



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



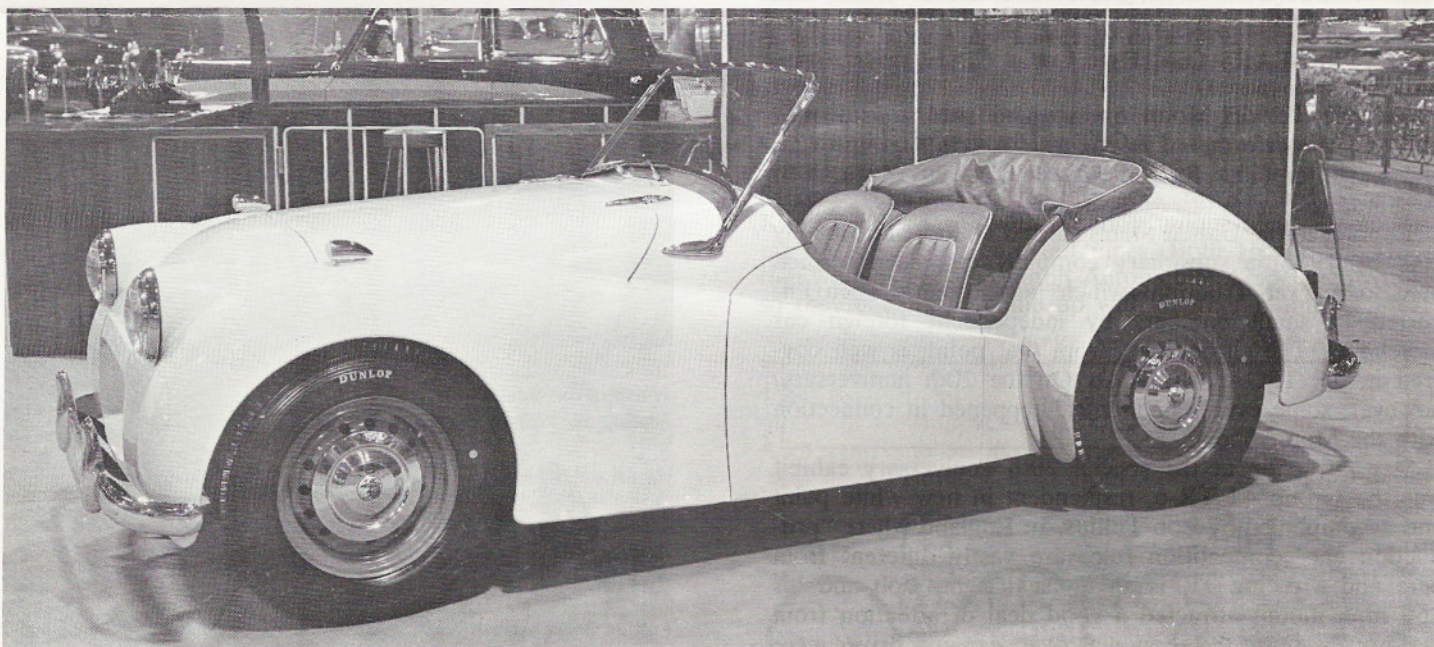
NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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NOVEMBER, 1972

TWENTY YEARS OF TRs



The TR-1, prototype of all the TRs since, on the stand at Earls Court in 1952. Very similar in appearance to the eventual production TR-2, it was actually quite undeveloped and many refinements were made before the final introduction in 1953.

For the many readers who must have wondered on occasion why the first Triumph sports cars seen in this country were designated TR-2, we have an answer.

There was a TR-1 and it was introduced to the public at the Motor Show in London just twenty years ago. Seen from the front, it looked much like a TR-2 with the parking lights on top of the fenders instead of on the front of them. From the side, as far back as the forward edge of the rear fenders, it had the familiar TR-2/3 silhouette. At the rear, however, it was chopped off sharply, with a curving rear deck that had a well to accept the exposed spare tire. No trunk . . . just luggage space behind the seats in classic sports car tradition. The engine was a 75 bhp version of the Vanguard engine which might possibly have got the car up to 100 mph but only just.

