



Triumph

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

VOLUME 20, NUMBER 7

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

JULY, 1974

WIMBLEDON TENNIS CHAMPIONS AWARDED TRIUMPH CARS

After both had won tennis singles finals at Wimbledon in July, Jim Connors and Chris Evert displayed their trophies to Lord Stokes (right), who had just presented each of them with Triumph 2500 TC Sedans.



The famous Wimbledon tennis tournament, held in a suburb of London, England, was filled with unusual events this summer. Winning the women's singles was a young American from Fort Lauderdale, Florida, 19-year-old Chris Evert. Not quite the youngest ever to win (Maureen Connolly won at 17) nevertheless Chris is the first woman to triumph at the Rome, Paris and London big three games to date.



19-year-old Chris Evert from Florida is pleased to get the keys to her Triumph. After using these sedans in England, Chris and her fiance Jim Connors are likely to turn them in in exchange for TR6 sports cars in the U.S.A.

As most sports fans must know by now, Chris is engaged to 21-year-old Jim Connors, who himself won the men's singles.

After their victories Chris and Jim were presented not only with the famous Wimbledon silver plate and cup but also with matching Triumph 2500 TC sedans, the first tennis players to win cars at Wimbledon. Lord Stokes, chairman of British Leyland, made the presentation. The Triumph 2500 TC is a 2½-litre, six-cylinder, 4-door sedan of a type not marketed in the U.S.A.

After using their Triumphs in England, Chris and Jim are expected to turn them in, in exchange for Triumph sports cars in the U.S.A., probably TR6's.

To win her championship Chris defeated her friend and rival Olga Morozova of the Soviet Union (the first Russian to make the finals). Jim's victory was gained against Australian veteran Ken Rosewall who had been in three Wimbledon finals but never won. It was Ken, however, who after winning a world title in 1971/2 was himself awarded a Triumph Spitfire in Dallas.

These young tennis experts should enjoy their Triumphs. Certainly they are the right type. Surveys show that more than half of Triumph sports car owners are 24 years of age or less.

TRIUMPH ACTIVE IN BRITISH RALLIES

Rallies, international and national, go over very big in Britain and Europe. A popular car for these events is the Triumph Dolomite Sprint (see June newsletter) and a team of the swift 2-litre, 4-cylinder sedans came first and second in class in the Avon Motor Tour of Britain which concluded July 14. John Handley and John Clegg in a Sprint, sponsored by the Birmingham Post newspaper not only won their class but finished fourth overall. Tony Dron and Henry Liddon in another Sprint sponsored by Henlys, the car distributors, was fourth.

The rally was a great success and is likely to be repeated next year. There were teams from many manufacturers such as BMW, Ford, Alfa Romeo, Chrysler, Opel, Mazda and Vauxhall. Ford Escorts (RS 2600) finished first and second with a BMW 3.0CS third.

Rallies bring good publicity in Europe and so help sales. It is hoped that such big Canadian and American rallies as the Rideau Lakes (October 16) and the 'Press-On Regardless' in Michigan (October 30) will become even more popular. British Leyland is entering in both.

ROAD SAFETY IDEAS FROM BRITISH LEYLAND

During June safety experts from all over the world attended the fifth International Experimental Safety Vehicle Conference, in London. British Leyland engineers and products took a prominent part.

One of their ideas is the "People Catcher", which is a low bumper (only 12 to 13 in. from the ground) combined with a wedge-shaped front to the car. A pedestrian struck at that point is tipped back onto the hood rather than being forced under the car or to the side. There is also a restraining bar actuated by impact sensitive sensors. The device was demonstrated on a modified sedan.

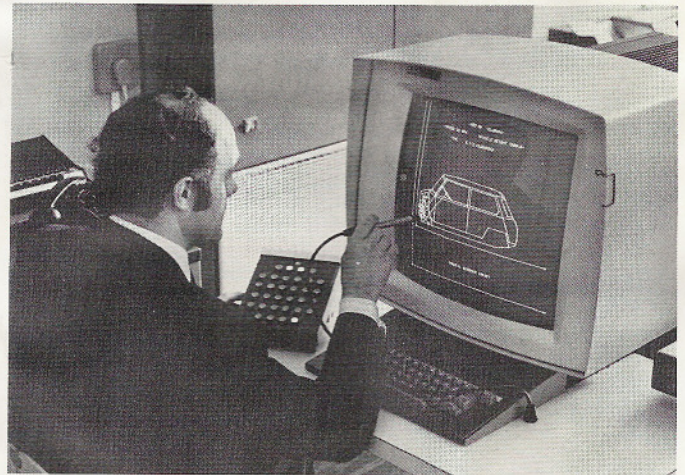
Jack Daniels, chief engineer of the project criticises U.S. Federal regulations which call for a standard bumper height of 20 in. Low bumpers, he says, are "crucial if pedestrians are to have a chance at all." In the U.K. pedestrian fatal-

ities account for about 40 per cent of road deaths. In the U.S.A. they represent about 20 per cent overall, but about 50 per cent of fatalities in urban areas.

