

FUEL ECONOMY AND THE 1974 TRIUMPHS

Some Facts You Need to Know About the New Showroom Car Sticker

THE 1974 Triumph Spitfire 1500 and the TR6, when displayed in dealer show rooms, now carry a new sticker in addition to the familiar price one. This new sticker gives official estimated miles-per-gallon per 10,000 miles of driving. British Leyland has chosen to co-operate with this Federal requirement right away, although it is not yet mandatory. But it requires some explanation and Triumph dealers have been supplied with some additional facts to aid them in telling customers about Triumph fuel economy. These facts are given below.

Owners of Triumph sports cars today are fortunate, because basically their cars are economical to run and can get good gas mileage. The question is how good? First take a look at this new sticker which reads:

Vehicle Test Weight (lbs.)	Range of MPG	Average MPG	Fuel Costs (10,000 mi. at 40c/gal.)	British Leyland models by weight
2000	22-29	24	\$165.00	Spitfire
2750	10.5-24.5	17.5	\$230.00	TR6

From this you would think the average mpg a buyer

might expect from a Spitfire is 24 mpg and for a TR6, 17.5 mpg. But this is the average for all cars in each weight class. The actual Environmental Protection Agency (EPA) figures in this test for Triumph cars, which you may have seen in Automotive News 24 September 1973, for Spitfire was 22.7 mpg average and TR6 16.4 mpg.

Most Triumph owners will expect to get and will actually get gas mileage superior to both the above. In fact, the Triumph factory at Coventry obtained additional figures during 50,000 mile U.S. Federal Emission durability tests in which the cars were driven on the highway. The sticker figures were obtained by a chassis dynamometer test simulating only 7½ miles of urban driving conditions, in effect a laboratory test only.

Here are the Triumph factory fuel consumption figures taken during the Environmental Protection Agency (EPA) 50,000 mile test undertaken for air pollution requirements.

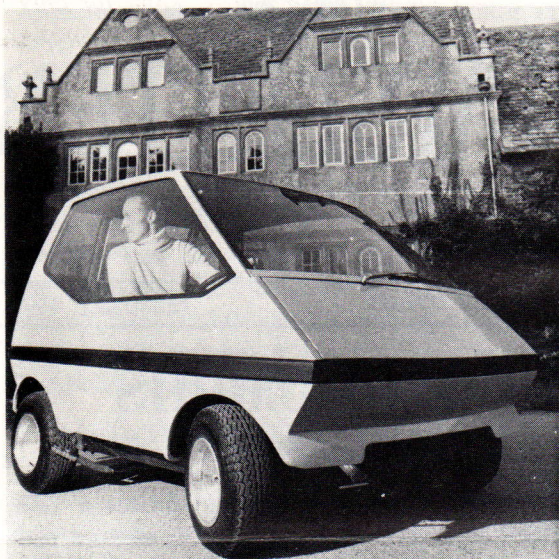
Spitfire 1500	29.2 mpg (U.S.)
TR6	24.2 mpg (U.S.)

Readers therefore will see that in the Triumph factory's



TR ECONOMY: When the 'TR Register' worthies turned out for their 1000-Mile Rally in England (TSOA Newsletter, Jan. 1974) the top four TR3's averaged the equivalent of 32 mpg U.S. This shows the striking results that can be achieved by experts with 2-litre engines but without air pollution equipment of course.

Fuel Economy (continued)



TOWN CAR FOR THE ENERGY CRISIS: British Leyland exhibited this pint-size, 40 mpg 'idea car' at the Chicago auto show which concluded March 3. Only 7½ ft. long, it can carry four passengers and make a U-turn in 20 ft. It's not a Triumph but uses engine, transmission and suspension from the famous Mini. You can see it again at the New York Show, April 6/14.

opinion the Spitfire can get 29.2 mpg and the TR6 24.6 mpg.

We shall be interested to hear from owners of 1973 and 1974 Triumphs what sort of gas mileage they are getting these days.

