



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 18, NUMBER 9

SEPTEMBER, 1972

TRIUMPH SPONSORS M★A★S★H



M★A★S★H, the new comedy show, a CBS television Network Color Program, stars Alan Alda as Hawkeye, Wayne Rogers as Trapper John and McLean Stevenson as Lt. Col. Blake; Loretta Swit ("Hot Lips") and Karen Philip (Lt. Dish) who received a great deal of exposure in six color pages of a recent Playboy .

1972 will be a record sales year for Triumph, barring natural disasters, and British Leyland is anxious to keep on adding new owners during 1973. So, why not go on national television?

That's exactly what has been done. Triumph has signed up to sponsor **M★A★S★H**, the new TV comedy series based on the incredibly wacky film. This makes Triumph the first imported car ever to be a participating sponsor in a major night-time TV series.

Telecast on CBS-TV, **M★A★S★H** had its premiere on Sunday, September 17th at 8 pm Eastern time, and will be on weekly. Millions will be chuckling at the antics of the familiar crowd from the Mobile Army Surgical Hospital . . . why not join them?

DOOLEY CLINCHES MIDWEST DP TITLE

Oklahoma City's Dave Dooley clinched his second straight Sports Car Club of America Midwest Division Class D Production Championship with his second place finish at the club's national race at Lake Garnett, Kansas, Sept. 3, according to a report by the British Leyland Motors Inc. Competition Department. Dooley races a Triumph GT-6.

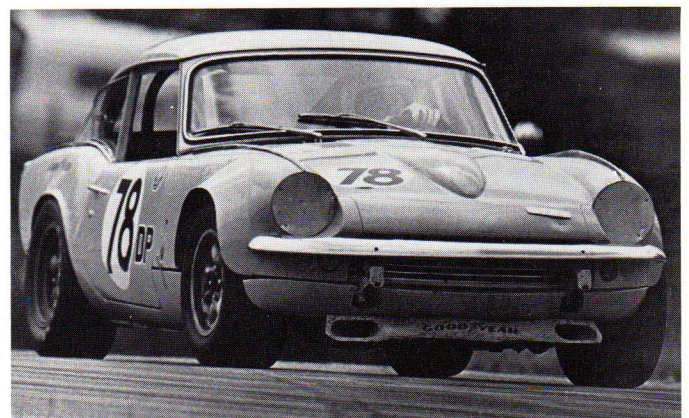
There are still two races remaining in the Midwest Division but Dooley has such a commanding lead in points that it is impossible for any other driver to challenge him. Going into the Kansas race, Dooley led his class by a wider points margin than any other driver.

The Lake Garnett finish gives the Oklahoman five victories, two seconds and a third.

Dooley, 57, is the owner of Dooley Engineering Co., consulting engineers. He and his wife Janet have two daughters and five grandchildren. A graduate of Purdue University, Dooley is a member of the Oklahoma City Chamber of Commerce.

Dooley began racing in 1962 and since then has raced Mustangs, Corvettes, Lotus Cortinas, Jaguars, Alfa Romeos and, for the past two years, Triumphs.

With the Division title goes an automatic invitation to the American Road Race of Champions in Georgia at Thanksgiving. This series of contests decides the national championships in 22 classes.



Dave Dooley shown heading for the finish line in his GT-6.

SERVICE NOTES

Alternators — All Models

All Triumphs are now supplied with Lucas Alternators equipped with built-in regulators. In cases of "no-charge" it is frequently the regulator that is at fault and it is not necessary to replace the entire unit . . . just the regulator. Tests can be carried out as follows:

Vehicle Test

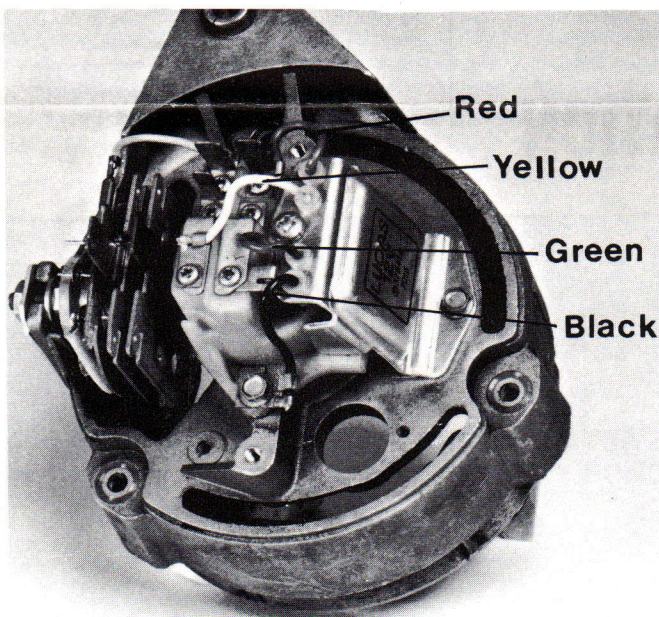
Remove plastic end cover from alternator and connect jumper cable from regulator green wire to ground. Run engine at charging speed (approximately 1500 RPM) and if an output is now obtained from the alternator, the regulator is defective and should be replaced. **NOTE:** Alternator output can be determined by holding induction ammeter on the alternator main cable or by inserting an ammeter in series with the alternator main cable either at the alternator main terminals or at the starter solenoid. If no meters are available, switch headlights on and note brilliance increase if alternator is charging.

