

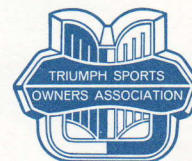
# Triumph



# Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 22, NUMBER 3

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

MAY-JUNE, 1976

## SLIDING ROOF FOR TR7

*Open-air option now offered on Triumph's wedge-shaped coupe.*

A very attractive new sliding roof is now being offered in the U.S. by Triumph dealers, which incorporates bronze reflective glass sliding in black channels along the roof. The new open-air option is of low profile and blends well into the flowing-modern lines of the TR7. The tinted glass reflects heat and its contours are shaped to prevent air turbulence and noise, when open or closed. There is an easy to use locking mechanism. The roof stays open in various slide-back positions, being self-locking for security. Either open or closed it has advantages since it always gives driver and passenger an open sky effect. It even increases front

headroom slightly, although the TR7 interior is already notable for its roominess.

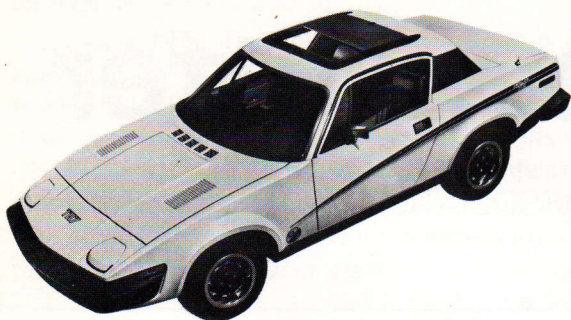
Initiative in the American organisation to offer the new option started with Zone Manager David Bird in British Leyland's Central Zone headquartered in Detroit. It is now offered in the Northeast, Central and Northwest Zones, at the suggested price of \$298; and will shortly become available throughout the country.

In the Southeast Zone, manager Cary Cooper is offering through Triumph dealers a TR7 "Southern Skies" edition, complete with sliding roof, special side stripes and decorative emblem.



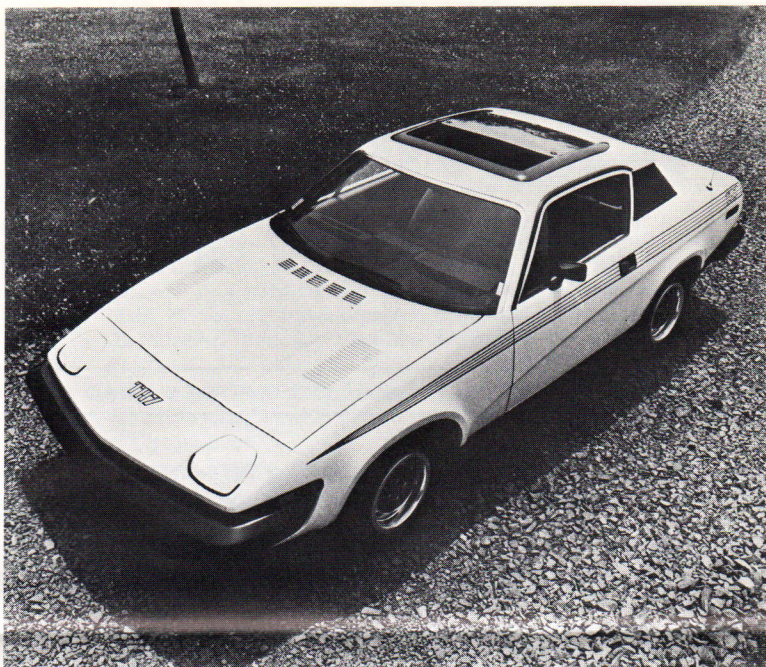
An open-air feeling either open or closed, with the new bronze-tinted glass sliding roof option.

## SLIDING ROOF FOR TR7 (continued)



(Above) This version of the new sliding roof, called TR7 "Southern Skies", is offered with exclusive side stripes and emblems in six South Eastern states.

(Right) Another view of the sun roof, showing how it blends in well with the styling of TR7; and with the standard striping option.



