



Triumph

T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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MARCH, 1974

FUEL ECONOMY AND YOUR RIGHT FOOT

Some advice from Jim Coan, British Leyland's West Coast Competitions Manager

With the current energy crisis this would be an appropriate time to discuss the fuel economy potential of Triumph cars and what British Leyland has done as a manufacturer to make them economical and what you as owner/driver can do.

We in the colonies now feel the pinch of fuel availability and it seems to be feasible that there may even be gasoline rationing. This is not a new problem in the "old world". "Petrol" (I believe it is called) has always been in short supply. Every drop of petroleum has to be imported into England. Therefore, regardless of what the situation may be, dock strikes, shipping set backs or bans on imports (not to mention fuel shortages), the English petroleum situation is threatened. Because of this, Triumph cars have always been designed with fuel economy as one of the prime objectives. The English motoring public have been faced with this since the introduction of the automobile.

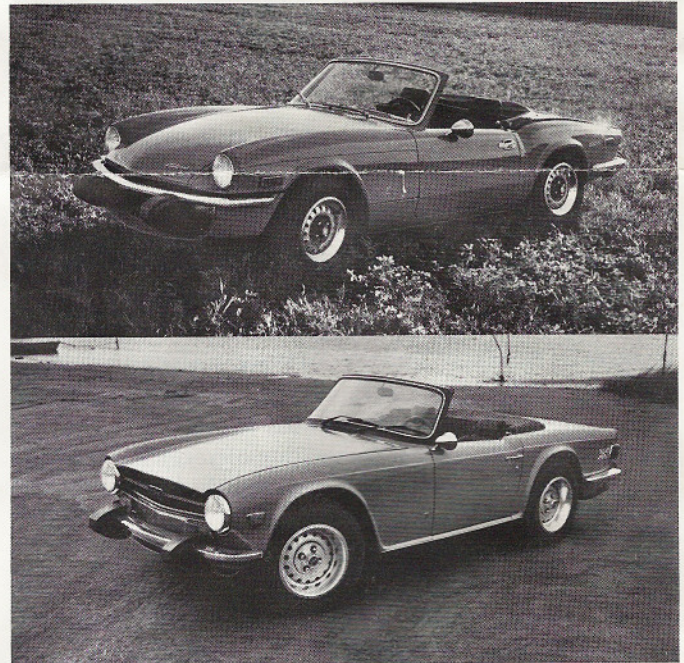
DO-DADS AND TRICKS AND DYNO KITS

We see various advertisements for transistor and capacitor ignitions which claim to increase fuel economy by 20 percent and give considerable increase in horse power. As a spark plug draws only the voltage it requires, if the available voltage is adequate, the cylinder is fired, and the excessive voltage is not used. Subsequently if it takes 15,000 volts to fire a spark plug, having 60,000 volts available will effect absolutely no improvement of performance or fuel economy.

This would more accurately have been described as "restored" horse power and if you duly noted a gain in either performance or fuel economy, you have not been following the recommendations in your owner's manual. If these recommendations were carried out the cars have adequate ignition systems which allow for 100 percent performance.

As these special ignitions do have a high voltage reserve, it may be possible to extend the spark plug's life by as much as 3,000 miles. It is doubtful however, that this savings will off-set the initial investment in the special ignition.

Dyno-tuned kits also seem to be the current rage. Adver-



In recent factory tests, the Triumph Spitfire gave 29 mpg . . . And the TR6, 24 mpg.

