrically operated covers, built-in four-wheel jacking system and a standard radio. It was also the first Standard car to be built with flashing turn signals, anticipating later regulations. In every way it was years ahead, incorporating many items, such as the headlights, which are current fads on American cars.

Production problems, many dealing with the sleek but difficult body, made the TRX an impossibility. The example shown here, owned by Mr. John Ward, is completely restored and runs well. After all these years, Mr. Ward points out that the car is quite satisfactory in all respects except overall performance which is a little slow. With a more highly tuned engine, disc brakes and one or two other touches, this Triumph, 19 years old, would show up well in any company.

Engine: Four cylinder o.h.v., 85 mm. x 92 mm. Capacity 2088 cc. Compression ratio 7.0 Twin S.U. carburetors. Maximum power output 72 b.h.p. at 4,200 r.p.m. Maximum torque 1,300 lb. in. at 2,000 r.p.m.

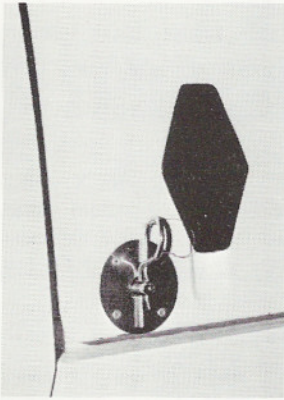
Road speed data	Top		2nd	1st	Reverse
	O/drive	Direct			
Gearbox ratios	0.820	1	1.67	3.54	4.11
Overall ratios	3.58	4.375	7.32	15.50	18.00
Engine speeds					
at 10 m.p.h. (16 km./hr.)	463	570	952	2020	2340
Maximum speeds	Gear		m.p.h.		km. p.h.
	Top		90		145
	2nd		50		81
	1st		20		32

BRAKES: Lockheed hydraulic. Stopping distance at 30 m.p.h., 30 ft. (9 metres). At 40 m.p.h., 60 ft. (18 metres).

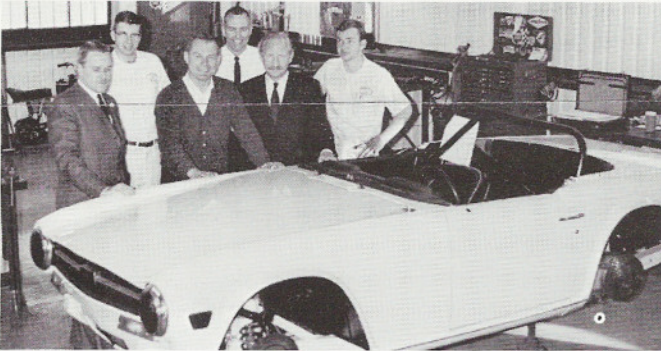
Acceleration (two up)		
GEAR	SPEED	TIME
Top	10-30 m.p.h. (16-48 km.p.h.)	12 sec.
Top	30-50 m.p.h. (48-80 km.p.h.)	10½ sec.
Through gears	0-50 m.p.h. (0-80 km.p.h.)	14 sec.

DIMENSIONS: Weight complete 2,744 lbs. Wheelbase 7 ft. 10 in. Track (front) 4 ft. 3 in. (rear) 4 ft. 6 in. Length 13 ft. 10 in. Width 5 ft. 10 in.

GROUP 44 READY FOR THE SEASON



Attention to detail is the thing in modern production car racing. Here is the GT-6+ hood fastening as arranged by Group 44. The hood pin is positive, easy to fasten and release and not subject to failure during a race. This and a thousand other small items all contribute to the success or failure of a good racing car. We think this one will be a winner.



The boss and the team. Left to right: Ed McCauley, Vice-President and Treasurer of British Leyland, Brian Fuerstenau (TR-4A), Bob Tullius (TR-6), John Kelly (Spitfire Mk 3), Graham Whitehead, President of British Leyland and Mike Downs (GT-6+).



Brian Fuerstenau digs under the TR-6 dash, adjusting the throttle linkage. Visible items: Fuel injection system with six individual velocity stacks, special valve cover vents, "hot plugs" warning note on tach.

HOT COMPETITION AT WILLOW SPRINGS — March 23rd

A record-breaking entry of more than 300 sports cars participated in an exciting weekend of racing which produced some of the hottest competition ever seen in the Los Angeles area.

Highlighting Sunday's national points race, viewed by 5,434 spectators, were the E, F and G Production contests. Carl Swanson of Hawthorne, Calif., Lee Mueller of Lynwood, Calif., and Don Devendorf of Los Angeles, Calif., scored impressive wins in their respective E, F and G Production classes. Swanson, driving a Kas Kastner-prepared Triumph GT-6+ and Mueller, piloting a Kastner-prepared Spitfire MK 3, took early leads and were never challenged. Devendorf also shot into the lead early in the G Production race and increased it by more than two seconds a lap.

All three Triumphs finished with sizeable leads over the second place cars. Swanson outdistanced the second place car by 41 seconds, Mueller lead by 27 seconds and Devendorf finished 43 seconds ahead of the number two G Production car.

The TR-6, driven by Jim Dittmore of Torrance, Calif., out-qualified the top Porsche driven by four-time national champion Alan Johnson of Garden Grove, Calif., to capture the pole position in the C Production contest.

At the drop of the starter's flag, Dittmore took the lead with three Porsches driven by Johnson, Milt Minter and Don Pike close behind. Johnson was able to get by Dittmore on turn two and was never overtaken, as the TR-6 was caught up in a battle with the other two Porsches.

