



TRIUMPH

T.S.O.A.

TRIUMPH SPORTS OWNERS ASSOCIATION

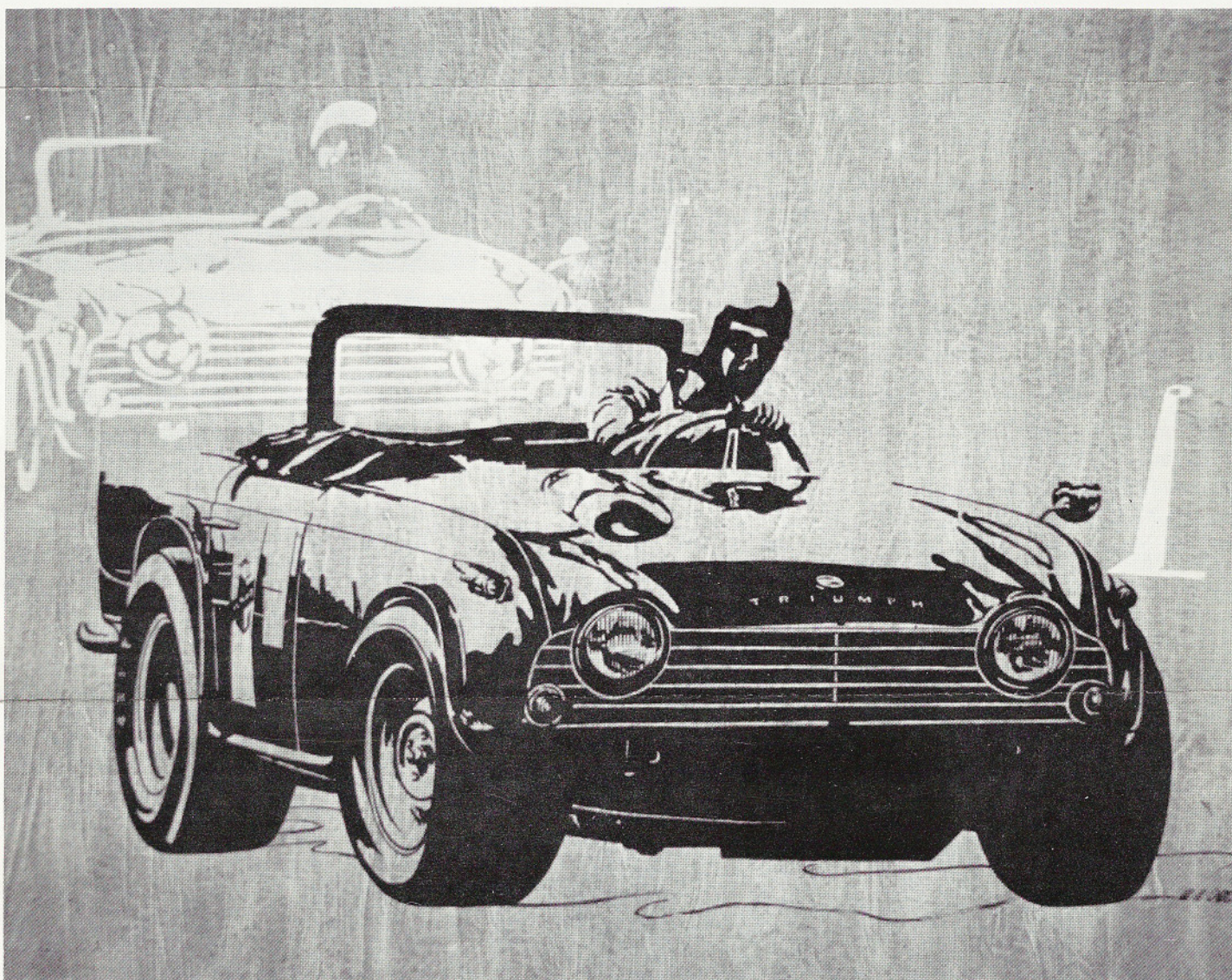


NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

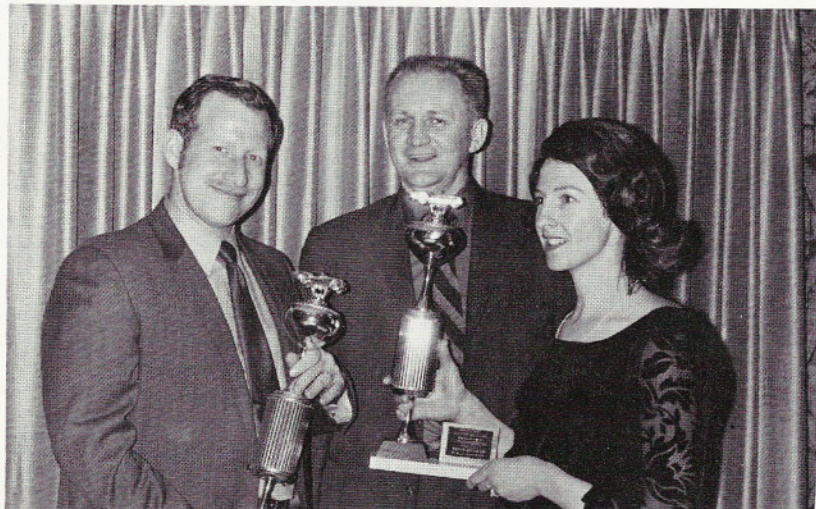
VOLUME 16, NUMBER 3

MARCH, 1970



The painting shown above is the prized possession of two D.C. T.S.O.A. members. Jim Schwitz describes it as follows:

“The picture does not really do the original painting justice in reproduction. The original painting is approx. 3 x 4 feet and hangs in the home of two of our members, Mr. and Mrs. Drexel Williams. The artist who did the painting is W. A. Obwen. The original was painted using two photos and is actually a composite painting. The car and driver is Drexel Williams’ TR-4A. The sign on the door is D.C. T.S.O.A.’s autocross team identification. This car-driver combination is the 1968 Metropolitan Washington Council of Sports Car Clubs (MWCSCC) class champion. You will probably remember that D.C. T.S.O.A. won the team championship that year.”