The prototype TR-1 went back to Coventry and, during 1953, the design was modified throughout and came to its final form. The TR-2 was introduced as a production

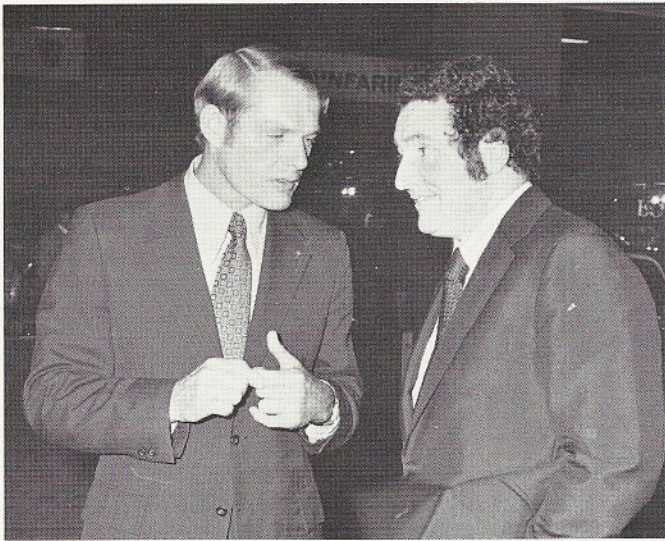
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32 TRIUMPHS LINE UP FOR ROAD ATLANTA

Starting Friday, Nov. 24, 32 TR drivers will compete for National Championships at the ARRC. There will be at least one Triumph from every SCCA division and TRs could win championships in CP, DP, FP or GP.

4 CP drivers will be there. 6 DP Triumph GT-6s will compete. In FP a total of 10 Spitfire Mk 3s and 4s will run. Largest Spitfire total is in GP where there are 12 competitors.

Congratulations on a brilliant 1972 season and good luck at Road Atlanta!



Bob Tullius, on the Triumph exhibit at the London Motor Show, makes a point to British rallyist/racer Paddy Hopkirk.

TWENTY YEARS OF TRs

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model at the 1953 Motor Show and it was soon proven to be a real performer. The engine, by now, was up to 90 bhp and in modified form the car was driven 124 mph in Belgium.

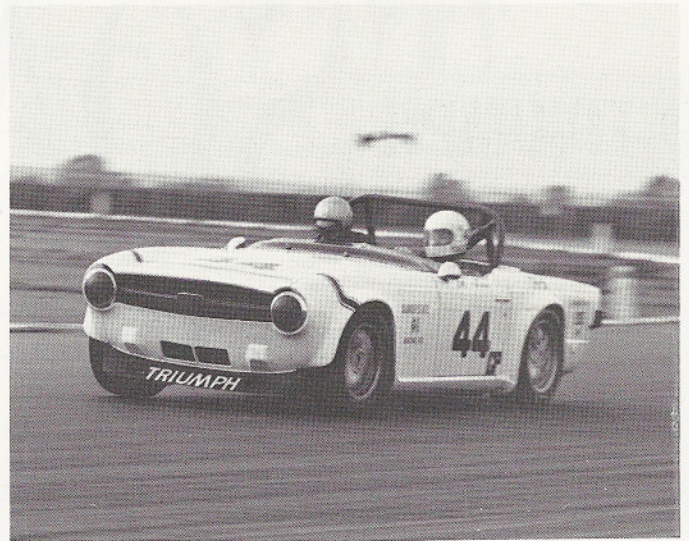
Exports to the United States started almost immediately and, by 1955, a subsidiary company had been formed here to market Triumphs which had formerly been imported in small numbers by independent foreign car merchants. The chronology, from that point, is well covered in the TSOA Handbook. On the 20th anniversary, however, some events of interest happened in connection with the Motor Show.

