



**Triumph**

# TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



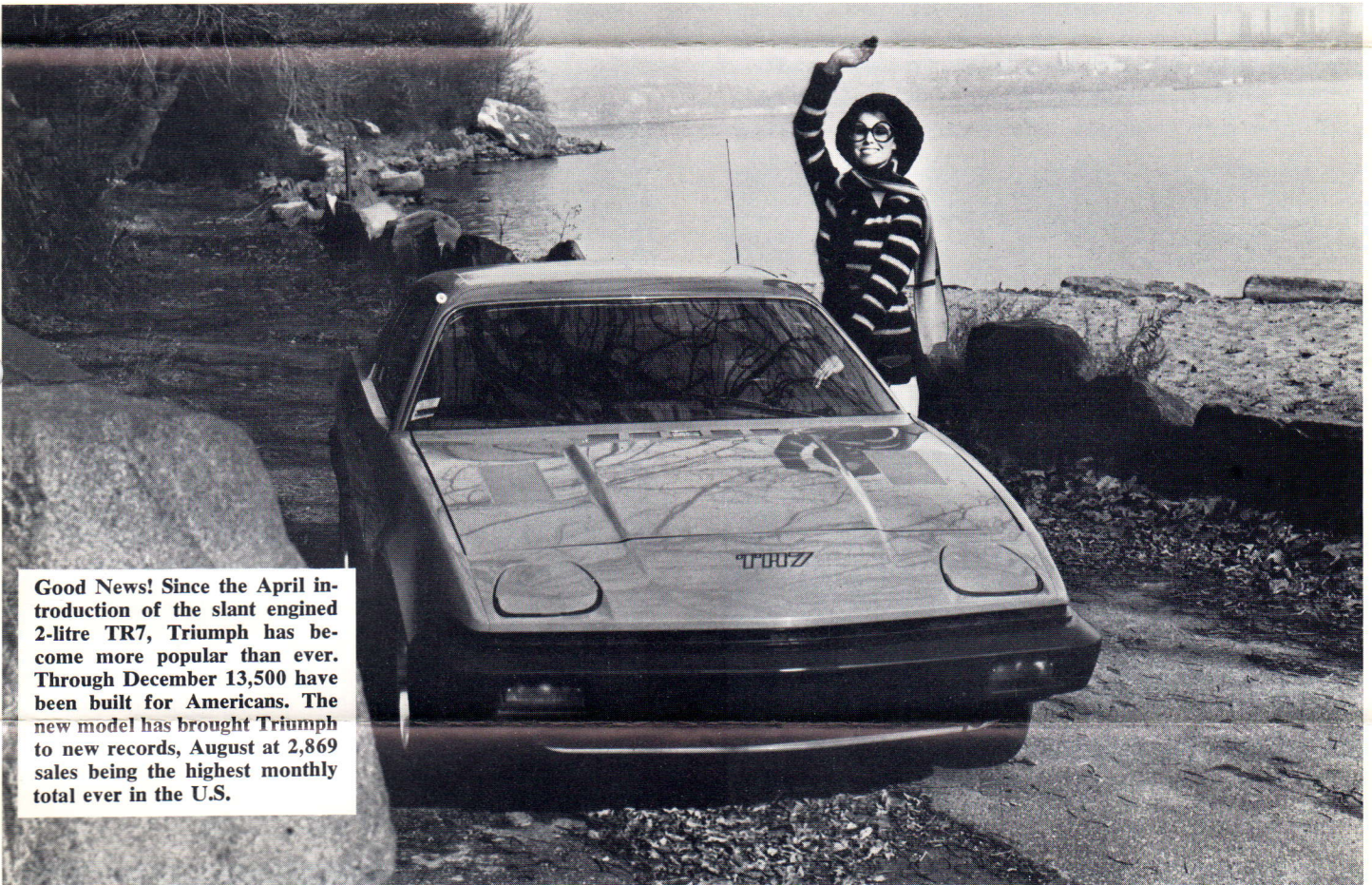
# NEWSLETTER

VOLUME 21, NUMBER 7

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

DECEMBER, 1975

## Happy New Year from Triumph!



**Good News!** Since the April introduction of the slant engined 2-litre TR7, Triumph has become more popular than ever. Through December 13,500 have been built for Americans. The new model has brought Triumph to new records, August at 2,869 sales being the highest monthly total ever in the U.S.