CRASHING CARS THAT DON'T EXIST

To meet the varied and increasing mass of international safety legislation, car manufacturers have to carry out expensive crash-test programmes. Computer techniques have produced some alternatives by simulation; calculations such as stiffness characteristics for instance. Dr. William Emerson, of British Leyland's engineering development department at Cowley, leads a team concentrating on this work. "We can vary any factor" he says, "the stiffness of a fender for instance and re-run the crash sequence at will." Actual crash-tests have to be conducted ultimately.

A large part of their time is also devoted to designing press tools, which are computer-drawn. The computer can memorize body styles from the three-dimensional full-size clay models and prepare the necessary blue prints.

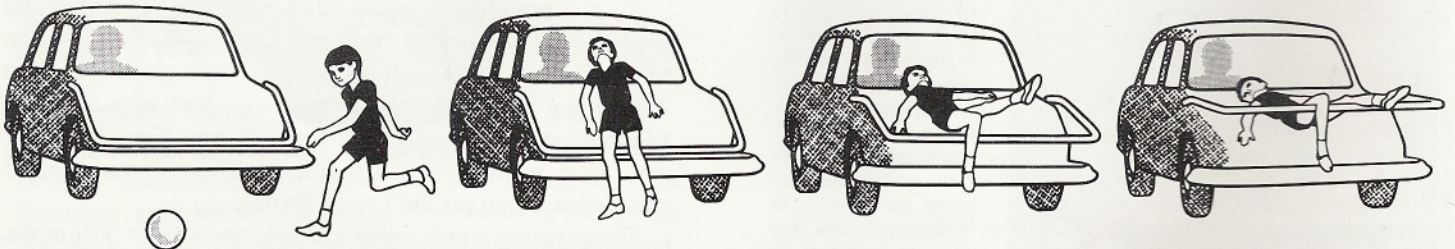


A cathode ray tube displays theoretical damage to the front of a small sedan in a computer simulated crash.

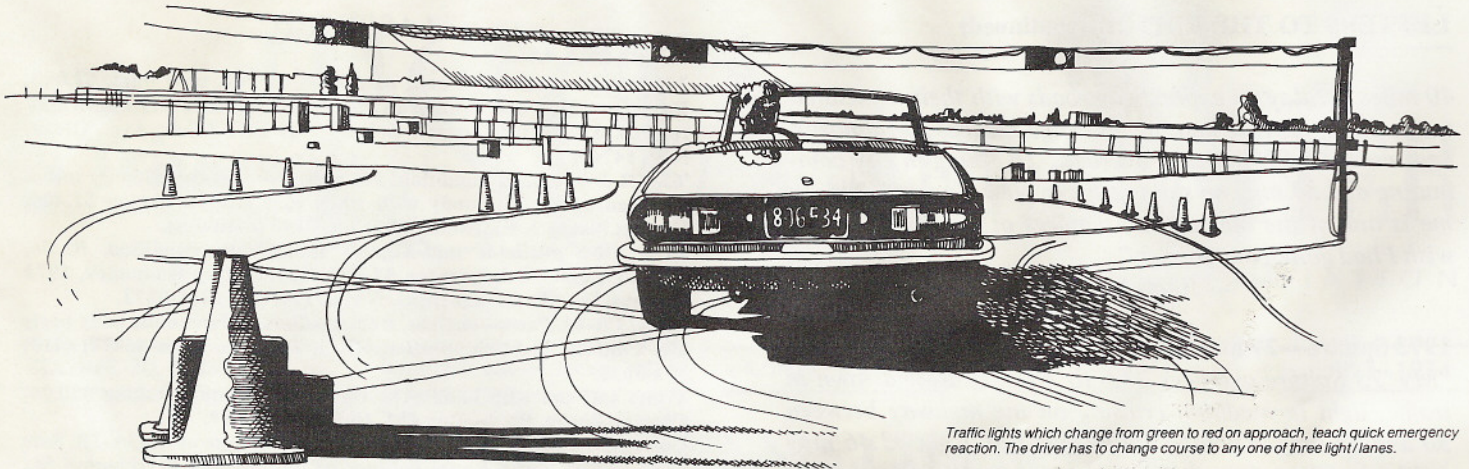
TRIUMPH WINS ANTI-POLLUTION AWARD

A novel road event in which cars are checked for exhaust emission before and after, is the French Mobil Economy run. Winner of the anti-pollution prize was a Triumph Dolomite Sprint. It averaged 34 mpg (Imperial gallon).