PHA WINNERS: At the annual banquet of the Pennsylvania Hillclimb Association, two Triumph drivers received trophies from the Triumph Competition Department. Shown accepting their awards are Henry Hemmen (L) for EP III in a TR-3 and Keith Kendig for DP in a TR-4A. Making the presentation is Margaret Cook, wife of your editor. Keith has won the Triumph award several times and Henry once before.

DAY OF DISAPPOINTMENTS AT PHOENIX

What began as a promising weekend of SCCA Nationals at Phoenix International Raceway ended bleakly. Jim Dittmore in the Triumph Competition Dept. TR-6, qualified near the pole and built up an early lead. It was a struggle all the way with the Porsche 914s of Alan Johnson and Milt Minter. However, late in the race, Dittmore was forced to pit with a loose wheel and finished 6th.

In the D race, rain forced the entrants to drive with caution. Carl Swanson, in the Kastner-prepared GT-6+, slid wide and hit the wall in the oval, severely damaging the car but, fortunately, not injuring himself.

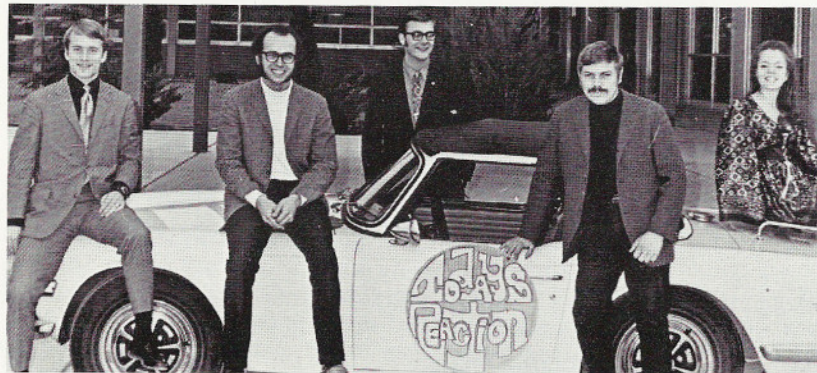
On the bright side, Jerry Barker stormed to a win in F Production in his smart black Spitfire Mk 3.

