



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION

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JANUARY, 1975

TRIUMPH'S ENTIRELY NEW SPORTS CAR —THE TR7 FOR 1975

Only for North America

This issue of the Triumph Newsletter is enlarged to six pages to accommodate more news about the exciting new TR7. It is an important and historic moment for Triumph and British Leyland, this announcement of a completely new sports car—a two-seater coupe, which is going to make a big impact on Triumph's future for the next few years.

The car was launched to the press and dealers in Boca Raton, Florida, January 18 to 24, and has been enthusiastically received. Lord Stokes, chairman of British Leyland Motors Corporation of England, commented;

"... It is the first car we have designed and built from its inception to the finished vehicle specifically to meet both American buying preferences and the safety and emission regulations. . . . For the 1975 model year, all TR7s will come to North America. To my knowledge, this has never happened with one of our cars before and it is indicative of the fundamental changes in our corporate thinking and future plans which have taken place since British Leyland was formed in 1968 . . ."

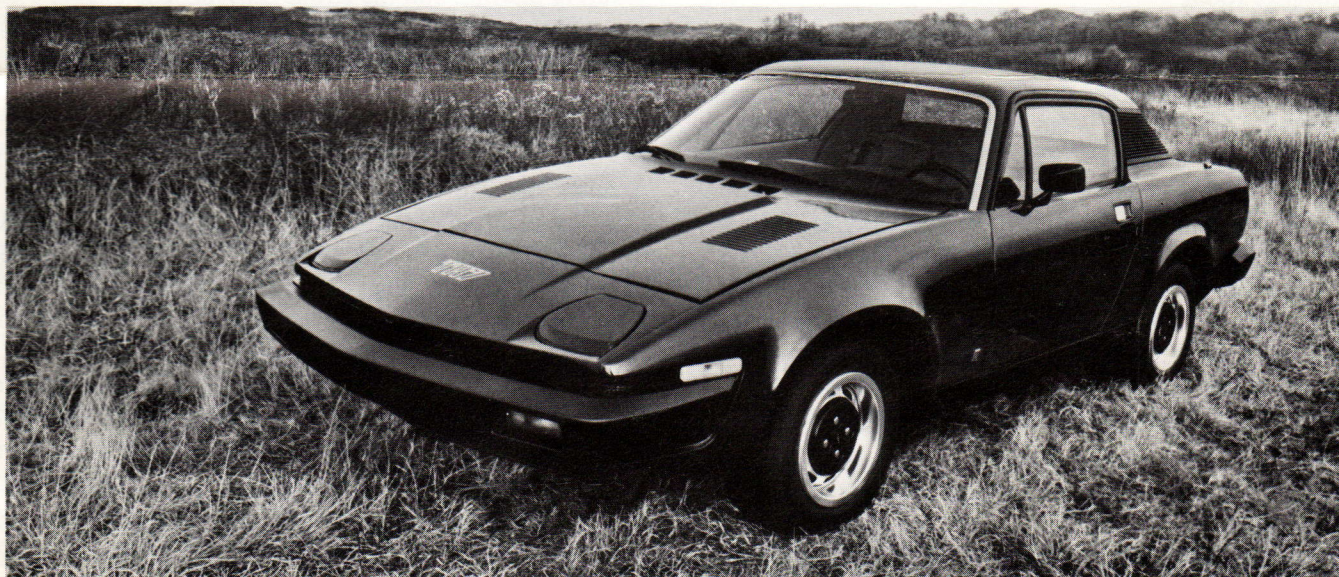
(Next issue: Press opinion of the TR7 on the road)

BOCA RATON, Fla.—The Triumph TR7, an all-new, enclosed, wedge-shaped two seat sports car was previewed for the automotive press here January 20th by British Leyland Motors.

The TR7 was engineered from the start as a car for the American market, according to British Leyland. All of the 1975 model year production will be earmarked for this market, the company says, and it predicts that the TR7 will soon become the best selling British sports car in the U.S.