### Triumph's Record Sales in June

Leonia, N.J.—In June 1976, no fewer than 2,960 customers took delivery of new Triumph cars. This is a record for any month in the USA for the Coventry/Liverpool company. It included 1,537 sales of TR7 coupes to their proud owners, another record. The balance was made up of 784 Spitfires and 639 TR6, both of course the popular sports two-seater convertibles.

Triumph's modern TR7 coupe first came onto this market in limited quantities in April of last year. As production built up in the first year, over 9,000 units were sold. Then as the Speke, Liverpool factory really started to gear up, the monthly sales rate reached 1,100 last August, topping 1,500 last month, and is expected to go higher.

Although these sort of figures are mostly of interest within the industry, nevertheless enthusiastic Triumph owners will welcome news of the car's success and Triumph News is glad to put it on record. Besides, TN circulates

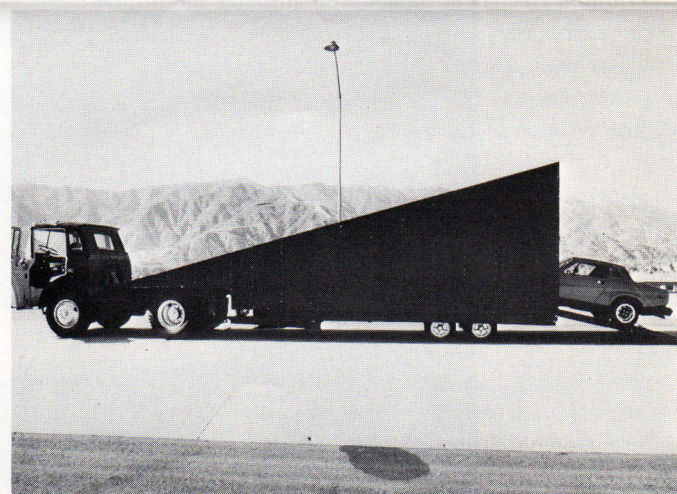
not only to owners and club members but to dealers and staff also, to whom such news is equally encouraging.

It is worth recalling that Triumph sports cars came into the American market in quantity nearly twenty years after the MG, their friendly competitor. MGs are made in a modestly sized factory at Abingdon, England, where production for America has been limited to some 40,000 cars a year divided about 25,000 MGB and 15,000 Midget. Yet for years there was no other British Leyland plant which could produce as many pure sports cars as MG. Triumph topped 20,000 sales in the USA in several years but not until the advent of the production potential of TR7 did it take a giant stride forward, with 1975/1976 model year sales of all Triumph models expected to exceed a record 27,000 units.

Increased availability of the popular Triumph sports cars is not everything. There is much good news for Triumph buyers this summer and more to come in the future regarding certain new options and new products.



**TWO WEDGED RACER:** Ken Slagle, reigning SCCA national class champion in his Spitfire 1500, is driving a TR7 this year and he transports this from race to race in a wedge-shaped trailer (Left). He got the idea from the first TR7 television commercials based on the "Shape of Things to Come" theme (Right). In the commercial the TR7 is seen zooming up the ramp into the trailer while both are moving at speed.





One of the later Triumph Stag V8s brought into the USA is this 1973 hardtop, with the bold GKN cast wheels. Earlier models had special chromium-plated Dunlop wire wheels. This Stag is now the property of Geoffrey Osborne, British Leyland's car distribution manager at Leonia, N.J., and his wife Lesley who intend to keep it as the classic car it already is.

## FAREWELL TO A STAG

Not long ago I had to turn my Stag V8 in on a TR-7. To be clear about this, I'm in the automobile business and not buying and selling. This was a simple swap which it is company policy to undertake every six months or 10,000 miles or so. Sounds delightful and it is, but although I love the new TR-7, it was sad to see that Stag go.

Stag really is a great car. Good looking. A smooth performer. In every sense a really personal car with its 2+2 capability and reasonable luggage space for a sporting car. Performance is brisk too, although I never took this automatic transmission version up to the 6,500/7,500 rpm yellow/red area on the tachometer. The car has been run almost entirely on freeways, as I commute each day to work or out to the country at week-ends.

