

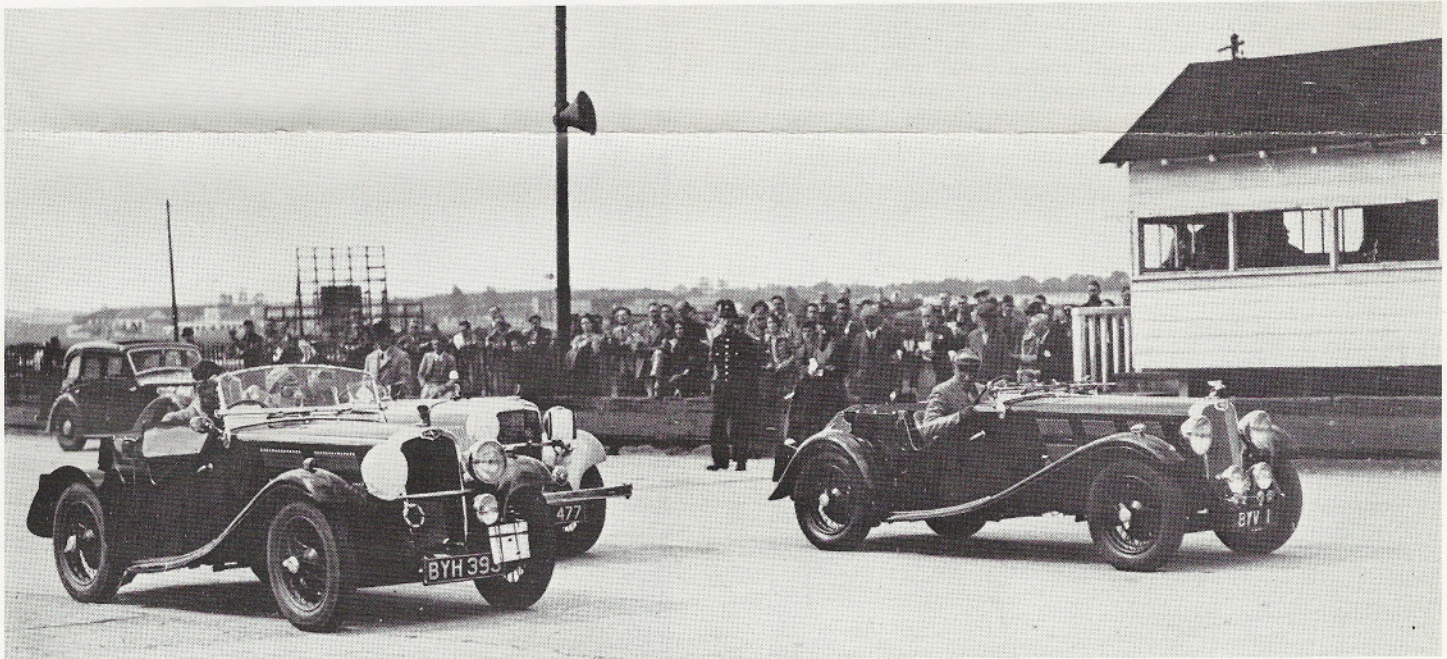
TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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APRIL, 1973



The famous old Brooklands racing circuit in England was the scene of many levels of auto competition. International racing championships were held there as well as local club speed trials. Here, in a club event, are both models of the Southern Cross. On the left is the four-cylinder (note the modified rear fenders) and on the right the longer-bonneted six-cylinder. Coming up through the middle is an Alvis.

SPITFIRE RATED TOPS BY CAR AND DRIVER READERS

The Triumph Spitfire has been named the best low-priced Sports/GT car by the readers of CAR AND DRIVER magazine in the publication's annual readers' choice poll. Results of the poll were announced April 1st.

