



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

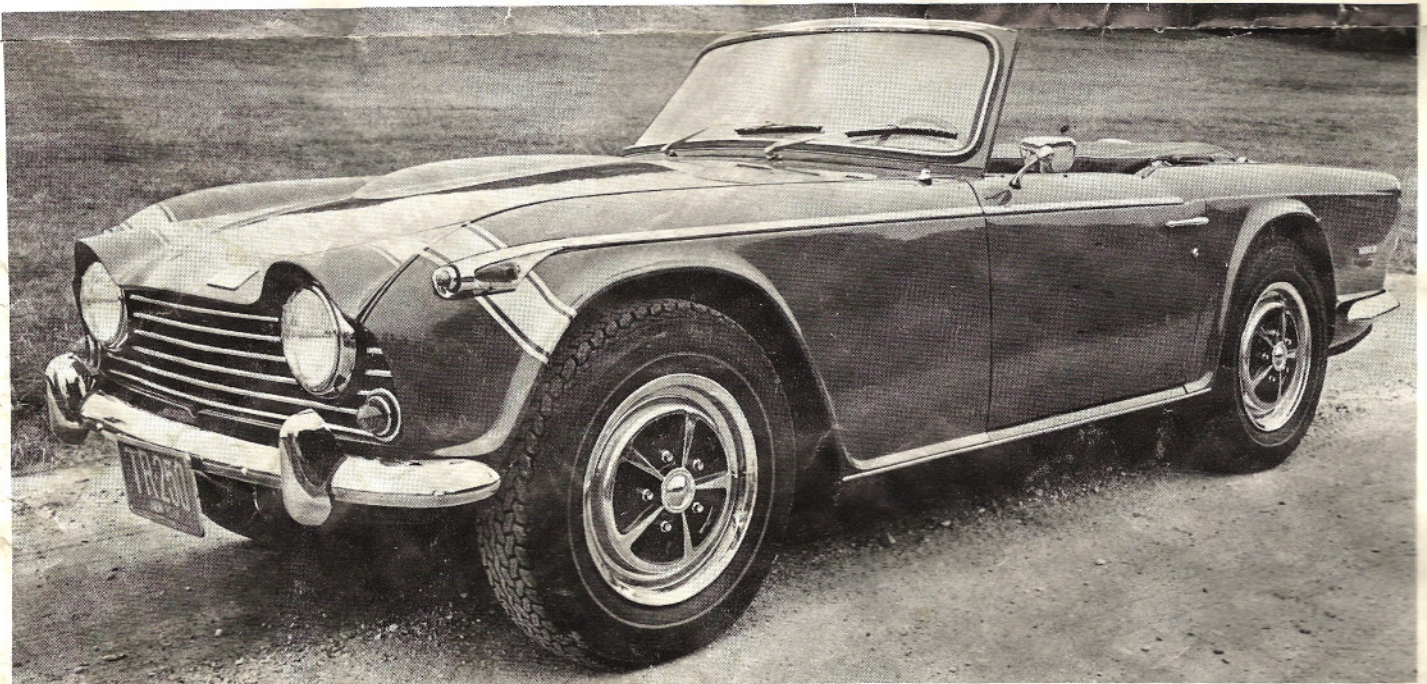
GRAND CENTRAL STATION

NEW YORK, N. Y. 10017

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TR-250 JOINS TRIUMPH LINE



TRIUMPH TR-250, introduced on November 14, looks every inch as powerful as its newly developed 2½ litre six cylinder engine makes it in fact. Goodyear G800 HR 15 radial ply tires enhance handling and make rough roads smoother without sacrificing vital control. Plus rack and pinion steering, power assisted front disk brakes, plush new seats, and smooth six cylinder engine.

November 14 was the introduction date for Triumph's first '68 model, the six-cylinder TR-250. Carrying on the basic body style of the TR-4A, the 250 is so changed under the surface as to drive like a completely different car. Not the least of the changes is the new six . . . largest version yet of the now-famous Triumph "smooth six" used in the Sports Six, TR 2000 and GT-6 fast-back.

A stroked crankshaft, new cylinder head, recored cylinder block casting, and complete desmogging equipment to meet federal and California standards make this a completely up-to-date engine. The gearbox has a new shift pattern, making it possible to get into reverse gear without having to lift up on the lever as on past models. Independent rear suspension is only one of the many extras that are standard equipment on the new car. Wide profile Goodyear G800 185 x 15 radial ply red band tires help the advanced all-independent suspension make this the best handling and best stopping Triumph ever offered to the public.

