



**Triumph**

# TSOA

TRIUMPH

SPORTS

# NEWSLETTER

OWNERS

ASSOCIATION



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DECEMBER, 1973

## BRITISH LEYLAND ANNOUNCES 1974 TRIUMPHS

**HAPPY NEW YEAR!** is wished to Triumph sports fans by our own television hero Alan Alda (star of *M\*A\*S\*H*), shown here in his TR6 and together with the latest Spitfire 1500. Our photographer caught Alan on one of his quick weekend trips home to New Jersey from the Hollywood studios. He chose economical overdrive for his car. Don't forget the Triumph-sponsored CBS-TV show *M\*A\*S\*H* is broadcast every Saturday night 8:30pm EST.



Here are the news reports recently issued to the press about the new, better-than-ever Triumph sports cars for 1974. For this year Triumph will concentrate in the U.S.A. on the sale of two-seater sports models only, the TR6 and Spitfire 1500.

This is part of an overall plan of rationalisation for British Leyland's model line, undertaken to meet increasing demand and to simplify servicing and parts supply; partly also to meet increasingly stringent air-pollution and safety regulations. For these reasons, the GT6 coupe has now ceased production and the Stag V8 will no longer be imported here.

In spite of current industrial problems in Britain, increased by the world fuel crisis, British Leyland is planning to bring in an increasing number of sports cars for American enthusiasts this year.

### 1974 TRIUMPH TR-6 DEBUTS IMPROVED TRANSMISSION

**THE** 1974 Triumph TR-6 convertible sports car announced by British Leyland Motors Inc. features an improved four-speed, all-synchromesh transmission with new gear ratios for smoother acceleration and better fuel economy.

When used with the optional electric overdrive, the new

TR-6's transmission has six distinct forward speeds. Overdrive itself can add to economy in that it reduces the number of engine revolutions per minute needed to maintain a given speed. The clutch is not required when going in and out of overdrive and gear changes are made instantaneously at the flick of a steering column-mounted switch.

Other changes for 1974 include new interior door panels with easier to use door pulls, a built-in radio antenna and factory-installed twin speakers mounted on either side of the center console; and new type self-adjusting, 3-point interlock safety belts.

New, high-impact front and rear bumper guards made from synthetic rubber and strengthened reinforcements provide extra protection and meet all federal and state standards.

The TR-6 is one of the handful of imported cars which offer the motorist the extra, inherent smoothness of a six-cylinder engine configuration and it is the only "six" imported or domestic available as a convertible. The Triumph's power plant has a displacement of 152 cubic inches (2½-litres) fed by twin Stromberg carburetors through a six-branch water-heated aluminum alloy inlet manifold for efficient fuel distribution. A twin tail pipe exhaust system also contributes to efficient engine breathing.

All four wheels are independently coil sprung. This,

## 1974 TRIUMPH (Continued)

plus rack and pinion steering gives the TR-6 exceptional road holding and handling characteristics, one of the reasons TRs have been so successful in Sports Car Club of America road racing.

TR-6 styling features include an aerodynamic front "spoiler," wrap-around front and rear bumpers, wide 15-inch wheels with polished aluminum trim rings and red stripe tubeless radial ply tires. The car's soft top can be put up or down in minutes. Reflective striping along the top's upper and rear edges adds to night time visibility and safety. A steel hardtop with opening rear quarter windows is available as an option.

Other options include AM or AM/FM radio, luggage rack, adjustable Koni shock absorbers, custom-made rubber floor mats, black or silver full length side striping kits, and dealer-installed air conditioning.

Ten exterior colors and four different interior upholstery colors are available for 1974, with one of the exterior colors, Maple, a brown shade, an innovation with this model.

Suggested list price for the 1974 Triumph TR-6 is \$4,375 at ports of entry. The overdrive option is \$197 extra.

## 1974 TRIUMPH SPITFIRE TOPS IN FUEL ECONOMY

The 1974 Triumph Spitfire 1500 convertible announced by British Leyland Motors Inc. features the best fuel mileage figure of any true sports car available in the U.S.

The new Spitfire delivers 22.7 miles per gallon in city driving, according to federal Environmental Protection Agency tests. This is well above the average for other two-seat sports cars.

The new Spitfire can be even more economical when equipped with optional electric overdrive. British tests

indicate that overdrive can add up to ten percent more mileage at a 50-mile-an-hour average speed.

The chief new styling feature of the 1974 Spitfire 1500 is an aerodynamic "spoiler" mounted under the front bumper. This adds to driving stability, and provides improved engine cooling. New high-impact strength front and rear bumper guards of synthetic rubber, plus stronger body and chassis reinforcements, give added crash protection and meet all federal and state standards.