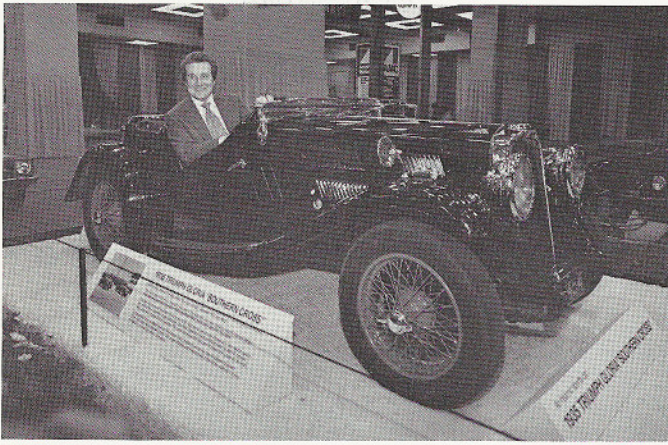
The Spitfire garnered 28.5 percent of the votes cast. Trailing it were the Fiat 128 with 26.6 percent and the Fiat 850 Spider with 18.7 percent.

Triumph's largest-selling model, the Spitfire for 1973 has a new 1500 cc engine and a completely re-done interior with walnut dash, full sports car instrumentation and comfortable bucket seats at a suggested retail price of \$2,995 (POE). It provides snappy highway performance plus practicality and economy.

Printed ballots appeared in the January, 1973 issue of the magazine which was on newsstands in December, 1972. Only ballots received by January 17 were processed and, according to the publisher, this total was 6,870.



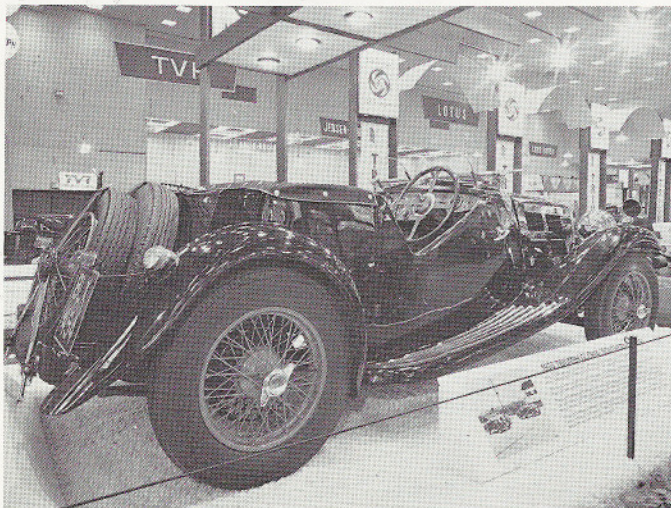
Award-Winning Spitfire: The Spitfire 1500 on display at the New York International Automobile Show featured the optional striping kit and a very attractive model garbed in a Union Jack.



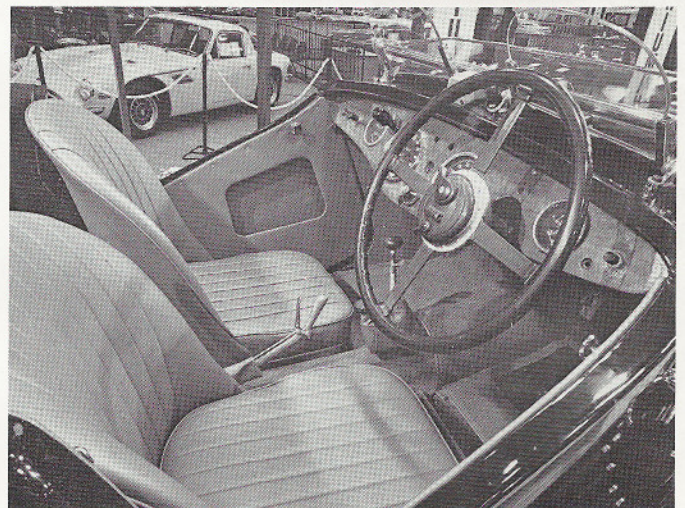
The Triumph Gloria Southern Cross roadster was quite a hit at the New York International Automobile Show. Fresh from a display at the Henry Ford Museum in Detroit, it arrived at the New York Coliseum just in time for photos with Patrick McNee, famous for his role in "The Avengers" on TV and now starring on Broadway in "Slueth."



It was certainly personality time at the New York Show. The designer of the 1935 Triumph was on hand. His name may be a surprise . . . Donald Healey! In the mid-1930s, Healey was Development Engineer for the Triumph Motor Company and designed and competed in the firm's famous rally cars. Now a competing manufacturer, he still had a good word for the Triumph.