Aircraft design principles can be recognized in cockpit and instrument details. Black rimmed, black faced instruments with white markings and indirect blue lighting are easy to read by day or night. Greater side support and superior comfort are felt in the new seats which were designed with the twelve hour driving stints of European rallyists in mind. The leather covered, padded steering wheel and gear shift knob give a non-slip grip.

Safety innovations on the Triumph TR-250 range from reflective stripes sewn into the top over the side and rear windows to a brake pressure warning light. Just a subtle styling touch by day, the silvery-gray stripes over the windows glow like white fire at night when struck by the headlights of an approaching car. Any experienced driver knows how much farther he can see something reflective than a non-reflective object. Forty mph is a common night driving speed. Yet at 40, it takes the average car from 108 to 124 feet to stop. These reflective

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TR-250 Technical Details

STANDARD EQUIPMENT AND FEATURES: Trailing arm independent rear suspension; rack-and-pinion steering; collapsible steering column: 3¼ turns lock to lock. Front-hinged safety hood; one-piece bumpers, front and rear; roll-up windows; detachable windshield. Individually adjustable Ambla-covered bucket seats. Locking glove box and trunk. Dipping, non-glare mirror. 5-inch 140 m.p.h. speedometer/odometer with resettable trip odometer; 5-inch tachometer; separate instruments: ammeter, fuel, water temperature, and oil pressure; variable-intensity dash illumination, blue light. Combined ignition lock, starter control, with third position for accessories. Self-cancelling turn signals; manual choke; padded sun visors with passenger-side vanity mirror. Full carpets. Separate parking and turn signal lights; sealed beam headlights, license plate lights mounted in rear bumper guards; twin horns; vinyl top with reflective safety stripes, and 3-panel wrap-around rear window. 2-speed electric windshield wipers; electric windshield washers; ventilation through twin directionally adjustable dashboard vents. Foot-directed ventilation through twin under-dash vents. Wheel changing equipment. **BODY:** 2-seater sports convertible. Steel body. **CHASSIS:** Rigid structure, channel steel pressings braced by a cruciform member. **UPHOLSTERY:** Ambla with ventilated seat facings. **LUGGAGE ACCOMMODATIONS:** Space behind seats and in trunk. Glove compartment with lock. Spare wheel housed in compartment below trunk floor. **LOCKS:** Full anti-burst locks. Both doors lock externally by ignition key which can be inserted either side up. **FUEL TANK CAP:** Magnetic. **JACKING:** Mid-point side jacking.

SPECIFICATIONS AND GENERAL DIMENSIONS:

Wheelbase	88 in.	2.24 m.	Rear (disc wheels)	48.75 in.	1.239 m.
Ground clearance	6 in.	0.15 m.	(wire wheels)	49.25 in.	1.251 m.
Length	153.6 in.	3.902 m.	Turning circle	33 ft.	10.1 m.
Width	58 in.	1.47 m.	Fuel tank	13.5 gals.	51 litres; 11.25 IMP. gals.
Height (with top up)	50 in.	1.27 m.	Engine sump	5 qts.	4.52 litres; 8 IMP. pts.
(with top down)	46 in.	1.17 m.	Gearbox	2.4 pts.	1.13 litres; 2 IMP. pts.
Track:			Rear axle	1.8 pts.	0.85 litres; 1.5 IMP. pts.
Front (disc wheels)	49.25 in.	1.251 m.	Cooling system with heater	6.6 qts.	6.2 litres; 11 IMP. pts.
(wire wheels)	49.75 in.	1.263 m.	Weight (dry)	2165 lbs.	983 kg.; 19.25 cwt.
			(complete with fuel, water, etc.)	2277 lbs.	1,034 kg.; 20.25 cwt.
			Tires	Goodyear G800 185 HR 15	

PERFORMANCE:

ENGINE: 6 cylinder, 152 cu. in. (2498 cc.). Bore 2.94 in. (74.7 mm.). Stroke 3.74 in. (95 mm.). S.A.E. h.p., 111 at 4500 rpm. Torque 152.5 lbs/ft. at 3,000 rpm. Compression ratio 8.5 to 1. 12-volt electrical system, negative ground. Gearbox: Four forward speeds, all synchronized, and reverse.