The TR7 was designed to meet all expected U.S. safety standards without any appreciable weight gain—a major factor in fuel mileage and performance.

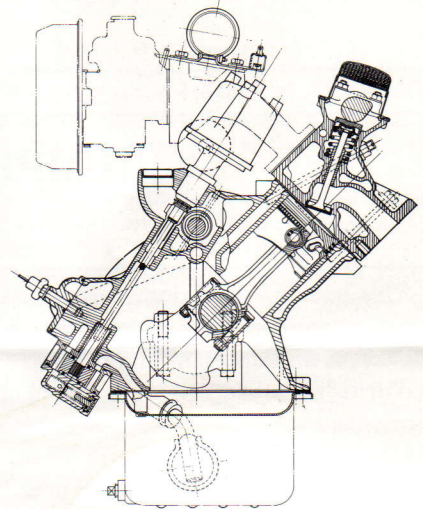
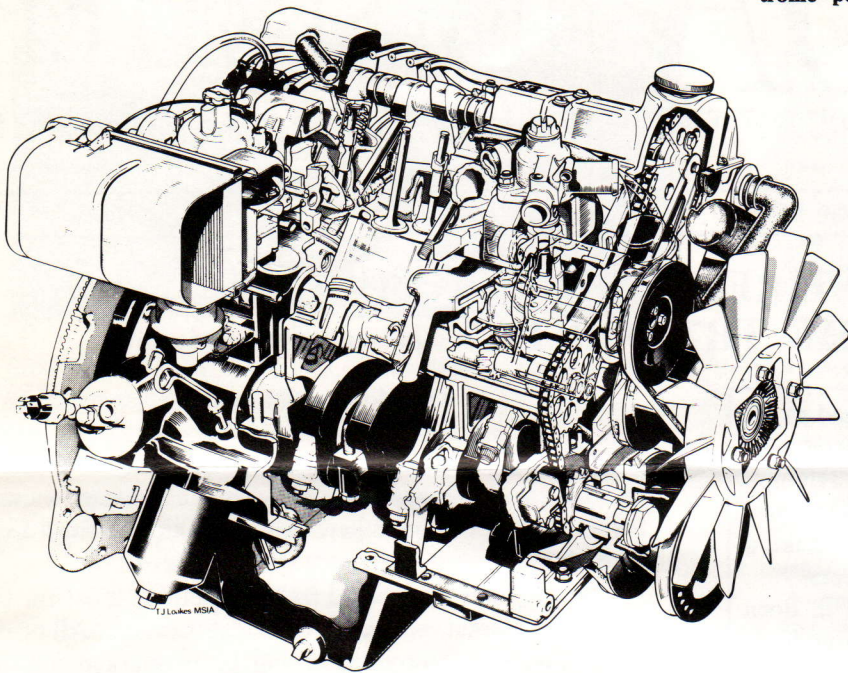
British Leyland emphasizes that the TR7 is an addition to its existing line of sports cars (Triumph TR6 and Spitfire, MGB and MG Midget) and that its chief sales rivals among imports will be the Datsun 260Z, Fiat X1/9 and Porsche 914, in addition to "sporty" Detroit models. It is expected that the TR7 will add substantially to the overall sports car market now estimated at 152,000 annually.



The Triumph TR7 is an all-new, wedge-shaped sports coupe, with the widest track of any car in its class.

TRIUMPH'S ENTIRELY NEW SPORTS CAR

Sectioned drawings of the 2-litre, single overhead camshaft, 4-cyl. Triumph TR7 engine, with cylinder block slanted at 45 degrees (below) to give a low styling profile, lower centre of gravity and improved forward visibility. Features are twin carburetors, and electronic "pointless" ignition.



The TR7 has a front-mounted, 90 SAE net horsepower, 122 cu. in. (1,988cc) displacement, overhead camshaft, four-cylinder engine with the cylinder block inclined at 45 degrees to give a lower center of gravity and low hood line for wide frontal visibility. Other features include a four-link beam axle rear suspension and a telescopic strut front suspension giving traditional sports car road holding but with a more comfortable ride. The TR7 has the widest front and rear track of any of the popular imported sports cars (55-in.), and has generous amounts of head, shoulder, leg and luggage room.