From another angle, the Southern Cross shows its character. It is far from being a typical spidery, frail 1930s sportster. Rather, it has a strong and bulky appearance and is, in fact, quite rugged. The double spares were standard, provided for rally emergencies. Ugly lights on rear fenders are not original.



The interior of this Southern Cross was restored by apprentices at the Triumph factory. Upholstery is blue (car is black with blue wire wheels) and the dash, as you can see, still needs some of the original switches to complete it. Dash is varnished wood, of course. Spark and light switches are in wheel center.

THE TRIUMPH GLORIA 'SOUTHERN CROSS', 1935

In the Thirties—which enjoyed a great era of motor sport just before World War II—Triumph cars introduced half a dozen different models called 'Southern Cross', between 1932 and 1935.

The name was in tribute to Triumph's success in the Australia and New Zealand export markets, where they had been winning trials since 1929 and where their 'stars' were certainly favorable.

The best remembered Southern Cross is the 1934-1935 series which was offered as a two-seater sports car, with either 4-cylinder single carburetor (the version exhibited here) or with 6 cylinder twin carburetor engine (2-litre) options. The latter produced 100 bhp and in street trim could do 90 mph.

On display at the show was the 4-cylinder version, complete with Rudge-Whitworth 'knock-off' wire wheels. Although somewhat 'boxy' in appearance, the Four was a very useful car in the long distance reliability trials such as the London to Lands End and the London to Edin-

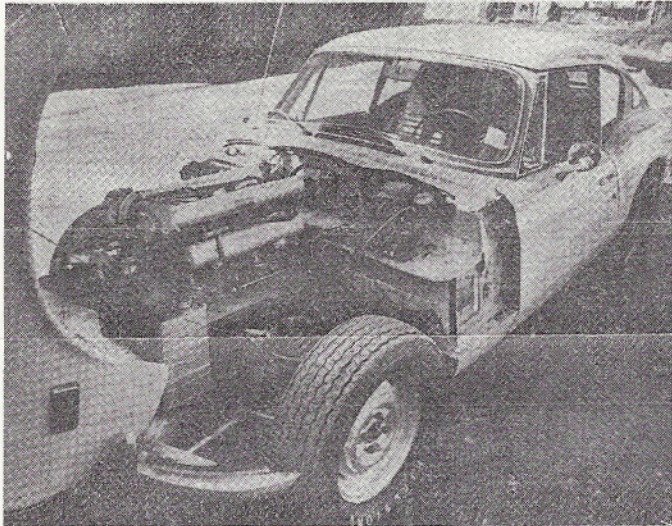
burgh. Two spare wheels were provided for 'competition' tires (equivalent to modern snow tires) used on the cross-country, trials hill routes and are mounted behind the exposed fuel tank. Other equipment includes fold-down windshield with aero screens, and large diameter speedometer and rev. counter.

This exhibit was quickly restored by apprentices at the Triumph factory earlier this year, after the Henry Ford Museum at Dearborn, Michigan had appealed for a Triumph exhibit from the Thirties. It has been on display there during March in their annual 'Sportscars in Review' show; and following the New York show will be exhibited in Los Angeles.

The 4-cylinder engine with overhead inlet and side exhaust valves, has a capacity of 75.15 cu. in. (2.59 by 3.54 in. in bore/stroke), driving the rear wheels through a 4-speed manual gearbox, with freewheel.

Wheelbase is 97.5 in. and weight 2073 lb. Cost when new was £ 275 sterling (\$1375.00).

The story which follows arrived on our desk unannounced and was, to say the least, a surprise. Just how tractable the car is on the street is open to question and we certainly don't recommend it as a back-yard project. Only A. J. Watson, one of the most famous competition car designers in this country, could handle it. As a technical achievement, it stands out as the most unusual TR we've seen in some time.



TRIUMPH POWERED BY AN OFFY ALMOST IS LIKE CAR FROM MARS. Speedway Engine Makes Snarling Tiger Out of Little Imported Coupe.

Triumph-Offy The Hot Setup

By George Moore
The Indianapolis Star

It probably is fortunate that the gentlemen of British Leyland Motors don't get out to the hinterlands of Indiana too often.

They more than likely wouldn't survive the shock of discovering what Speedway car builder and chief mechanic A. J. Watson did to one of their lovely little Triumph GT-6 sports cars.