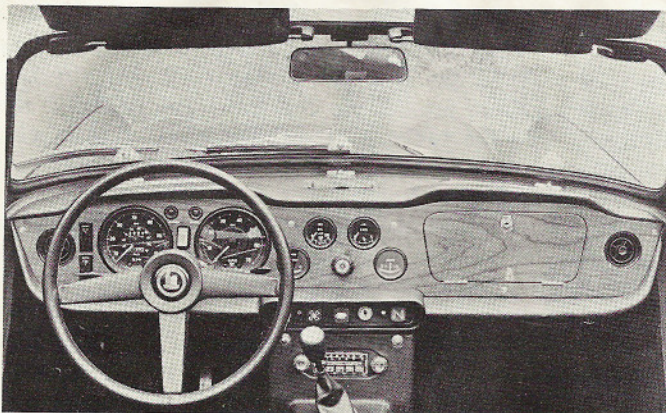
	Top	3rd	2nd	1st	Rev.
Ratios	1.00	1.33	2.01	3.14	3.22
Overall ratios	3.70	4.92	7.44	11.62	11.90
Acceleration with driver and passenger					
Top gear		30-50 mph			7.5 secs.
		40-60 mph			8.0 secs.
		60-80 mph			10.0 secs.
Standing ¼ mile					18.5 secs.

	O/D		O/D		O/D		1st
	Top	3rd	3rd	2nd	2nd		
Overall ratios	3.03	3.70	4.03	4.92	6.10	7.44	11.62
Engine speeds (rpm) 10 mph	395	482	525	641	794	969	1513
Oil capacity of gearbox and overdrive unit: 4.2 pts., 3.5 IMP. pts., 2.0 litres							

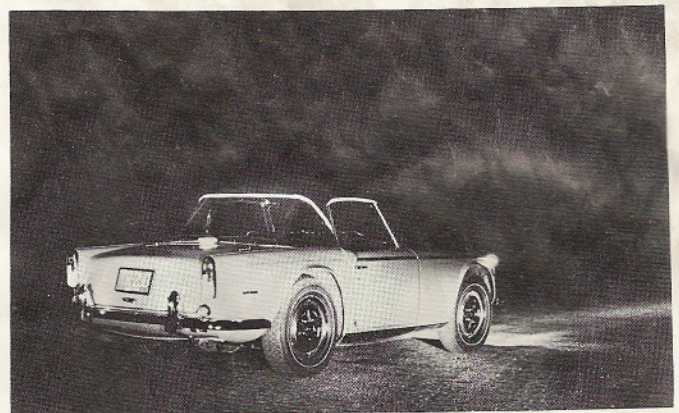
BRAKES: Power assisted, dual circuit hydraulic system operates 10.7 inch disc brakes on front wheels independently from 9 inch drums on rear. Steel disc wheels with mag-type trim. **SUSPENSION:** Front: low periodicity independent system with patented bottom bearing and top ball joint wheel swivels. Coil springs controlled by telescopic shock absorbers. Taper roller wheel bearings. Rear: Semi-trailing arm independent suspension with coil springs controlled by lever shock absorbers.

OPTIONAL EQUIPMENT AND ACCESSORIES

Fiber glass hard top. Overdrive reduces standard 3.70 final drive ratio to 3.03 for smoother, quieter, more economical, high-speed running. Wire wheels with hex-nut center-locking hubs. American Racing wheels (magnesium or aluminum). Wide-profile Michelin-X tires. Vinyl tonneau cover. Chrome or aluminum luggage rack. Ski rack attachment. Triumph AM/FM or AM push-button radio. Center console. Cigarette lighter. Grille guard. Air conditioning. Rubber floor mats. TR-250 "TS" (Touring and Safety) Kit

