



T S O A

NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION



600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 18, NUMBER 2

FEBRUARY, 1972

TRIUMPHANT BUS TOUR



Hats raised, the Philanderers prepare to cross the United States via doubledecker.

The Philanderers, a group of seven young British singers, complete with tightly rolled umbrellas and bowlers, roll into towns across the United States in a typically British way—in a double-decker bus.

The group gives free concerts here to promote several British organizations, including British Leyland and specifically, Triumph sports cars.

Up-to-date versions of the double-decker Leyland bus used by the Philanderers (theirs is a 1949 model) are made by the Truck and Bus Division of British Leyland Motor Corp.

The Division, a network of 17 companies, employs 28,000 persons and is by far the most important commercial vehicle manufacturer in Great Britain. It turns out over 2,000 double-decker buses a year and has been asked to submit new 100-seater, air conditioned, double-decker designs for consideration by the New York City Metropolitan Transportation Authority.

When the Philanderers' bus was built, Leyland Motors was an independent company with long experience in

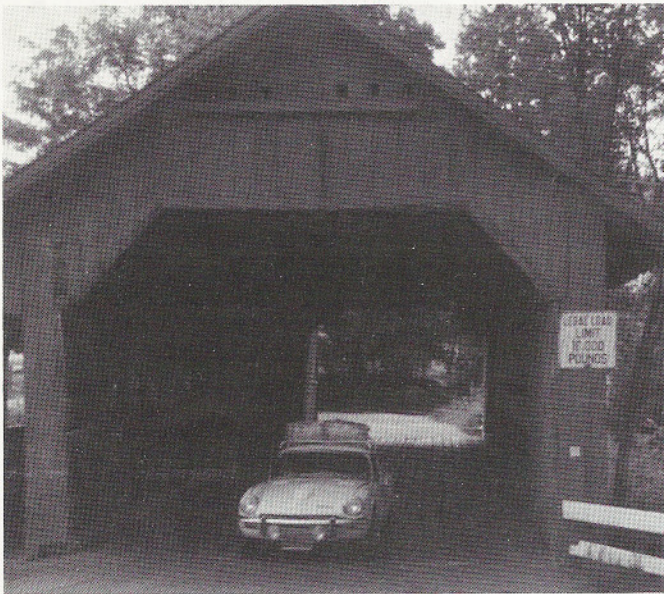
manufacturing buses, trucks, fire engines and military vehicles such as the Comet tank of World War II fame. Through a series of mergers, one of the first of which was with Standard-Triumph, Leyland became a part of British Leyland Motor Corp. which today manufactures Jaguar, MG, Triumph, Austin, Land-Rover and other automobiles in addition to commercial vehicles.

Twenty-eight different bus models are presently produced by British Leyland. Seven of these are double-deckers. Sixteen hundred of one model, the Daimler Fleetline double-decker, are currently being made for the London Transport system.

One of the first Leyland buses was a wood-wheeled 1900 model powered by a steam engine. The first double-decker was delivered in 1906 for use in London. It was fueled by gasoline. In 1933, Leyland introduced diesel engines for its buses.

In their travels on behalf of British Leyland and Triumph, the Philanderers will be visiting college campuses

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Mr. and Mrs. Roger Brown relocated to Seattle from Buffalo last summer, via GT-6. Taking a great circle route, they first took in New England, where they crossed this covered bridge in Vermont.



The Browns topped the Continental Divide with nary a quiver from their GT-6, despite full load of camping gear and luggage. Looks mighty clean, considering all that travelling.

OUR TRIUMPHANT TRIP

by Roger A. Brown

Having tired of the bustling east, my wife and I decided last summer to move west. Seattle was our objective.

We left Buffalo, New York and drove our 1969 Triumph GT-6+ paradoxically towards Maine! We went as far east as Acadia National Park and then reversed direction back through the Thousand Islands and into Ontario.

The Canadian customs agent was astounded that two people could actually camp, across the continent, in a sports car!

We re-entered the U.S. in northern Michigan and proceeded through Wisconsin, Minnesota, and South Dakota. From there we headed south to Denver and Pike's Peak. Our only trouble came along this route when we had a problem with a wire wheel.

We toured Colorado extensively and aimed northward through Wyoming to Yellowstone and the Grand Tetons. After our visit with the bears we drove through Montana and Idaho into Washington. We could see Mount Rainier from 200 miles away!

Our arrival in Seattle was on August 10th after almost six weeks of camping through 24 National Forests, 6 National Parks, 4 National Monuments and innumerable State Parks.

To do this our GT-6 traveled over 7,000 miles; from Atlantic to Pacific, and from sea level to over 14,000 feet. We averaged almost 30 miles per gallon (love that over-drive!)

We observed that most of the sports cars we saw were around Toronto, Denver, and Seattle. Our Triumph attracted attention everywhere.