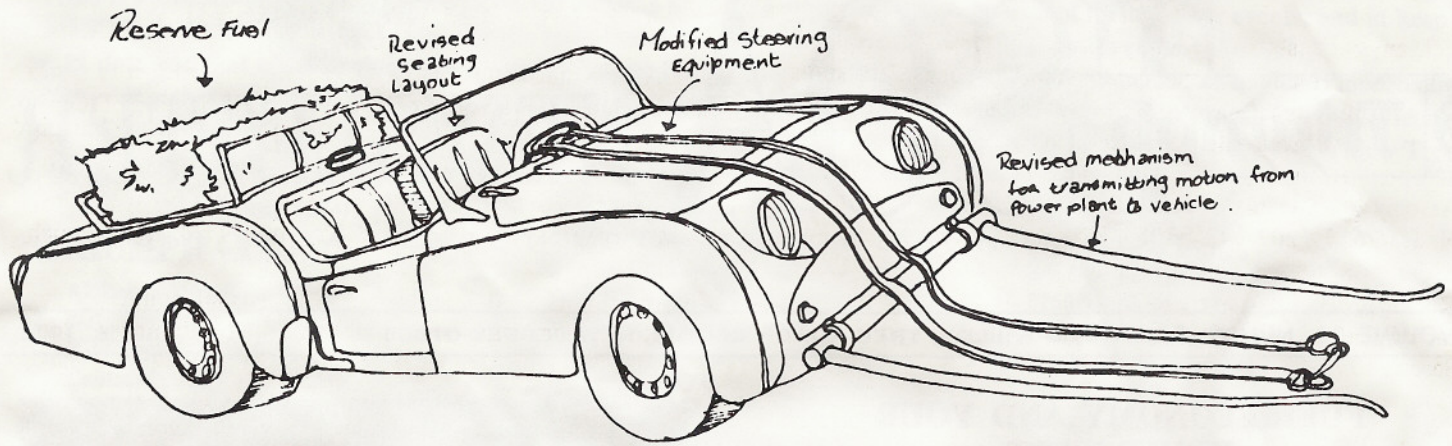
tisements claim horse power increases up to 50 percent by merely installing one of these kits. All this for \$20?

The premise of these kits is to tailor the distributor advance curve and fuel flow to the specific requirements of the engine. My own dyno-testing shows that the current line of Triumph cars have an excellent fuel-flow characteristic, and there is no meaningful horse power gain (if any) to be achieved by adjusting the distributor curve. This is not surprising at all. During the last ten years, our Competition Department in the U.S. has done extensive research and development testing. The purpose of these tests is to insure that the information passed along in Competition Preparation Manuals is correct and that the optional Competition Parts perform properly on each new model. The last series of tests were done on the Spitfire 1500 and published in the August issue of Road and Track. The results of these tests are available through the Competition Dept.

TIRE PRESSURE

It seems to be common belief that over-all economy can be improved by over inflation of the tires.

Much time has been spent testing both at the high speed



NOVEL APPROACH TO THE FUEL SHORTAGE! A desperate suggestion submitted respectfully by Stewart Cowley of Whistley Green, England (courtesy of The TR Register newsletter).

Fuel Economy (continued)

test track and on the road during environmental test driving, to insure the recommended tire pressures are correct from a ride, tire wear, and drag point of view. In some instances, by increasing the tire pressure, a slight increase in fuel economy may be noted. However, the inherent shock dampening of the properly inflated tires will be lost, tire life will decrease, and the hammering of various suspension components all will tend to negate a slight increase in fuel economy.

With any of our cars, the key to real fuel economy lies in the owners manual. If all the recommendations in this manual are adhered to, that is all that need to be done to insure that your car achieves the high performance and fuel economy originally designed into it.

We hear various reports on fuel economy for a given car which may vary as much as 25 percent. When investigated, the main causes in these variations show that, fuel economy has been reduced because of either improper maintenance or incorrect driving techniques.

In order to sharpen your ability to achieve maximum fuel economy, let's examine the causes of high fuel consumption.

Hard acceleration; and Excessive Drag resulting from High Speed.

As acceleration is best defined as time-to-speed or any increase in speed, whether it be from 0 to 60 mph or 50 to 60 mph, it is all acceleration.

As the internal combustion engine generates power on demand, and that demand is your right foot, in a given situation, if you accelerate from 0-60 as hard as you possibly can, you are using the maximum fuel to achieve that given speed. Whereas, if you accelerate from 0-60 with half the amount of pressure on the accelerator pedal, you are using only half the amount of fuel. The Harder/Faster you accelerate, the more fuel is consumed.