The new TR7 does on sale at Triumph showrooms in most states in April. British Leyland spokesmen say it could add up to 25,000 units to the firm's North American sales in its first full sales year, 1976. In 1975, sales are expected to be about 12,000 units.

Federal EPA tests show the TR7 returning 29.9 miles to the gallon on the highway and 20.7 in city driving. British Leyland figures derived from EPA 50,000-mile emission tests show the TR7 averaging 24 mpg for all types of driving. With a 14.4 gallon capacity fuel tank, that gives the TR7 a range of 345 miles. The EPA mileage figures for "California" cars, those equipped with catalytic converters, are 26.7 and 20.4 for highway and city driving respectively.

THE ENGINE

The TR7's slant-four engine has an overhead camshaft, two valves per cylinder and five main bearings and is

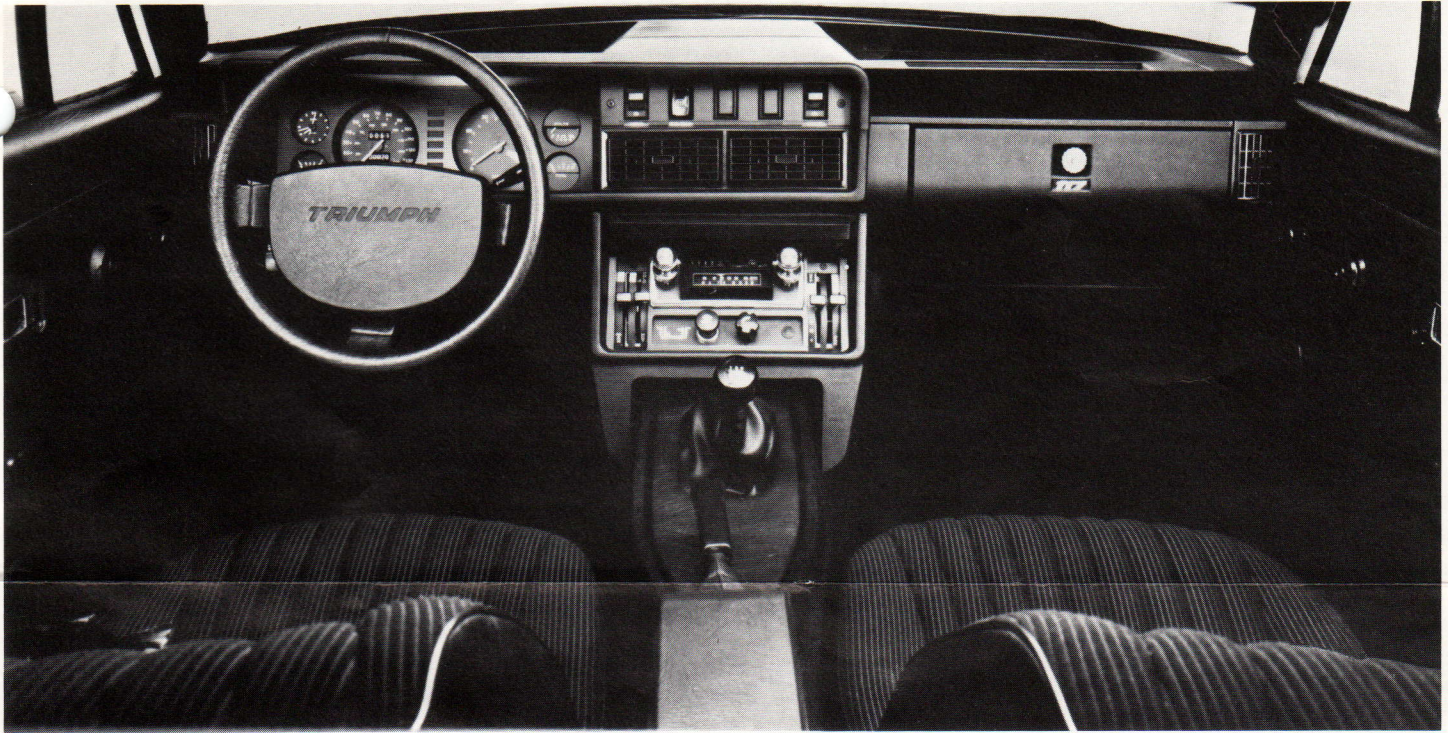
similar to that used in the Triumph Dolomite, a model sold only in Europe. The cylinder block is at a 45 degree angle to the engine's vertical axis. A four valve per cylinder version of this same engine powered special Dolomite Sprints to a class win in the British Sedan Racing Championship in 1974. British Leyland has also developed similar engines for another European auto manufacturer and over a quarter million of the engines are in use at present. Unlike all other British Leyland medium priced sports cars, the TR7's power plant has an oversquare design with the bore measuring 3.56 in. and the stroke 3.07 in. The engine block is made of chromium cast iron. The cylinder head is aluminum and features cross flow exhaust/inlet ports and has high efficiency, wedge shaped combustion chambers. Both crankshaft and overhead camshaft run in five bearings.