When the checkered flag came down, Dittmore flashed across the finish line just four seconds behind Johnson and several seconds ahead of Johnson's teammate Milt Minter.

Triumph TR-6 Awarded First Victory In National Race At New Sear's Point Raceway

At the first National Championship Sports Car Races held at the new Sear's Point Raceway near San Francisco, March 29-30, a Kas Kastner-prepared Triumph TR-6, driven by Jim Dittmore of Redondo Beach, Calif., won its first national points race.

Competition between the TR-6 and two C Production Porsche 911S's, driven by Milt Minter of Simi and Don Pike of Hawthorne, Calif., lasted throughout the C and E Production contest. Near the end of the race, Pike's car developed mechanical problems and dropped back leaving Dittmore and Minter to battle it out for the honors. Though Minter crossed the line barely first, his car was disqualified, giving Dittmore the win.

Dittmore's win at Sear's Point brings his national points total in C Production to 21. So far, he leads the Southern Pacific Division, followed closely by four-time national champion Alan Johnson of Garden Grove, Calif., who has 18 points.

Across the continent at Fernandina Beach, Fla., a D Production Triumph TR-4A driven by Dr. C. E. Schwenker of Daytona Beach, Fla., fought off competition from several Datsuns, Elvas, Lotus and Jaguars to capture his first checkered flag of the year in a national championship race.

TR-250/TR-6 Preparation Books Now Ready!

Order now . . . the brand-new Competition Preparation Manual for the big TR's is available. Contents include complete information for setting up your car for the street or track in either standard carbureted form or with fuel injection (racing only).

Price for the new book is \$2.00. Order from:

Triumph Competition Department
P. O. Box 1557
Gardena, Calif. 90249

Ask for the free list of competition equipment for your car.

W.T.S.O.A. Has New Officers

On February 26, the Wisconsin Triumph Sports Owners Association held their annual business meeting and election. Results:

- President Bob Wirth
- Vice-President John Marenda
- Secretary Dave Nelson
- Treasurer Terry Esrael
- Trustees Andy Holum
Al Mattacotti
Bob Lorenzen
- Director of Activities Glen Jansen
- Membership Director Bruce Meier

Congratulations!

New Meeting Place For New York Cell

The New York Triumph Motor Club will meet the fourth Wednesday of each month at the Killarney Rose, 80 Beaver St., Manhattan, at 8:30 P.M.

Late News

Spitfire MK3 wins CAR and DRIVER Peoples Choice Award for best Sports/GT under \$2900.

Tullius, Kelly, Krokus win CP, FP and GP at Marlboro. New lap records by Tullius, Kelly, Erwin Lorincz.

Details next month

COMING EVENTS

MAY 9

Triumph Club of Ventura County,
Box 262, Ventura, Calif. 93001.

Friday Niter rally starting at Newberry's, Ventura.

JUNE 13

Triumph Club of Ventura County.
Friday Niter as above.

JACKET SALE

We are out of mediums! Members who are on the hefty side of medium may be able to wear a large. Small and extra large going fast.

ITEMS FOR SALE:

1961 TR-3. Light bronze metallic, radio, heater, black tonneau and boot, 2 extra tires. Excellent condition, one owner. Reason for sale: Too many bottoms, too few seats. Offers to Gordon A. Carberry, 4 Nancy Place, Massapequa, N. Y. 11701. 516-691-3165.

1960 TR-3A. Classic condition, complete log for entire 24,500 miles. Hardtop, soft top, tonneau, wire wheels, Michelin X, Amco wind wings, sun visors, luggage rack, rear guard, threshold plates, scuff guards and terry seat covers. Red leather interior like new. Always garaged, never abused, \$975. C. V. Lucas, Jr., P.O. Box 117, Hinton, W. Va. 25951.

Spitfire tonneau cover, black, excellent, \$15.00. Stan Cypher, 2 Maryland Ave., Armonk, N. Y. 10504. 914-273-8307.

1968 GT-6 body, undamaged, green. Will deliver 300 miles. 5 GT-6/Spitfire 4½ x 13 wire wheels with adapters. One wheel damaged.

Roll bar for TR-4. Light weight, never tested. \$25.00. Harry Gold, 2059 McGraw Ave., Bronx, N. Y. 10462. 212-597-6518.

ITEMS WANTED:

Triumph 1800 or 2000 Roadster. Preferably left-hand drive but all considered. Interested in two cars with object being concours restoration of one. Also interested in parts. Write or phone, Gene Bennett, 1009 Woodbine Rd., Madison, Ala. 35758. 205-453-3702.

Overdrive unit for GT-6. Jon Stevenson, P.O. Box 1234, 3420 N. Wells, Fort Wayne, Indiana 46808. 219-484-9561.

TR-3 rear seat—black. Used MG Mitten type cover for TR-3. Gene Bennett — see address above.

Steel wheels for TR-3. Prefer blue. Robert L. Levenson, 104 Knox Lane, Wheeling, W. Va. 26003.

Stop watches . . . one or two in good condition, suitable for rallying. Prefer Heuer Monte Carlo, decimal. Andy Rozeboom, 807 E. Main, Ada, Okla. 74820.

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. \$5.75

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

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

Replacement TSOA Badge \$1.00

Standard Triumph Review Subscription \$2.50/year

GT-6/2000 Competition Preparation Manual \$2.00

TR-4, TR-4A Competition Preparation Manual \$2.00

SPITFIRE Competition Preparation Manual \$2.00

JACKET EMBLEM \$1.00

(Club Discount — 1 Doz.) \$10.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N. J. 07605. 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.

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