### A VISIT TO SPEKE—Home of TR7

—And just a mile or two on Merseyside from where The Beatles first gained musical fame.

Car manufacture has always been a complex organisation and this has increased not decreased in modern times. This is because cars have more electrics, more automatics and the demand is more rigorous for safety design and reduced air pollution. A walk through Triumph's new factory at Speke near Liverpool, England, soon demonstrates this.

For instance, in the constant search for quality finish, a new precision testing department has been installed. It utilises a 32-ton block of granite (shipped 6,000 miles from

California) to give a perfectly flat and steady base. Here complete body/chassis units and separate metal panels of the body and chassis can be exactly checked against blueprint, greatly speeding a previously slow task which tested only a small sample.

The granite measures 20 by 10 ft. and is 2 ft. 6 in. deep. It came from a mountainside near Hawthorne, Calif. The test rig is called a quality audit machine and was produced by Notsa of Derby. It is the first of its size to be installed in Britain. In the past it could take as long as 3½ days to check one sample body/chassis shell but with the new tester four such surveys can be completed in a working day.

In operation, a power drive console with a 3-axis elec-

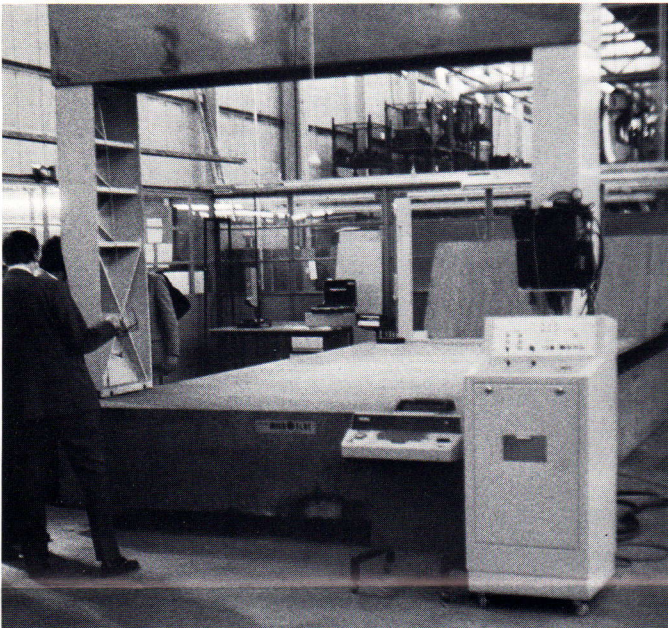
## A VISIT TO SPEKE (Continued)



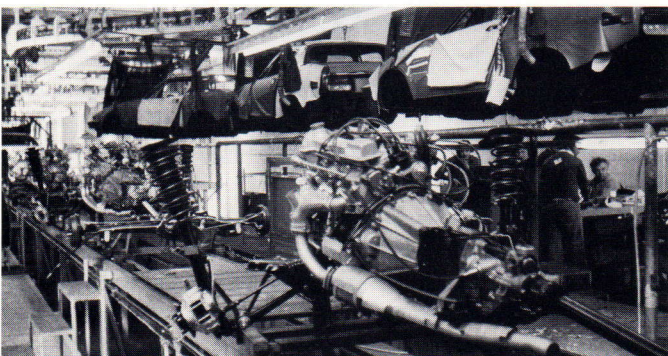
The Triumph plant at Speke, Liverpool, covers nearly one million sq. ft. January production will exceed 2,000 TR7s in the month.

tronic probe and mini-computer carries out the inspection by transversing a body shell in relation to the engineering drawings. This is monitored on paper tape and if discrepancies exceed tolerance parameters the shell is passed back for rectification.