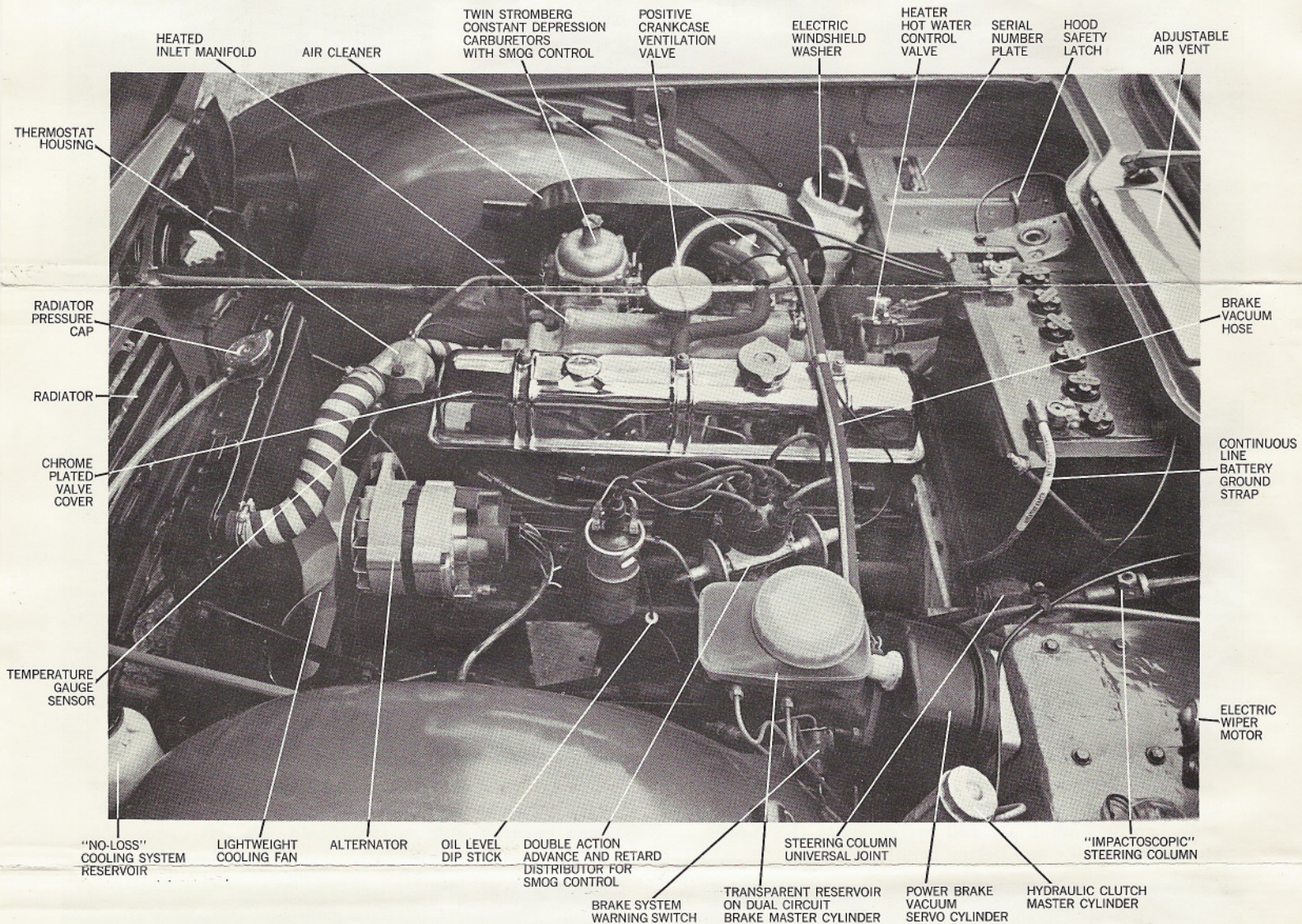


The TR-250's padded, leather-covered steering wheel and shift knob eliminate any need for driving gloves. Black rims set into the walnut faced dashboard, eliminate sun glare by day and reflections by night. Note flat switches and knobs.



Fiery reflective stripes outline the convertible top from both sides and rear and help save the new Triumph TR-250 from collisions at night. A distinctive silver-gray highlight by day, the stripes can make the difference between life and death by night.

TR-250 ENGINE



Call-outs on this photo of the TR-250's engine compartment point up some of the more visible and interesting features on the new 2.5 liter six. This expanded engine increases torque and smoothness for effortless turnpike cruising and provides performance that makes tight-turn mountain driving a special pleasure. Inside the high-chrome content cast iron cylinder block and head, where you cannot see them (and built-to-last so you should never have to pay a mechanic to look for them), chrome-plated top compression rings on aluminum alloy pistons, stellite-faced exhaust valves, hyposine camshaft, lead-indium bearing shells, and a long-wearing