What are the most memorable good features of the Stag? Principally the excellent steering—power assisted—which is very light and yet gives one good feel through the fingers and hands: and which enables one to place the car very accurately. Altogether I was fortunate enough to own three different Stags, over the past three years or so. Before that I had a Jaguar 420 sedan, the immediate predecessor of the 4.2 litre XJ Six introduced in 1969/70. Inevitably I made comparisons. The Jag had quite a marked crab track (wider at front than rear) which on certain road surfaces such as metal roadbridges, or on tramlines, was awkward. All that was ironed out long ago by the superb road holding XJ, but the 1971 Stag steering was a big advance on my 1968 420 Jag.

The Stag's engine is extremely smooth for a V8 (3-litres, overhead camshafts, oversquare bore/stroke ratio), much smoother than earlier American V8s; and mine was an

excellent starter, which could not be said of the old Jaguar, although it had an alternator.

When it comes to suspension the comparison is not so clear. Jaguar's 4-wheel independent suspension seemed much more robust for high speeds and fast cornering. The Stag's rear end, also with independent suspension, did not compare quite as well in my opinion. Otherwise it had good manners, except that in a sudden cross wind the front of the car appeared to drift.

On that very last day when I had reluctantly to say goodbye to the Stag, some lady in a Mercedes sedan drew up alongside to ask "What's that darling car?". It's a pity that the answer had to be "Triumph Stag V8—but they don't import them any more".

The demise of Stag in the USA was due to the urgent need to rationalise British Leyland's over-full model line. This means fewer models to be continually re-engineered for Federal air pollution and crash regulations: and such a policy improves overall parts supply and service support. The American market could have taken all the limited number of Stags produced in the U.K. but the rest of the world wanted them as well, so the sacrifice was made.

Some of the earlier Stags had their problems, especially with the aluminum engine in hot weather. But that 1973 one was indeed a "darling car" and the lady's remark may reflect the reason that the used car price in the 'Blue Book' of a '73 Stag hardtop with automatic and air conditioning early this year was as high as \$5,675. This represents 25 percent depreciation over three years, not bad! Indeed the Stag in the USA has become a classic in its own time.

J.F.D.

# CLUB NEWS

## Big TR Rally Held in Washington, D.C.

The Triumph Register of America (TRA)—the only U.S. organization devoted strictly to the 1954-1962 TR-2 and TR-3 series of Triumph sports cars—held its national meeting in the Metropolitan Washington D.C. area June 25-27. Forty-nine of these classic sports cars arrived for a car show held in beautiful sunshine on the 26th. Over 80 TRA members attended, with additional guests bringing the total to 150 participants.

Other major weekend activities included a visit to the British Leyland-sponsored Group 44 East coast race team, a weekend-long used-parts swap, a new parts sale at a local store with substantial price reductions, a TR tour of major landmarks in the District of Columbia, and technical workshops. Hard-to-find new parts were flown in from London for the event as a result of TRA's recent affiliation with the British TR Register, which is also devoted to these cars.

Car show awards were made to the best five cars in the field and to special interest categories. The show winners were: first place, Dick Kahle, Raleigh, North Carolina (TR-3A); second place, Bob Weaver, Harrisonburg, Virginia (TR-2); two (tied) third places—Mark Weinberg, Freehold, New Jersey (TR-3A), and Jackie Wolfe, Baltimore, Maryland (TR-3A); fifth place, Joe Arvay, North Plainfield, New Jersey (TR-3A). A "Greatest Optimist" award was won by Chuck Owings, of Vienna, Virginia—appropriately enough, Chuck needed help starting his car before he could leave the show area! A "Longest Distance Travelled in a TR-2 or TR-3" award went to Phil Warner of New Holland, Ohio, who drove over 500 miles in his 1954 TR-2 to reach the meeting.

The tremendous member enthusiasm displayed at the meet surely means that these 14 to 22 year old cars will still be running for a long time to come. For further information about the organization, write to the Triumph Register of America, c/o 311 Johnson St. SW, Vienna, Virginia 22180.