TRIUMPH FACTORY'S OWN FUEL CONSUMPTION TESTS

Here is the actual wording of the report from the Research and Experimental Departments of the Triumph Motor Company Limited, Coventry, to the chief engineer (dated 14th February 1974)

Report 17,438 Fuel Consumption 1974 Spitfire IV and TR6, USA

Following a request from the USA, the mileage/fuel consumption figures for Road Endurance cars were examined. These vehicles were run under conditions complying with the US Federal E.P.A. Exhaust Emission Control Road Endurance requirements and the average fuel consumption over distance of 50,000 miles have been calculated. The test route and type of driving conditions are described on the accompanying sheets and is intended to reproduce a typical town and country driving pattern. Relevant details of the vehicle specification, together with records of the test from which the fuel consumption has been calculated are shown below and on the accompanying sheets.

VEHICLE DATA	SPITFIRE	TR6
Engine capacity	1493 cc	2498 cc
Compression ratio	7.5:1	7.5:1
Carburettor	Stromberg CDSE 150	Stromberg 2 x 175 CDSE
Axle ratio	3.89:1	3:70:1
Laden condition	DRIVER ONLY	

Test Results

Included in the accompanying sheets are copies of the vehicle Log Sheets showing details of the mileages covered and the fuel added during the tests, the tank being filled at the end of each shift.

Overall Fuel Consumption—

Spitfire—Average fuel consumption over 50,000 miles
= 35.0 miles/Imp Gal
= 29.0 miles/US Gal

TR6—Average fuel consumption over 50,000 miles
= 29.0 miles/Imp Gal
= 24.0 miles/US Gal

Editor's Note: The 57.5 mile route used by Triumph for its 50,000 mile testing runs in a big circle around and to the East of Coventry. It passes through the country towns of Nuneaton, Rugby and Kenilworth and includes sections of highly congested roads in the Coventry area as well as main routes with high density of both commercial and private traffic. There are 13 traffic lights and 26 road junctions. Typical average speed was 31.9 mph including 32 stops.

MOTOR SPORT AND THE FUEL CRISIS Race Lengths and Practice Periods to be shortened

When the fuel crisis started really to hit, at the end of last year, the US Federal Energy office requested all sports and leisure-time industries to reduce their fuel consumption by 20/25 percent overall.

About the same time, at November 20, 1973 to be exact, the national motorsports committee of ACCUS, issued a rather interesting study of energy consumption related to leisure-time activities. The study found that most of the energy consumed in the area of major sports is directly attributed to spectator travel. Also that the energy consumption related to vacation travel is 66.1 percent of the total amount attributed to leisure-time activities.

A schedule of this comparative annual fuel consumption estimated Vacation Travel at 5,416 million gallons,

Non-Scheduled Aviation at 835 million, Motion Picture Theatres at 749 million, Football 564, Basketball 238, Horse Racing 97 and Auto Racing at 93 million gallons. Rodeos, Bowling, Major League Baseball, Wrestling and Golf followed.

The report concluded that all forms of motor racing activities accounted for only .1 percent of all leisure-time activity consumption.

Although this seemed to put motor racing quite a long way down the list of sports consumers, nevertheless the sanctioning bodies promptly complied with the guidelines. In February the SCCA announced its energy-saving measures for the 1974 competition year aimed to reduce fuel consumption by at least 25 percent.

For example, the SCCA National Championship races in which Spitfires, GT6 and TR6 compete, will be shortened to distances of 35 to 40 miles. An increase in the number of combined events will be encouraged and no sanctions will be issued for endurance type events.

Other fuel consumption reductions will be effected by similar measures effecting the Can-Am, Formula 5,000, Trans-Am and VW Gold Cup races, as well as rally activities.

HOW TO GET MORE MILES PER GALLON

Some recent ideas from England and the USA (Send us some tips of your own!)

"Avoid fast starts. They can use as much as 60 percent more gas than smooth, slow acceleration. Get into high gear as quickly as possible. An unnecessarily low gear can use 50 percent more gas. . . . Drive at an even pace and travel at moderate cruising speeds. The engine can use an average 20 percent more gas at 60 mph than at 45 mph. Anticipate hold-ups, lose speed gently. Keep cold-run to a minimum."

