



Triumph

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

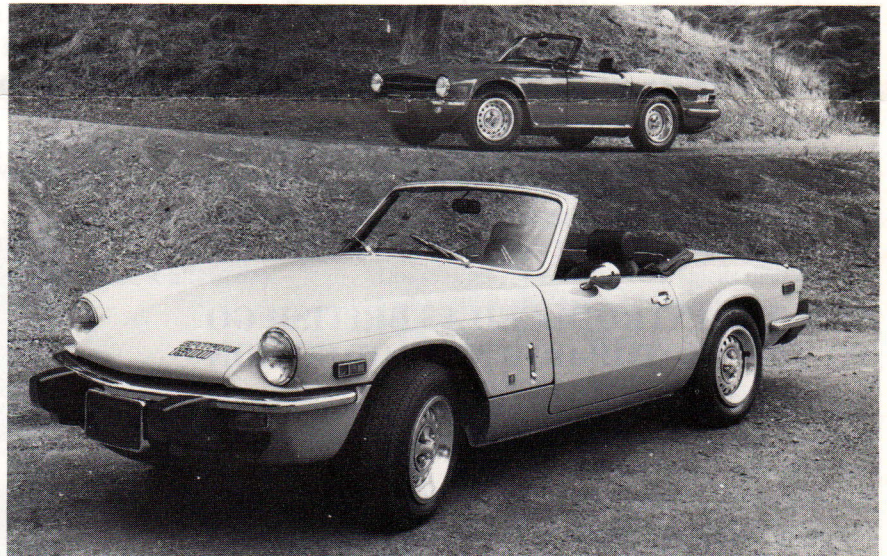
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DECEMBER, 1974

BRITISH LEYLAND ANNOUNCES NEW TRIUMPHS

A handsome couple, the new Triumph Spitfire and TR6, photographed for 1975 in Franklin Canyon, Beverly Hills, California, by Jim Erwin, who for the last four years has set a high photographic standard in Triumph's award winning brochures.



1975 TRIUMPH SPITFIRE IS A GASOLINE MISER

LEONIA, N.J.—Thirty two miles to the gallon fuel economy is the key feature of the 1975 Triumph Spitfire 1500 convertible sports car announced by British Leyland Motors Inc.

The Spitfire delivered 32.7 mpg on the open highway in U.S. government tests. In city driving, it averaged an economical 21.5 mpg.

For 1975, the Spitfire has a new transmission with single-rail linkage for smoother shifting. The transmission tunnel,

clutch, gear shift lever and drive shaft have all been modified to suit the new transmission.

Among the styling improvements is the use of an extra heavy duty wrap-around rear bumper. The front bumper has been additionally strengthened and its bumper guards have been restyled. Integral with the front bumper is an impact resistant license plate holder, which provides additional front end protection.

An armrest has been added between the Spitfire's reclining bucket seats for extra comfort, particularly on long

EDITORIAL

Happy New Year to all our readers! May your Triumph sport be better than ever! It has been another good year in the USA for Triumph cars, with supply of the popular Spitfire 1500 and TR6 models unable to keep up with demand.

Now come the new 1975 Triumphs. Imported cars these days tend to change more gradually than they used to, but there are always many changes in conformity with the Federal air-pollution and safety regulations. So for 1975 the new Triumphs are recognisable by their restyled and heavier bumpers front and rear; and both incorporate built-in license plate holders as standard. The Spitfire now uses an air pump to meet air-pollution requirements. Mechanical changes are minor but significant. But all the essential features of the British open sports car are maintained—brisk performance, excellent road holding, and exciting styling.

It is also just a year since your Editor first took over the Newsletter and he has had the pleasure of covering some lively Triumph news. During the fuel crisis in February/April we published three special issues dealing with the strange and arbitrary fuel consumption comparisons between all cars put out by the US Environmental Protection Agency. Advice on fuel economy was given by contributors, and many readers wrote in to protest the EPA findings and to challenge them with their own much better experience. We do not say that Triumph Newsletter did it, but we certainly added to the furore which persuaded EPA to change its methods for something more fair.