Once the car achieves a given speed it automatically adjusts itself to achieve maximum fuel economy, using only

the Power/Fuel required to over-come the drag, which in an automobile comes in three forms:

1. Tire drag.
2. Friction loss through transmission, differential, gears and bearings.
3. Aero-dynamic drag.

The tires and frictional loss are of negligible use to us as there is little if anything that can be done about them. Aerodynamic drag is quite another thing. In order to explain this, imagine yourself shoulder deep in a swimming pool. It is relatively easy to walk through the water, but try running. You will find that the faster you try to move, the harder it becomes. Exactly the same principle applies with your car. The faster you drive your car, the harder you make the engine work, and subsequently the more fuel you consume. Whereas, by driving at a slower rate of speed, as with walking in the water, the easier it is to move, and subsequently, the less fuel you use.

In summation, it is unrealistic to assume that British Leyland as a manufacturer of economical, high performance sports cars would have left 50 percent of the horse power off the car. The car you have in its present form is economical, consistent with over-all performance. Certainly the performance can be increased by altering the compression ratio, and camshaft timing, etc., however, the over-all driveability and fuel economy will suffer.

Driving economically during the present crisis, can be a real source of pleasure and a very enlightening experience. By realizing that the maximum amount of fuel is used with hard acceleration, and that the miles per gallon go down at an alarming rate as the speed increases, it is easy to adjust your driving style to achieve the maximum driving potential of your Triumph car.

By using the tachometer you can alter your shift points with each tank of fuel. And, by varying your cruising speed you will soon know what shifting point and cruising speed gives the maximum fuel economy for your particular car.

I am sure you will be more than amazed at the fuel you can save simply by easing off your right foot.

WHERE TO WRITE FOR CLUB FILMS

Many requests for the loan of films about British Leyland cars are received at our headquarters. All requests for such films for club meetings should however be addressed direct to our film library distributors. Requests can only be accepted from approved clubs and organizations. Write, Association-Sterling Films, 600 Grand Avenue, Ridgefield, N. J. 07657 (202-943-8200). The three most recent films added are, 'Sportscar Champions', 1971 (Triumph SCCA Racing); 'White Wave', 1972 (the story of the Group 44 racing team); and '25 Years at Speed—The Watkins Glen Story', 1973.



FIND THE 4 TRIUMPHS: (Left to Right) a 1965 TR4, a 1967 TR4A, a 1971 TR6, and an English sheep dog nicknamed "TR". The TR6 and TR4A belong to Charles and Beverly Maul of Millville, N. J. The TR4 and "TR" belong to their neighbors Phil and June Howell. All cars have taken trophies in South Jersey region and "TR" is hoping to place in an upcoming dog show.

LETTERS TO THE EDITOR

More About the TR Series

"I have just finished restoring a 1958 TR-3A. I have spent a lot of time and money on the project. If this car were to be damaged or destroyed in an accident, I would never be able to recover a "full" price for the car.

"I know how much it cost to restore the car and could probably sell it for around \$2500. I have no interest in selling the car but rather in setting a value.

"As more people restore these cars there will be more people interested in protecting their investment. In case of accident it would be helpful if a person could turn to an authority who has established a value. . . ."

—John A. Taylor, Greenfield, Mass.

Editor's Note: John Taylor goes on to suggest that the TSOA might be the authority to establish values of rebuilt Triumphs but unfortunately this is beyond its scope and objectives. In our opinion this must be left to the market place, although support may be found through the TR Register in England (TR Register, c/o Terry Simpson, 44 Tresdale Park, Connor Downs, Hayle, Cornwall, England) and the Restorer's Club (see listing in this issue).

FOR RESTORERS—1956/1958 TR3 TECHNICAL REVIEW

A new magazine "Classic Car" was started last October in England. It is a very finely produced publication of nearly 100 pages per issue, with plenty of 4-color, and it deals with any car the editors consider classics, even current models.

In the December 1973 issue there was a six-page technical survey of the 1956-1958 Triumph TR3 giving much detail data; chassis, electrical and parts drawings; and many part numbers, all taken from the original conducted by Motor Trader when the model was first announced. This should be invaluable to the restorer. Write "Classic Car", Dorset House, Stamford Street, London, SE 1 9LU, England. A year's subscription costs \$15.00. So if you only want the December issue why not send about \$2.00 to cover postage and make sure you get it.

