



T S O A

NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

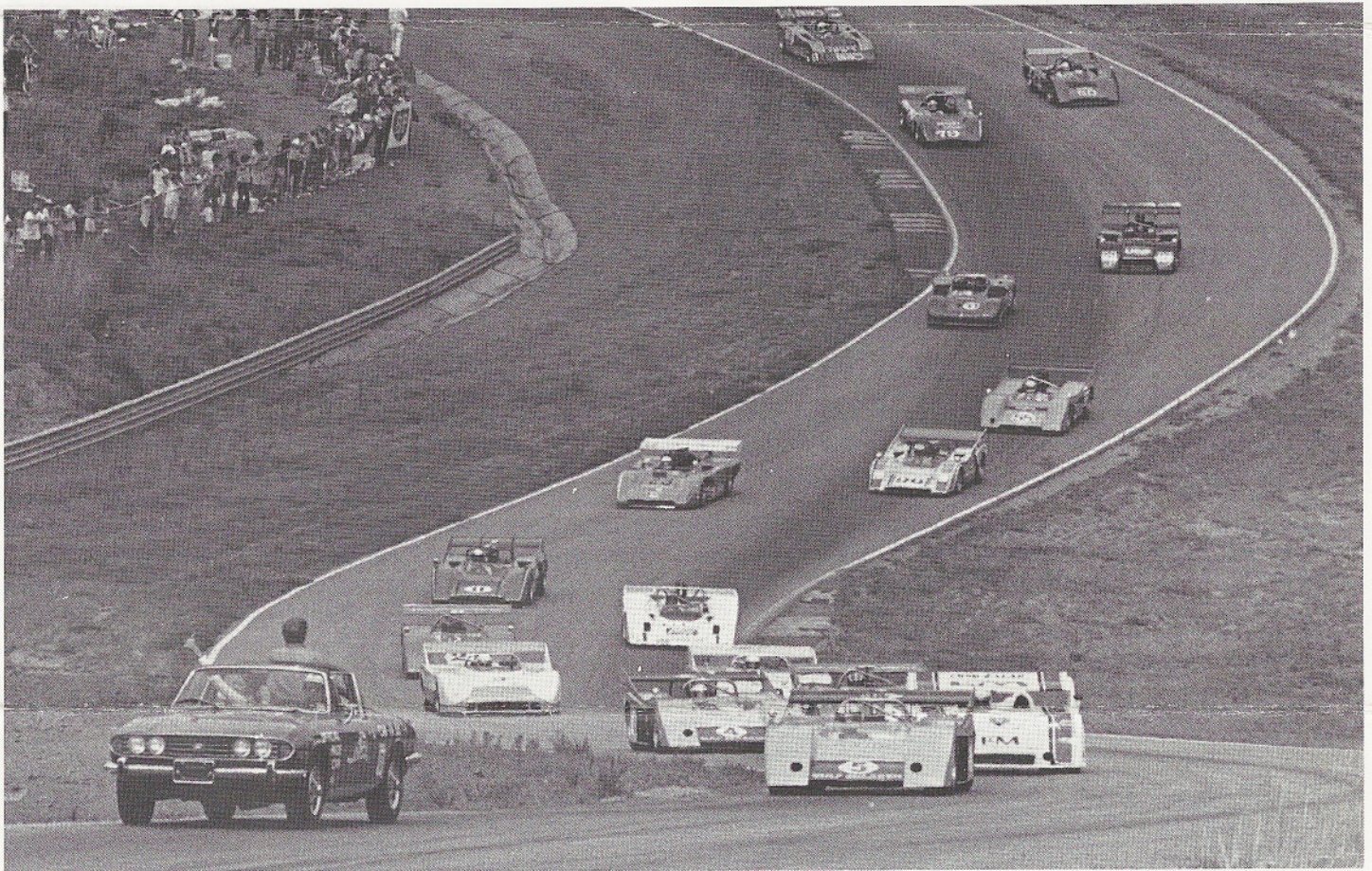


600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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TRIUMPH WILL PACE 1973 SEBRING RACE



Triumphs pace many races at the scenic Road Atlanta circuit, Gainesville, Ga. Here, the Stag is shown leading the field at the 1972 Can-Am event. In 1973, when the Sebring race moves to the Georgia course, a Triumph is expected to set the pace for the classic's 23rd edition.

