



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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TR-6 STARS



Canadian racing driver, Stephanie Ruys de Perez gets set to show actress Dyan Cannon the correct way to handle a TR-6 during filming of "Child Under A Leaf" in Montreal. TV news peers in on the scene.



A TR-6 has also been featured for the past several months in the TV series "The Rookies." The situations involved in this action-filled program have demonstrated the car's capabilities admirably.

NOT IN THE SCRIPT

Lost:

- One leading Hollywood actress
- Canada's top woman race driver
- And one TR-6.

It happened in Montreal recently when race driver Stephanie Ruys de Perez was asked by British Leyland Motors Canada to introduce actress Dyan Cannon to the new Triumph she'd be driving on-camera throughout a forthcoming Canadian movie production.

TV cameramen and press photographers busied themselves as the two blondes drove on their demonstration run through the narrow streets of old Montreal.

Then things went wrong . . .

The gleaming white car and the two girls vanished. They were supposed to circle the block in a matter of a minute or two and show off the car's paces for the assembled newsmen.

But five, 10, 15, and 20 minutes went by and there was no sign of their return.

Suddenly, a police car sped up the street, lights flashing and horn blowing.

Close on its tail was the Triumph, with its two blonde occupants waving and convulsed with laughter.

"We got lost in all the tiny one-way streets in the old town," confessed Dyan Cannon.

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IN THE LAB WITH TRIUMPH

Testing TRs For US Federal Emission Standards



After getting lost on their test drive, both girls relax for the camera.



TR-6s wait for their turn in the test bay at the Emission Control Lab.

It's a small building, inconspicuous in the clutter of assembly halls, machine shops, engine plants, etc., which go to make up the Triumph factory complex in Coventry. Yet, over 200 cars per week pass through it, all being tested in the most exacting manner for different world markets.

Most of these are cars destined for the United States and 100% of cars for California are tested.

Just what is this small but important facility? It's the Quality Exhaust Emission Test Laboratory, established to deal with all aspects of Triumph production exhaust emissions, not only from the point of view of North American and European government standards but from a simple quality control view as well.

Approximately ten vehicles are on test at any given moment, supervised by a staff of twenty, including engineers, technicians and clerical staff. There are two basic test areas.

1. Steady State Idle Test Area:

Here, cars are first checked for proper operation of emission control components and for correct timing and carburetion. Reading of hydrocarbon and carbon monoxide emissions are taken on Olsen Horiba exhaust analyzers and testing is done on Sun Engine Tune equipment.

2. Single Cycle Testing:

This is done on Redman Heenan Rolling Roads, a type of chassis dynamometer which produces the actual conditions of road travel while the car never moves out of the test bay. Exhaust analysis is carried out while the test car moves over the imaginary road and each car's performance is automatically read out by a computer.

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"Worse than that," admitted race-driver Stephanie, ". . . we couldn't even remember the name of the street we started out on.

"You simply wouldn't have believed the look on the policemen's faces when Dyan flagged them down and we told them we were lost and didn't even know the name of the place we were supposed to be going to."

As the two women faced TV interviewers, the two policemen shrugged gallant Gallic shrugs and drove away.

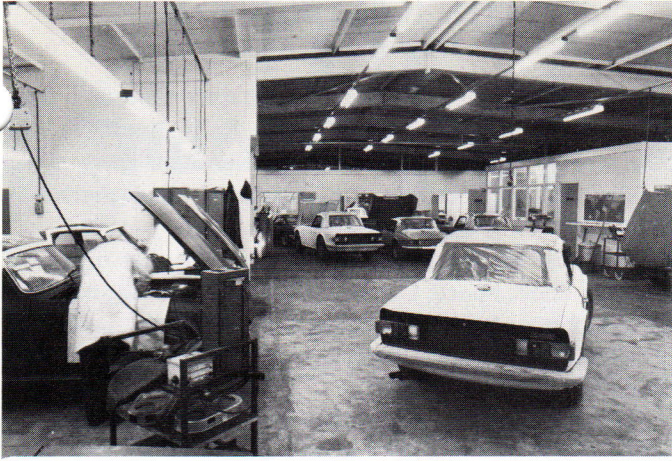
Miss Cannon, who starred in "Bob And Carol And Ted And Alice", and with Sean Connery in "The Anderson Tapes", will be in Montreal throughout this summer making the new film to be called "Child Under A Leaf".

The Triumph, an old MG and a Jaguar XJ6 are the three cars to be driven by the principal actors throughout the film.