The engine drives through a four speed transmission with single rail selector for smooth shifting.

An electronic ignition system is standard equipment on the TR7, meaning that there are no ordinary distributor points to adjust, clean, or replace. Carburetion is via twin Strombergs having throat diameters of 1.75 in. California cars have a single carburetor plus catalyst.

The TR7's engine has an eight to one compression ratio and it develops 90 SAE net horsepower at 5,000 rpm. It puts out 105 foot/pounds of torque (SAE) at 3,000 rpm. Company tests show TR7 capable of 0-60 mph acceleration in 11 seconds and its 40 to 60 mph passing speed acceleration time is only 8.3 seconds in top gear, an exceptionally good figure.

THE TR7 FOR 1975



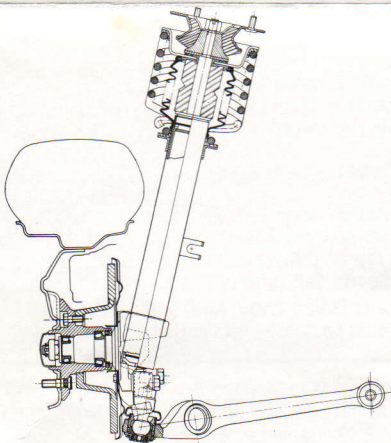
Interior of TR7 and facia combine luxury comfort with very complete instrumentation. Included as standard are speedometer, tachometer, water temperature, fuel and battery condition gauges, as well as electric clocks; and a 12 signal light console. Optional air conditioning is factory fitted. Padded steering wheel measures 13½ in. in diameter.

SUSPENSION

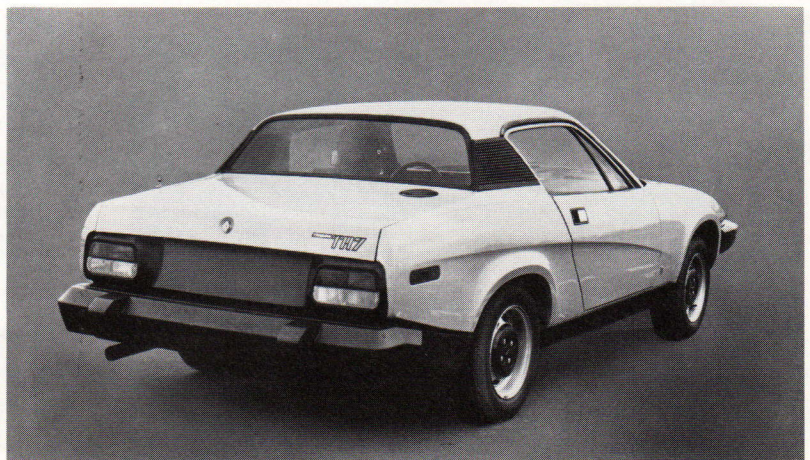
British Leyland designers opted for a beam axle type rear suspension in the TR7 both to keep the cost of the car as low as possible, and to limit the total number of moving parts and so reduce repair and maintenance costs. The resulting suspension is exceptional among beam axle sports cars in that the axle can move upward a full four inches when the wheels hit a bump. The result is that the driver and passenger avoid the hard springing discomfort associated with traditional sports cars. Similarly, the MacPherson-type strut front suspension allows an unusual amount of up and down movement.