1973 SEBRING RACE MOVES TO ATLANTA

ARCF, Inc., organizers of the Sebring Grand Prix of Endurance, confirm that they have reached an agreement with Road Atlanta, Inc. to lease the rolling Georgia circuit for the 23rd annual edition of the Sebring world championship sports car race.

This action will insure the continuation of the nation's oldest endurance event which for a complexity of reasons has had to abandon further use of the traditional 5.2 mile central Florida airport circuit.

Plans call for the event to be run on the weekend of

April 14-15, 1973, with a race for Touring and Grand Touring cars on Saturday and the World Championship Sports car enduro on Sunday.

Final approval of the new date and the change in the race site will have to come from the Federation Internationale de l'Automobile (F.I.A.), the Paris based world governing body for motor sports.

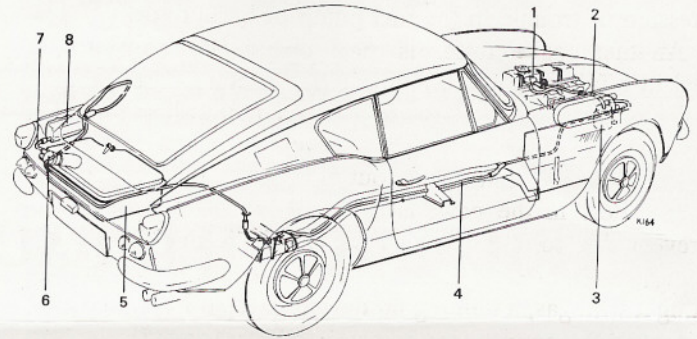
The park-like, 2.5 mile Road Atlanta circuit, carved out of the Georgia hills, offers some of the finest spectator vantage points in road racing. For further information write to: A.R.C.F. Inc., P.O. Box 719, Sebring, Florida 33870.

YOUR VEHICLE'S EVAPORATIVE LOSS SYSTEM

by Harold Taylor
Service Training Manager
British Leyland Motors Inc.



The official Road Atlanta Stag is shown in front of the modernistic, air-conditioned tower, adorned by Miss Road Atlanta. Optional equipment gets better all the time!



GT.6 EVAPORATION CONTROL SYSTEM

- 1 Emission Control Valve
- 2 Pipe-Rocker cover to Canister
- 3 Activated Carbon Canister
- 4 Pipe-Overflow tank to Canister
- 5 Main Fuel Tank
- 6 Sealed Filler Cap
- 7 Pipe-Filler tube to overflow tank
- 8 Overflow Tank

Although we have covered the evaporative emission control system before, the following is a more "in-depth" presentation and will give technically-minded owners a chance at doing their own trouble-shooting.

In the days before public awareness of the need to control the various types of air-polluting emissions from automobiles, it was a relatively simple task to provide a gasoline storage tank. The requirements were a basic tank shaped to fit whatever space was available, a simple filler tube or neck, and a pipe outlet from the lowest part leading to the engine fuel pump. A filler cap was required to close off the filler tube, and because, as fuel was being used, air had to be admitted to the tank, provision was made to allow air to enter through the cap or a separate air vent pipe.

Present federal requirements prohibit vehicles from emitting gasoline fumes freely to the atmosphere so the gas cap is now sealed and any fumes coming from the gas tank have to be trapped in a charcoal-filled cannister. Still, when the engine is running and gasoline is being used, air must be allowed into the tank to fill the space or a vacuum will result. This air now feeds through the charcoal filter. The charcoal cannister is mounted in the engine compart-

(Continued on page 3)

IN ENGLAND THEY CALL IT "METRICATION"

A gradual changeover to the metric system of measurement is taking place in the United Kingdom. Continental Europe and most of the rest of the world is already on this system and there has been recent action in Congress in Washington pointing towards eventual US conversion.