Protecting the Pedestrian—How the System Works



Protecting the Pedestrian: A British Leyland idea for a lower front bumper (12/13 in. high) combined with wedge-shaped hood and moving retaining bar. But U.S. Federal regulations call for higher bumpers (20 in.).



Traffic lights which change from green to red on approach, teach quick emergency reaction. The driver has to change course to any one of three light/lanes.

Illustration by Warren Alessi for Triumph's leaflet about race driving schools.

RACE DRIVING SCHOOLS

In the January issue of Triumph Newsletter, details were given of a new television film titled "School for Speed" which featured a Spitfire throughout and told the story of a young man who graduated from Bob Bondurant's racing driver school in California. Sponsored by British Leyland and Champion Spark Plugs, this half hour film has been broadcast on TV in many cities and a list of some forthcoming telecasts in August and September is given below.

In conjunction with "School for Speed" Triumph has issued a 4-page two-color leaflet about "How to prepare for Motor Racing and High Performance Driving." The leaflet, written by John Lamm of Motor Trend and illustrated with drawings by Warren Alessi, describes both the established driving schools, SCCA driver training, and lists the 5 main race schools. Copies have been distributed at club showings. A limited supply of individual copies is still available if readers will write to: British Leyland Motors Inc. (Product Publicity Dept.), 600 Willow Tree Road, Leonia, New Jersey 07605.

Clubs and approved organizations can book the film for screening by writing to: RHR Film Media Inc., 48 West 48th Street, New York, New York 10036.

SOME FORTHCOMING TELEVISION BROADCASTS OF "SCHOOL FOR SPEED"

(British Leyland/Champion Spark Plug film, about learning to race in a Triumph Spitfire)

Aug. 11	Lincoln, Nebraska	KOLN-TV	1:00 p.m.
Aug. 17	Des Moines, Iowa	WOI-TV	2:30 p.m.
Aug. 24	Dallas/Fort Worth, Texas	WBHP-TV	4:00 p.m.
Aug. 31	Johnstown, Pennsylvania	WJNL-TV	7:00 p.m.
Sept. 1	Cedar Rapids/Waterloo, Iowa	KWWL-TV	4:00 p.m.
Sept. 1	Spartanburg, South Carolina	WSPA-TV	7:00 p.m.
Sept. 2	Fresno, California	KMPH-TV	12:30 p.m.
Sept. 14	Chicago, Illinois	WMAQ-TV	12:30 p.m.

LETTERS TO THE EDITOR

We welcome letters from readers about Triumph cars and club activities.

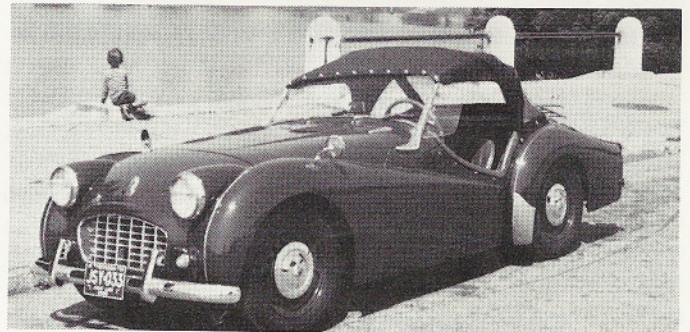
Restoration of 1957 TR3

"I thought you might be interested in the recently completed restoration of a 1957 TR-3. The car was purchased three years ago from a dealer who unflinchingly asserted that the former owner was an old man who drove it only on weekends. A dash plaque quietly contradicted this story by announcing that the car had been driven in the National P O R Rally of 1958.

While the condition of the coachwork made the used-car salesman's cliché seem more credible, the interior was tattered and displayed such unorthodox appointments as an electric clock lifted from a '58 Chevy and mounted in the glove box door. The greatest difficulty I encountered was in tracking down a grille—the original had been discarded in favor of wire mesh to accommodate a pair of Lucas "Ranger" lamps.

This spring the car was displayed by the Detroit Triumph Sports car Club in the Oakland Mall Motor Show. The most flattering comment came from an uninitiated passer-by who thought it was a new model and stopped to ask where he could buy one."

—Dennis Phleeger, Detroit



Dennis Phleeger's 1957 TR3 has been restored to new condition.

More About Fuel Economy From Triumph Owners 1973 Spitfire—28 to 33 mpg

"I have had to write and tell you about the very good gas mileage my 1973 Spitfire delivers. I commute approximately

40 miles per day on expressway roads with their associated traffic jams. Having kept gas mileage records for almost a year now (13,500 miles) I averaged 28.3 mpg in city commuting and 33 mpg on skiing trips to New England. This to me is one of the outstanding features of the Spitfire . . . I wish I had gotten one sooner."