Even though we are now settled in Seattle, my wife and I have not abandoned our love for travel. We are already

planning something for next summer. Maybe you'll see us. We're the yellow '69 GT-6 with Washington plates just disappearing around that next bend ahead of you!

FREE FILM OFFER

We would like to offer on a free loan basis the many films we have on our shelves. These films deal with motorized vehicles and the many events they are involved in. Events such as auto, boat, motorcycle, snowmobile and drag racing. Cross country racing with dune buggies, jeeps and other four wheel vehicles. Camper, trailer and four-wheel vehicle expeditions.

We would like to send these films to the many clubs which are interested in one form or another of motorized vehicles. They could use these films as entertainment at their monthly meetings. All it would cost the clubs is return postage.

Documentary Productions Incorporated
6087 Sunset Boulevard
Hollywood, California 90028
(213) HO 5-7092

Jack W. Hagan
Director of Film Distribution

TSOA MONTREAL

Announcing the formation of TSOA Montreal, a new club with a membership of about 25. The group is interested in getting new members in the Montreal area and also in correspondence with clubs in the northeastern United States. For information, write:

D. Schillebeeckx, Sec.
TSOA
Box 201, Station B
Montreal 101, P.Q. Canada

PENNSYLVANIA HILLCLIMB ASSOCIATION

Rises to the Occasion

Each year, PHA entries get larger and the list of events remains both exciting and well-managed. Drivers who are primarily interested in solo performance events find the hills their most rewarding challenge. Others who are strapped for time (or cash), find the hills the easiest way to get in a little high speed work with minimum investment. And then, there are the hot-shot circuit drivers who come to a hill expecting to show the PHA types some "really fast" times . . . and end up far down the results sheets!

Yes, the hills are something different and call for unusually sophisticated driving and quite different preparation techniques. For example, while selection of gear ratios for level ground may be relatively simple, the hill situation calls for a different approach. Revs can drop mighty fast when you're headed *up* between shifts!

Triumphs were, unfortunately, mainly missing at the top of the various classes at the annual PHA banquet this year. However, in EP II, a class for TR-3s, Corkey Nesbitt, Don Kennedy and Marc Gerstein, in that order, provided a lot of thrills for the spectators during '71. Corkey set five new class records on PHA hills plus another at SCCA's Mount Equinox.

Other TR leaders were Mike Farling, 2nd in D Production in a TR-4, Roy Wallheinke, 3rd in another TR-4, and Jim Irons, 3rd in GP in a Spitfire.



Marc Gerstein PHA President 1970-71, showed them the way at Fleetwood in his TR-3. A little body-roll in evidence!

1972

BRITISH LEYLAND MOTORS INC.

P.H.A. SUPPORT PROGRAM

HP	1st	\$25.00
	2nd	15.00
GP	1st	25.00
	2nd	15.00
FP I	1st	25.00
	2nd	15.00
FP II	1st	50.00
	2nd	25.00
EP II	1st	25.00
	2nd	15.00
EP III	1st	50.00
	2nd	25.00
DP	1st	25.00
	2nd	15.00
CP	1st	25.00
	2nd	15.00
Touring II, III, IV	1st	25.00
	2nd	15.00

To qualify for the above awards, a copy of the P.H.A. race results signed by the Chief Timer must be received by us within 5 days of the event. If a signed copy of the results is not immediately available, a telegram will suffice providing a signed copy is sent as soon as possible. In addition to the above, we would appreciate any details of outstanding performance, such as records broken, etc.

Michael J. R. Barratt
Competition Technical Advisor
British Leyland Motors Inc.
600 Willow Tree Road
Leonia, New Jersey 07605
Tel: (201) 461-7300



Don Kennedy, right on the line, climbed to second in EP II, in the 1971 Pennsylvania Hillclimb Association season.

TRIUMPHANT BUS TOUR

Continued from page one

and shopping centers across the country. Their bright red bus will serve as a preview of the sights to be seen by young travellers who will be visiting England and Europe this spring and summer in ever-increasing numbers. One of the most advantageous ways to travel overseas is by car and the bus will serve as an information center for young people interested in ordering a Triumph for delivery at the beginning of their European vacation.

RECALL NOTICES

1971 GT-6 MK 3

British Leyland Motors Inc. has announced that owners of all 1971 and early 1972 Triumph GT-6 Mark 3 sports cars will be notified to bring their cars in for a slight bodywork modification.

There is slight possibility that when the rear suspension is forced to its extreme limits of upward travel, damage to a brake line might result. The company does not consider that a serious safety hazard exists but is recalling the cars due to one instance of brake line damage under extreme overload conditions.

Modification will be performed without charge to the customer.

STAG

Owners of all 1971 Triumph Stags have been notified to bring their cars to their dealers for inspection of the upper universal joint on the steering column shaft. A remote possibility exists that the bearings in this shaft may have been incorrectly installed which could reduce full steering control.