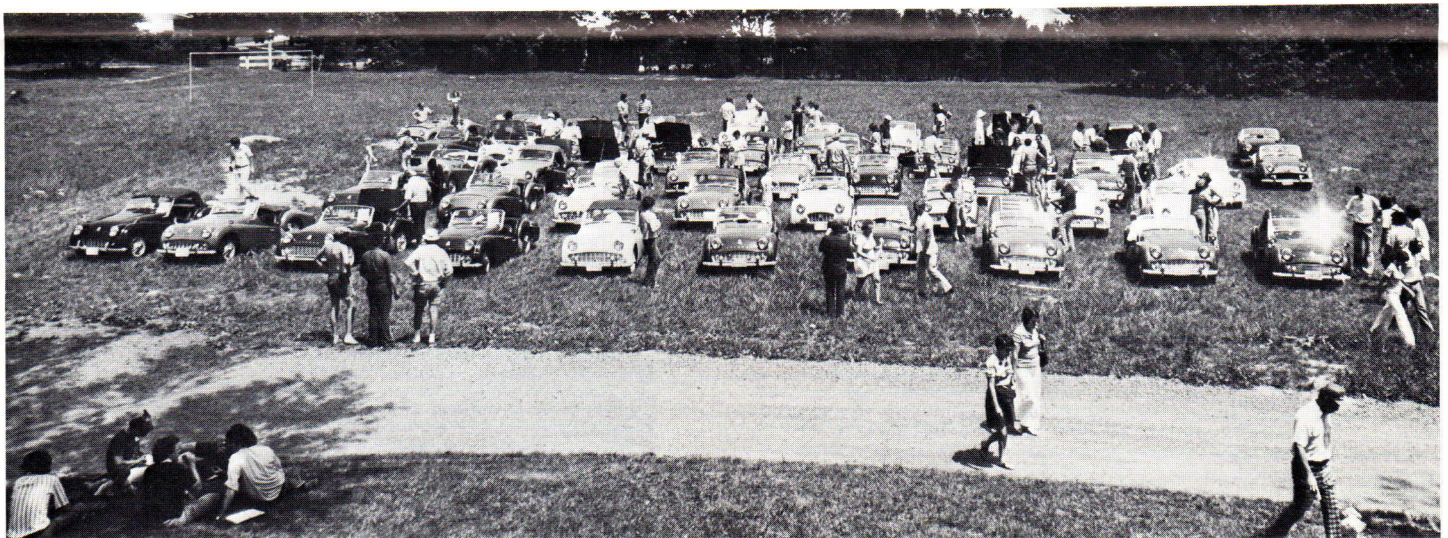
*Jersey Club officials:* Attending the British car exhibit and owner club reception of the British Automobile Manufacturers Assoc. July 8th, on the occasion of HM Queen Elizabeth's visit to New York, were top officers of the Triumph Sports Car Club of New Jersey. President Bob Kline (right), with Joe and Sue Gregorio, vice president and secretary respectively, and James Wotton, director (left).



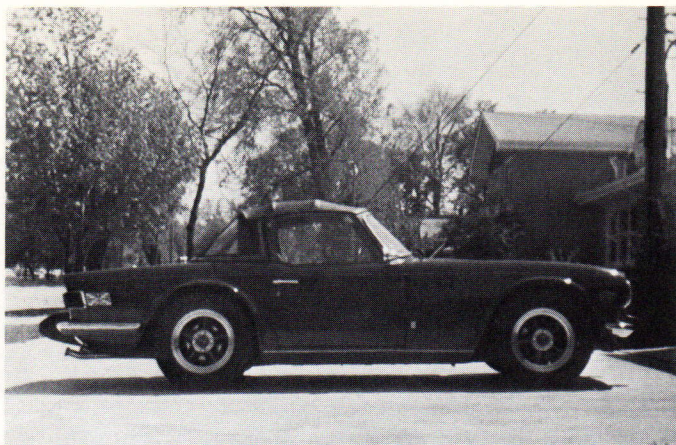
## Pioneer Jersey Club

The Jersey club pictured above has a long eighteen year history which is outlined in the May issue of their newsletter 'Triumph Trivia'. One of the founders was our long-time journalist friend Jack Griffie who back in 1958 was a TR3 owner. The club was announced in April and in its first seven months ran five rallies with an average attendance of 45 cars and at its July meeting had as guest speaker the vice president for service of Standard-Triumph, as the company was then called.