Old A. J. got to looking around the shop one day and began eyeballing a 255-Offy he had sitting on the shelf and the Triumph which was sitting innocently on the floor. And with inspiration reserved only for those who fight bulls, eat fire, jump motorcycles off ramps and play with race cars my dear Watson fellow decided it would be a real boot to stick the Offy in the Triumph.

Actually, the engine swapping project didn't turn out to be as difficult as originally thought. There wasn't a great deal of difference in the weights of the engines, so it was possible to leave the suspension in standard form.

The 255 is rather a tall engine, however, so it was necessary to cut an opening in the hood, or the bonnet as the English call it, in order to clear the front of the cam covers.

In order to position the engine between the frame rails, a section was cut out from the center of the front cross member to accommodate the Offy's crank case. And the motor mounts were cut away and new ones installed which adapted to the Offy's mounts.

The racing powerplant utilizes a dry sump system—the oil is carried in a separate reservoir—and inasmuch as the Triumph doesn't have an individual oil tank A. J. mounted a gallon can under the hood and plumbed into it.

For the controls, it was necessary to modify the clutch, throttle and steering linkage. The drive is hooked to a Chevrolet three speed manual transmission. And a Chevy also gets the thing fired up.

Surprisingly though, the standard Triumph rear end hasn't given up, yet. The drive train consists of welding the front half of a Chevy drive shaft and U-joint to the rear half of a Triumph drive shaft and U-joint.

All this tends to stick up through the floorboards, so these also were sectioned and then floor mats tailor made to cover the floor.

It became obvious rather early in the game that you could not use a Hilborn fuel injection system on the street. But fortunately championship dirt track car owner Walt Flynn had a pair of Winfield carburetors from the old days stuck away in mothballs and these were pressed into service.

It was necessary to press retired driver Paul Russo into service to finely adjust the carbs. Paul, of course, goes back to the Winfields of pre-World War II days when Mr. Hilborn was a youngster hanging on the fence.

A. J. cut down the pistons to lower the compression as much as possible, "I'd guess it's around 10 to 1," he said, and found out he had to run a blended fuel in order to get the thing to shut off.

The Offy doesn't have particularly good cooling around the valves, and as a consequence it isn't too happy on gasoline. On gas it just kept detonating when the switch was turned off.

"I'm running about 50 per cent alcohol," Watson said, "and of now it shuts off with no trouble."

The machine is fairly tractable, except that the gear train which drives the cams is so noisy it drowns out the exhaust.

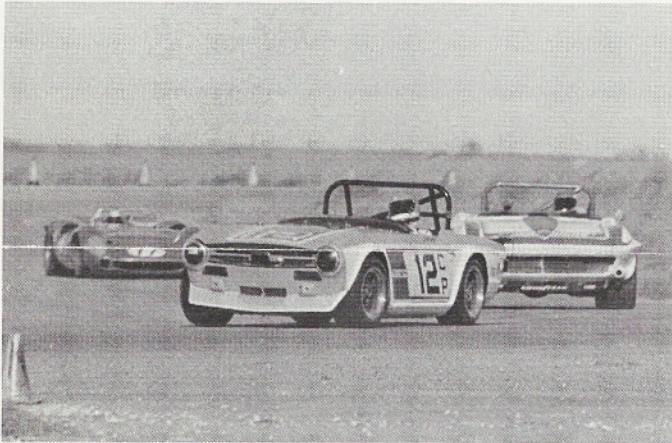
With all this in mind, if you happen to be one of those hot to trot stop light jockeys and one of those little foreign coupes with something funny looking sticking through the hood pulls alongside, leave it alone. It becomes real heart-breaking to see a grown man with his 440 super-chromed jazzmobile suddenly start to cry.

1973 TRIUMPH TR-6

(Front Spoiler or Air Dam)

A report from the Research and Experimental Departments of Triumph, Coventry, concludes that "the gain due to the front spoiler is 1.2 MPH and is in accordance with expectations."

Maximum speed runs at the MIRA Track gave a maximum speed lap at 104.2 MPH with the spoiler at 4,500 to 4,900 RPM; compared with 103 MPH without the spoiler, at 4,500 to 4,800 RPM.