As a result of the UK metrication, some metric parts are beginning to appear on certain Triumph Models. Specifically, these are on TR-6s, beginning with serial #CC81079 and GT-6 Mk 3s beginning with #KF 12391.

At present only the Front Caliper Assemblies and Caliper to Hose Pipes, which are fitted to the TR-6 and GT-6 Models, are affected, but these are the forerunners of many.

As the differences are not readily discernible, great care must be taken to segregate Metric Threaded components from the original Imperial Threaded components. To assist in identification, as well as having different Part Numbers, arrangements are being made for the boxes containing 'Metric' threaded calipers to be endorsed 'Metric' and a suitable label also attached to the unit.

'Imperial' threaded units will be similarly endorsed 'Imperial' but this will take time and will not be fully effective until current parts stocks have been exhausted.

The Caliper to Hose Pipe with a metric nut can be identified as the nut is painted black and has the letter 'M' on one of the nut Flats.

YOUR VEHICLE'S EVAPORATIVE LOSS SYSTEM

(Continued from page 2)

ment and should be serviced regularly as recommended in the maintenance schedule.

The piping connecting the cannister to the tank takes various routes round the vehicle. A kinked or blocked pipe can fail to allow air into the tank and cause a shortage of available fuel to feed the engine, sometimes giving the impression of trouble in the fuel pump or carburetor.

Another consideration is the problem of expansion of fuel in a full tank when ambient temperatures rise.

I am sure that most of us recollect filling the gas tank on a warm summer day and discovering that the expanding gasoline had been forced out of the vent pipe producing a neat hole in the new black top driveway. In order to prevent this condition today, in which gasoline would be forced through the piping into the filter or cannister, saturating it with gas, a limiting fill device or separate expansion tank usually mounted in the trunk is incorporated.

The charcoal filter or cannister is connected to the engine crankcase ventilating system (that's another story) and during engine running any fumes in the cannister are drawn into the engine and consumed.

HINTS AND TIPS

If your engine is starving for fuel the cause may be a kinked or blocked pipe between the tank and the charcoal cannister. To check, open the gas cap. If there is an audible rush of air into the tank, obviously a vacuum was present which was probably caused by the blocked vent pipe.

Gas fumes or leakage are probably caused by poor connections between the fuel tank and the expansion tank or a leaking pipe to the charcoal cannister.

When checking the pipes you should periodically make certain that the fresh air pipe to the cannister is free of obstructions. Observe the cannister replacement schedule religiously and never try to clear out a gasoline-saturated cannister with compressed air or by other means. Simply replace it.

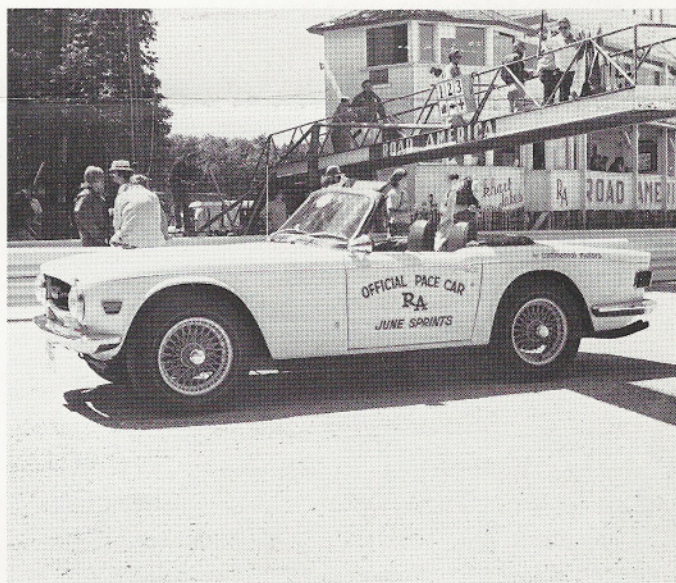
KELLY TAKES 4th WIN IN SPITFIRE

At Nelson Ledges, Ohio, July 30th, John Kelly took FP, making it four in a row for the Group 44 driver. Right behind was Ken Slagle in his Spitfire.