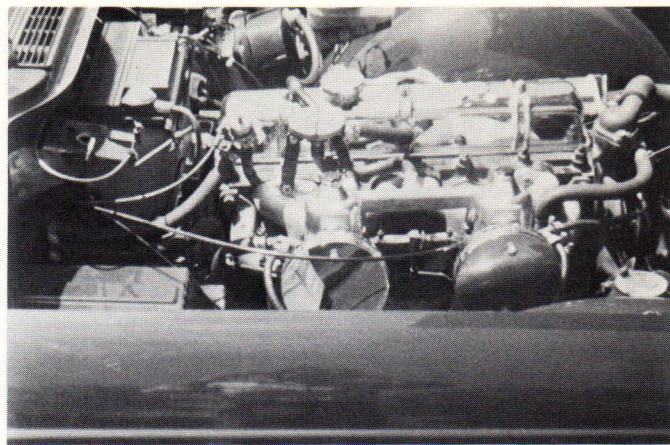
The Triumph Sports Car Club of New Jersey is plotting a new and novel event to boost membership and fun, especially for new TR7 owners. Inquiries to Bob Kline, 11 Ledge Rd., Box 659, RD 1, Lake Hopatcong, N.J. (201-663-1256).



Nearly fifty classic TR models assembled near Washington, D.C. for the Triumph Register of America's very successful national meeting June 25/27. See report above (Photo by Jack Harris, Arlington, Va.).



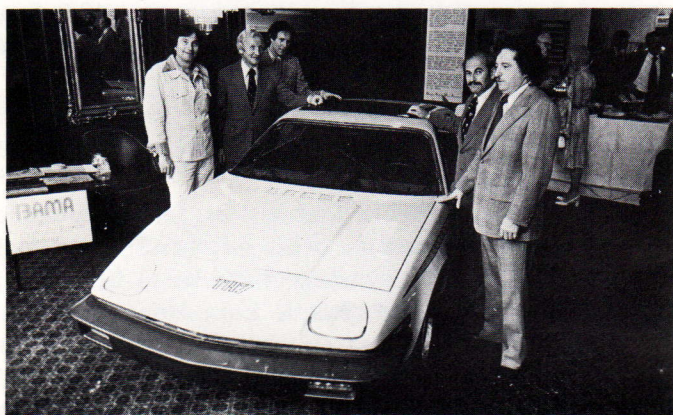
How reader Craig Lieber has made his TR6 unique with special wheels and twin SU carburetors.



## CLUB NEWS (continued)

### August Triumph Club Rally in Illinois

In the last two issues of Triumph Newsletter we have drawn attention to progress with the Illinois Sports Owners Association week-end of events August 20 to 22 at LaSalle, Peru, Illinois. This is for Triumph cars only and some fifty are already registered. Entries can still be accepted by Tom Walling, 41 Hackberry Lane, Glenview, Ill. 60029 (312-729-0895 evenings) at only \$15 (single) or \$25 (couple) for the rally, slalom, econo-run, concours, and including awards dinner at the LaSalle Holiday Inn. There will be special British Leyland trophies in all categories. Hurry!



**Triumph Dealers at Show:** Also attending the BAMA Show, at a July 6th evening reception for British car dealers, (l. to r.) Leon Morris of Bayridge Motors, Brooklyn, N.Y.; host Graham Whitehead, president of British Leyland Motors Inc. and of the British Automobile Manufacturers Assoc.; Larry Klein of Windsor Motors, W. Nyack, N.Y.; Gus Ehrman, manager of Leyland Motor Sales' Northeast Zone; and Manny Siccari of Rallye Motors, Paramus, N.J. They are admiring the new sliding roof TR7 model.