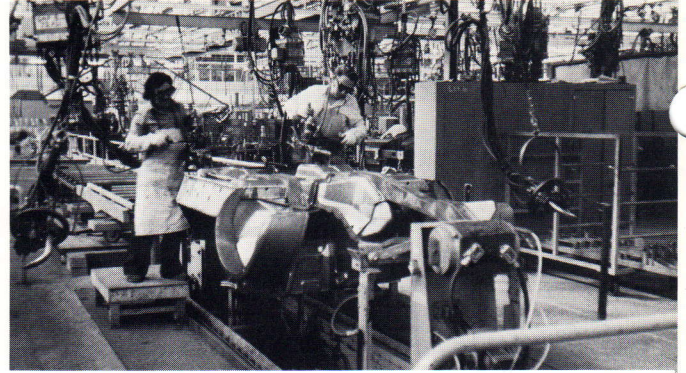
Then another example, there is one small area which is given over only to unit assembly training, where the ma-



This is the unusual, quality audit machine. Sample body/chassis welded units are checked on a 32-ton, perfectly flat, block of Californian granite.



Two types of engine are produced for American TR7s. The regular two-carburetor and the California single carburetor version shown here, with catalyast.



The chassis/body assembly shop is filled with welding kit, much of it automatic. Here the operators weld up a TR7 undertray.

ajority are women learning, for instance, how to stack the complex wiring behind the instrument panel of the TR7 model and to ensure that all connections are made correctly.

Some of the complications of Federal and California regulations become evident on the assembly line where there are two different TR7 engine types, the Federal two carburettor version and the California single carburettor version with catalyst.

### A Huge New Plant

The Speke works cover a large area of nearly one million square feet, mostly on ground level but with some on a mezzanine floor (upholstery trim, final assembly). The first shop starts at the bare metal where multiple welders put frame and body together, all workers and visitors being required to wear protective eyeglasses against the hot metal sparks: and one passes on to the steadily moving lines of the various assembly processes, one of the most novel being the bonding of the curved windshield into its frame by fusing the mastix electrically.

There is still a great deal of hand work even in a big modern assembly plant like Speke. Hand buffing of the body before painting for instance. Hand spray painting inside the doors after the automatic paint spray shop. Hand fitting of doors on assembly. All through the plant the workers are urged by slogans to remember the importance of a quality job: and at strategic points are large quality control score boards, listing the number of reject assemblies, if any, at that point during the day.



After the curved windshield is installed, it is bonded into place by fusing the mastix electrically. Here the line man switches on the current for a limited time.

## A VISIT TO SPEKE (Continued)

Altogether the plant is light and spacious with a very high volume ratio of working space for the individual line employee. There were a number of informal notices advertising the various work's bands and concerts, Speke being on the South side of Liverpool near the airport and only a mile or two from the dives where The Beatles first came to

musical fame. Their tradition lives on.

Speke represents an investment of some \$60 million made over the last 10 years with 4,500 men and women employed. Potential capacity is for 175,000 unfinished and 100,000 trimmed bodies, plus assembly capacity for 75,000 units a year.

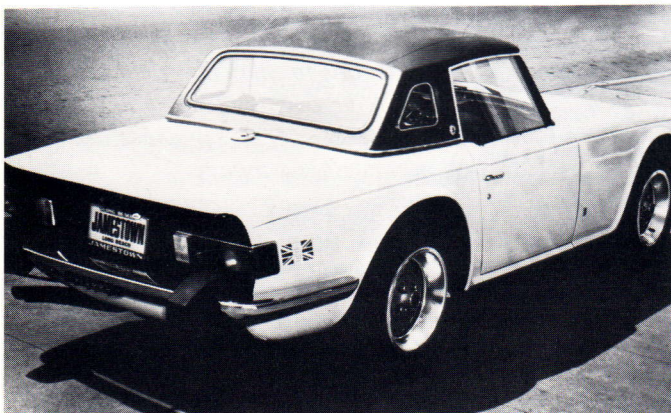


**FROM ENGLAND:** Actually this attractive photo has nothing to do with Triumph, but we thought it would brighten our New Year issue anyway! The lady is demonstrating the new round steering wheel of the Austin Allegro, a British Leyland model not marketed in the U.S. Previously the wheel was "quartic" or oblong in shape, as certain Chrysler models once had.