—British Leyland, UK leaflet

"The engines of most British Leyland cars are traditionally economic in their use of fuel, but some very worth while additional savings can be made with controlled driving and service checks on items like oil filters, throttle linkages and air cleaners. . . ."

—John Barber, British Leyland UK, managing director

"Anticipate the driving conditions ahead. Use the road-holding capability of the car to avoid having to slow down unnecessarily at every corner. Build up speed on the level to give the momentum to ease you over the hills. Don't accelerate up hills."

It's very important to make sure the car is in tune. This is particularly true of the ignition.

Wrongly set distributor points can have the effect of making the engine slightly advanced or retarded in ignition timing. . . ."

—Peter Tothill, class winner with Austin Marina in Mobil Economy Run, England

How to Get More mpg (continued)

"How to Improve Your Car's Mileage by 25% for only \$11" is the extravagant claim made by Car and Driver Magazine in the March issue. This claim is based on their changing a Ford Pinto by adding a front air spoiler and a rear trunk lid spoiler; by partially blocking off the front grille to the radiator; and by equipping the car with radial-ply tires.

TR6 owners, of course, get radial ply tires as standard. On Spitfire radials are optional equipment.



OUR TRIUMPH HISTORY REPRINT has a self cover in British Racing Green, a special introduction, and a total of 34 pages to make up an essential book for your auto library.

History of Triumph Cars Available as Reprint

Forty-one different Triumph models spanning the half century history of Triumph motor cars are illustrated in color in a 34-page reprint of Automobile Quarterly's "A Fifty-Year History of Triumph" which is now available from British Leyland Motors Inc.

The article was written by Automobile Quarterly senior editor Richard Langworth and the water color illustrations were painted by Harvey Winn.

Over 10,000 words of carefully researched text traces the history of the famous make from its beginnings as a motorcycle manufacturer through its post-war emergence as a major supplier of sports cars.

Copies of the reprint may be obtained for \$1.95 post-paid by sending check payable to British Leyland Motors Inc., (Product Publicity Dept.) 600 Willow Tree Road, Leonia, New Jersey 07605.

CLUB ITEMS

New Jersey Club Activity

The Triumph Sports Car Club of New Jersey has announced the 1974 line-up of officers in its newsletter 'Triumph Trivia'. Chuck Lefkowitz of Flanders N.J. is president; Bob Shedlin of New York city, vice president; and Jim Wotton of Westfield, N.J. treasurer.

Those interested in joining should write to correspond-

Club News (continued)

ing secretary Barbara Rosalsky, 71 East Shore Drive, Mountain Lakes, N.J. (334-9711). Editor of the newsletter is John White of Garfield, N.J. and he reports that over 30 cars turned out for their first 1974 rally in spite of gas shortages and bad weather.

California Club Presses On Regardless

Billed as the '110th Second Friday Niter', the Triumph Club Ventura County (TCVC) of Ventura, California, announces that the winners of the Equipped category were the Haugens; the Navigational, the Granoffs; the S.O.P. were Wilson/Turner; and Beginners, Dickerson/Gillespie.

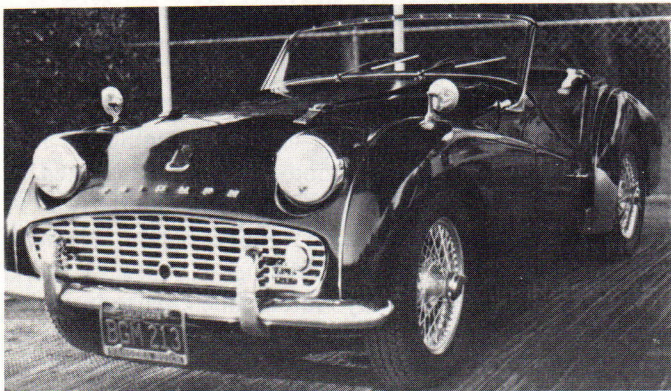
This club appeals to others to keep in touch regarding combined events during the fuel crisis.