Star attraction at the special 20th anniversary exhibit was the Group 44 TR-6, resplendent in new white paint and accompanied by Bob Tullius. In England where "production car" competition rules are vastly different from here and a racing TR is an unusual sight, Bob and his 160 mph mount attracted a good deal of attention from the crowds. Once the show was over, car and driver were taken to Silverstone, famous British racing circuit and a demonstration was held for the press.

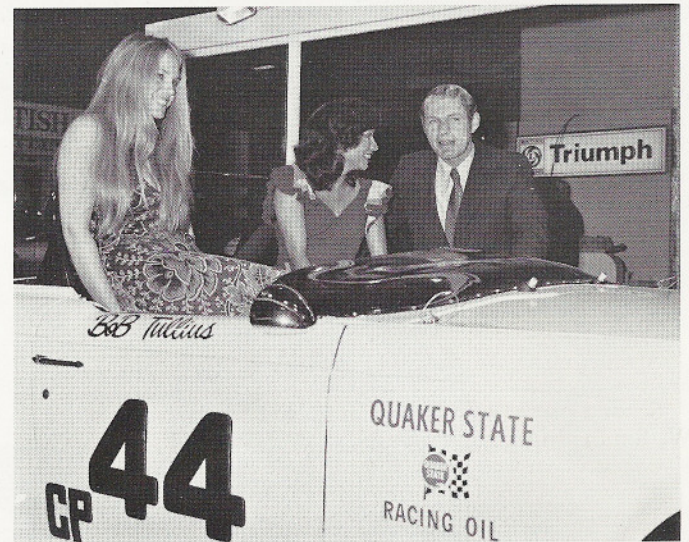
The high-pitched scream of the TR-6 fuel-injected 225 bhp engine was probably startling enough. However, the real climax came when Bob, in perfect style despite not having driven at the course before, made lap after lap at five seconds under the lap record for the class, *with a passenger*. It is pleasant to imagine what could be done in a real race. The reporters were impressed.

Triumph sales in the United States for October were the highest on record for that month. If shipments come through a record sales year is still possible. And speaking of records, there's an excellent chance that the white TR-6 will be in the CP race at Road Atlanta during the American Road Race of Champions. Despite running only a few races late in the season after recovering from injuries, Bob Tullius is first alternate from the Northeast Division and, under the new qualifying rules, should make the grid with no problem.

If the first twenty are any indication the second twenty years will be a real experience. By 1992 we'll be up to the TR-12 or so. . . .



Tullius at speed on the Silverstone circuit with enthusiastic (?) member of the press in the passenger's seat.



Tullius poses with models in fashions of 20 years ago and today.

TR SERIES ANNOUNCEMENT DATES— PRODUCTION RUNS

The New Sports Car TR-1	October 1952	Prototype
TR-2	May 1953	8,600
TR-3	October 1955	} 75,000
TR-3A	January 1958	
TR-4 (TR-3B included)	September 1961	40,300
TR-4A	March 1965	28,500
TR-5/250	1967	11,200
TR-6	1969	45,000 to date

An accurate break-down of the TR 3/3A figures is not available.

BADGE MOUNTING CONTEST

Announced without fanfare two issues ago, the contest on methods of mounting the TSOA badge to your TR has produced surprising results. All of the entries to date have been from TR-6 owners! Rather than carry on too much further, we have decided to award the prize in the TR-6 category this month and we will carry on in hopes of getting some entries from Spitfire and GT-6 owners. These will be published (hopefully) in January. If no entries emerge we'll just have to assume that competitive instincts survive only in the TR-6 owners.

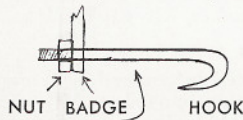
Winner in the TR-6 category is George E. Fell, IV, Stone Mountain, Ga. His solution is so simple and inexpensive that it should embarrass the rest of us. In his own words, here's the idea:

"My wife and I have a 1971 TR-6, and we mounted our "Badge" on the front grill.