Other improvements for 1974 include variable intensity instrument illumination, a day/night rear view mirror as standard equipment, factory-installed radio speaker and antenna, and self-adjusting, three-point ignition/interlock safety belts.

The Spitfire's 91 cubic-inch (1,500cc) four-cylinder power plant was introduced last year and a Spitfire with the new engine won the Sports Car Club of America national racing championship in its class in its first year of competition. Other mechanical refinements include fully independent front and rear suspension and rack and pinion steering. The 13-foot long Spitfire can be turned around on the proverbial dime. Its turning circle is an amazingly tight 24 feet.

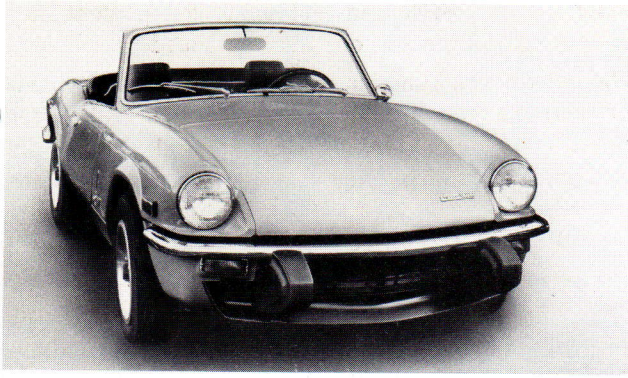
A unique Spitfire feature is its one-piece hood and front fender construction. This allows hood and fenders to be swung forward and up as a single unit giving complete access to the engine compartment and front suspension, brakes and steering components, resulting in quicker and less costly service.

The 1974 Spitfire 1500 is available in ten exterior colors, with one of these, Maple, new for '74, and four interior upholstery colors. In addition to overdrive, options include a close-fitting steel hardtop with opening rear quarter windows, radial ply tires, AM or AM/FM radio, deep-dish wheel trim rings, luggage rack, Koni adjustable shock absorbers and full length vinyl striping kits in black, silver or gold.

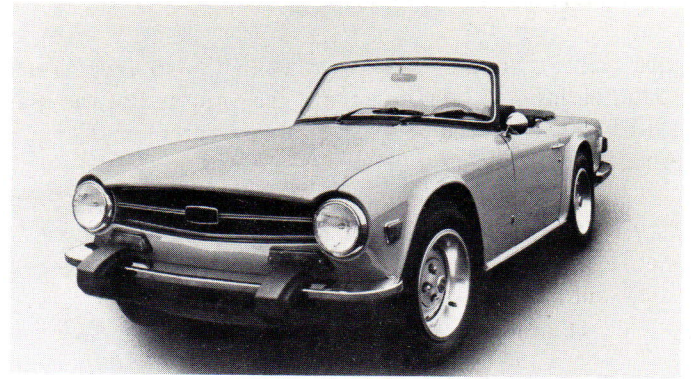
Suggested list price of the 1974 Triumph Spitfire is \$3,195 at ports of entry. The overdrive option is \$197.

**MORE HAPPY NEW YEARS!** wished to you by our youthful photo models from the pages of the gorgeous new 12-page color brochures for the 1974 Spitfire 1500. We took this shot in the fascinating historic railroad museum at Essex, Connecticut. Some of their trains are in better shape than the one shown here and get steam up for short weekend runs.





**1974 SPITFIRE 1500**



**1974 TR-6**

**ENGINE**

**Cylinders** four, in-line  
**Bore and stroke** 2.9 by 3.44 ins.  
**Displacement** 91 cubic ins. (1,493cc)  
**Compression ratio** 7.5 to 1  
**Valve train** pushrod operated overhead valves with chain-driven camshaft  
**Materials** chromium iron block and cylinder head  
**Carburetion** one Stromberg 150 CDSEV  
**Electrical** Lucas type 15P6 or Delco 6 volt coil, Delco distributor, Lucas alternator, Champion N-12Y plugs

six, in-line  
 2.94 by 3.74 ins.  
 152 cubic ins. (2,498cc)  
 7.5 to 1  
 pushrod operated overhead valves, chain-driven camshaft  
 chrome cast iron block and cylinder head  
 two Stromberg 175 CDSEV  
 Lucas type 15C6, 6-volt coil, Lucas distributor and alternator, Champion N9Y plugs