Letters To The Editor: The TR3 Front Grille

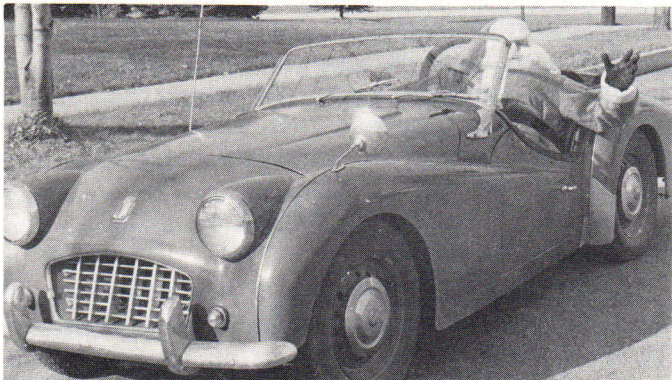
"It appears that someone, either in 1969 or 1973, is passing mis-information concerning the narrow grille TR3 being made in 1959 (see TSOA Newsletter December 1973, last page). This is not meant as a criticism, but rather that people do read, and sometimes keep, what I consider your fine newsletter."

—Robert E. Delany, Houston, Texas

Editors Note: In the December issue we published a photo of a vintage TR3 sent us by Chaplain Glenn L. Sullivan of Shamokin Dam, Pa., who described it as a 1959. Reader Robert Delany, above, quite rightly points out that the narrow 'egg-crate' grille shown places it as a 1956/1957 model. A new, much wider grille was introduced in 1958.



THIS is a genuine 1959 TR3A now under complete restoration by Jim H. Hart Jr. of 28 Cedar, Bakersfield, California 93304. Note the wide radiator grille.



THIS is the 1956/1957 TR3 shown in the December 1973 TSOA Newsletter but described by the owner as a 1959. Note the narrow grille.

DIRECTORY OF TRIUMPH CLUBS

There is a list of some 20 Triumph clubs or centres of the Triumph Sports Owners Association, currently on the records of the latter's headquarters at Leonia, N.J.

The secretary has written to all known clubs to check details and obtain more facts about officers' names, club publications, type of events, club history, etc.

The TSOA was formed "to encourage the preservation, ownership and operation of Triumph sports cars" and it is hoped all clubs and prospective club formers will cooperate. And don't forget club news is welcomed for the TSOA Newsletter.

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.

ITEMS FOR SALE:

Inventory liquidation of AMCO tops, tonneaus and luggage racks for TR3, TR4, TR4A and Spitfire. Abarth exhaust for TR4A. Also Koni shocks and sway bars. 30%-50% off retail price. Write or call for free list. George A. Oulton, Autosport, 287 Washington St., Newton, Mass. 02158. Tel. (617) 969-6666.

ITEMS WANTED:

Rebuilt or good used transmission and rear for the TR4A (solid axle). Also TR6 seats and chrome rims. Also any competition parts for TR4A. Mike Sweeney, Taylor Tr. Ct., Lot 2, Washington Ave., Coatesville, Pa. 19320. (215) 383-5821.

For TR4A. Overdrive with or without gearbox, limited slip differential (IRS) or internal parts for same. Triumph Surrey top and bolt in roll bar. For TR4—front bumper guards and braces. Paul E. Johnson, 23 Parkway Court, Allentown, Pa., 18104.

Front and rear bumper guards for 1962 TR3. Also rear jump seat. Good to excellent shape only. C. A. Morley, 1019 Hope St., Stamford, Conn. (203) 327-5396.

Removable hard-top for 1973 Triumph Spitfire 1500. New or used. Send information to Mr. Val Dolci, 79 Willow Ct., Dorchester, Ma. 02125 or call (617) 825-4849.

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
SPIRIFIRE 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
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 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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