Then we have kept readers up to date on Triumph sports car racing, with spring, summer and fall summaries, leading to Rick Clines' personal Triumph at Atlanta in November. We have reported on prominent new Triumph owners such as football star O. J. Simpson and tennis stars Jim Connors and Chris Evert, each of whom insisted on TR6. We have reviewed books about Triumph, and have offered much more Club news. Our New Year resolution is to give you more and better information than ever: and maybe next month news of an entirely new Triumph model to come!

NEW TRIUMPHS (Continued)

drives. Other new refinements include map reading light and luggage locker light. Fuel-saving radial ply tires are standard for 1975 and are of a larger size than the previous standard bias-ply tire.

"Triumph Spitfire 1500" is emblazoned on the rear trunk lid and on the unique hood, which contains the headlights and wraps around on either side almost all the way down to the door sill. When opened up and forward, this arrangement gives unequalled accessibility to the 4-cylinder 1500 cc engine, steering and front suspension components.

1975 Spitfire 1500s for sale in California will be equipped with anti-pollution catalysts and will have special gas tank filler openings which will only accept non-leaded gasoline pump nozzles.

Spitfires are among the most popular cars raced in Sports Car Club of America competition and victories by Spitfire 1500 drivers enabled British Leyland to win the manufacturers' championship in class F Production in the SCCA's new "Super National" race series this past season. This and previous Championship wins are recorded on a new commemorative dash plaque.

NEW TR6 INTRODUCED AS BRITISH GO TO TOP IN 'TOP-DOWN' PRODUCTION

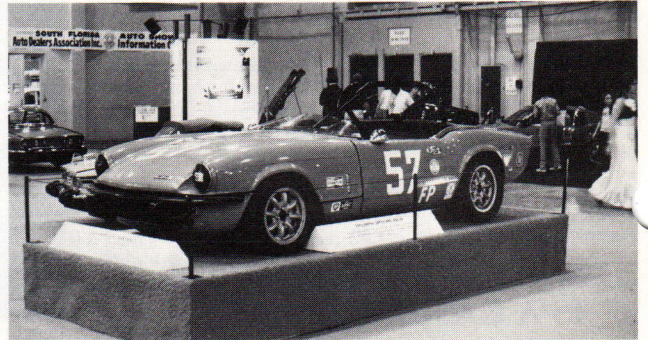
LEONIA, N.J.—With U.S. convertible car production down to under 30,000 units this year and dropping fast, the "rag top" would appear to be an endangered species. But convertible lovers will be able to keep their tops down for quite awhile yet, thanks to the British who are now the

world's number one makers of open topped cars.

The latest convertible offering from the United Kingdom is the new Triumph TR-6, a brawny looking two seater featuring a lively six-cylinder engine, all independent suspension and optional air conditioning.

The new TR-6 is readily distinguishable from the previous model due to a repositioning of the parking lights to a point below the front bumper, the addition of chrome trimmed license plate holders fore and aft as standard equipment, and a heavier rear bumper. Four new colors are available. They are Java, Topaz, Delft blue and British Racing Green. Six other colors are offered. Three interior trim colors are available—Blue, Chestnut, and Beige, with Beige new.

Other Triumph TR-6 features include rack and pinion steering, a servo assisted brake system with disc brakes on the front wheels, standard equipment tubeless red stripe radial ply tires, and an optional fingertip-control electric overdrive which operates on third and fourth gears. This, in effect, provides six forward speeds for maximum driving flexibility and increased fuel mileage.



Racing Triumphs have proved to be popular special displays at British Leyland exhibits in international auto shows across America last year—at Chicago, New York, Los Angeles, Boston and Miami, where James Gammon's red Spitfire (above) was featured. Jim has been placed well in SCCA Florida Region races at Palm Beach, Fla.