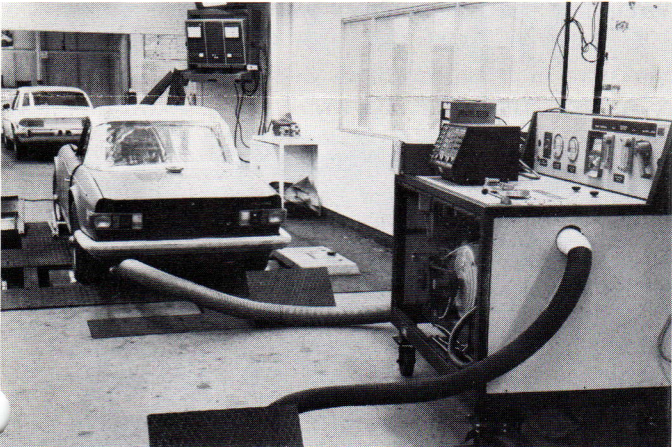
ADDRESS CHANGES

When you move, we would appreciate your sending us BOTH the old and new addresses so that our secretary doesn't have to spend hours searching the files for you. Please, also, do it as soon as possible. If you don't, the Post Office will return your mailing as unclaimed or not forwardable and your name will then be removed from the list. This could make things very difficult if you want to get back on the list later.

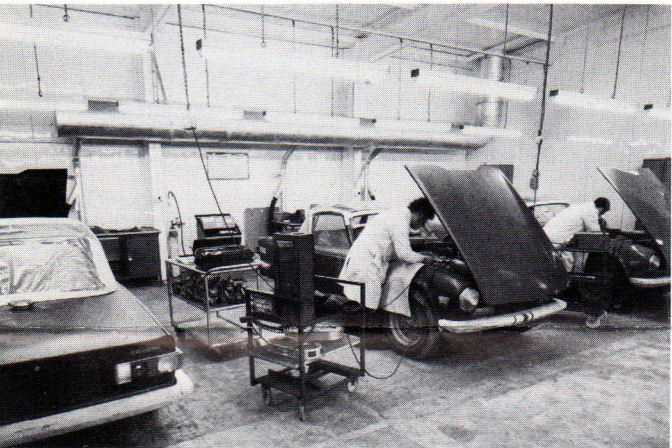
Your cooperation is appreciated.



A TR-6 joins a group already under test.



Hooked up to the "rolling road" and ready to go.



Engineers check engine performance before completing exhaust analysis.

The continual testing of normal production cars for emission control capability is now an integral part of every manufacturer's new-car test procedure. It does not replace the normal tests for proper component functions which are carried out at the end of the assembly line. Instead, it adds another step before the car can be shipped out to its destination, making certain that the product is right before it gets to the customer.

A TRIUMPH CLUB NEEDS HELP

Recent editorials in Triumph Trivia, newsletter of the Colorado Associated Triumph Owners (CATO), have called attention to loss of membership, lack of enthusiasm, and general difficulty in keeping the club operating. We hate to see this happen. Quotes from the last two newsletters will illustrate what we mean.

CATO . . . A CASE OF LETHARGY

In a nutshell, CATO has the doldrums. Meetings are getting to be a drag and attendance has stabilized at a level that is really discouraging. It is our own fault—we all seem to be drifting along waiting for something to happen that never does. I can see why potential members never return after a couple of meetings—we just don't offer them any involvement.

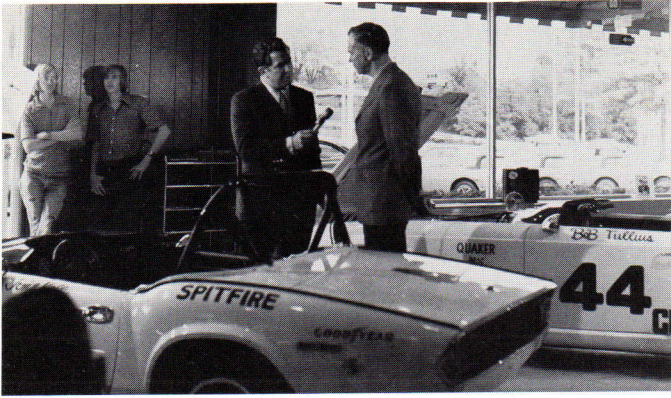
Disbanding the club was mentioned at the last meeting. I, for one, do not wish to see this happen. I have enjoyed my association with CATO and I would like to see it continued indefinitely. I am rather proud of that CATO badge on my "3" and I hope others are too. I would hate to see it become a memento of a demised club.

A tremendous amount of work lies ahead if we want the club to survive. We must all contribute—not just one or two individuals—in the planning and participation of club events and meetings. We have ample time to take advantage of the usually pleasant summer and fall weather to stage club events. They don't have to be elaborate or even conflict with the events other clubs are staging. They can be run on Saturdays, or even Friday nights, and they can be of any nature—just as long as we are offering members, or potential members, an opportunity to participate.

At our July meeting the members present voted in favor of many changes directly affecting the club and its operation. While the changes in some respect were rather drastic, I think they will all benefit the club and increase interest.

