



TRIUMPH

T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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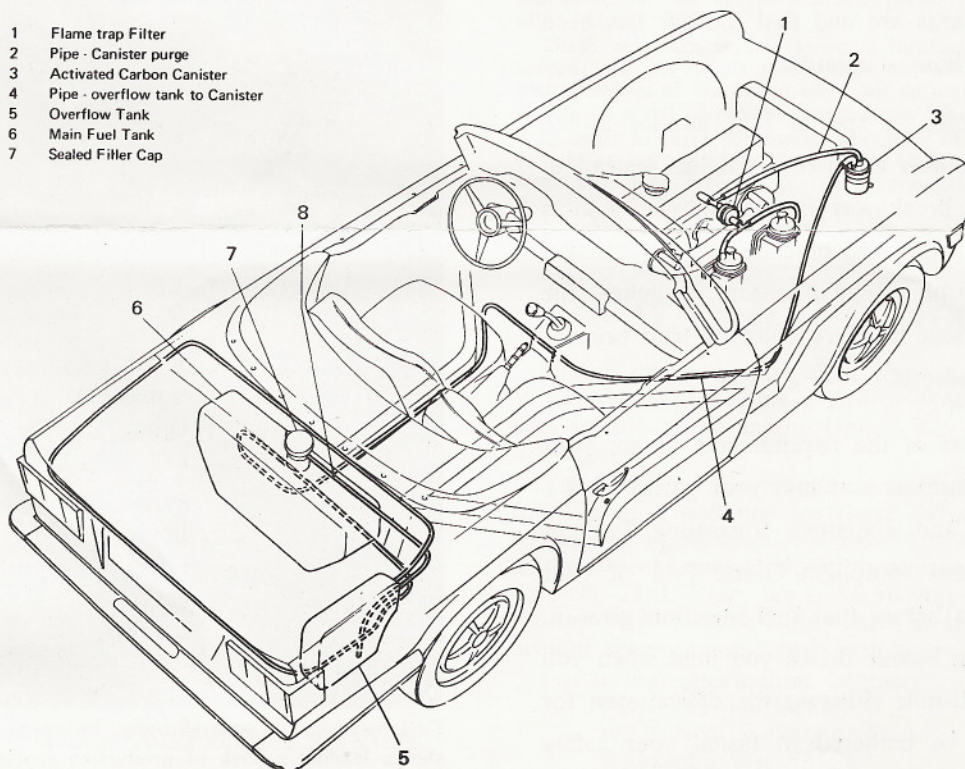
JUNE, 1972

“U.S.A. ONLY” – WHAT IT MEANS

The neat little set of computer cards and carefully typed papers that accompanies every Triumph down the assembly line and out into the big world shows, among hundreds of items, the country of destination. Noted will be “U.S.A. Type Market”, “Home Market”, “Danish Spec.”, etc. For every country there is at least a shade of difference. It may be just that . . . red rear signal lights instead of amber, yellow headlights instead of white.

Germany used to be the only country requiring a steering lock . . . many GIs returning from military posts in Germany brought back TR-4s and Spitfires with oddly-located ignition switches that were a bit hard to reach . . . the same equipment that is now standard on all Triumphs in the USA, by law. France wants yellow headlights and a funny license plate lamp. The home market and many countries in Europe require a light switch that allows the

Continued on Page 2



- 1 Flame trap Filter
- 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

TR-6 EVAPORATIVE EMISSION CONTROL SYSTEM

Continued from Page 1

parking lights or a special sidelamp on the driver's side only to be left burning when the car is parked. This is required by law to warn night traffic on the narrow lanes that a car is parked by the curb. Stag owners in this country have this on their cars.

The list of specification changes for the 1972 TR-6, the series built after Jan. 1, 1972 which must have seat belt warning lights and buzzers, is four single-spaced pages long. In that list, which contains 109 items, 86 are "U.S.A. Only". Here are just a few of the things that go to make your Triumph a vehicle tailored to the needs of American driving and to the requirements of American law.