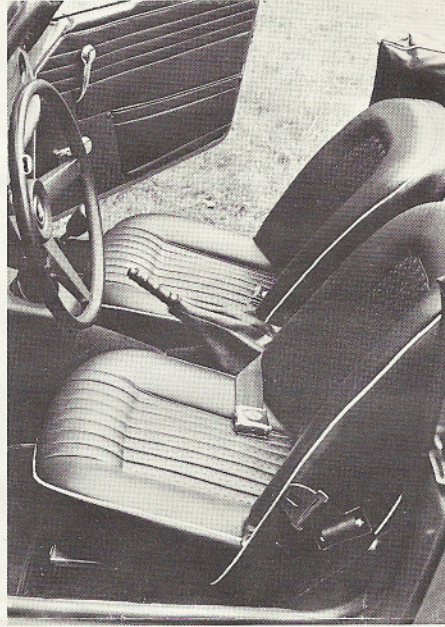
eccentric lobe oil pump with full flow filter are among the quality design features that give this engine long, trouble-free life expectancy. One touch that is hard to see, but easy to feel, is the power bulges on the engine block, to clear the longer throws of the stroked crankshaft. Casting these bulges into the block (instead of weakening it by milling, as is commonly done) makes for extra strength. (If you want to feel for yourself, reach down past the rear carburetor of a *cold* engine and run your hand along the block just above the flange where the oil pan is bolted in place.)

Leyland Motor Corp. of North America

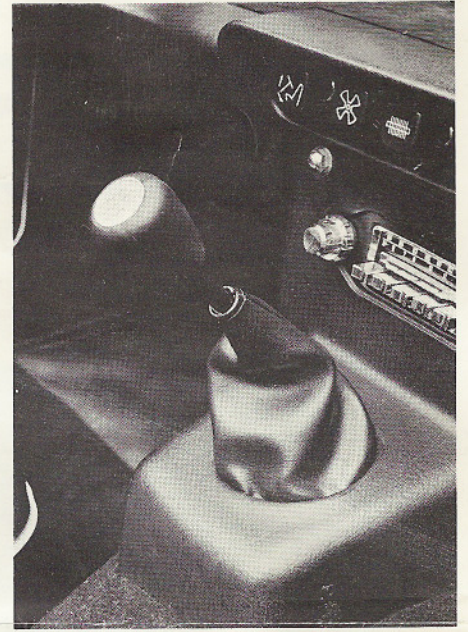
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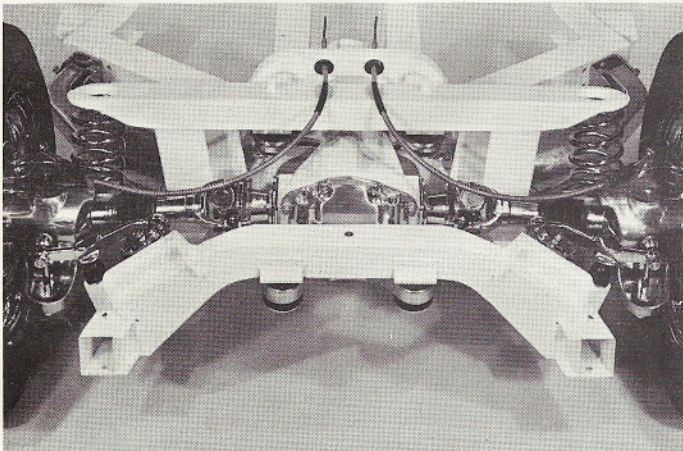
TR-250 badge identifies the new model.



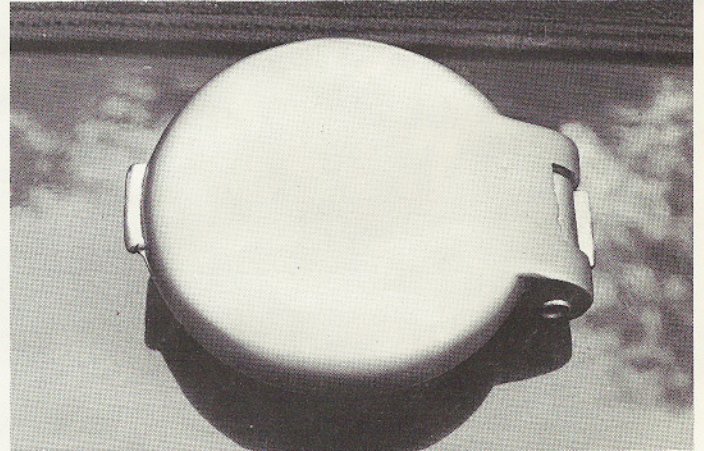
Deeper bucket seats upholstered in Ambra give improved lateral support.