Any necessary repairs will be made without charge.

SERVICE TIPS

1972 SPITFIRE MK 4, GT6 MK 3, TR-6

The cylinder head gasket now locates in recesses in the cylinder bores.

With the cylinder head and gasket removed the recess in the bores may give the impression that the liners have moved. This condition is normal and cylinder blocks should not be replaced unnecessarily.

The part numbers for the new cylinder head gaskets which are *not* interchangeable with 1971 model gaskets are as follows:

Spitfire Mk. 4	217757
GT 6 Mk. 3 and TR-6	217291

Be Careful With Defective Overdrive

If the overdrive in your Triumph should develop a problem and remain engaged, remember . . . *do not reverse the car until the OD is repaired*. Repairs can be made so long as only forward gears are used. If you reverse, the unit will self-destruct as it is capable of rotating in one direction only . . . forwards!

CLASSIFIED

FOR SALE:

One TR-4 Tonneau cover, black, excellent shape, \$15 + shipping. Charles Matthews, Jr., 760½ Maryland Street, Columbia, S. C. 29201 (803) 662-8232.

TR-3 White Tonneau cover. Very slightly stained, but in excellent condition, \$25. TR-3 rear bumperettes for each side, \$25 per pair. Norman C. Greenberg, 1334 Otter Creek Road, Nashville, Tenn. 37215.

Competition front springs for TR-3, 4 or 6, never used, \$45 per pair. Dan Ware, 969 Downing St., #503, Denver, Colorado 80218 (303) 893-9839.

Brand new (never used) steering wheel, fits Spitfire, TR-4, TR-4A, TR-250, TR-6, \$10. Barry Roberts, 1555 Sunset Ridge Road, Glenview, Ill. 60025 (312) 729-2267.

Rally equipment discount priced. Thomas Computers, Readout, Halda Tripmaster, Twinmaster, Speedpilot, Electric Odometers, Cables, tees, Impulse Units, Watch, etc. Custom built Triumph triple electric odometer installation and impulse unit (used). All new. Limited supply. Send stamped envelope for list. Norm Hill, 9713 Somerford Rd., Louisville, Ky. 40222 (502) 425-2179.

TR-3 engine, rebuilt, complete, runs well, includes clutch. Any reasonable offer. John Fayant, 4 Shireford, Ferguson, Mo. 63135 (314) 521-3810.

2 Herald/1200. 1 '66 blue conv., rear half body smashed up but no damage to moving, electrical parts or frame. Runs fine, good rubber. 1 '65 red hardtop. Body, interior sound but some trim missing. Engine needs work to run, dual carb. \$350 or best offer for both. W. D. Moreland, 96 Wilson Ave., Rowayton, Conn. 06853 (next to Darien) (203) 838-2997.

'69 Spitfire Mk 3, red, AM/FM radio, whitewalls, detachable hardtop, snow tires. Keith Bronitt, 11 Baraud Road, Scarsdale, New York (914) 725-5591.

Miscellaneous Spitfire Mk I and II parts including hoods, doors and other body parts, suspension pieces, engines complete and otherwise, transmissions, rear ends and some competition suspension pieces. Ted Schumacher, RR #1, Pandora, Ohio 45873.

1969 F Production National Champion. '69 Spitfire Mark 3 number 3 driven to victory at Daytona by Lee Mueller. Still the equal of any Spitfire in the country. Now painted silver gray with black pin-striping. Ready to race with fresh engine, good tires, fuel cell, all the goodies. With some spares \$3,000.00 firm. Trailer negotiable. Will deliver 500 miles. Mike Cook, 201-461-7300 (days) 201-838-7734 (nites) 15 Birch Rd., Bloomingdale, N. J. 07403.

ITEMS WANTED:

Camber compensator for Spitfire with necessary fittings. Tim Craxton, c/o Triumph Sports Cars, 1745 Broadway, New York, N. Y. 10019 (212) CO 5-7350.

1961 TR-3B. Will pay top price for car in mint condition mechanically and physically. Please write: G. H. Maher, 2712 N. E. 21st Terr., Ft. Lauderdale, Fla. 33306 include all particulars and photos if available.

Needed—wing-style STAA badge to replace one lost from my TR-3B. Al Simmons, 22112 Col. Glenn Road, Little Rock, Arkansas 72204 (501) VA 1-3434.

Overdrive transmission or overdrive unit from TR-3, 4, 250 or 6. For TR-6. Also any competition parts for TR-6, particularly interested in oil cooler, fiberglass bucket seat or headers. Bill Rice, 1041 Ogden, #308, Denver, Colorado 80218 (303) 623-4786.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon 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.

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
GT-6+ Competition Preparation Manual	\$2.00
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.

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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