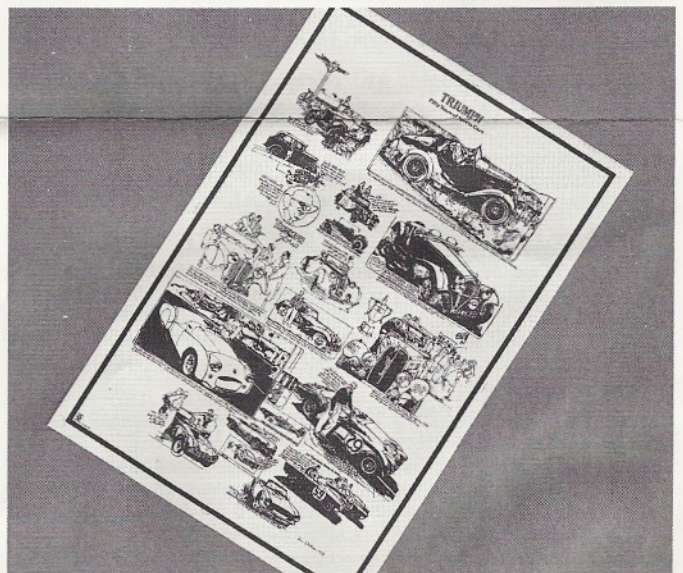
TRIUMPH HISTORY POSTER — NOW A COLLECTOR'S ITEM

A limited quantity of the Triumph history poster, titled "Triumph—Fifty Years of Sports Cars," which was published last year by British Leyland, is still available.

Each poster contains full color drawings of 17 different and famous types of Triumph car from the first 1923 '10/20' model to the current TR6, and it illustrates such great type names from the past as Super Seven, Southern Cross, Dolomite, 1800 Roadster and TRS.

No enthusiast should be without one. The poster measures 38 in. by 25 in. and is printed on heavy stock. Artist is the well known Ken Dallison, whose work is often seen in Sports Illustrated and Car & Driver magazines.

Posters cost \$3 postpaid to TSOA members, who can obtain them by sending check payable to British Leyland Motors Inc, at 600 Willow Tree Road, Leonia, N.J. 07605.



TRIUMPH'S BEAUTIFUL HISTORY POSTER has received awards in the "Creativity '73" exhibition, and in the annual show of the Society of Illustrators.

DIRECTORY OF TRIUMPH CLUBS

This is a list of twenty clubs currently on the records of the TSOA. It is known however, that certain addresses are out of date and that some of these clubs may no longer be active. Also, there are likely to be new clubs of which we may not yet have heard.

Readers and Triumph club enthusiasts are urged to write

(at February 1974)

TRIUMPH CLUBS

Alabama: Huntsville 35810

c/o Mr. Bud Johnson
5023 Colfax Road, N.W.

California, Palo Alto 94306
Triumph Travelers Sports Car Club
c/o Mr. Craig Marshall Herman
P.O. Box 11267, Station A

California, Ventura 93003
Triumph Club of Ventura County
c/o The Haugens, Editors
2120 Channel Drive

Colorado, Westminster 80030
Colorado Area Triumph Owners, Inc.
c/o Mr. Bob Walker
9012 Utica Street
Westminster, Colorado 80030

Florida, North Miami 33162
Triumph Club of Miami
c/o Miss Maddie Altman
1831 NE 19th Avenue

Illinois, Chicago 60643
Illinois Triumph Sports Owners Assoc.
c/o Mr. Don Petersen
23-39 West 107th Place

Maryland, Suitland 20023
Afron Triumphs Unlimited, Inc.
c/o Mr. Ed Turner
4238 Suitland Road

Michigan, Royal Oak 48067
Detroit Triumph Sports Car Club
c/o Mr. Jerry Zill
338 Woodlawn

Missouri, Kansas City 64133
Kansas City Triumph Club
c/o Mr. Vince Reese
4516 Claremont

Maine, Portland 04101
Cumberland Motor Club
P.O. Box 1955

New Jersey, Rockaway Township 07801
Triumph Sports Car Club of N.J.
c/o Ms. Barbara Rosalsky
508 Herrick Drive

New York, Bronx 10463
New York Triumph Club
c/o Mrs. Ruth Carxton
3821 Cannon Place

New York, Rochester 14624
Triumph Touring Club of Rochester
c/o Mr. Richard Murphy
40 Miramar Street

Ohio, Masillon 44646
Triumph Club of Ohio
c/o Mr. Hector Hindman
8766 Traphagen, N.W.

