



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



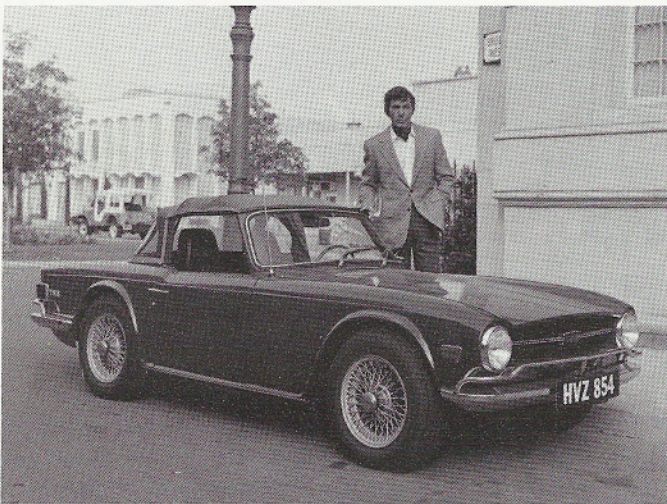
NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 16, NUMBER 2

FEBRUARY, 1970

The '70s...MORE THAN MEETS THE EYE



Mission accomplished with TR-6. Leonard Nimoy, currently starring in "Mission Impossible," frequently carries out assignments in this bright red TR-6. The TV show, seen Sunday evenings, is produced by Bruce Geller with Stan Kallin and Bruce Lansbury at Paramount Studios.



MOD SQUAD moves out in a TR-6 also. Shown with the car are Michael Cole and Clarence Williams, two of the stars of this action-packed show. Filmed at Paramount, Mod Squad is produced by Aaron Spelling and Danny Thomas with Tony Barrett and Harve Bennett.

Every modern car is the result of a marriage between the engineer's craft and the art of the stylist . . . form and function conceived and executed in concert. Of course, in every car there are modifications . . . some necessary for function, some for practicality and some, lately, through government regulation.

The 1969 Triumph line incorporated all the best of style and function plus a well-planned execution of the Federal Safety and Emission Control Standards. For 1970, there have been modifications . . . and the results make the happy marriage mentioned above positively idyllic.

SPITFIRE MK 3

Your Sports Car Club of America National F Production Champ, ladies and gentlemen. Here it is, with new seats incorporating lower head rests, a new matte-black dashboard plus an interior courtesy light for the first time. Some other comfort and convenience items include a zip-out rear window in the convertible top and a leather-covered steering wheel. Leave the key in the ignition and a buzzer will sound when the door opens . . . annoying perhaps but very practical. You will notice that the ignition switch is relocated and incorporates a steering column lock.

Technical specs are similar to 1969 with a few exceptions. The engine now has only one carburetor, a Zenith-Stromberg side-draft type. The loss of one carburetor does not result in less power but does make the engine easier to operate at optimum efficiency with reduced air pollution. Wheel rim size has been upped from 4 to 4½ inches for greater stability.

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1970 Triumph Spitfire Mk3

70's

Continued from Page 1

From the appearance point of view there will be new colors on the outside matched by four choices of interior colors. The windshield surround is now painted black, the grille is matte black and there is a new central back-up light. New red, white and blue badges, front and rear, proclaim that this Spitfire is the latest model and there are new full wheel covers.