## TRIUMPH NEWS IN PICTURES



**VERY SPECIAL TR6:** This beautifully prepared TR6 has a very special paint job of pearl-orange, green blue, yellow, gold, red and smoke, painted by Ben Williams of Lexington, Kentucky. Owner is Frederick E. Edmonds of Dayton, Ohio, of the Edmonds/Payton racing team which fields two TR6's, a TR250 and a TR4A. The above TR6 is a former racer with 180 bhp engine, now on the international custom car show circuit. Edmonds/Payton are very active in racing, auto-cross and these popular specialist auto shows.

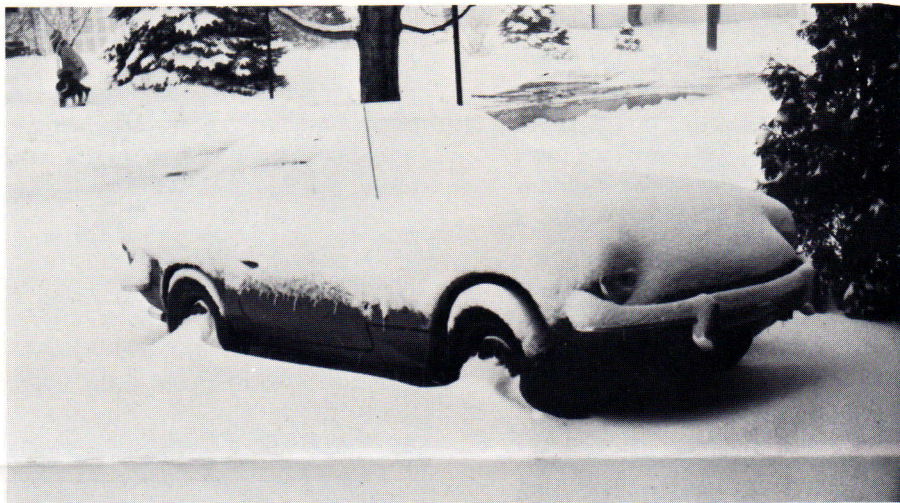


**HARDTOP FOR EARLY TRIUMPHS:** A Long Beach, California, firm claims to have supplied more than 10,000 hardtops for TR4, TR4A, TR6, and TR250, as built in years 1962 through 1976, at \$134.50 or \$154.50 with quarter windows. Shipment will be made via truck, freight collect (weight about 50 lb.). They are Custom Hardtops, 1968 Caspian Avenue, Long Beach, Calif. 90801.



**GOLD MEDAL:** The latest Triumph Spitfire 1500 was awarded the Gold Medal of the Institute of British Carriage and Automobile Manufacturers at the annual London Motor Show in October. The awards are made for presentation, quality and finish. So the beautiful styling of Triumph Spitfire receives its due reward!

## LETTERS TO THE EDITOR



Reader Adam Rodenhauer of Stroudsburg, Pa. has sent us a seasonal picture and fire-side story about his beloved GT6; although from this photo he does not seem to baby the car!