STOCKTON OFFERS DYNO SERVICE

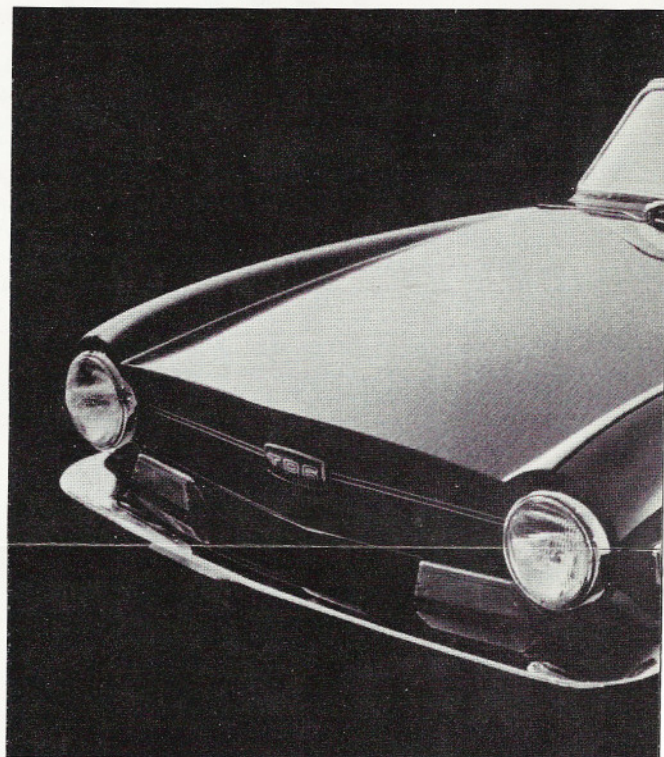
Dick Stockton, whose reputation for setting up fast TR's is well known, has announced the availability of dyno tuning. Setting up an engine on a dynamometer is almost essential for competition work. However, most non-racers seem to regard it as expensive or unnecessary. This is far from true.

If you are interested in getting peak performance for the street, for autocross work or racing, dyno tuning can make the difference. Check with Dick at 215 - OL 9-1690.

His address is:
Stockton Automotive
556 Davisville Road
Willow Grove, Pa. 19090



News from Boise, Idaho, describes the activities of "Today's Reaction" a new musical group. To date, the group has two TR-6's with another one on order. They have played all over the northwest and now will move via Triumph to Las Vegas where we wish them every success.



Triumph's TR-6 with its handsome appearance, reliable and popular sports car.

Body—Two-seater, two-door sports car with roll-up windows. Rust proofed steel body. Laminated windshield with high impact inter-layer. Front hinged safety hood. Locking trunk with courtesy light. Full anti-burst door locks. And one either-side-up key for door and ignition.