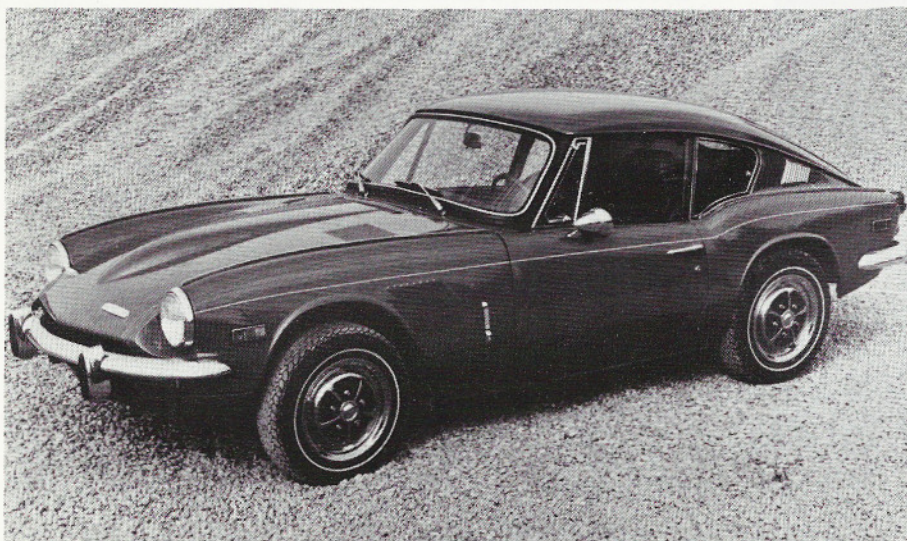
GT-6 PLUS

Now, the E Production leader, offering improvements similar to the Spitfire. The comfortable seats now have lower head-rests plus the addition of reclining seat backs. The luggage deck no longer extends to the back of the seats but is shortened to give access to the handy well just behind the seats while still providing ample luggage space. The GT-6 has the buzzer and steering column lock incorporated as well.

Externally, Triumph's neat fastback has a new contrasting paint stripe following the upper fender contour, a matte black grille, black windshield surround and new rear light set-up. There is a new fuel cap as well with both magnetic closing and a safety catch.

Both the Spitfire and GT-6 for 1970 have new side marker lamps and evaporative emission control systems, conforming to federal requirements.

WE WILL HAVE A REPORT ON THE 1970 TR-6 NEXT MONTH.



1970 Triumph GT-6+

TRIUMPH

Body—Italian-styled, steel-bodied, fastback two-seater, two doors, front hinged with roll-up windows and draft-free quarter lights; counterbalanced rear access door with heated and tinted window. Coach line. Black matte finished grille. High-impact safety laminated windshield; anti-burst locks; heavy duty bumpers, front and rear; magnetically self-sealing gas cap with safety latch; eight baked enamel exterior colors.

Cockpit—Non-reflective walnut-finish dash with black bezeled rim-lit instruments. Separate speedometer, tachometer, water temperature and fuel gauges; warning lights for high beam, oil pressure, alternator (ignition), directional signals, four-way emergency flasher, and brake system. Dipping interior breakaway rearview mirror. Padded swivelling sun visors with passenger side vanity. Two-speed windshield wipers, and washers. Fully padded gearbox.

Steering column with anti-theft lock and new leather-covered steering wheel, and matching gearshift knob.

Perforated Ambla-covered, contoured bucket seats with integral head restraints, seat adjustable fore and aft and for rake of the back.

Washable vinyl headliner. Moulded pile carpet throughout.

Padded center armrest; parcel tray; large fully carpeted luggage deck with storage space for spare wheel, tools, and valuables underneath; extra storage space behind seats.

Combined interior and luggage space roof light with switch on dash and courtesy switches on all three doors. Ignition key audible warning device. And ignition courtesy light.

Flow-through fresh air heating and ventilating system; fresh air vents at foot and face level.

Three-point safety harnesses.

Four interior trim colors.

Ancillary Standard Equipment—Mag-type wheel covers; twin windtone horns; spare wheel and tire; jack, lug wrench; backup lights.

Specifications and prices subject to change without notice.

TRIUMPH SP

Body—Italian-styled, open two-seater sports car with easy-to-operate three-window vinyl top with safety-type header catches. Zip-down rear window for flow through ventilation. Two front-hinged doors with roll-up windows; anti-burst locks. High-impact safety laminated windshield. Black matte finished grille. Large lockable trunk. Eight exterior colors. Heavy duty bumpers front and rear.

Cockpit—New matte finish anti-dazzle dash with black rimmed instruments directly in front of driver. Separate speedometer, tachometer, water temperature and fuel gauges, plus warning lights for high beam, oil pressure and generator (ignition), directional signals, and brake system. Breakaway inside rearview mirror. Sun visors with vanity mirror on passenger side. Two-speed windshield wipers, and washers. Steering column with anti-theft lock and new leather-covered steering wheel. Padded gearbox cover. Ignition key audible warning device. Ignition and cockpit courtesy light.

New Ambla-covered, individual, adjustable and reclining, contoured bucket seats, with integral head restraints. Seats are forward-tilting for easy access to carpeted luggage space behind and have self-locking quick-release catches.

Under-dash parcel shelves.

Four interior trim colors.

Fresh air heater and defroster with two-speed blower.

Ancillary Standard Equipment—Twin windtone horns. New backup lights. Spare wheel and tire. Jack, lug wrench.