This is how:

I went to the nearest hardware store and bought two hooks with a threaded end that would fit into the mounting holes on the badge, and slipped each hook into the grill and pulled it back towards me. I then slipped the badge on the threaded ends, and tightened each with a nut. (See diagram).

The badge has been on the grill for over a year, and has not moved. I like the idea of the hooks because I did not have to alter the appearance of my TR-6 by either drilling holes in the body or the bumper. It is also extremely inexpensive . . . it cost me 20¢."



HOOK AROUND GRILL BAR IN THIS AREA

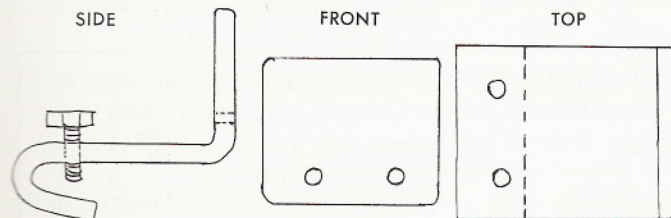
George wins the package of TSOA goodies and history poster plus a British Leyland jacket in his size. Congratulations, George!

Second place, winning the goodies only, goes to Richard W. Smith, Missoula, Montana, who also had an inexpensive solution. Letter and diagram follow:

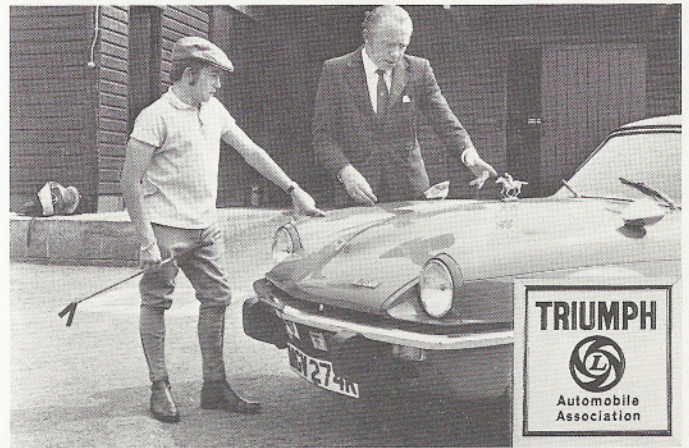
"I own a TR6. Mounting the TSOA badge was a problem until I found an old license plate mount in my tool box. This type of mounting (see diagram) allows you to mount your TSOA badge at any location on front or back bumper. It will also allow you to remove it, without damage to car, in the event of resale of your car.

The mount is constructed of 1/8" aluminum alloy. The mounting plate is fitted with two bolts above a "U" shaped bumper hook. This hook is placed over the bumper and the bolts tightened down will hold the mounting plate in place indefinitely as the tension of the plate acts as a locking device. The TSOA badge may now be attached to the front upright of the mounting plate using two small bolts with nuts and lock washers."

MOUNTING PLATE

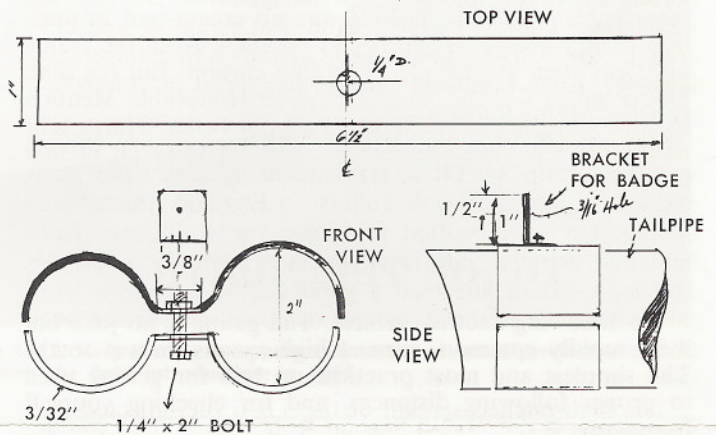


Before searching your garage, try making this one out of hard sheet aluminum or soft strap iron. The hardest part will be tapping the holes.