## LETTERS TO THE EDITOR

### Unique TR6 from Wilmette, Illinois

I can never wait to come inside from the mailbox to read my TSOA Newsletters. Since I began receiving the Newsletter 4 years ago, I have mostly enjoyed seeing the different owners' ideas on making their TR's unique. Therefore, I enclosed pictures of my unique 1974 TR-6.

Under the hood are a pair of SU carbs and a Mobelec electronic ignition to mention just a couple of performance

extras. On the outside, notice the only set of TR-6 Revolution Wheels in the country.

I belong to the Illinois Chapter of TSOA (ISOA) and would like to encourage TR owners nationwide to drive their unique TR's to our North American Triumph Challenge I on August 20, 21, and 22. For more information, contact me at 741 Locust in Wilmette, Illinois 60091.

—Craig Lieber

### British Leyland Family Man

Enclosed is a picture of our family. The "65" Spitfire on the right (back view!) was the first member. The "70" TR-6 was added after the Spitfire was limited to short hop driving by a 70mph rollover when I fell asleep on an Interstate. The "71" Spitfire was part of the deal when I got married (my wife picked it up in England while visiting and they became quite attached). The "75" Marina was necessitated by the addition of a baby boy to our family (which already included a 45lb. dog). Yes that is a boat in the garage (a 16ft. Glastron) which is pulled rather nicely by the TR-6. We really enjoy the Newsletter. Keep up the good work.

—John F. Kline Jr.

P.S. The "65" Spitfire was sold to a friend about 3 months after this picture was taken. He drives it to work daily and it still gets over 25mpg.



The John Kline family (l. to r.) of '75 Marina, '71 Spitfire, '70 TR6 and '65 Spitfire.

## LETTERS TO THE EDITOR (continued)

### 65 Degrees Below in a TR6!

I own a 1974 Triumph TR-6; if anyone is coming to Alaska, or any cold climate, don't sell your Triumph. For two winters mine has run exceptionally well down to  $-65^{\circ}$ , it is warmer than other vehicles, and has handling and traction comparable only to 4-wheel drive (thanks for near perfect weight distribution). I've met many people here who sold their Triumphs before coming, only to find out their mistake too late. Its a great car.

—Dennis Stovall  
Fairbanks, Alaska

### Advice Wanted—for New Triumph Owners

Enjoy your newsletter. Could use an article or two aimed at the new Triumph owner—just getting started. Thanks and best wishes.

—W. F. Beltz, Verona, N.J.

*(Letters or short articles for publication are most welcome from readers, especially any giving useful semi-technical information for new Triumph owners of Spitfire, TR6 or TR7—Editor)*

## CLASSIFIED

### WANTED

1968 TR-250, body and frame must be in excellent condition. Mike Jobst, 1543 N. 21 St., Sheboygan, Wisc. 53081. (414) 458-2827.

TR-6 factory hardtop with hardware. Write or call collect: Steve Quillen, 333 Floral Ave., Troy, Ohio 45373. (1-513) 335-4555.

Detachable hard top for TR-6. Damson color first choice but will accept any color. Contact Vincent J. Monterosso, 10 Westbury Ave., Staten Island, New York 10301. (212) 273-9252.

Any information, workshop manual, parts list, or drivers handbook for 1959 TR-10 sedan. Also need left & right rear fenders for TR-4A. Capt. Perry R. Eicher, P.O. Box 631, Kirksville, Missouri 63501. (816) 665-1370.

Factory hardtop (used) for TR6. Terry A. Gordon, 5005 Cliffwood Road, Louisville, Kentucky 40222.

One 10-inch Alfin brake drum (rear) for racing TR3. Contact, Hardy R. Prentice, 326 Nomega St., San Francisco, CA. 94122.

### FOR SALE

1959 Triumph TR3 and various parts. Offers welcome. Ethel Miller, R.R. 1, Box 199, Arcade, N.Y. 14009.

1973 TR6—12,500 miles, AM-FM, 8 track, roll bar, Stebro exhaust, blue print head. Excellent condition, must see, call Al Lomas. 914-667-8394.