Engine—4 cylinder; 79.2 cu. in. (1296 cc); 68 bhp @ 5500 rpm; 73.3 lbs./ft. torque @ 3000 rpm; 9.0 to 1 compression ratio; 2.9 in. (73.7 mm) bore; 2.992 in. (76 mm) stroke. High chrome content cast iron cylinder block and head; aluminum solid-skirt pistons; stellite-faced exhaust valves; and full emission control equipment to meet federal and state requirements. Pressure lubrication with full-flow oil filter, dry-

Specifications and prices subject to change without notice.

Engine—6 cylinder; 122 cu. in. (1998 cc); 95 bhp @ 4700 rpm; 116.6 lbs./ft. torque @ 3400 rpm; 9.25 to 1 compression ratio; 2.94 in. (74.7 mm) bore; 2.992 in. (76 mm) stroke; high chrome content cast iron cylinder block and cylinder head, aluminum alloy pistons, stellite-faced exhaust valves, hypoxine camshaft, and full emission control equipment to meet federal and state requirements. Pressure lubrication with full-flow oil filter, dry-type air cleaners on twin Stromberg C/D SE side-draft carburetors.

Electrical System—12 volt negative ground. Alternator.

Drive Train—Four forward speed synchromesh gearbox. 8½ in. (21.5 cm), hydraulically operated diaphragm clutch. Hypoid final drive. (3.27 axle ratio.)

Steering—Rack and pinion. ¼ turns lock to lock.

Suspension—Four-wheel independent with telescopic type dampers all around. Front: coil springs with wishbone and anti-roll bar. Rear: incorporates wishbones and transverse leaf spring located by flexibly mounted trailing radius rods.

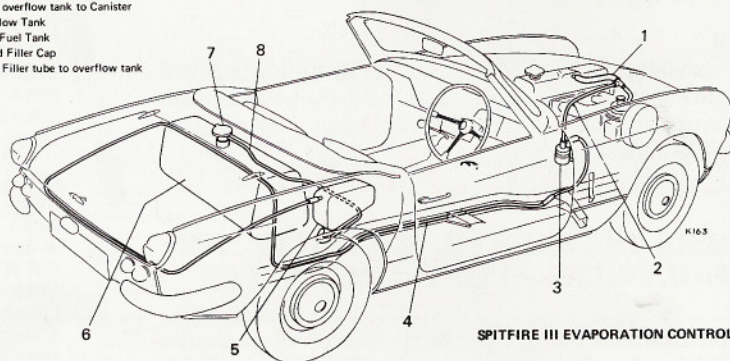
Brakes—Dual circuit 9.7 in. (24.6 cm) discs at front; 8 in. (20.3 cm) drums at rear. 260 sq. in. (1677.4 sq. cm) swept area.

Frame—Double backbone of closed channel section with outriggers.

Dimensions—Wheelbase: 83 in. (211 cm). Track: 49 in. (124.5 cm) front and rear. Ground clearance: 4 in. (10.2 cm). Turning circle: 25 ft. 3 in. (7.7 m). Length: 147 in. (3.7 m). Width: 57 in. (1.4 m). Height: 47 in. (1.2 m). Curb weight: 2016 lbs. (914 kg). Tire size: Goodyear G800 155-13 radial ply with white pencil stripe. Wheels: steel disc 4½ J rim.

Optional Equipment—Laycock de Normanville overdrive (3.89 axle ratio) on top two gears; magnesium racing wheels; aluminum racing wheels; AM/FM or AM radio; roof rack; cigarette lighter; front and rear bumper guards; plus a complete line of Sports Car Club of America-approved competition equipment for racing. For racing option list write: Triumph Competitions Dept., Leyland Motor Sales, Inc., 1957 West 144th St., Gardena, California 90249.

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



THE NEWEST THINGS IN EMISSION CONTROLS

California, leader among the states in establishing controls over exhaust emissions, has now enforced a further ruling dealing with "evaporative emissions." Gasoline evaporates, while the car is running or standing, through the fuel tank vent and other apertures, creating an additional air pollution hazard. To combat this, a sealed vent system with a charcoal filter incorporated must be included on all new cars sold in California from January 1, 1970. Drivers of 1970 Triumphs will have this additional benefit all over the country. The system will become mandatory nationwide in 1971 and Triumph's engineers have put it on all TR's a year ahead.

Following is the official factory description of the system.