### Autobiography of a GT6...

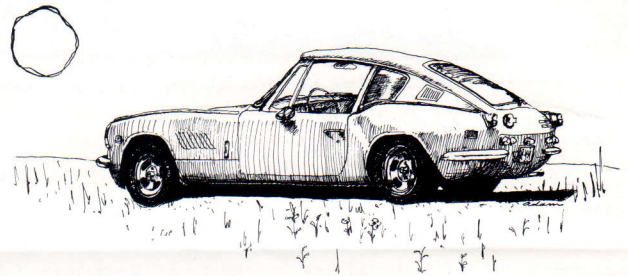
An introduction is in order because of the implications of the following story. British cars, as the reader is aware, have personalities and my '69 GT6+ is no exception. Below is a summary of what I think my car would convey if it could.

"I've been around for over six years now and the way I feel I could continue touring forever. I realize TR2's and 3's (among other family members) have existed much longer and I dream for the day when I too can become a classic. My owner, Adam, treats me with respect and kindness ever since that first hot day in May of '69 when he brought some friends into the showroom to meet, admire and fondle me.

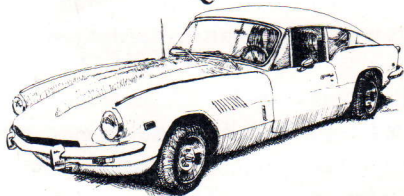
For the first few years we have competed in 'beat the clock' gymkhanas and 'have fun, but be on time' road rallyes which has resulted in Adam developing into a 'go fast' enthusiast. I have Koni shocks in front but the ones in the rear didn't fit. Seems the hole at the top of the shock

know the curves in the road around where I live like the back of my handbrake so as I rapidly cruise up on them I squat down and let the rear end come out as I reach the limit of adhesion and beyond. Passengers, in general, have a tendency to try and press their feet through my floorboards and/or hold onto something with a white-knuckled grip.

My first replacement exhaust system was a famous Italian free-flow but it practically decimated after two years. My owner tried to take advantage of that company's lifetime



NICE DAY FOR  
Grand Touring



was too small so I had to settle for Armstrong heavy duties. Negative camber with 5½ inch, deep dish, polished aluminum, one piece Appliance wheels and oversize Semperit radials contribute to very acceptable roadholding. (Wide wheels and tyres can only be accommodated after cutting 1 inch sections in the inner lip of my wheelwells and bending it in and flush against my body.)

My forté is quite obvious on a smooth country road. I

guarantee but a representative at the New York Auto Show told him that they didn't list one for me; '68 yes but not '69. I've had a Stebro exhaust for over two years now and I couldn't sound healthier, except if I exhaled through a header, but alas performance costs money.

I have over 76,000 mi. on my odometer and with a little help from my friends I'll be touring for another 76. So if anyone out there is in the eastern Pennsylvania area look for our flash of the headlamps."

These are the thoughts and feelings emanating and vibrating from my Triumph everytime we go for a ride. My car is always communicating with me when we're together. Statements like, "My idle speed should be adjusted," or "It's time for my bath," or "Hey man, didn't you see that last pothole?" I believe that only people like us can understand their marques' mechanical emotions, right?

—Adam H. Rodenhauer, Stroudsburg, Pa.

## LETTERS TO THE EDITOR (Continued)

### TR-2 Owners

I was glad to see Richard Barnes' TR-2 in the June/July issue as mine (TS 7793L) had me wondering about the separate turn signal lenses. Apparently there are quite a few detail changes with these cars and I would like to communicate with other TR-2 owners to determine what is right from wrong.

It was disappointing to find that the TR-7 did not have that sixteen valve head from the Dolomite Sprint. Could it perhaps be made available in a TR-7A? Please? Still, I think that the car is a gem.

Please send more membership application forms and any information you may have on forming a club in this area. A friend of mine has a right hand drive Bond Equipe GT4-S and he and I would also like to exchange information with others interested in those Triumph powered cars.

—Jeff Hawkins, 353 Rosemary Avenue,  
Ambler, Pa. 19002



A very fitting number plate for Don Kliebenstein from Iowa.

### Customised TR6 Plates

I greatly enjoy receiving *The TSOA Newsletter* and I thought you might be interested in the enclosed photos of my 1974 TR6 with its special plates, which the State of Iowa just authorized and began issuing in August of 1975. Note that I also proudly display the club emblem.