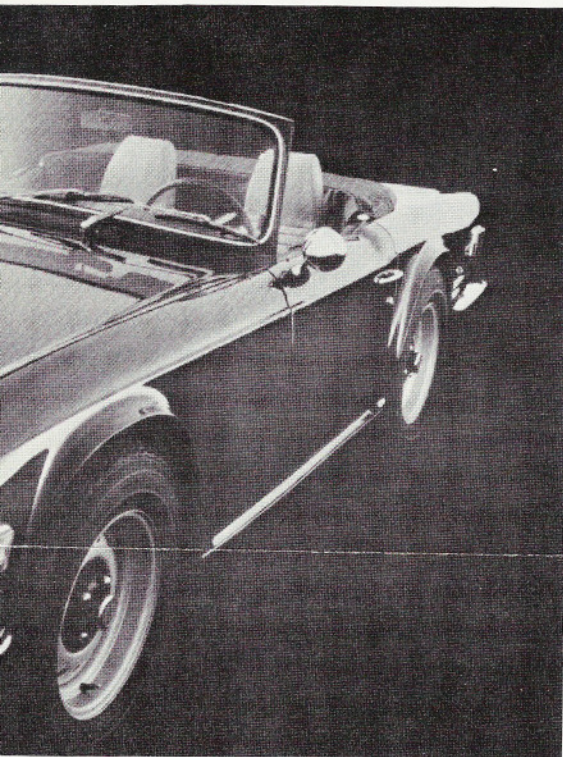
Top—Zip-down rear window panel, soft top—vinyl inside and out, reflective safety striping around top. Soft top boot cover. Velcro strips on soft top and cant rails. Wraparound bumpers, front and rear. External, door mounted rearview mirror. Sealed beam headlights. Magnetic fuel tank cap with safety latch.

Cockpit—Internal dipping safety rearview mirror, seats with integral head restraints. Padded swiveling sun visors. Ambla upholstery, perforated on seat facings. Locking glove compartment with courtesy light. 5" 140 mph speedometer with resettable trip milometer. 5" tachometer. Ignition key audible warning device. Separate fuel, water temperature, oil pressure gauges, and ammeter. Variable intensity dash illumination, blue light. Combined ignition lock accessory control and starter control. Self-canceling turn signals. Vents for fresh air ventilation at face and foot level. Heating and demisting fresh air system. Padded 15" steering wheel rim and matching gearshift knob. Non-glare walnut finish dash. Four-way hazard flasher. Quick release seat belts with stowage holster on outside. Door operated courtesy light. And steering column lock.

Ancillary Standard Equipment. Wheel changing equipment. Spare wheel and tire.

Engine—In line, overhead valve. 6 cylinder, 152 cu. in. (2498 cc). Bore 2.94 in. (74.7 mm). Stroke 3.74 in. (95 mm). Compression ratio 8.5:1. Full-flow oil filter.

Electrical System—Negative ground 12 volt system. 57 amp. hours battery. Twin windtone horns. Two-speed elec-



powerful six-cylinder engine and cockpit to delight the enthusiast. Note 1970 wheel treatment and back windshield surround.

Electric windshield wipers. Electric windshield washers. Twin turn signal lights. Front and rear marker lights. Alternator.

Transmission—Four forward speed all synchromesh gearbox. Diaphragm type 8½" hydraulically operated clutch. Independent final drive beveled gears in cast iron case rubber mounted on chassis.

Chassis—Channel steel with cruciform bracing. Steel disc brakes 15" x 5½" wheels. Radial ply red band tires—Goodrich 185 SR 15.

Steering—Triumph rack and pinion. Energy-absorbing column. ¾ turns lock to lock.

Suspension—Front: low periodicity independent system incorporating anti-roll bar. Coil springs and telescopic dampers. Rear: semi-trailing arm independent with coil springs and piston type dampers. All rubber mounted.

Brakes—Vacuum power independent system. 10½" caliper front discs—front, 9" drums—rear.

Optional Equipment—Laycock de Normanville overdrive. Operates on 2nd, 3rd, and top gears. Reduces standard 3.0 final drive ratio to 3.03 for smoother, quieter, more economical high-speed running. Wire wheels—60 spoke, center-locking hex nut type with 5½" rims. Vinyl tonneau cover. Michelin X red band 185 SR 15 tires. AM/FM or AM only radios. Center console with or without clock. Luggage rack. Ski rack attachments. Front and rear bumper guards. Racing wheels—4 spoke magnesium or aluminum. Cigarette lighter.