**TRANSMISSION**

**Clutch** 7.25-ins. single dry plate  
**Gearbox** full-synchromesh, 4-speed giving overall ratios:  
 4th 3rd 2nd 1st rev.  
 3.89 5.42 8.40 13.62 15.51  
**Final drive** hypoid with 3.89:1 ratio  
**Overdrive** Laycock "J" type operating on 4th and 3rd  
 4th 3rd  
 3.10 4.32  
**Road speed at 1000 rpm** standard, 4th gear 16.8 mph  
 overdrive, 4th gear 21.1 mph

8.5-ins. single dry plate,  
 full-synchromesh, 4-speed giving overall ratios:  
 4th 3rd 2nd 1st rev.  
 3.70 5.13 7.77 11.08 12.47  
 hypoid with 3.70 ratio  
 Laycock "J" type operating on 4th and 3rd  
 4th 3rd  
 2.95 4.09  
 standard, 4th gear 20.7 mph  
 overdrive, 4th gear 26.1 mph

**SUSPENSION**

**Front** independent double wishbone type, coil springs, telescopic shocks, anti-roll bar  
**Rear** independent swing axle type with central pivoting transverse leaf spring, telescopic shocks and trailing radius rods

independent with upper and lower wishbones, coil springs and telescopic shocks, anti-sway bar  
 independent with semi-trailing arms, coil springs and telescopic shocks

**WHEELS AND TIRES**

steel disc type, 13-ins. 4½ J rims, 5.20S-13 cross ply tubeless tires standard, Dunlop SP.68 155 radial ply optional

15-ins., 5½ J steel discs  
 185 SR 15 tubeless radial plys

**STEERING**

rack and pinion, 3¾ turns lock-to-lock, 24-ft. turning circle

rack and pinion, 3½ turns lock-to-lock, 34-ft. turning circle

**BRAKES**

9-ins. discs at front, 7x1.25 ins. drums at rear, total lining area is 48.8 sq. ins.; total swept area is 205 sq. ins.

power assisted with boost ratio of 2.2:1, 10.87-ins. discs on front and 9x1.75 ins. drums on rear, total lining area is 81.2 sq. ins., total swept area 322.0 sq. ins.

**DIMENSIONS**

overall length, 155.25-ins.  
 wheelbase, 83-ins.  
 front track, 49-ins., rear track, 50-ins.  
 width, 58.5-ins.; height, 44.25-ins.

overall length, 162.1-ins.  
 wheelbase, 88.0-ins.  
 front track, 50.25-ins., rear track, 49.75-ins.  
 width, 58-ins., height, 46-ins.

**WEIGHTS**

basic curb, 1710 lbs.  
 gasoline, 8.7 gals.;  
 engine oil, with filter, 4.8 quarts;  
 cooling system with heater, 4.8 quarts

basic curb: 2,390 lbs.  
 gasoline, 11.4 gals.;  
 engine oil with filter, 5.4 quarts;  
 cooling system with heater, 6.6 quarts

**CAPACITIES**

**FUEL MILEAGE**

22.7 mpg, mathematically derived from emission analysis in EPA 7.5-mile "urban" test  
 29.0 mpg, actual gasoline consumption in 50,000-mile EPA durability test over typical urban-suburban-country route

16.4 mpg, mathematically derived from emission analysis in EPA 7.5-mile "urban" test  
 24.0 mpg, actual gasoline consumption in 50,000-mile EPA durability test over typical urban-suburban-country route

## CLASSIFIED

### ITEMS FOR SALE:

1953 TRIUMPH Mayflower, 35 MPG. Body is very good, needs some mechanical work. \$495.00. Richard Lauger, Box 89 R.D. 1, Spring Creek, Pa. 16436.

1969 TR-6 DISTRIBUTOR (22-06) new and in original carton. \$25.00. W. L. McHugh, Jr., 9307 Shouse Dr., Vienna, Va. 22180 (703-938-3746).

(2) 150 CDSE STROMBERG carburetors, manifold and linkage for 1969-1970 Triumph GT6+. Excellent condition with air filter cover. \$200.00 or best offer. Ecurie MacDhai Racing, 88 Main St., Almond, New York 14804 (607-276-6404).

Mk IV 1300 CRANKSHAFT. New, still in cosmoline. \$150.00. Also many Mk I and Mk II parts. Ted Schumacher, R.R. 1, Pandora, Ohio 45877 (419-384-3033).

WIRE WHEELS—Five 60-spoke 15-in. (4½-in. J rims) wire wheels, 4 chrome knock-offs, 4 hub extenders, 2 Pirelli 185/70 VR15 radial tires, 4 Pirelli heavy duty tubes, 16 hub nuts. Will convert any TR-4, TR-250, TR-6 to wire wheels. \$100. Glenn Thistlethwaite, 5680 S.W. Glenbrook Road, Beaverton, Oregon 97005 (503-646-1972).