Sturdy trailing arms, radius rods and an anti-roll bar

locate the rear axle precisely under all driving conditions. The trailing arms are rubber bushing mounted on both ends. The rear shock absorbers are located at the extreme ends of the axles and at an angle in line with the roll of the car, for maximum efficiency. The same is true of the front suspension strut/shock absorbers with their co-axial/coil springs. Net effect is to provide an unusual level of ride comfort in a car which handles like a traditional sports car. The exceptionally wide, 55-in., front and rear track also contributes to handling sureness. Only Mercedes, the Jensen Interceptor and the Pantera have wider tracks among imports.



Long travel, coil suspension all round gives sedan-like comfort with sports car road holding ability. This is the MacPherson-type front suspension strut.



TR7 has a straight-sided luggage trunk 59 in. wide, which can hold up to three golf club bags. Fuel tank is located between the trunk and a fire-proof bulkhead.

TECHNICAL SPECIFICATIONS OF THE NEW TRIUMPH TR7

ENGINE

Cylinder	four, in-line (inclined 45°)
Bore & Stroke	3.56 by 3.07 ins. (90.3 by 78 mm)
Displacement	122 cu. ins. (1,998cc)
Compression Ratio	8.0 to 1
Valve Train	overhead with direct operation through inverted bucket type tappets. 2 valves per cylinder
Materials	Chromium iron casting cylinder block and aluminum alloy cylinder head
Carburetion	two Stromberg 1.75
Electrical	6 volt coil, Lucas electronic distributor, Lucas 17 ACR alternator (36 amps).

TRANSMISSION

Clutch	8½ in. single dry plate
Gearbox	full-synchromesh, 4-speed giving overall ratios:
	4th 3rd 2nd 1st rev.
	3.63 4.56 6.67 9.62 10.95
Final drive	3.63 to 1 ratio
Road speed at 1000 rpm	4th gear, 17.9 mph

SUSPENSION

Front	independent MacPherson strut telescopic hydraulic shock absorber units with co-axial coil springs, anti-roll bar
Rear	four-link system with coil springs, anti-roll bar
WHEELS & TIRES	pressed steel wheels 13 in. dia. x 5½ J safety ledge rims. 175/70 HR 13 radial ply tubeless tires

STEERING

rack and pinion, 3¾ turns lock-to-lock, 29 ft. turning circle. 13½ ins. padded steering wheel

BRAKES

9¾ ins. dia. discs at front, 8 x 1½ ins. drums at rear; total lining area 62.6 sq. ins: total swept area 258 sq. in.

DIMENSIONS

overall length, 164.5 ins.
wheelbase, 85.0 ins.
track, 55.5 ins. (front), 55.3 ins. (rear)
width, 66.2 ins.; height 49.9 ins.

WEIGHT

basic curb, 2241 lbs.