Eleven items in the gear box including a special top cover and selector shaft, roller interlock and wiring harness, all to suit the requirement for seat belt warning which is interconnected to work when the belt is not fastened and the car is put in gear.

A special petrol tank, expansion tank and tubing . . . for evaporative emission control. And, while we're talking about the fuel system, special intake and exhaust manifolds and two carburetors, instead of the fuel injection fitted to TR-6s overseas. A charcoal canister to absorb the fumes from the tank . . . and a special decal to be applied to show what the standards are and that the car has been certified as meeting those standards.

Different water hoses, a special fan, interior switch knobs with their functions labelled in English instead of international code, a breakaway interior mirror, endless vacuum hoses, return tubes and brackets for the emission controls, buzzers, warning lights, sensors, switches, the *camshaft*, and every seat in every color of trim because the USA requires headrests.

Those are only part of the requirements to get your new Triumph past Customs and into your garage. It's a complicated business and sometimes frustrating. Perhaps you *could* win the next "Stoplight Grand Prix" if your TR had the 155 plus horses that fuel injection gives it. Could be the warning buzzer drives you mad when you want to take the half-mile drive to the delicatessen for cold cuts and can't be bothered to fasten your safety harness. Could be that it's hard to shift smoothly because

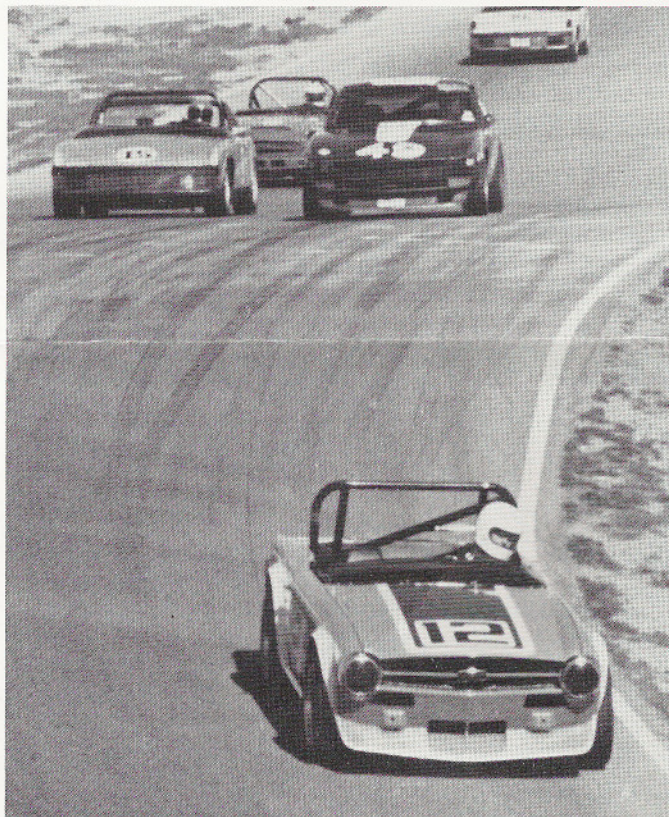
your car's distributor has a vacuum retard as well as an advance and just doesn't lost revs between quick shifts.

Due to United States safety and emission control legislation, the 86 special parts on the '72 TR-6 may be 186 in a few years' time. Whatever the momentary frustrations they may cause their, purpose is a good one and their potential for saving lives and reducing pollution is tremendous.

TSOA urges members to understand and use the safety items on the new Triumphs, particularly the safety harness. With its "vehicle sensitive" reel and one-hand attachment and release, it is simplicity itself to use and comfortable for male or female. The justification for using it can be read in the following story.

SEAT BELTS OUTDO AIR BAGS

A seat belt system which exceeds Federal Safety requirements for 1974 model autos and is said to be cheaper and more effective than air bags, was described in Detroit last month by a British safety researcher at the International Conference on Passive Restraints.



Carl Swanson's Kastner-Brophy, Inc. prepared Triumph TR-6 is shown leading a pack of production sports cars during a recent Southern Pacific SCCA race.