1959 E-Production TR3A (off the street since 1960—NO ROT), D-cam, O.D., 4:55 locker, traction bars, aeroquip, front bar, comp. spring, Konis, electric pump. Possible street conversion. Super autocross or SCCA racer. \$2,000 or best offer.

Also, 1962 E-Production TR4, Isky 777, American mags, slicks and intermediates. Rest same as TR3. Very successful 1975 season. \$1,800 or best offer. \$3,300 takes both. David Pettigrew, 198 Church St., Monroe, Ct. 06468; 203-261-9691.

1938 Triumph Dolomite Six. Only 42,000 miles from new, in heated storage 1938-59. 4 speeds, no rust, perfect running order, parts available. Interior clean with excellent upholstery and walnut. Most plated parts good, grille just replated. One of the biggest TRs ever made and one of the most impressive. Only Dolomite known in the U.S. \$4,500.

1953 Triumph Mayflower. 33,000 miles. Excellent condition in and out. Motor good but needs valve job—all parts on hand. Good tires, brakes, new clutch. Ivory and black, perfect red vinyl interior and fitted carpets. \$1,500

STAG—Rag top, wire wheels with Michelin snows—\$450. Call Gary (201) 461-7300 Ext. 301.

1959 TR3A. Mint original inside, outside, and mechanically. One of the finest original TRs in the country. Wire wheels, overdrive, Koni shocks, and many accessories. Superb in every respect. Make offer. R. Langworth, Dragonwyck, Hopewell, N.J. 08525. (609) 466-1866.

1967 Spitfire/1966 Engine completely rebuilt and painted—set up for autocrossing, could be converted back to street use—\$1,200

Tonneau cover for 1974 Spitfire 1500, black, only used 3 times—\$25. Contact D. L. Kowalski, 305 Eastern Drive, Lower Burrell, Pa. 15068. (412) 339-2575.

1963 Triumph TR-3B. Completely restored & rebuilt. New from bottom to top. Many extras. Used every day. This car has been pictured in a hard covered book put out by Car & Driver and has been in shows. Judge's report available. Must be seen. \$2,650. C. Picciotti, Moccasin View Road, Fishkill, N.Y. 12524. (914) 897-9629.

Parting out 1963 TR3 for parts. Good condition. For sale or trade for other parts. Dennis Farrell, 1211 86th St., Brooklyn, N.Y. 11228. (212) 680-2368.

New set of four Koni Shocks for Spitfire, '72-'74—\$80. Three wheel trim rings for Spitfire—\$15. Write Robert Klingler, 5 Jackson St., Wellsboro, Pa. 16901 or call (717) 724-1932.

Factory top for TR6. Excellent condition. \$125 or best offer. Contact Steve Latshaw, 6507 Gross Ave., Canoga Park, Calif. 91307. (213) 346-1544.

Tonneau cover, new, AMCO made, black. For TR-6 with folding headrests. \$15. Steve McConnell, 3196 Grasmere Ave., Columbus, Ohio 43224.

## 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
TR-4/TR-4A Competition Preparation Manual .....	\$3.00
SPITFIRE Mk-I-II-III Competition Preparation Manual .....	\$3.00
SPITFIRE 1500 Competition Preparation Manual .....	\$3.00
TR-250/TR-6 Competition Preparation Manual .....	\$3.00
GT-6+ Competition Preparation Manual .....	\$3.00
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.

## EDITORIAL:

*We regret that mailing of the May/June issue of Triumph Newsletter has been delayed: but it is expected that the next issue (July/August) will be published within two weeks now, thus catching up with anticipated dates. However it is not our policy to publish exactly at any particular date in the bi-monthly period; but rather to ensure that each issue carries news of real significance to Triumph enthusiasts.*

*Thus in the previous March/April issue, we waited to bring you the latest news of Bob Tullius' first official TR7 win at the Lime Rock races on April 24: and in this the May/June issue we bring news of the TR7 sliding roof option, which only came on the market June 29.*

The TSOA NEWSLETTER is published bi-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. Cost of annual subscription is \$3 to TSOA and Triumph club members, \$5 to non-members.  
EDITOR, JOHN F. DUGDALE