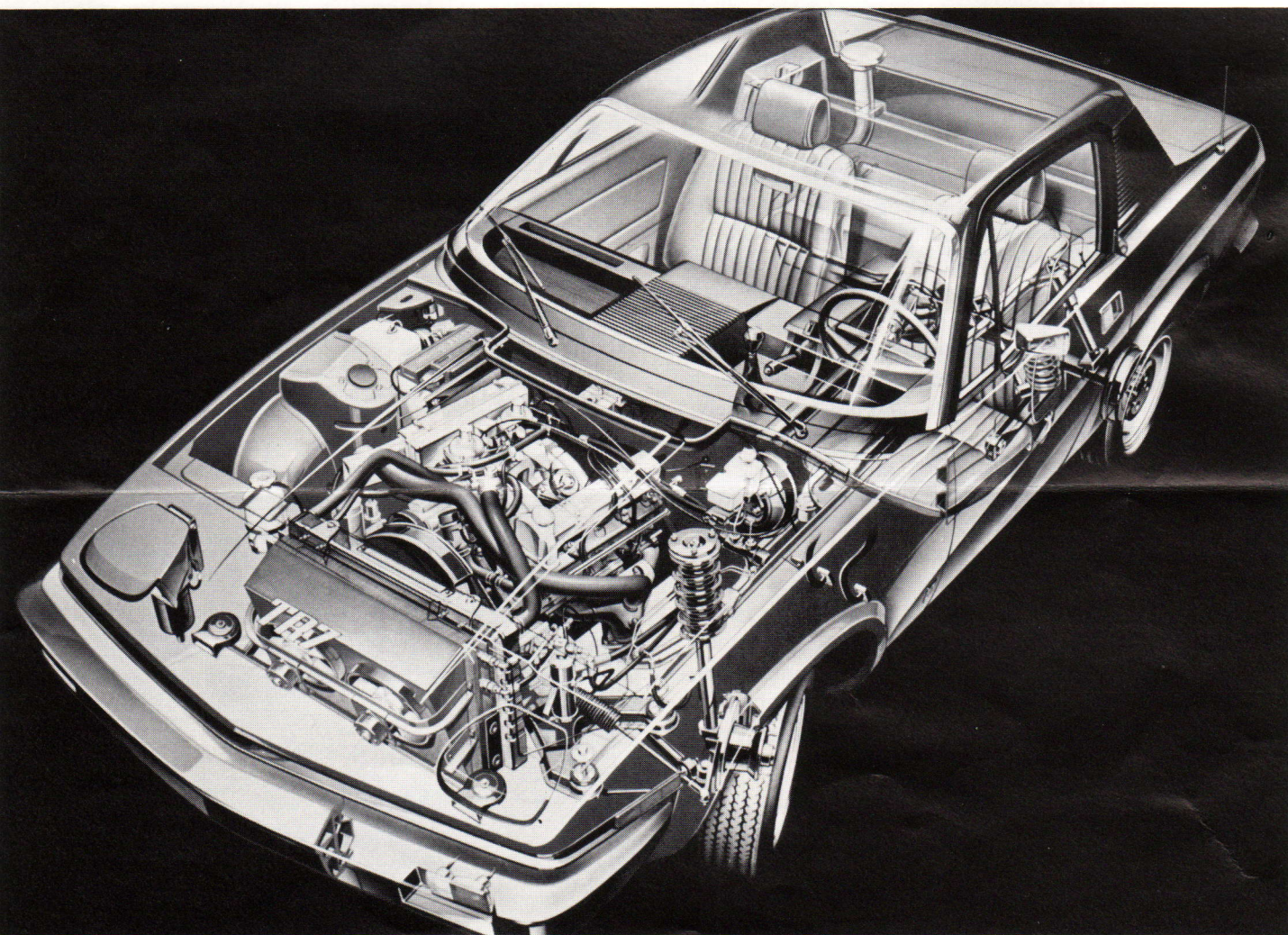
CAPACITIES

gasoline, 14.4 gals.
engine oil, with filter, 9.5 pints
cooling system with heater, 15.5 pints

AIR

POLLUTION

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



This fine sectioned drawing reveals all the main features of the TR7 including slant engine, coil suspension, and low overall wide-shape.



SLALOM CHAMPIONS: (Right to Left), Lee Matas' C-Stock TR6; Doug Johnson's D-Prepared TR-4; and Bob Hubsch's D-Stock Spitfire.

CLUB NEWS

TRIUMPH SLALOM TEAM CHAMPIONS

The Illinois Sports Owners Association, a local chapter of TSOA, write us about their great success in 1974 with their Slalom team, which won out against strong competition not only from other Triumphs but also from such as BMW, Datsun, Fiat, Jensen-Healey, MG and Porsche.