—Don Kliebenstein, Grundy Center, Iowa

### Club Wanted—Memphis, Tenn.

We have thoroughly enjoyed the *TSOA Newsletter* since restoring our TR-250 and are presently working on a TR-3B. We would like to renew our subscription and would also like to know if there are any Triumph clubs in the Memphis, Tennessee, area, as this is where we are moving?

—James J. Farrell, 1404 Oak Manor,  
Memphis, TN 38138

### TR-6 Rebuilder

I am an avid reader of the *TSOA Newsletter*, and in a recent issue, August-September 75, you included a picture of the official poster for the 75 SCCA Annual Champion-

ships, showing a TR-6. As I own a 71 TR-6, I would truly be interested in purchasing some.

I have completely taken apart my TR-6 (I mean every nut and bolt), and am completely refurbishing it. I do all my own work, to include painting, and when I have finished it I will send you all some pictures. Sure enjoy reading your paper, but I wish you could include some articles written or coached by the hard core factory racing people, about the preparation of the racing TR's.

—Robert L. and Eileen A. Scott,  
Schofield Barracks, Hawaii

[Reader Bob Scott has been referred to Jim Coan, Competition Technical Adviser, British Leyland Motors Inc., P.O. Box 459, Brisbane, Calif. 94005.—Editor]

### Trading Up

I have been a member since 1972. I have recently traded my 1972 Spitfire (FK 40179-U) for a 1975 TR6 (CF 36479 U). I look forward to, and enjoy reading the *TSOA Newsletter* each month but would appreciate it more if it contained more technical data.

—R. S. Bonchak, Waldorf, Maryland

[Thanks—and we'll keep trying!—Editor]

### Stag Enthusiast

Enclosed please find my check and subscription renewal for the *T.S.O.A. Newsletter*. I've enjoyed each issue I've received in the past. Being a Stag owner I would appreciate a few more articles on this once top-of-the-line model.

—Steven A. Rose, San Jose, Calif.

[Stag enthusiasts!—We shall have a few items for you in the next issue—Editor]

## CLUB NEWS

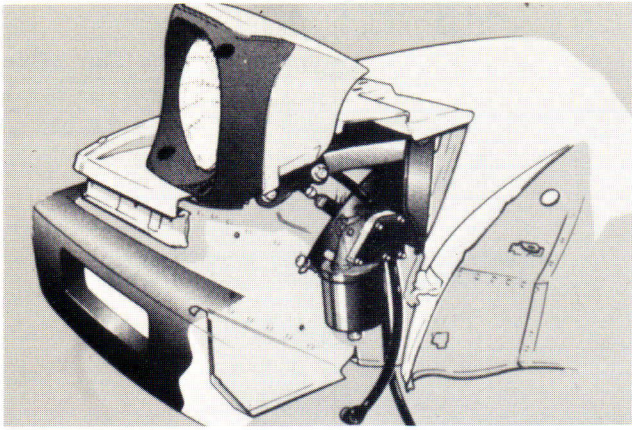
### Rick Cline Movie

British Leyland has an exciting movie short depicting Rick Cline's remarkable feats at the 1974 SCCA Championships at Atlanta, when his Spitfire won F-Production and he finished second in D-Production with his GT6 MkIII, quite apart from driving a dramatic race in G-Production as well. He was also awarded Mechanic of the Year Award.

This film runs only 3 minutes (16mm color and sound) and is used by British Leyland at auto show displays. A few copies are available for circulation to interested clubs. Write, Product Publicity Dept.

**SCCA Championships poster:** This color poster which featured TR6 was illustrated in *Triumph Newsletter* Aug/Sept. 1975. Many readers wrote in to buy copies. We still have a few left. Those interested to receive one, should send \$1 to cover cost of mailing in a cardboard tube. Write to British Leyland Motors Inc., Product Publicity Dept., 600 Willow Tree Road, Leonia, N.J. 07605.