Triumph factory newspaper editor, Bert Foster, looks over race-horse mascot on the hood of a GT-6 owned by trainer Mike Smith, Loder Stables, Newmarket, England. We slipped this shot in to show some badge mountings on a GT . . . the badge, for instance, above the "27" in the license plate.

Honorable Mention goes to Steve Howell, Portland, Oregon, who mounted his TSOA badge with sheet metal screws on the back panel but with a special neat touch. Second Honorable Mention goes to Richard Wagner, Kitchener, Ontario, with the most unique idea . . . mounting on top of the twin tail pipes. Both Honorable Mention winners get a Triumph Automobile Association badge so they can try to come up with another mounting idea!



MATERIAL

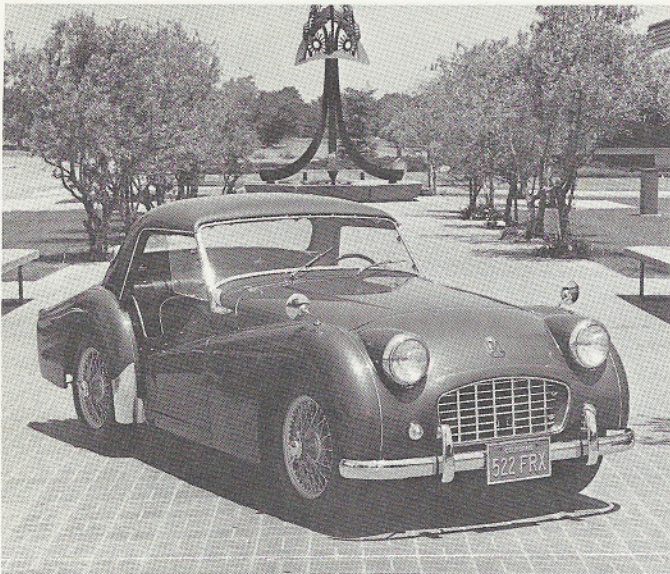
- 2 only 6" x 1 3/32" straps.
- 1 only 1/4" x 2 1/4" bolt, nut, lockwasher.
- Bend upper and lower part to contour of pipe.
- 1 right angle bracket. Drill holes for 1/4" bolt, one for 3/16" badge hole. Fasten clamp 2 1/2" from end of exhaust pipe— or perpendicular with bumper.

Mounting by Richard Wagner. He notes that heat from tail pipes minimizes badges paint damage and corrosion.



Mounting by Steve Howell. Detach bumper, lower it, drill mounting holes so that bumper will conceal them when in place.

'57 BEAUTY



Pristine '57 TR-3 owned by Harry M. Barnes II.

It's amazing how many letters we get nowadays about restoring TR-2 and TR-3 models of all vintages. Something of a shock to realize that the car we bought as our first sports car in 1954 is approaching antique status. Certainly, the examples to be seen on the road nowadays are either scrap-heap bound or in restored condition. There doesn't seem to be any in-between.

Harry Barnes, of Sunnyvale, Cal., sent the photo of his remarkable 1957 TR-3. This was no cream-puff acquisition. Harry bought it rough and rebuilt it from the frame up. Only item missing . . . one side curtain. But for that, his record of 4 3rds, one 2nd and an Honorable Mention in concours competition might be even better. Harry tells us the car has never been more than 3 points out of first place!