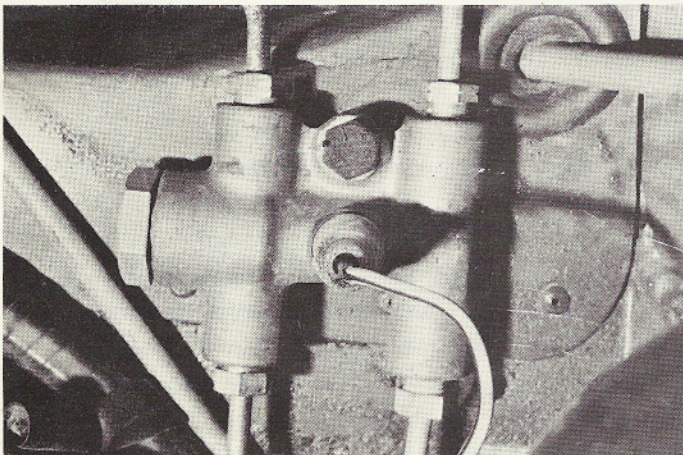
Leather-covered shift knob and steering wheel enhance driving feel and control.



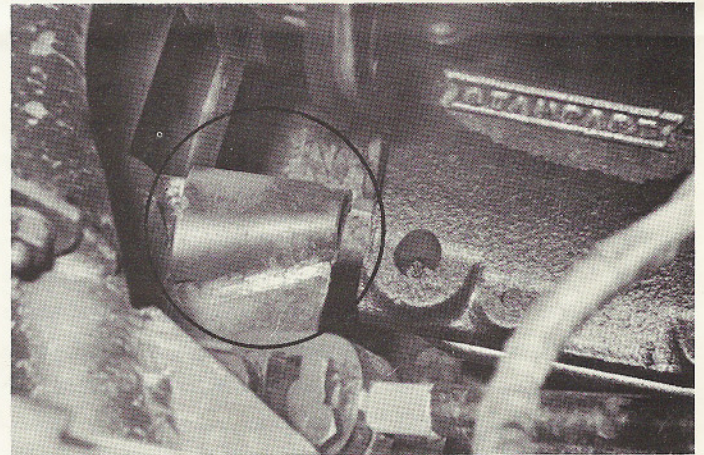
Independent rear suspension (IRS) is standard equipment on the TR-250. Riding on 18 x 15 wide profile radial ply red stripe tires IRS means an improved ride and better handling.



Self-sealing, magnetic gasoline filler cap eliminates risk of loss or leakage caused by careless service station attendants. If left open, the first bump jars it closed and sealed.



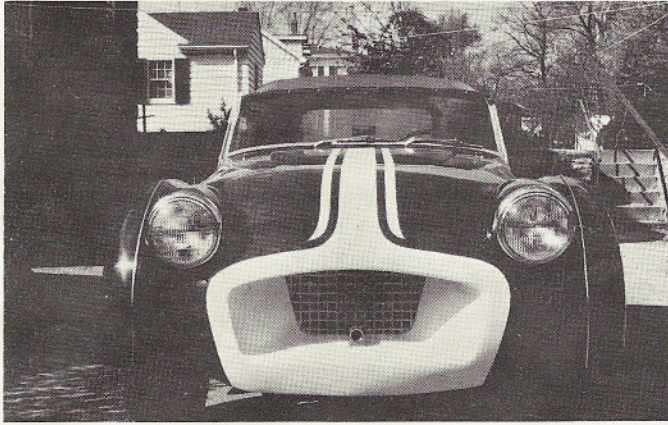
Two-way hydraulic switch operates dual hydraulic brake system warning light if either half of the system fails.



Steel buffer (circle) on steering rack helps prevent the steering column from being pushed back in a crash. The column is, of course, collapsible for further protection.

HALF A MILLION MILES LATER

(13 YEARS OF SERVICE)



The paint shop at Coventry might look askance but the dark green and white finish on Ed Sanders' car is striking and attractive. Lack of bumper makes for clean front end.

"Routine service, I guess . . . just give her the regular 500,000 mile check-up."

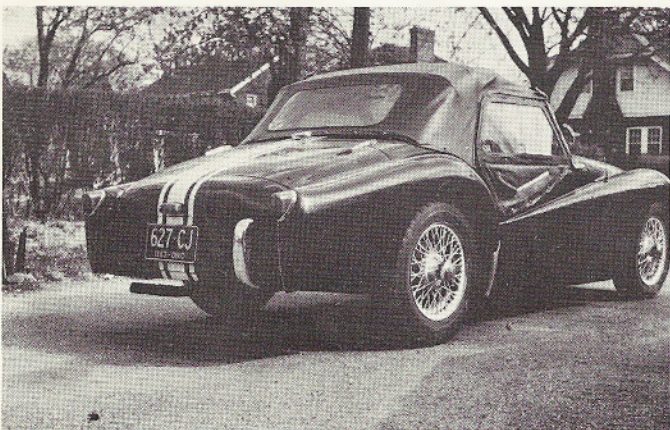
What?