You've seen this before . . . a Kastner-prepared TR-6 leading a Corvette and a Lola. The difference here is the driver . . . Jim Ray, 1972 Southwest Division FP champ in a Spitfire, now wheels the CP contender.

TEACHER TAKES OFF

Jim Ray, the speediest citizen of College Station, Texas, is no stranger to the winner's circle. Three times a Southwest Divisional Champion, he has always been one of the country's best drivers, in a Triumph Spitfire.

After a successful '72 season climaxed by the Divisional Championship and an entry in the American Road Race of Champions at Atlanta, Jim decided to make his move. He acquired the ex-Carl Swanson Kastner-prepared TR-6.



RACER RAY

Moving up three classes didn't exactly alter his performance. He has two wins to date in 1973 and looks like going all the way again to the Divisional CP championship. Driving the TR-6 is the peak in Jim's five-year racing career but we think he can handle it.

CLASSIFIED

ITEMS FOR SALE

TR-3 — completely restored by the Petrone Brothers — less than 3,000 miles on rebuilt engine, totally new interior, body taken down to sheet metal all rust removed, resprayed in original TR-3 British Racing Green. Extras include AM/FM radio, Hi-speed driving lights, Italian air horns, new top, etc. This car has been a labor of love. Impending marriage forces this sale. Can you provide "Kangaroo" with a good home? Please only those who know its value should contact: Reuben Samuel, 96-01 57th Avenue, Corona, N.Y. 11368. Weekdays (212) 361-9780 — Nights and Weekends (212) 699-6024.

TR-3 Fiberglass hardtop; painted light blue, \$75 firm (new \$125). Write W. D. Lemly, P.O. Box 525, Coronado, Calif. 92118.

TR-4 PARTS GALORE: '64 TR-4 engine, Kastner "street" tune; '66 TR-4A engine, completely stock; TR-3 short block, needs work; '64 TR-4 transmission with OD; excellent; TR-4 rear axle 3.7 minus brakes; R & L doors for '64 TR-4, BRG, complete with glass, handles, etc.; F cam; finned alum. oil pan and rocker cover comp valve springs and retainers; gas tank, front suspensions, discs, calipers, wood dash (cracked), springs, shocks (F & R), flywheels, clutch PP, body panels, TR-4 tonneau, carpets, hubcaps, wheels, 6.85-15 stud snows, complete wiring harness, basement full of etc.; Dave Paul, 1186 Oakley Ave., Topeka, 66604 (913) 235-6888.

Competition head for TR-3 - TR-4A. Prepared from TR Comp. Manual, \$125. SCCA Aluminum Alloy wheels for TR-4 or 4A, \$150. Numerous Goodyear Bluestreaks. Bill Watson, 44 Russell Street, New Haven, Conn. 06513 (203) 468-0051.

1960 TR-3A, black with red, always garaged, never raced or wrecked, body solid, needs paint, engine excellent, 61,000 actual miles, some new spares and service manual. Ideal restoration cars, drive anywhere. \$590 firm. W. H. Crouch, Rt. 1, Box 269 F, Wagoner, Oklahoma 74467 (918) 462-3343.

TR-4A IRS, D Production race car. 2 engines, limited slip, 2 rear ends, roll cage, fuel cell, and lots more. Super trailer included. \$2,000/offer/trade. Bob Austin, 5455 Gates Road, Santa Rosa, California (707) 539-5295.

Spitfire Mk 3 race car. Still available, the 1969 National Champion with super Kastner suspension and engine. All latest equipment . . . needs only cut-off switch for '73. Has fuel cell, Minilites, etc. \$2200.00. Mike Cook, 15 Birch Rd., Bloomingdale, N.J., 07403. Days — 201-461-7300. Nights — 201-838-7734.

ITEMS WANTED

Well-maintained or restored TR-3. Send full details to Alan Woodbury, P.O. Box 7318, Philadelphia, Pa. 19101

Factory service manual, C cam, engine parts, white soft-top, windshield, and blue seats for 1963 TR-4. Karl Svensson, 912 La Senda Lane, N. W., Albuquerque, New Mexico 87107.

Wanted — Front bumper and black tonneau for 1971 Spitfire Mark IV. Mrs. C. O. Hardey, 1118 Richmond Circle, Shreveport, La. 71106.

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 Mk-I-II-III 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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