TIP OF THE MONTH

On following another vehicle. Tail-gating is no joke but it is stupidly common, even at high speeds on wet roads. The simplest and most practical method for getting used to proper following distances, and for checking yourself frequently, is the "1-2-4 Second Rule." Next time you are following fairly closely, and just as the rear end of the vehicle in front of you passes some feature that you can easily watch (such as a roadside sign), start counting "One thousand, two thousand, three thousand, etc." A little practice counting to five by saying out loud "One thousand, etc." will allow you to accurately count out seconds. The standard minimum distance that you should be behind another vehicle is 2 seconds. So, if YOU reach the point just passed by the other vehicle in LESS THAN 2 SECONDS, you are following too closely!! This technique adjusts itself automatically FOR ANY SPEED. All you have to do is determine how many seconds you are behind the other guy. For heavy traffic in lanes at under 40 mph with all conditions favorable, 1 SECOND is the absolute minimum gap. For poor weather, brakes, tires, light, etc., a gap of 4 SECONDS should leave the margin you need when trouble jumps up. Thus, the "1-2-4 Second Rule." It won't let you down. And when you try it, especially at higher speeds, you will be amazed just how often you are TOO CLOSE.

CLASSIFIED

ITEMS FOR SALE

New Amco tonneau, black for TR-6, with headrests, \$30.00. 1969 TR-6 full wheel covers, like new, 4 for \$10.00. L. David, 2955 Everett Street, Blue Island, Ill. 60406.

Hard-top with attaching hardware (white) for 1971 or 1972 Spitfire Mk IV, \$250.00. Peter E. Tabron, 18 Sunshine Lane, Amityville, N. Y. 11701. (516) 598-2384.

4-5 1/2J x 15 disc wheels with TR-6 hub covers. Used only 4,600 careful miles—no nicks, dents or bends. \$150 for set plus shipping charges. Gloria Anderson, 9675 S.W. Beaverton Hwy., Beaverton, Or. 97005. (503) 292-4417 weekdays; (503) 644-5010 nights and weekends.

1964 TR-4 tonneau cover. Good condition. Best offer. Dan Wilde, RFD 2, Storrs, Conn. 06268. (203) 429-0097.

1957 TR-3—small grille. In fair running condition, needs body work, new top. \$200. John R. Hoidge, Canton, Ct. 06022. (203) 693-8696.

Two like new Pirelli Cinturato snow tires and tubes 155SR-13 inch. Suitable for GT-6—GT-6+. First reasonable offer. Milton Makoski, 131 Ward Street, Naugatuck, Conn. 06770. (203) 729-5241 Days—(203) 729-4769 nights.

Black tonneau cover—\$25 for 1970 Spitfire Mk III. Front bumper guard, \$10 for Spitfire Mk III or GT-6+. Both like new. Bob Hadady, 3002 Tree Fern Drive, Duarte, Calif. 91010. (213) 358-0802.

Brand new TR-6 distributor in original carton. Lucas #41306, 22D6, \$40 or best offer. W. L. McHugh, Jr., 314 Beech Drive, Schaumburg, Ill. 60172. (312) 529-9434.

Spitfire spares . . . you want it, I got it! All for Mk 1 and 2. Engine, differential assemblies (4.5 and 4.1), almost two complete bodies, gearboxes, discs, suspensions, etc. Send list of needs for estimate or bring \$700 and a BIG truck for the whole thing! Ted Schumacher, RR #1, Pandora, Ohio 45873.

ITEMS WANTED

Interested in contacting Triumph Mayflower owners re operation, restoration and parts. Mike Cook, 15 Birch Road, Bloomingdale, N. J. 07403.

Back issues of TSOA, prior to and including 1966. Also need June, 1968 issue. Paul Sterbenz, 9936 W. 95th St., Overland Park, Kansas 66212.

1970-73 Center wheel trim, with lug nuts, for TR-6. L. Davis, 2955 Everett St., Blue Island, Ill. 60406.

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
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual	\$2.50
TR-4/TR-4A Competition Preparation Manual	\$2.50
SPITFIRE Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual	\$2.50
GT-6+ Competition Preparation Manual	\$2.50
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 Sportscar Champions Jacket Emblem	\$.50
British Leyland 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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