The DP event saw Brian Fuerstenau win his 6th in 8 starts, driving the GT-6 Mk 3. John McComb was a strong CP 2nd in the Group's TR-6.

2nd in GP went to Ted Schumacher in a Spitfire.

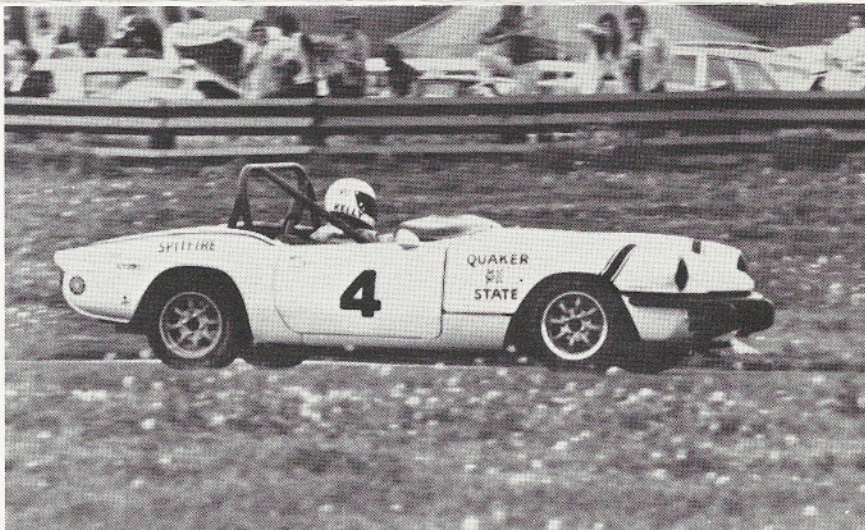
On July 22nd at Dallas, the FP victory went to the Spitfire Mk 4 of Aubrey O'Connor.



Continental Motors, Triumph dealer in LaGrange, Ill., provided the official TR-6 pace car for the famed June Sprints at Elkhart Lake, Wis., last June 16-18. Run on the Road America course, the race saw John Kelly, pictured below, take the win in F production.



John Kelly, Group 44's FP hot-shoe.



John Kelly, two-time Sports Car Club of America champion, slides his sleek Triumph Spitfire through a fast turn heading for the checkered flag.

MORE INTEREST IN RESTORATION

Two members are anxious to correspond with our growing group of restorers. Dan Schramm, 5404 Matthews Rd., #204, Middletown, Wis., 53562, owns a '54 TR-2. Ronald Mihlrad, 20 Middle Ln., Jericho, L.I., N.Y. 11753 is restoring a 1958 TR-3A.

We are very interested in hearing from members about restoration projects, especially with hints on how to go about the more difficult operations, photos of the car in process, etc.

RECALL CAMPAIGN

GT-6 owners, serial #s KF 1 to KF 11390 are urged to comply with the recall campaign regarding modification to the wheel-arch bodywork to prevent the possibility of rear brake line damage. See your dealer for the rectification work.

TEN YEARS AGO IN THE NEWSLETTER

In August of 1962, the Newsletter carried several stories about competition including the news that a team of three TR-4s had been entered by the factory in the Liege-Sofia-Liege rally in Europe. A Triumph Sports Six convertible had won a gymkhana in Pennsylvania, the first-ever US competition success for the car.

Racing was in the news. The first Competition Preparation booklet had just been issued and two racers, taking advantage of the information, had set themselves up to win. Tony Mannino was a three-time winner in a TR-3 down in Florida and Bob Cole, running at Cotati, Calif., won EP in his TR-4.

The 1962 Triumph Rally of Europe was featured. For those who don't remember, this was a vacation scheme involving the purchase of a new TR and a three-week trip around Europe in the car, along with a bunch of other new Triumph owners. The '62 event, using TR-4s and a couple of TR-3Bs, visited eight countries in Europe as well as spending several days in England including a factory tour. Unhappily, the increasing number of clubs sponsoring charters and the developing ease of travel to Europe made the Rally less interesting and 1962 was the final running.