Oregon, Portland 97202
c/o Mr. S. A. Friedman
3737 S.E. 36th Place

Pennsylvania, Ft. Washington
TSCC of Delaware Valley
Sheraton Penn Pike Motor Inn
550 Pennsylvania Avenue
No. 309 Expressway & Turnpike Inter.

Virginia, Alexandria 22301
DCTSOA
c/o Mr. Jim Schwitz
519 E. Luray Drive

Washington, Seattle 98109
TYREE Triumph Club Inc.
c/o Ms. Pat Woeck
P.O. Box 9054

Wisconsin, Milwaukee 53201
Wisconsin Triumph Sports Owners Assoc.
Box 1694

RESTORER'S CLUB
Virginia, Lexington 22450
Mr. David A. Noake
RFD 5, Box 280

CLASSIFIED

ITEMS FOR SALE:

1959 TR-3 metallic rally green, nearly restored, needs minor work to complete. Over \$2,200 inventory of restoration parts and labor. Many extras included. \$1,700 cash. Warren Davis, 5602 Gulf Stream Row, Columbia, Maryland 21044. Phone (301) 730-6615.

'61 Triumph Italia 2000. No. 244. Rebuilt engine, recent TR-4 transmission with OD and rear end, Konis, Michelin XAS, excellent throughout. Best reasonable offer. H. Spangler, 608 Arbor, Vandenberg AFB, Calif. 93437.

1973 GT-6, like new, 4,500 miles, AM/FM, radials, 2 spares, \$4,075, Keith Johnson, 1929 South Spring, Springfield, Illinois 62704. (217) 523-8242.

1967 TR4A engine complete with clutch. Fresh rebuilt. \$100 or offer. Tonneau cover, white. Windshield. Wood dashboard and gauges. Miscellaneous. Ted Schoemaker, RR1, Pandora, Ohio 45877.

Two TR carburetors with linkage (Stromberg 1x1.75) \$80 pair. Windshield complete with frame for TR4-4A \$35. Windshield for Spitfire MkII complete with frame \$30. Intake manifold TR-4 \$15. Complete dashboard (TR-4) w. all gauges & vents etc. \$100 (will break up). TR-4 steering column w. wheel \$30. All written inquiries for other parts will be answered. W. Toepel, 1 Acton Rd., Westford, Mass. 01886.

ITEMS WANTED:

Removable hardtop for 1973 TR-6. Please send information to Alan Herzlin, 248 Arthur St., Freeport, New York 11520.

Locking gas cap for Spitfire—has any member found a place to buy a locking cap for the Spitfire, other than removing the gas stem and fitting another neck. Please send a post card or call, David Karlik, 2214 James St., Syracuse, N. Y. 13206 (315) 463-3473.

Hardtop for '59 TR-3. Black or white. Write: Bill McNeil, 720 Ivy St., Pittsburgh, Pa. 15232.

Restoring 1958 TR-3A, need many items, such as, bonnet hinges, steering wheel, side curtains, top, tonneau cover, gauges, etc., etc., contact J. M. Ratelle, P.O. Box 897, Soledad, Calif. 93960.

us, in order to bring this directory up to date. There is then much we can do to help in referring new owners to the right club, in publishing lists of forthcoming events, and in keeping more closely in touch with clubs.

So will any club not listed below, or any club incorrectly listed, please write to: Mr. F. S. Horner, Executive Secretary, Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, New Jersey 07605.

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
SPITFIRE 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.

EDITOR, JOHN F. DUGDALE