## TECHNICAL NOTES



Lay-out of Triumph's first retractable headlights, as fitted to TR7. They flip up, on depressing the dashboard switch for the lights.

### RETRACTABLE HEADLIGHTS

Electrically operated retractable headlamps are fitted to the TR7 which have been designed with pedestrian safety in mind.

The headlamp cast alloy hinged plates are designed to shear off under impact. The retractable headlights are raised and lowered by a Lucas 15W electrical motor when the main light switch is operated.

A rotating cam, with two plungers working on a strip contact automatically controls the electric current feed to the motor.

A spring assists the electric motor to raise the headlamps. In the fully raised position a safety catch automatically locks into position on the headlamp mounting plate.

The safety catch prevents the headlamp retracting should a complete failure occur in the adjustable primary link.

In the event of an electric motor failure the headlamp may be cranked to the desired position by hand.

**NOTE:** The knob on the bottom of the electric motor must only be turned anti-clockwise when raising or lowering the headlamp.

The headlamp and motor assembly may be removed as an assembly to enable repairs to be carried out.

There are two simple adjustment points for the refractory mechanism and elongated holes in the body will facilitate refitting the retracting headlamp assembly.

### TR-6 SERVICE INFORMATION

#### When the Hood jams closed

Should the hood become jammed in the closed position, usually as a result of release cable breakage, you will find the adoption of the following procedure will enable relatively easy access to the hood lock.

1. Remove the glove box assembly.
2. Locate the rubber grommet behind the glove box where the heater control and choke cable passes through the bulk head.
3. By maneuvering a long screwdriver or similar tool, the underside of the hood lock release mechanism can be operated.

### New Headquarters for Triumph in S.E.

Now in operation in the Baymeadows section of Jacksonville, Fla., are new headquarters for British Leyland. These are the 7,000 sq. ft. office area and 68,000 sq. ft. parts warehouse of Leyland Motor Sales Inc., a direct subsidiary. Manager is Gary E. Cooper. Through this Southeast Zone cars and spare parts are supplied to 83 retail dealers in the six state area of Florida, Alabama, Georgia, North Carolina, South Carolina and Eastern Tennessee.

On the occasion of the opening Graham W. Whitehead, British Leyland president for the USA, explained that this represented the final step for the South East in a distribution reorganisation program instituted when several British imported car makers (Jaguar, MG and Triumph) merged to form British Leyland. Parts inventory carried is estimated at \$2.5 million.

### CLASSIFIED

*Triumph Newsletter readers and members of Triumph clubs are welcome to submit short Classified Advertisements of "Items For Sale", or "Items Wanted". However, we cannot accept responsibility in these transactions and publication is intended only as a Service, for which no cost is charged.*

#### WANTED

**TR-6 that needs engine and minor work. Call Tony evenings—(212) 835-5887, or write—93-16 Albert Road, Ozone Park, New York, N.Y. 11417.**

#### FOR SALE

**1969 TR-6 Engine 30,000 miles, \$175; and transmission, \$75; complete dash assembly, \$60; call Tony evenings—(212) 835-5887 or write 93-16 Albert Road, Ozone Park, New York, N.Y. 11417.**

**Factory hardtop from 1974 red Spitfire, used one winter, excellent condition. All hardware and boot cover included. Write Gary D. Gregson, 34 Manitou Avenue, Poughkeepsie, N.Y. 12603.**

**1972 Triumph GT6 MKIII new radial tires, Sienna Brown, Tan interior, AM/FM—38,000 miles—\$2,500. Ted Schumacher, RR#1, Tandora, Ohio 45877 (419) 384-3033.**

### 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, 1973 .....	\$.75
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 Emblem .....	\$.50
Triumph Sportscar Champions Jacket Emblem .....	\$.50
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. Cost of annual subscription is \$3 to TSOA and Triumph club members, \$5 to non-members.*  
EDITOR, JOHN F. DUGDALE