As Mike Bulfer, Slalom chairman writes,

This year the Slalom Team had 21 members including two fast ladies competing out of a membership of 60. The Team competes in SCCA, Tri-State and local club slaloms. Four slaloms are designated for points events: one ice slalom on a frozen lake, one low speed slalom usually on a parking lot, one medium speed slalom on a large go-kart track and one high speed slalom on Blackhawk Farms Road Course. Points are given by the percentage of cars beaten in class, 1st place receiving 100 pts. and last place receiving 0 pts. At the end of the year points are totaled and trophies are awarded to the top three point winners.

To give you an idea of I.S.O.A. TR Power at the last slalom Lee Matas' TR-6 took 1st out of 30 cars in class and Bob Hubsch's Spit came in 2nd out of 23 cars in class. The top three's trophies to date are: Lee's TR-6 has packed up 12-1sts, 3-2nds, 4-3rds, 1-FTD (fastest time of the day) and numerous Best Appearing Car; Doug Johnson's TR-4 has 3-2nds and 1-3rd in his first year of competition; and Bob's Spitfire has 3-1sts, 2-2nds, and 2-3rds for an excellent showing.

"Formed to preserve the marque"

More news has been received of the Triumph Register of America (see Newsletter, Sept. 1974), which says it is forming chapters in several areas of the country. TRA claims to be primarily concerned with the TR2/3 Series but that owners of TR4/4A's are welcome to join. Present

"local chapters and contact points" are forming in Lexington, Kentucky; Falls Church, Va.; Lancaster, Ohio; Stamford, Conn.; Cleveland Heights, Ohio; Delaware, Ohio; and Columbus, Ohio. Corresponding Secretary is Henry S. Marsh Jr., 311 Johnson St. S.W., Vienna, Virginia 22180.

(There is some confusion over Triumph clubs interested principally in vintage and class Triumphs. The TRA mentioned above first contacted the Newsletter in August/September. They say they have the recommendation of the well established British TR Register, and they certainly have a very nice club badge. Then we have the Vintage Triumph Register, first mentioned last May and finally formed in October, based on Michigan. They are interested in all Triumphs built 10 or more years ago. There is also the longer standing Triumph Restorers' Club. Triumph Sports Owners Association, the governing body of authorized Triumph owner clubs, will try and help sort this one out for readers.—EDITOR)

Winter Rally in New Jersey

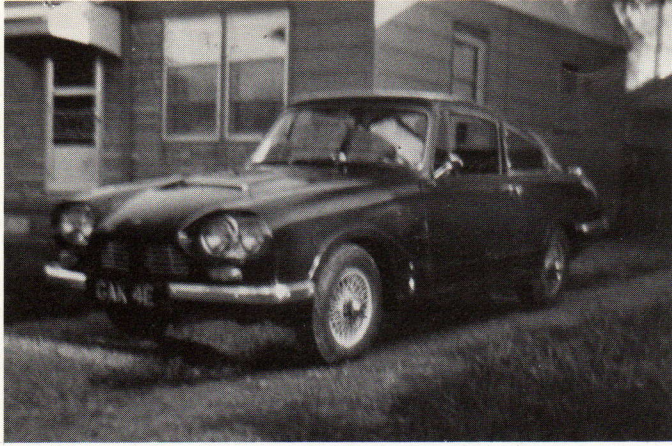
The North New Jersey Triumph Sports Car Club held a rally January 24 starting at the Bowlero in Clifton, N.J. and finishing in Denville at the Camelot. This was an evening run with the unusual title of 'Sun of the Snow Rally'. Best Triumphs were; 1st, Frank Sutter and Kent Porter, TR6; 2nd, Vaughan Farrie and Karan Klutz, Spitfire; and 3rd, Charles Douma and Meyer Rosen, TR6.

LETTERS TO THE EDITOR

"What is a Bond Equipe GT?"