Half a million miles of driving over thirteen years is a fine record for a heavy-duty truck. When it comes to a light, high-performance sports car, mileage like that just isn't in the record book. Well, it's time to re-write the records because here comes Triumph TR-2, serial #3427 and if it had a six-figure odometer like our Swedish friends it would show better than 455,000 miles and more going on every day.

Ed Sanders, Cincinnati TSOA member, doesn't really know where his TR-2 came from before he bought it second-hand, in 1956. It was slightly battered, a '54 model with full-depth doors, drum brakes, thin seats, etc., all of the things that went with early TR's. The red paint had faded, the tires were bald and the engine was on the medical charts as a heavy smoker. Mileage? The odometer showed less than 30,000, but it wasn't working.

Ed doesn't really care what happened to his car before he bought it, because he has spent much of eleven years on it, around it and frequently under it to the point where he knows it from radiator to tail-lights and it is definitely not battered, it has many later-model improvements and the engine has kicked the habit.

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Probably the best view of an early TR, this shows up clean rear end, old style top with no quarter-windows, handle-less doors and zippered curtains. Remember those zippers on a cold, wet day?

TULLIUS AT MID-OHIO

SETS DP RECORD

*From: Dave Arnold
The News Journal
Mansfield, Ohio*



Left to right: Don Yenke finished second in class. Bob Tullius finished first in class. #4 TR-4 Tom Varner finished third in class. Picture was just as starter Chick Walsh dropped the green flag.

Photo by Dave Arnold

Some day, Standard-Triumph may change the name of its TR-4A model to the Tullius. Maybe not, though it wouldn't be inappropriate to do so.

Bob Tullius brought his Group 44 Dodge Dart to the Mid-Ohio Sports Car Course near Mansfield in June for the Trans-Am event but not until he brought his fabled TR-4A in September for the SCCA Nationals did his true ability shine.

A year ago his name was erased from the track's record sheet by Jerry Thompson in one of those pseudo Corvairs. This time the tables were turned and Tullius was back on top again.

He didn't do it without a battle. Despite severe rains during practice which held Bob down to second place on the starting grid between Thompson and Don Yenke, he won the green flag drag race and stayed there.

Eight laps later the oldest Corvair malady known to General Motors, a broken fan belt, dropped the panting Thompson from the race which allowed Tullius to relax a little, if a 75.92 mph record lap of the 2.4-mile track can be called relaxation. The old record had been 75.39 mph.

On lap 10, Jim Trueman slipped his CP Lotus Elan around Tullius and the chase was on again and very much to his credit, Bob finished only eight-tenths of a second down at the finish. His record was even faster than the 75.66 mph one set by Trueman.

The win of course didn't hurt Bob's Northeast Division points lead and fellow Triumpher Tom Varner managed a sixth overall and third in class, while Bob Dorn was eighth overall and fifth in class in a third TR-4. Varner at the time was tied for third in the Central Division.

In G production, Carol Clemens who is riding second in the division in husband Bob's blue Spitfire, finished a disappointing eighth in class and 11th overall. Eighth overall was Nelson Sanborn in a Spitfire.

500,000 MILES (Continued from Page 1)

This is quite a car. Here's the list of major mechanical alterations:

- 2.2 conversion and new crank (180,000 miles ago)
- High port head (early TR-3) manifold and 1 $\frac{3}{4}$ " SU's
- Flywheel chopped and balanced. Engine balanced
- Rack and pinion steering from Sprite (sorry about that) installed
- Negative ground electrical system with 45 amp. Ford generator.

Maintenance, over the years, has been the sort that warranty departments love . . . no major failures but replacement of worn parts in normal order. To re-cap:

- 1 gearbox overhaul
- 1 engine rebuild
- Left rear fender and rear panel replaced following collision
- Wire wheels tuned twice.

The upholstery is original but actually had been customized before Ed bought the car. It's red with white contrast and clear plastic covers. The original red paint has been replaced by a spiffy dark green with white stripes. Sorry, Ed, but the front **does** look like Al Jolson at curtain time. The front bumper became a custom casualty some time ago . . . Ed has no downtown parking problem. He's a pharmacist in his own store and it's his parking lot. 'Nuff sed.

Though it isn't Ed's only car now, the TR went with him through Pharmacy College, two years working, three years in the army and back to college on a day-to-day and sometimes around the clock schedule. Sometimes it had to be **cranked**, but it always started.