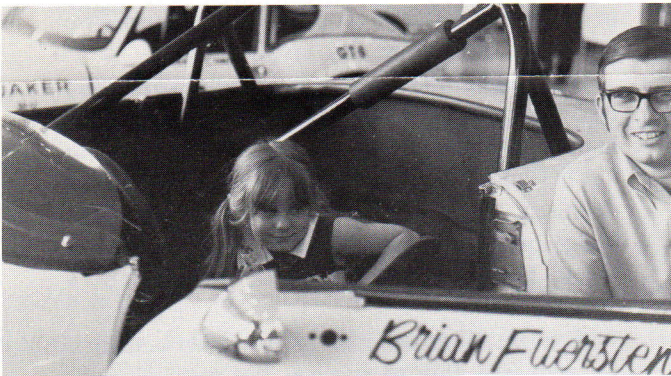
Please note the most immediate change; the meetings will no longer be at the Southwest State Bank, but at member's homes. We hope the informal atmosphere will encourage more people to come to meetings, and will cause more of the present members to become a little more active. Watch the newsletter for where the meetings will be held each month.

Can any other TSOA clubs offer constructive suggestions? Most of the groups have weathered similar crises over the years and ought to be able to assist CATO back to active status. Write to: CATO, c/o Robert Walker, 9012 Utica St., Westminster, Colo., 80030.



As if driving a racing car wasn't enough, Group 44 drivers are often involved in press interviews. Here, John Kelly, Spitfire 1500 driver, tapes an interview for a St. Louis radio station. All four Group 44 cars appeared at the dealership for several days.

Photos by Vernon Rothmeyer



Making eyes at racing drivers is a habit common to all ages of females as this little one proves. Recipient of the attention is Brian Fuerstenau partner in Group 44. Photo was taken at Continental Cars, University City, Mo., where the Group was staging an exhibit.



Tennis champion Ken Rosewall prefers a Triumph as transportation to and from the courts. Here he takes possession of a TR-6 from Bill Mann, (right) General Manager of Manhattan Auto, Inc., Fairfax, Va.

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

THE RALLY BOOK

What It's All About

Our sub-heading is the title of Chapter One of a new book for the rallyist. Entitled "The Rally Book", it has been written by David Hebb in the interest of keeping the budding rallyist enthused and improving his expertise as well.

A rallyist himself, and co-author of the first definitive US rally book, **Sports Car Rallies, Trials and Gymkhanas**, Dave Hebb is absolutely qualified to lay out the principles of time-speed-distance rallying for the edification and education of all of us.

From how to read your odometer to how to use a Curta calculator and on to becoming a rallymaster, this new book tells you just about everything except how to behave when you are presented with your first trophy. It's a good bet at \$4.95 (\$5.50 in Canada) through your bookstore or from Hawthorn Books, Inc., 260 Madison Ave., New York, N.Y. 10016.

CLASSIFIED

ITEMS FOR SALE:

1960 TR-3, 2,000 miles on engine (80 lbs oil pressure), hardtop, 60 spoke wheels, overdrive, original radio, adjustable steering, jump seat, Michelin X tires, Stebro exhaust, Lucas lights, 2-speed wipers, tool kit, original sales brochure, owners, parts, shop manuals. Powder blue with white top and interior. Jon Hardgrove, Route 2, Box 551B, Lot 108, Cape Girardeau, Missouri, 63701 (314) 335-2735.

Parting out 4 TR-3's. Address and phone number above. Jon Hardgrove.

FOR SALE for TR-3, 4, 4A: Five stock wire wheels (one with mounted 165-15 Michelin X), four hub adapters complete; all in sound condition, \$40. Lead hammer \$10. TR-4 steering wheel, \$10. S. S. Wolff, 1513 Locust Ave., Baltimore, Md. 21204.

Spit Mk I & II — hoods, engines, transmissions, rear ends, windshield, suspension parts — must sell. Need Spit Mk IV engine — preferably short block. Ted Schumacher, RR #1, Pandora, Ohio 45877. (419) 384-3033.

SPITFIRE, 1500 & MK-4 PARTS: 2 new transmissions, 2 full sets of stock wheels and tires, misc. suspension and trim parts, radiator and bumper for MK-4. Let us know what you need, we probably have it. Call or stop in. Group 44, Inc., 703-532-4410.

WANTED: Hard Top for TR-4A (1965) prefer white but, will consider other colors. Advise color & price. D. Loveland, 8 Coventry Dr., Freehold, N.J. 07728.

ITEMS WANTED:

Parts and information about Triumph Italia. Ralston Long, University of Alabama Racing Team, Box 3774, University, Ala. 35486.

TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

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| 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 (Not currently available) | |
| 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.