I have recently purchased a 1967 Bond Equipe GT4s 1300, Comm. No. BFC 88772 HE, Serial No. S1 2891. (See enclosed picture).

From what I've been able to find out about this car, it is mechanically a 1967 Triumph Spitfire Mk II with body and



Reader Robert Miller's 1967 Bond Equipe. GT. interior by Bond Cars Ltd. of Preston, England, which existed from 1965 to 1970.

1. Is the information I have so far correct?
2. Do you have any idea how many of this model were produced, and how many exported to the U.S.? (This car is a lefthand drive model.)
3. Is this car considered a collectors item, and is it worth any more than a 1967 Spitfire?

The car is in need of some major mechanical repairs.

—Robert D. Miller, Topeka, Kansas 66605

Editor's Note: This vehicle was built by Bond of Preston, Lancashire, using both Spitfire and Triumph Herald parts, in combination with a Fiberglas body of their own. The doors, for instance, are Herald parts. Very few were shipped to the USA. As a collector's item, the car would be limited by its special interest. However as it uses many standard Triumph parts, repairs should not be difficult. This model was supplemented by a newly styled coupe using the GT6 engine and gearbox.

From Restoration, to 'Best of Show'

"Since January of 1970, I have been engaged in a never ending task, that of restoring the car below. My main objectives are to maintain the TR in as concours and authentic original condition as possible. Obtaining original equipment was the hardest job, particularly the soft trim such as seats and cappings. However, my efforts have been well rewarded. Not only do I have a beautiful and enjoyable



Reader John Manning Jr.'s. Concours TR3.

machine, but I have also taken a 'First in class' and a "Best of show' at the New Hope Auto Show in the Milestone Car Division in 1973 and 1974 respectively.

—John A. Manning Jr., Ft. Washington, Pa.

CLASSIFIED

FOR SALE

4 Ansen aluminum wheels for TR6 15 x 5½ with lugs and spacer plates. \$140. David Southerlin, P.O. Box 511, Wilmington, Vt. 05363.

Four Goodyear racing tires, 5.50/9.20—15, \$100. TR3 ring gear and pinion, 4.11:1 ratio, \$50. Call or write, Gary Rider, R.D. 5, Mechanicsburg, Pa. 17055; (717) 766-6463.

Two Triumph TR2 service instruction manuals. Both mint condition, never used. \$25 each. Dan Ware, 9725 E. Harvard, No. W-370, Denver, CO. 80231.

For mid 72-74 TR6. Exhaust pipes—mid section and muffler (as 6,500 on it); steering wheel like new off '73 TR6. Contact: Al Lomas, 4 Meadow Way, Irvington, N.Y. 10533; (914) 591-1502.

1958 Triumph TR3—95% restored. Needs slight detail work. Ray Montie, 306 Cherokee Trail, Huntington, West Virginia 25705; (304) 523-1368.

1972 Spitfire, original owner, 28,000 miles, factory hard/soft tops, wire wheels, radio. Roll bar, steel radials. New clutch/transmission, Cibie's, Mueller compet. (front & rear) springs, muffler. Best offer over \$2700. Dave Marsland, 683 Hawthorne NE, Salem, Ore. 97301; (503) 588-1245.

Tonneau cover for TR6 with folding headrests. AMCO black. Perfect condition. \$25. Stephen C. McConnell, 1337 South 2nd St., Waco, Texas 76706; (817) 755-2771.

WANTED

Ashtray (factory) for TR3, and/or boot (black) for roof supports. Will pay cash or trade TR3 parts. Michael Miller, 157 Union Ave., No. A7, Campbell CA. 95008.

Need desperately, factory hardtop for TR3. Also a TR3 shop/service manual. Call Peter Burris-Meyer (305) 368-0941.

TRS twin-cam cars, engines, or parts, also Junior TR3, ½ scale fiberglass pedal cars or information as to their whereabouts. William E. Redinter, 23959 Pheasant Run, Novi, Mich. 48050; (313) 349-8304.

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
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 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.
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