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 membership in the Club.

EDITOR, MICHAEL L. COOK

CLASSIFIED

ITEMS FOR SALE

1963 Triumph Spitfire racing car, G Production. 1 complete extra car plus 1/2 extra car; 4 transmissions; 2 engines; 3 hoods; 8 mags with wet and dry tires; innumerable spares. Everything fresh and latest factory goodies. Bring checkbook and truck. \$2,250. Ted Schumacher, RR 1, Pandora, Ohio.

Four Goodyear Grand Prix 6.95-15 tires w/tubes, low mileage (from TR-4 wire wheels); two plastic wind wings, fit TR-3; local. W. Loewenberg, Jr., 52 St. Clair Drive, Delmar, N.Y. 12054. (518) 439-5142.

TR-4 tonneau. Almost new. Best offer. Ski rack for sports car. Best offer. Dan Wilde, RFD 2, Storrs, Conn. 06268. (203) 429-0097.

Four mag wheels for TR-4, 4A, TR-6 15-inch wheel, \$100. Paul Gafney, 7 Denton Avenue, East Rockaway, N.Y. 11511. (516) 887-7459.

1966 TR-4A IRS—blue with black top blue boot, black tonneau. 32,000 original miles. New tires, brakes just checked. Manual, 3 new mufflers, points, condenser, plugs just installed. Front guard and luggage rack (AMCO). New diaphragms in carbs and all set. New fuel pump. \$900. Donald C. McDonald, 9530 Davis, Franklin Park, Ill. 60131. (312) 678-2648.

Four Dunlop 13" racing tires suitable for Spitfire or GT-6. Used but good tread depth for autocross, etc. or race practice. \$45 for the set. Mike Cook, 15 Birch Rd., Bloomingdale, N.J. 07403. 201-461-7300 (days); 838-7734 (nites).

TR-250, 60,000 mi. engine in excellent condition, body very good. New top, 195-15 Michelin Radials on GT 6-inch mag wheels. Front and rear sway-bars, Koni shocks front, Stebro exhaust system, chrome filters, wooden steering wheel and factory shop manual. Kenneth Hillers, Treehaven 3, Apt. 362B, Matawan, N.J. 07747. (201) 949-3189 9 a.m.-5 p.m.; (201) 583-2493 after 6 p.m.

I have the following parts for a 1969 GT-6+. All parts are in new condition and have less than 6,000 miles on them. 4 wheel covers, \$25; Intake manifold, \$20; exhaust manifold, \$20; 2-150 cdse Stromberg carbs, \$40; 4-4 1/2 J x 13 wheels, \$20; 1 stock camshaft, \$15. Jim Knaub, 8389 Heron Avenue South, Cottage Grove, Minnesota 55016. (612) 459-6748.

TR-3 parts for sale: master cylinder-brake/clutch; slave cylinder-clutch; distributor cover; flasher unit; radiator cap; wiper blades; handbrake grip-plastic; S. U. carb syn. kit; distributor condenser; lodge spark plugs; luggage rack (used); factory workshop manual (used); parts catalog (used). All for \$45 plus postage. All new, never used except the last three. E. L. Foo, 11 Webster Street, Valley Stream, N.Y. 11580. (516) 872-8741.

ITEMS WANTED

TR-3 parts. New stone shields and foot for rear fenders. Used overdrive units and overdrive gearbox mainshafts for TR-3 or 4. Used racing parts. Complete TR-3 cars in or near Mass. John Taylor, 14 Miner Street, Greenfield, Mass. 01301. (413) 773-3771.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon zipper jacket with two white racing stripes. Mandarin collar style with side pockets, elasticized waist.

Order direct from: Louisville Manufacturing Company

P.O. Box 1436, Louisville, Kentucky 40201

Specify: small, medium, large, extra-large \$4.75
Ladies' sizes, specify small, medium or large \$4.75
Jacket with button-in red acrylic pile liner \$9.00

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
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.