Recognize the little lady? Ms Chris Evert, America's 19-year-old tennis star and 1974 victor at Wimbledon, where she was awarded a Triumph car by the organisers. Chrissy who lives with her family in Fort Lauderdale, Florida—after a recent tennis trip to Japan—went over to the Pompano Beach dealers, Gold Coast Sports Car Center, and insisted on taking this beautiful pimento-finished TR6 out of the showrooms. Happy Triumph-ing, Chrissy.

TECHNICAL SPECIFICATIONS OF THE NEW TRIUMPHS



SPITFIRE 1500



TR6

ENGINE

Cylinders four, in-line
Bore and stroke 2.9 by 3.44 ins. (73.7 by 87.5 mm)
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 1.50 CD4
Electrical 6 volt coil, Lucas distributor, Lucas 16ACR alternator (34 amps), Champion N-12Y plugs

six- in-line
 2.94 by 3.74 ins. (74.7 by 95 mm)
 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 18ACR alternator (43 amps), 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

Final drive hypoid with 3.70 ratio
Overdrive Laycock "J" type operating on 4th and 3rd

4th	3rd
2.95	4.09

Road speed at 1000 rpm
 standard, 4th gear 20.7 mph
 overdrive, 4th gear 26.1 mph

SUSPENSION

Front independent double wishbone type, coil springs, telescopic dampers, anti-roll bar
Rear independent swing axle type with central pivoting transverse leaf spring, telescopic dampers 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

STEERING

steel disc type, 13-ins. 4½ J rims, 155 SR 13 radial ply tubeless tires standard
 rack and pinion, 3¾ turns lock-to-lock, 24-ft. turning circle

15-ins., 5½ J rim steel discs
 185 SR 15 tubeless radial plys (red band)
 rack and pinion, 3¼ 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, 156.3-ins.
 wheelbase, 83-ins.
 front track, 49-ins., rear track, 50-ins.
 width, 58.5-ins.; height, 43.7-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 CAPACITIES

basic curb, 1828 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

AIR POLLUTION

crankcase closed ventilation; vented evaporative emissions; air pump to control exhaust emissions

Crankcase closed ventilation; vented evaporative emissions; controlled carburation and ignition with exhaust gas recirculating valve

LETTERS TO THE EDITOR

TR6 Gas Mileage

"I would like to answer Mr. Blanchette's letter in the September Newsletter about his TR-6 gas mileage. I guess there is a great difference in TR-6 engines as regards to gas mileage. I get a constant 23-24 mpg around town and my last trip was 300 miles round trip, and I got 30.5 mpg. I have overdrive, and was driving between 55-60 mpg. The TR-6 is a 1973 with 8000 on the clock."

Maurice W. Keeler, Renton, Washington

Where to Find the Races

"We have gone to Watkins Glen and to Mid-Ohio and we are interested in going to other such races. Where are the following races held: NELSON LEDGES, LIME ROCK, STEEL CITIES, SUMMIT POINT?"

Larry & Nancy Dobias, Uhrichsville, Ohio

Your best bet to keep up to date with race schedules is to buy *Autoweek*, which publishes a list in every issue including SCCA regional events. You can also get on a mailing list for Nelson Ledges (Mr. John McGill, Nelson Ledges Road Course, R.D. #2, Garrettsville, Ohio 44231) and Lime Rock (Mr. James Haynes, General Manager, Lime Rock Park, P.O. Box 441, Lakeville, Conn. 06039). Steel Cities is the old name for the Nelson Ledges track. Summit Point is near Charleston, West Virginia. These and other exact track addresses can be obtained from Sports Car Club of America, P.O. Box 22476, Denver, Colorado 80222, Attention: Mr. Del Owens—Editor

Newsletter Subscribers

"I am subscribing to the TSOA Newsletter because I do like to keep abreast of info on Triumph activities on a national basis. This subscription is submitted with several serious reservations.