Optional Racing Equipment—A complete line of Sports Car Club of America-approved competition equipment is available. For information write: Triumph Competitions Dept., Leyland Motor Sales, Inc., 1957 West 144th Street, Gardena, California 90249.

The British Leyland Service Department has once again sent letters advising Triumph owners of a recall campaign. Members should note that second or third owners of cars affected by this recall should take their cars in as the correction will be performed regardless of whether the car was purchased new.

A few cases have been reported on a certain number of Triumph cars, of the magnet portion of the gas cap becoming detached. Under certain circumstances, this could present a safety hazard, therefore, it has been decided to recall any vehicles which are affected.

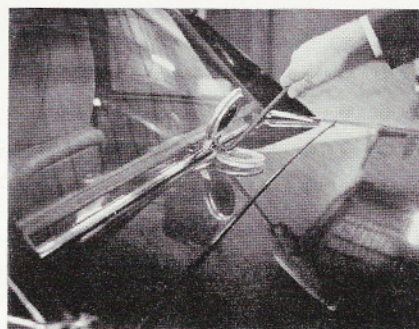
Inspection of the security or adhesion of the magnet on the filler cap is a simple matter of trying to pry off the magnet with a hub cap remover (supplied with each vehicle). Insert the hub cap remover under the magnet adjacent to the hinge point of the lid, and apply as much force as possible without causing panel to become distorted (see illustration on Page 3, #1).

In the event that the magnet has become detached, it is necessary that the cap *only* be replaced; and any Triumph dealer will perform this simple job for you without charge. The cap is readily changed by removal of the hinge pin, and reinsertion of the new pin to secure the new cap.

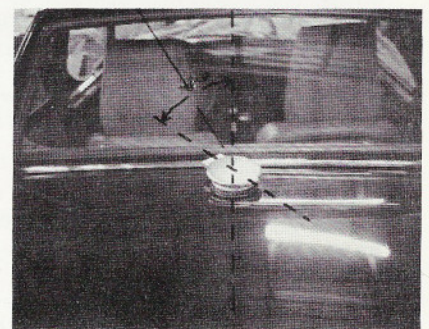
TR-250 and TR-6 Only

It is additionally necessary to be certain that the hinge is lined up at an approximate 45° to the fore and aft center line of the car, so as to minimize the possibility of its flying open on impact. (see illustration on Page 3, #2). The alignment of the filler cap applies only to the Triumph TR-250 and TR-6, and is *not* applicable to GT-6+ cars, since the gas cap of this model is side mounted. Realignment of the hinge is accomplished by slackening off the clamps on the neck of the filler cap to permit rotation of the filler cap assembly.

Copies of these instructions have been circulated to all Triumph dealers in the form of a service bulletin. The replacement filler cap, Part #576468 and Hinge Pin, Part #575000 are available to the dealer network. Therefore, in the interest of safety, please take advantage of the opportunity to have this matter checked.



1.



2.

LOCAL CLUB NEWS

Listed below are the officers of the Kansas City Triumph Club for the year 1970. Congratulations!

President — George Lasater

Vice President — Tom Staggs

Secretary — Greg Edelblute

Treasurer — Marsha Lasater

Council Rep. — Vince Reese

Board Members — Harry Henderson
Phil McCluskey

The Triumph Club of Miami announces a fun-gimmick rally for April 18. No slide rule or computers needed . . . come and enjoy yourselves. Call Maddie Altman, (305) 945-9879.

MORE ON GT-6+ THROTTLE

February 13, 1970

Dear Mr. Cook:

I was glad to receive the January issue of TSOA Newsletter especially as it outlined instructions in obtaining smoother and more progressive acceleration. It might be pointed out that the instructions were incomplete in that after shortening shaft P/N 149028 it is necessary to make adjustments on the carburetor spindle cross shaft. I accomplished this by backing out the screws on the clamps on section 1 and 3 only of the cross shaft. This allowed the shaft ends to rotate upward and achieve idling speed, then tighten the clamp screws back down on the spindle cross shaft.