—Julius Marcuen, Jr., Uniondale, N.Y.

1973 Spitfire—27 to 33 mpg

"My '73 Spitfire averages 27.6 to 28 mpg around town in traffic, light to medium; cruising on the highway between 30 and 33 mpg. Running a 400-mile trip, I got 33.46 mpg (with me filling the gas tank each time and really shaking it down or the air out). The worst mpg I have ever gotten, including zipping around the mountains at full bore, is 26 mpg.

—Sam E. Arbuckle, Alexandria, Va.

TSOA Badge Mounting on TR6

"Enclosed is a picture of my TR6. I mounted the TSOA Badge on a sheet metal plate using existing license plate bolts."

—George Lawson, Salinas, Calif.



George Lawson's smart blue TR6 with badge and spotlight below the bumper.

CLUB NEWS

NEW OFFICERS ELECTED BY PORTLAND CLUB

Since we published details of the Portland Triumph Owners Association in the May Newsletter, new officers have been elected as follows: President, Thomas McCoy; Vice President, Duane Benedict; Treasurer, Dave "Tree" Lukens; and Secretary, Chris Gillespie. They would like to receive other clubs' newsletters on a reciprocal basis. Write to this club at P.O. Box 14105, Portland, Oregon 97215.

NEW OFFICERS AT ILLINOIS CLUB

New officers for 1974/75 of the Illinois Triumph Sports Owners Association are President, Don Peterson; Vice President, Lee Matas; Treasurer, Ron Stephen; Recording Secretary, Joan Martin; and Corresponding Secretary, Marcia Johnson, at 220 E. Village Drive, Northlake, Illinois 60164.

CLASSIFIED

ITEMS FOR SALE

2 TR-4s—1 road car, 1 race car. Road car '64, near mint, \$2,000. Race car '65, very strong, all the goodies, holds PHA hillclimb records, \$1,750 with trailer. Bob Snyder, 1975 Mich. Ave., Olean, N.Y. 14760.

'62 TR-3—Original condition. No rust. Wire wheels. 86,000 miles. Tonneau cover. Burgundy with white race stripes. Asking \$1,400. Contact Nancy J. Eastwood (201) 746-9196 (evenings).

1971 TR-6 available mid-August. Immaculate condition. Radio, tape deck and US Indy mags. \$2,700. Contact Ray Hammock, 1979 Mercury Dr. SE, Albuquerque, NM 87118; (505) 265-6872.

TR-4/TR-4A Parts—engines, transmissions, differentials, body parts etc. Contact: Ted Schumacher, RR 1, Pandora, Ohio 45877; (419) 384-3033.

White soft top with hoodsticks for 1963 Triumph. Asking \$30.00. Charine Bostic, Rt. 4—Box 492, Cola, S.C. 29209.

One AMCO reupholstery kit (red) for front seats of TR3A-3B. Sale price \$37.95 ppd. George Oulton, Autosport, 287 Washington St., Newton, Mass. 02158; (617) 969-6666.

1960 TR-3 body good for parts or for restoring. David Keshl, 731 Magnolia Road, Hellertown, Penna. 18055; (215) 838-7642.

ITEMS WANTED

1968 TR-250, must be in excellent shape. Willing to pay good price for good car. Write: Dale Wagner, 44 North 8th St., Easton, Pa. 18042.

New right and left front fenders and apron for TR-3, or information leading to place of purchase. Please send information to Mitchell P. Buckley, 1168 Oxford Road, Cleveland Heights., Ohio 44121; (216) 382-4784.

Hard top for 1971 TR-6. Any color or condition. Please write to: Donna L. Patterson, 67 Shadowbrook Road, Shrewsbury, New Jersey 07701, or call any time (201) 741-1454.

Factory or used removable hardtop for 1973 TR-6 wanted. Please write or send information to: Bill Munson, 530 Harrison Avenue, Kenmore, New York 14223 noting condition and price, or phone (716) 835-3368.

Bonnet (front end), radiator, and gas cap latch for 1966 Triumph Spitfire Mk II. Contact George Tinkham, 1216 W. Jefferson, Apt. 10, Springfield, Ill. 62702; (217) 787-2714.

Front grill emblem for 1973 TR-6. Contact Dennis C. Long, 5492 Youngridge Dr., Apt. 5, Pittsburgh, Pa. 15236.

Adjustable steering wheel for TR-3. Must be in good shape. Contact David Keshl, 731 Magnolia Road, Hellertown, Penna. 18055; phone (215) 838-7642.

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, 197375
Triumph Automobile Association badge	\$1.50
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 Emblem50
Triumph Sports car Champions Jacket Emblem50
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. Subscription is included with a \$5.00 membership in the Club.

EDITOR, JOHN F. DUGDALE