FACTORY REPAIR MANUALS—TR-6 (\$8); TR-4 (\$15). Haan "7700" Weathergard Car Cover, silver color, fits TR-6 (\$30.00). Robert Phares, 2255 Wilson St., Lot 27, Menomonie, Wisc. 54751 (715-235-7238).

### ITEMS WANTED:

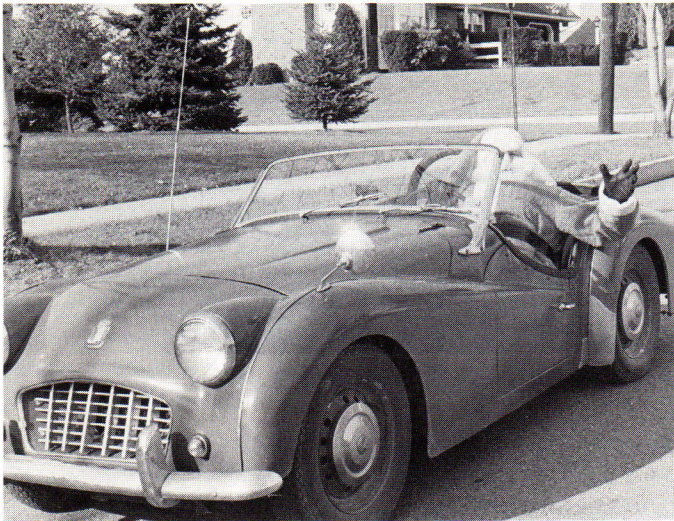
Used left rear section of the IRS for 1969 Spitfire Mk III. Shaft couplings on both sides of the universal must be in good condition. Please write Laurin A. Kretzmer, 42 Budd Lake Heights, Budd Lake, New Jersey 07828 or call 201-347-7561.

Walnut Dash Panel for a 1964 TR-4 or a panel from a TR-4A. Triumph Hood Medallion (shield). Radio Mounting Bracket for a 1964 TR-4. David R. Baer, 42 Holland Street, Salunga, Pa. 17538 (717-898-0330).

Hard top for 1973 TR-6 wanted. Write to Jerry Freed, 1020 W. Ardmore, Chicago, Ill. 60660 or phone (312-784-2722) concerning condition and price.

TR4A or TR250: Right front fender (TR250) grille, front & rear splash panels (valances), trunk lid. Ted Schumacher, R.R. 1, Pandora, Ohio 45877 (419-384-2511).

New or OK used rear glass for TR3 factory production metal hard top or information as to where new rear glass can be purchased. Also interested in buying a complete hard top in good condition. Write Bruce F. Dawes, 1358 El Monte Dr., Simi Valley, Cal. 93065.



A BELATED HAPPY CHRISTMAS too from this unorthodox Santa Claus in his 1959 Triumph TR3, who is Chaplain Glenn L. Sullivan of Shamokin Dam, Pennsylvania, driving his son's car on the yearly tour through the country they undertake for children's causes. Actually it was Thanksgiving Day, but what the hell? Dad owns another TR3—a 1961.

## ILLINOIS CLUB ACTIVITIES

President for 1974 of the re-titled Illinois Triumph Sports Owners Association is Bob Erickson (312-246-3644). The club is flourishing and has some 75 members, but more are welcome. Membership chairman is Don Petersen, so call or write him at 23-39 West 107th Place, Chicago 60643 (312-654-6095).

Big event of their club year is a unique Covered Bridge Tour through Southern Indiana, taking in as many as forty-five of the historic bridges and quite a few country inns as well. This is usually run in the fall. Sounds fun.



**TRIUMPH AGAIN—BUT ON MOTORCYCLES:** The British team which finished second to Czechoslovakia in the famous International 6-Days Trials for motorcycles, used British Leyland Land Rovers and Marina cars as support vehicles.

In this photo David Randall takes his Triumph (750cc class) through a check point on the first day. This was the first time in its 48-year history that this great international event had ever been held in America (in the Berkshire mountains of Massachusetts). Although Triumph motorcycles share the same name as our cars, they are not manufactured by British Leyland.

## 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
Supplement to TSOA Handbook, 1973 .....	\$.75
Triumph Automobile Association badge .....	\$1.50
GT-6/2000 Competition Preparation Manual (Not currently available)	
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
Competition Parts list (Specify model) .....	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.

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.

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