Gary A. Lane
2320 Eastbrook Drive
Fort Wayne, Ind. 46805

Thanks Gary!

CLASSIFIED

ITEMS FOR SALE:

TR-6, white, black/black. Tonneau, luggage rack, wire wheels, Michelin X, excellent condition. 12,000 miles. Must sell. Rick Mansfield, 473 N. Selby Blvd., Worthington, Ohio 43085.

1962 TR-4, rough but driveable. Salvage for parts or sell complete. Make offer. Ray D. Newman, Jr., c/o Frank Nieberding, Office Mgr., Bath Mill, Bath, S. C. 29816.

TR-4. Race prepared, ready for '70 season. Within 2 sec. of NE track records during '69 season. Every available option. Will help deliver. \$1600. Dirk Wrightson, 25 Villa Dr., Foxboro, Mass. 02035. 617-543-5893 or 617-742-6150.

TR-4 race car. 2.2, fully proffied, 42 DCOE Webers, oil cooler, Overdrive, spares. \$1200.00 firm. Hal Inglis, 2408 Beach Dr., Fox River Grove, Ill. 60021. 312-658-4022.

1964 TR-4, British racing green with wide white stripe. Autocross car fully set up for solo or track events. 15,000 actual miles. OD, set up suspension, new 550-920 Bluestreaks, 5½ inch steel wheels, roll bar, fully proffied engine (160 bhp on dyno), 4:5 rear, torque rods, etc. Springless trailer with fenders included. Car normally trailered, not driven on street. 4 1sts, one 2nd in '69. Offers around \$2000.00. Terry Glazer, 57 Stuyvesant Ave., Irvington, N.J. 07111. 201-375-7608 (eves).

TR-3. Now set up for 1970. Help me make way for my Spitfire. Get competitive in Nationals or Regionals with my full-house TR-3. Tame enough for school as well. Mike Cook, 90 Seventh Ave., Westwood, N. J. 07675. 201-666-0620.

Official competition Detroit Automotive No-Spin for TR-3-4-4A. \$125 or best offer. John W. Thompson, Jr., RR #1, Mt. Pleasant, Iowa 52641. 319-385-4092.

'60 TR-3 engine, very good condition, \$75.00. Four wide wheels, \$50.00. Also bonnet, doors, RF fender, trunk, springs, shocks, instruments, many others very reasonable. No seats, transmission or rear end. Car was hit in left front. Stan Anderson, 7 W. Walnut St. Islip, L. I., N. Y. 11751. 516-581-0950.

TR 2000 block, new, o-ringed, balanced, S-2 cam, comp valve springs, comp push rods, special oil pump pickup, TR-6 head and GT-6 intake manifold. Not assembled. Asking \$600.00. Dick Stockton, 556 Davisville Rd., Willow Grove, Pa. 19090. 215-OL 9-1690.

Many bits and pieces for 1964 Spitfire MK1. Discs — \$5.00, complete 4.1 rear end — \$25.00, calipers — \$5.00 ea., steering wheels, column, axles, rear bumper, tunnel, heater, wiring and electrical items, many more, all at reasonable prices or the lot for \$50.00. Write or call Sam Stein, 124 Chatham Rd., Bel Air, Maryland 21014. 301-858-7434.

ITEMS WANTED:

Padded, removable bench seat for rear of TR-4. B. E. Stein, 818 W. Rolling Rd., Springfield, Pa. 19064.

Windshield for Peerless sports car. J. R. Brittingham, 10704 35th Avenue, S.W., Seattle, Washington 98146.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin 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.

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, x-l \$4.50
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
British Leyland HIGH ROAD Magazine \$6.00/year
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.

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 lifetime membership in the club.

EDITOR, MICHAEL L. COOK