Perhaps you are planning a more comprehensive publication under the new "look"—I hope so because it seems like there are a number of areas that would make this publication more worth while. For example, why not provide more direct info re activities at British Leyland—future plans, research into better cars in other words "blow your horn a bit". Also why not try to be of service (on a national level) to Triumph clubs—ideas on better meetings, rallies, auto-crosses, etc. Also provide places or publication that would be helpful to Triumph owners and clubs. We here in Portland get very little support from local dealers."

Don Chalmers, Troutdale, Oregon 97060

We are interested to learn that readers want more news about British Leyland activities as a whole and we will consider publishing this in future. We always try to support the Triumph clubs with the Newsletter and will now try harder! But it will help if clubs submit more special material about their activities—Editor

Owns Five Vintage Triumphs

"I presently own five Triumphs, two TR-3A's, 1960 and 1961, a 1964 Herald 1200 Convertible (our family heirloom), a 1962 Herald Sedan (948cc), and a 1969 Mk 3 Spitfire. The last two are everyday transportation, and the other three are hopefully to be restored, beginning this winter on at least one. My father and I have owned a total of seven Triumphs since 1959 when we bought our first, a TR-10 Saloon. The other (of the 7) was a late 1964 Herald

12/50 Convertible, and was my first car. It survived one major accident only to be hit again two years later; its parts have since kept mine and many other area Triumphs rolling.

As an associate member of a "rival" sports car register with about 4,000 members, I would be very interested in seeing the various concerned individuals join together to organize a National Register to cover at least the TR-2, 3, 3A and 3B models, and I also would be willing to offer assistance in organizing as a potential charter member of such a Register. I should think that there would be a sizable interest in such a group, as it would prove to be valuable to all TR owners. I shall be glad to hear from any and all who would be interested in my help."

Andrew Mace, Thais Road, R.D. #1, Averill Park, N.Y.

CLASSIFIED

FOR SALE

GT6 '72 Sienna Brown, AM-FM Stereo, dealer installed air conditioning, Ansa exhaust, 26,000 miles, original Goodyear radials. Best reasonable offer accepted. James N. Peacock III, 311 Sulky Trail, Houston, Texas 77037; (713) 448-3129.

2—5.20-13 snow tires. Goodyear whitewalls, almost new, unmounted, \$30. Larry Abramson, 3808 Ivydale Dr., Annandale, Va. 22003; (703) 256-6143.

TR-6, 1973, 14,500 winterless miles, dark blue on blue, AM-FM, CIBIE conversion lamps, Michelins, good to excellent throughout. Got married, must sell! \$3400 firm. David M. Ellis, 160-A Grecian Garden Dr., Rochester, N.Y. 14626; Call after 5:30 (716) 227-2228.

WANTED

Information regarding restoring 1956 TR3. Wish to obtain body and engine parts, repair manuals. Also what were correct colors for 1956 TR3 models? Larry & Nancy Dobias, 503½ North Dawson Street, Uhrichsville, Ohio 44683.

TR6 FACTORY hardtop, any year, any color, must be fit for use, any reasonable offer accepted. George S. Sipprell, 333 Queen St., Bridgeport, Ct. 06606; (203) 372-1550.

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	\$2.50
TSOA Handbook, 2nd Edition	\$2.50
Supplement to TSOA Handbook, 197375
Triumph Automobile Association badge	\$2.50
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
Competition Parts list (Specify model)	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount—1 Dozen)	\$10.00
Official Triumph Jacket Emblem50
Triumph Sportscar Champions Jacket Emblem50
British Leyland Competition Stickers, Mylar	3 for \$1.00
Triumph history 34-page reprint ("Automobile Quarterly")	\$1.95
"Triumph—50 Years of Sports Car" history poster	\$3.00

Send Check or Money Order. No C.O.D.'s please.
Please make checks payable to British Leyland Motors Inc.

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.

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