Never raced, the car has nevertheless won its share of awards. Over 100 events . . . hillclimbs, gymkhanas, field trials, rallies . . . have netted upwards of 60 trophies. Most recent finish was 3rd overall, ahead of all TR-4's and 4A's, not to mention other TR-2's and 3's.

The story of TR-2 #3427, eleven years of genuine dual-purpose driving, is probably not unique. Other TR's may have gone that far (and if yours has, how about a story and pix?) and more will do so despite the modern trend to frequent trade-ins. What does stand out is the fact that here is a true enthusiast's car, fortunately mated to just the right owner (Ed's wife likes it too!). You'll never find a better illustration of what owning and driving a sports car should mean.

What next for Ed Sander's faithful TR? A new engine to replace old #1 and, we hope, many more years of fun. After all, Ed's boy is 1 $\frac{1}{2}$ now and that car would certainly be in on campus in 1984!

TR-250 (Continued from Page 1)

stripes should do a lot to help save TR-250 drivers and passengers from side and rear end collisions in the dark—the kind from which particularly nasty injuries often result.

Other safety features, like the stripes, help keep the TR-250 out of trouble. Power assisted disk and drum brakes coupled with the wide profile tires make this one of the best stopping sports cars—and the average sports car will stop many feet shorter than the average sedan. Of course the brakes have a dual hydraulic circuit as is required for all 1968 automobiles. But the TR-250 has a unique pressure warning light to tell the driver should half of his system fail. The brake warning light comes on when the ignition is turned on, and then goes out when the engine starts (rising oil pressure turns it out, although there is also an oil pressure gauge). Then, if the light should come on when the driver presses the brake pedal, he knows his brake system needs immediate attention even though the car seems to be stopping just as well as usual. Should the brake warning light come on when not braking, it tells the driver to check his oil pressure and

to stop before ruining the engine.

The TR-250 has an "impactoscopic" steering column designed to collapse on impact to protect the driver. All knobs and switches are either of the rocker type and do not protrude sharply from the dash, are rubber covered to reduce hostility, or are specially flattened so they will not be apt to injure either the driver or his passenger in case of an accident.

A description of any new car sounds like a long list of "features" and "standard" equipment . . . all mechanical with no excitement. The big things . . . smooth rushing acceleration, satisfying hip-hugging comfort, slick handling . . . all of these must be felt to be understood and appreciated. Drive the TR-250 with this in mind and you won't be disappointed.



TR 250 HAS PSYCHEDELIC POWER

The 250 may be a long way in your future but your Triumph dealer has some way out items that you can get right now! Free for the asking . . . eye-catching TR-250 stickers in three sizes, lapel buttons "Triumph Over Conformity", even SKIN DECALS! See your dealer today and get in on the fun!

TRIUMPH LAUNCHES COMPREHENSIVE TRAINING PROGRAM TO ACQUAINT DEALERS WITH POLLUTION CONTROL DEVICES

Although all TR's have been fitted with Positive Crankcase Ventilation (PCV) valves for several years, the 1968 government requirements are stiffer and the equipment more sophisticated. The new TR-250 is equipped with special carburetors and a new type of variable vacuum advance on the distributor, both of which work to hold down emission of pollutants.

Under the direction of R. W. Thomson, national service manager for Triumph, a series of ten special training schools is being held to acquaint Triumph dealers across the country with the new equipment. Lucas Electrical Services is participating in the program and the service manager of Zenith Stromberg in England, Mr. Derek Gates, is instructing at the sessions.

Such training schools are a regular part of Triumph operations in the United States, planned to provide the best service possible for all owners by keeping dealer service personnel up to date.

CLASSIFIED

FOR SALE: Bolt-in roll bar for TR-4 or 4A, \$20.00. Luggage rack for 4-4A, excellent condition, no drilling required, \$10.00. Richard Brick, 440 East 81st Street, New York, N.Y. 10028. 212-861-6464.

FOR SALE: Two 165 x 15 Pirelli Cinturato Invernosi (snow tires) mounted on wire wheels. Low mileage, excellent condition. Cost \$160.00 — Asking \$75.00. Robert Moore, 334 Seventh Street, Carlstadt, N.J. 201 WE 9-7939.

FOR SALE: TR-4 tonneau cover, white, perfect, \$20.00. TR-3 luggage rack, all fittings, aluminum, \$20.00. Would trade for badge bar, spotlight, other accessories. R. Langworth, C-8, 253 East Crestwood, Camp Hill, Pa. 17011. 717-236-1435.