EVAPORATION CONTROL SYSTEM

Description

The evaporation control systems for the GT 6+, TR 6 and Spitfire MK III share the same design features differing only to accommodate the variations in vehicle layout.

The main principles and features of the system are as follows:

(a) The system is sealed except at one point where a canister of activated carbon is interposed between the system and atmosphere. When, in hot conditions, the fuel tank breathes out vapor the fuel content is retained in the activated carbon. When the engine is running, a pipe, from the canister to the constant depression area of the carburetor(s) is used to purge the activated carbon.

(b) An overflow tank, in the luggage compartment, allows for the expansion of fuel from a full main tank in hot conditions. The overflow pipe from the main tank is led from the topmost point of the fuel filler tube to the bottom of the overflow tank. The system venting also uses this circuit so that, before replacing used fuel with air, the contents of the overflow tank must first be drawn back into the main tank.

(c) The circuit used to replace used fuel with air in the main tank is via the connection-filler neck to bottom of overflow tank, top of overflow tank via piping to the activated carbon canister. Thus filtered air is drawn into the main fuel tank.

(d) The piping from the overflow tank to the activated carbon canister is routed round the luggage compartment. This ensures that, at any vehicle angle, i.e., subsequent to accident, etc., part of the piping circuit will be above the fuel tank thus minimizing the risk of fuel leaks to the canister.

(e) The top of the fuel filler tube is sealed by a specially designed, impact resistant, filler cap which ensures that the fuel system remains sealed in all conditions.

(f) The activated carbon canister incorporates a replaceable gauze filter which protects the carbon from possible breakdown due to the ingress of dirt and other road abrasives.

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SPITFIRE Mk III

type air cleaner on single Zenith-Stromberg side-draft constant depression carburetor.

Electrical System—12 volt negative ground.

Drive Train—Diaphragm 6½ in. (16.4 cm) hydraulically controlled clutch; four forward speed transmission with synchromesh on 2nd, 3rd, and high; Laycock de Normanville overdrive on top two gears optional. Hypoid final drive gearing.

Steering—Rack and pinion. ¾ turns lock to lock.

Suspension—Four-wheel independent with telescopic dampers all around. Coil springs and anti-sway bar at front. Swing axles with transverse leaf spring and radius rods at rear. Needs lubrication only every 6000 miles.

Brakes—Dual circuit, four-wheel hydraulic with 9 in. (22.7 cm) front discs and 7 in. (17.7 cm) rear drums; 205 sq. in. (1322.5 sq. cm) swept area.

Frame—Double backbone of closed channel section with outriggers.

Dimensions—Wheelbase: 83 in. (211 cm). Track: 49 in. (124.5 cm) (front), 48 in. (122 cm) (rear). Ground clearance: 5 in. (12.5 cm). Turning circle: 24 ft. (7.3 m). Length: 147 in. (3.7 m). Width: 57 in. (145 cm). Height: 47½ in. (120.5 cm) (top up), 44¼ in. (112.5 cm) (top down). Curb weight: 1652 lbs. (742 kg). New wide 4½ in. wheel rim. Tire size: 5.20 S-13, white pencil stripe.

Optional Equipment—Laycock de Normanville overdrive on top two gears; magnesium racing wheels; Triumph AM or AM/FM radio; center console and speaker; luggage rack, ski rack attachment; cigarette lighter; rubber floor mats; front and rear bumper guards; aluminum racing wheels; and a complete line of Sports Car Club of America-approved competition equipment for racing. For racing option list, write: Triumph Competitions Department, Leyland Motor Sales, Inc., 1957 West 144th Street, Gardena, California 90249.

EMMISSION

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Servicing

Minimal servicing is required on the evaporation control system apart from changing the filter gauze in the carbon canister every 12,000 miles and replacing the canister every 48,000 miles.

TRIUMPHS OF BARKER, GONZALEZ WIN AT HOLTVILLE SPORTS CAR RACES

Triumph Spitfires piloted by Jerry Barker of Redondo Beach, Calif. and Gus Gonzalez of Hollywood, Calif. captured checkered flags and first place honors in their respective F and G Production races in Southern California's first sports car race of 1970 at Holtville over the Jan. 31-Feb. 1 weekend.

Barker engaged in a close duel with the Datsun 1600 of Dave Madison, Van Nuys, Calif. but managed to build a narrow 14-second lead to pull in the victory. Gonzalez, on the other hand, was involved in a fender-to-fender battle with two other Spitfires driven by John Soule of Phoenix, Ariz. and Jim Bailie of South Gate, Calif. until Gonzalez was able to build up a comfortable lead and go on to win.