Derek P. Peck of British Leyland Motor Corporation told the conference that the new system uses a one-piece lap and diagonal shoulder belt which can be fastened with one hand. Special electrical circuits in the system prevent operation of the vehicle unless the safety belts are buckled. A miniature computer determines whether the belts are actually being worn or have been buckled together behind the seat by the driver or a passenger in an attempt to cheat the system.

An additional feature of the system is that it permits operation of the vehicle up to 10 mph without the belts being fastened so as to prevent inconvenience during parking operations or during engine maintenance work.

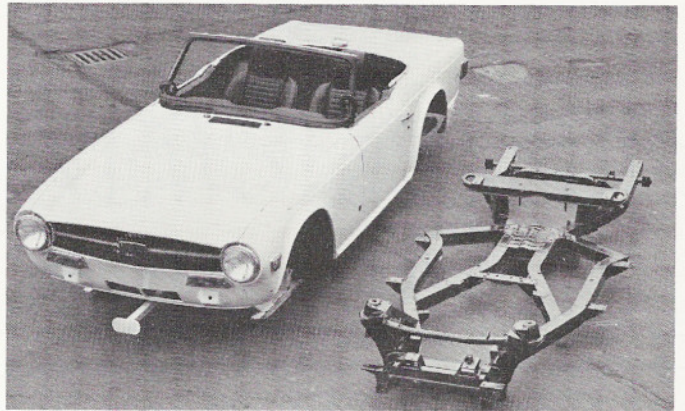
During extensive road tests in Europe and the U.S., the system has been found to work satisfactorily and it is estimated that it would add only \$70 to the cost of a four-passenger compact sedan. Air bags in a similar car would add over \$250 to the vehicle's price, Peck estimates.

The British Leyland engineer also cited studies showing that seat belts provide greater protection from injury than air bags.

The most effective way to reduce injuries would be to make it compulsory for motorists to wear the seat belts they have now, Peck said. This is because there is already a large pool of vehicles with seat belts installed and this percentage is increasing every year, he explained. In contrast, it will be several years before any new passive restraint system is found in the majority of cars. In the United Kingdom, it would take 16 years for a new passive restraint system to become as commonplace as belts, he declared. An enforced law making belt-use compulsory could avoid 37 percent more fatal and serious crash injuries in that 16-year time period than reliance on any new passive restraint system including air bags, he said.

Peck is Chief Safety Engineer for the Triumph Motor Co., part of the British Leyland Specialist Car Division. British Leyland products include Triumph, MG and Jaguar sports cars, Jaguar sedans and Land-Rover multi-purpose vehicles.

The Passive Restraint conference was sponsored jointly by the Federal Highway Traffic Safety Administration of the U.S. Department of Transportation and the Society of Automotive Engineers. It was conducted in conjunction with the annual SAE National Automobile Engineering Meeting.



Down to basics—The sturdy underpinnings of the TR-6 are shown here beside the already-trimmed body, ready for assembly. The shot was taken to illustrate how a racing team begins to build a really super competitor . . . strip it down and start over!

SERVICE NOTES

ALTERNATOR TR-6

A few TR-6 vehicles have been fitted with an AC Delco Alternator, part number 218042.

This unit is interchangeable with the Lucas Alternator type 17ACR, part number 23635/R providing it is exchanged as a complete assembly.

In order to do this, the Lucas pulley, part number 54200433 and cooling fan, part number 54217652 is required.

Harness connections are the same for both the Lucas and AC Alternators.

INERTIA REEL SEAT BELTS ALL MODELS

There appears to be some confusion regarding the correct operation of current inertia type seat belts presently fitted to our vehicles after January, 1972.

These belts are vehicle sensitive insofar as operation is concerned, and this simply means that they allow the occupant complete freedom of movement under all normal operating conditions, but in the event of sudden deceleration, the belt will lock.

In order to check for correct operation of this system, drive the vehicle at low speed and apply the brakes suddenly and at the same time lean forward on the harness. Under these conditions the belts should lock automatically.

W.T.S.O.A. CONCOURS

British cars will have their day on July 22 when the Wisconsin TSOA holds a British Marque Concours. All cars manufactured in the United Kingdom, any vintage, are eligible.