In the Class D Production event, Carl Swanson of Hawthorne, Calif. drove his U.S. Triumph Competition Department prepared GT-6 Plus to a second in class finish after waging a close battle with the Datsuns of John Morton of Van Nuys, Calif. and Dan Parkinson of Glendale, Calif. Swanson outlasted Parkinson to come in 25 seconds behind Morton with Don McGaffee of Phoenix in a GT-6 Plus taking third.

REPORT ON THE OLYMPICS PROJECT

Racing drivers and enthusiasts all over the United States want to see auto sports in the Olympic Games and the sooner the better. Results of the Olympic project, reported in the November issue of the Newsletter, have been tremendously encouraging. Here's what has been done . . .

Well over 60% of the drivers participating at the American Road Race of Champions signed the petition to put our favorite spectator sport on the Olympic calendar. Pit crews and spectators lined up as well. Response from TSOA Members has been astounding with signed petitions still coming in.

Signatories in petitions include: The editorial staff of Automobile Quarterly, Lucas Electrical Services, the Mustang Club of North Jersey, the New Jersey Rally Council and many others plus hundreds of individuals. These signatures, plus others from other marque clubs and from the SCCA membership, will be forwarded to the International Olympic Committee to be considered at their meeting in May. At that time, they will decide if any form of auto-sports will be included at Munich in 1972.

Reaction in the automotive press has been favorable. **WORLD CAR GUIDE** magazine printed the petition as part of the publication and **SPORTS CAR**, the SCCA magazine, will do the same. Auto and sports columnists from all over the country have lined up in favor of the project. We very much appreciate the support of TSOA members and will keep you informed of developments.

CLASSIFIED

ITEMS FOR SALE:

LeGrand Formula B, \$5495.00. HRE engine — near brand new 1969 Mk 6. Raced twice — cherry condition. Latest Goodyears — school to pro — whatever is your bag. Group 44, 113 Gordon Road, Falls Church, Va. (703) 532-4410.

SCCA Race Prepared TR-3A. American Mags, Goodyear R3's, Sway Bar, Konis, Comp. Springs, eworked Rear Shocks, Lowered Eng.: F-Cam, Lightened Valve Train, Reworked Head, 2.2 Kit, Balanced Disc, Heavy-Duty Pressure Plate, Beefed-Up Overdrive, 4.5 Rear W/Posi-Traction. Has roll bar and special Driver's Seat. White lacquer w/black interior. Placed 4th in 1968 Tuscarora Hill Climb. First Hill Climb for Car & Driver. Third Place in 1968 Cumberland Regionals. First Regional for Car & Driver. Has been stored since early 1969. Can be made streetable. Asking \$1,300 or best offer. Will trade street TR. Reason for selling: Building house. Gary Ford, R.D. 5, Waynesboro, Pa. 17268 (717) 794-2203.

1965 TR-4, black, excellent shape, red interior, hard top, limited factory original equipment, new Michelin X, wire wheels, tonneau, soft top, 35,000 miles. Asking \$1,100. Sandy Plotkin, 2 Jane St., New York, N. Y. 10014 (212) LO 4-2778 Days; (516) GG 2-2147 Evenings.

ITEMS WANTED:

A Triumph 1800 or 2000 roadster or information leading to obtaining one. Robert W. Byerly, Box 41, Glen Arbor, Mich. 49636.

Looking for TSOA members and Triumph TR-3 owners interested in forming a group to exchange information and parts for restoring TR-3's. Major David A. Noake, Dept. of the Army, First United States Army ROTC Instructor Group, Virginia Military Institute, Lexington, Va. 24450.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin 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.

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, x-l \$4.50
Local TSOA Club "Calling Cards" FREE
List of Triumph Dealers and Distributors FREE
Replacement TSOA Badge \$1.00
Triumph Automobile Association badge \$1.50
GT-6/2000 Competition Preparation Manual \$2.00
TR-4 TR-4A Competition Preparation Manual \$2.00
SPITFIRE Competition Preparation Manual \$2.00
TR-250/TR-6 Competition Preparation Manual \$2.00
British Leyland HIGH ROAD Magazine \$6.00/year
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 Competition Stickers, Mylar 3 for \$1.00

Send Check or Money Order. No. C.O.D.'s please.

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 lifetime membership in the club.

EDITOR, MICHAEL L. COOK