There will be several classes including a special class for Triumphs and one for those daring souls who want to enter a non-British machine. The event will be held at the Blue Mound Drive-In theatre on July 22 with rain date the 23rd. Entry fee is \$6.50 and trophies will go to the top 10% in each class. There is also a whisper going around about possible cash prizes.

For further information, contact:
ROBERT FLEMMING
W226 N301 Lexington Dr.
Waukesha, Wis. 53186
414-542-1179

RECORD SALES AGAIN

Americans bought more Triumph sports cars this past month than in any previous May, it was reported today by British Leyland Motors Inc. The figure for May was 2,459, only two cars less than the all-time best month record of 2,461 set in June, 1964.

The May, 1972, figure is 7.2 percent above the 2,293 recorded in April this year.

Triumph sales for the first five months of this year stand at 9,810 compared to 8,446 in the same period a year ago, an increase of 16 percent.

REAL CLASS—RALLY STYLE

Rally clubs all have individual methods of interpreting the sometimes fine distinctions between classes. There are "Expert", "Seat-of-Pants", "Novice", etc. As rallyists go from event to event, arguments can erupt over the exact amount of equipment allowed to a class, what constitutes a "beginner" and other seemingly minor but quite serious matters.

In an effort to clarify the situation, at least in their home territory, the Triumph Club of Ventura County has published a list of their rally classifications which may be useful to other clubs.

EQUIPPED class—No limit on what equipment may be used. When any time cumulative equipment, such as computer boxes, curtas, speedpilots, etc., is used, the contestant must register in this class. Even those 'just starting' to use equipment must enter in this class. We feel that the problem of running against more experienced rallyists is offset by the smug satisfaction you get when you finally beat them.

NAVIGATIONAL—may use 1/100th of a mile counters, may use Stevens, sliderules (either straight or binary), speed tables and watches. Any equipment of this type as long as it does not, in itself, have the ability to accumulate time.

SOP—may have any type of timepiece, an odometer which must not read finer than 1/10th mile, *blank paper* and pencil. NO tables of any kind will be allowed, including speed correction tables that allow the contestant to correct the speedometer and/or each without doing the calculations. We will allow a conversion table between seconds and hundredths of a minute for those who do not have watches with 1/100th bezels.

BEGINNER—just that, a beginner, someone who is just starting to rally and learning the sport. Equipment is defined the same as for SOP class. Beginners are expected to move up to SOP class when they have run for six (6) months or start to show a reasonable degree of skill. The six-month limitation is variable since one

team may run only two or three rallies in a six-month period while others may run that many every weekend. We think most beginners know when they are ready to move up in class.

These rules may sound rather strict but there are people who (if allowed) would 'learn how to run' a curta or computer for years, and there are 'beginners' with jacket patches going back quite a few years. For this reason we feel that in the long run these rules are the fairest for all contestants.

CLASSIFIED

ITEMS FOR SALE

Sebring Spitfire—G Production winner . . . New Acapulco Blue paint—Kastner mods., good tires, many spares including engine, transmission and tires. \$1,200. Trailer and delivery available. Bill Page, 118 Capital Trail, Newark, Delaware 19711 (302) 737-3773.

4—TR-250 4½-inch J Rims.

Keneth J. Hillers, Treehaven 3, Apt. 362B, Matawan, N. J. 07747. Phone 9-5: (201) 949-3189 After 6: (201) 583-2493

Competition exhaust header system (V 616) for Spitfire Mk III, never used \$61. Dan Ware, 968 Downing St., #503, Denver, Colo. 80218 (303) 893-9839.

ITEMS WANTED

Hardtop for 1971 TR-6. Michael A. Coe, 3405 16th Street, Vernon, B. C. (604) 454-1341 or (604) 542-9871.

A complete set of 4.86 MM (TR-4) pistons and liners. John Taylor, 14 Miner Street, Greenfield, Mass. 01301 (413) 773-3771.

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
TSOA Handbook, 2nd Edition	\$2.00
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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