Bench Test

If the alternator has been removed from the vehicle, a test lamp can be utilized to check the regulator using a 12 volt battery. Connect test lamp between battery positive terminal and regulator green wire. The negative terminal of the battery should be connected to the alternator casing. If the test lamp does not illuminate, regulator is defective.

Replacing Regulator

Remove defective unit noting color and position of wires. **NOTE:** All 4 and 3 lead regulators have been superseded in service by a 2 lead 8TR 3D regulator, however, it is still possible to be supplied a 4 or 3 lead regulator while stocks are held. Details of how to connect the various regulators correctly are given pictorially below.



4 lead regulator connected to correct brush box terminals.

The basic reason for converting to a 2 lead regulator is that the alternator "senses" for regulator control internally, (machine sensed) as opposed to a 4 lead regulator that "senses" via an external battery cable (battery sensed).

A 2 lead regulator should only be replaced by a 2 lead regulator due to its higher current carrying capacity.

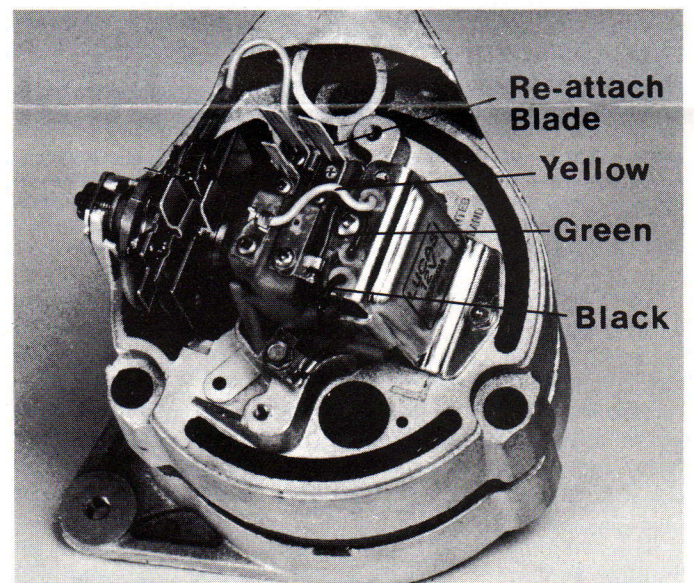
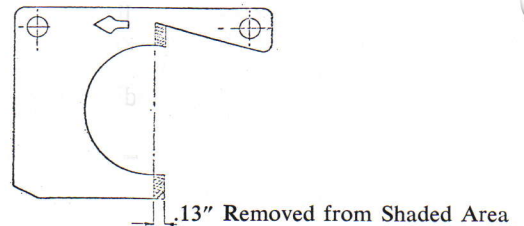
Replacement Door Glass Part TR-6 Number VO38

Difficulty has been experienced with the installation of the door glass, part number VO38.

The reason for this is that the original glass supplied with the vehicle is 0.190" thick, whereas the replacement glass (part number VO38) is 0.230" thick. The problem, however, can be overcome by simply spreading the nylon finger clamps on the upper portion of each window channel by inserting a suitable tool such as a screwdriver. It is not necessary to remove the channels from the door.

Brake Squeal TR-6

Brake squeal on the TR-6 can be eliminated by replacing the existing shim located behind the brake pads with new shim part number 510809 providing the new shim is modified in accordance with the illustration below. When fitting the latter, coat both sides of the shim with PBC grease.



If a 3 lead regulator is substituted for a 4 lead regulator, connect as shown, insuring that the terminal blade the red lead was previously connected to is re-attached.

TRIUMPH HISTORY POSTER

The unusual and attractive Triumph history poster featured on our cover several issues ago is still available. For a unique item illustrating the most famous vehicles in the long Triumph chronicle, this Ken Dallison masterpiece must be seen to be appreciated. The special members' price is \$3.00 and payment should be sent to the TSOA.

NEW COLORADO OFFICERS

Congratulations to the new team elected to manage the affairs of the Colorado Area Triumph Owners for the next twelve months. Interested member prospects should write CATO in care of: Bob Walker, 9012 Utica St., Westminster, Colo. 80030.

President	Dan Ware
V/President	Leslie Sweeney
Treasurer	Mary Snead
Secretary	Babs Walker
Membership Chairman	Bill Zobel
Event Chairman	Ron Knox
Property	Bob Walker
Publicity	Tom Waymire
Council Rep.	Bill Sweeney
Editor	Bob Walker

LOW BUDGET CONTEST

Years ago, mounting a TSOA badge was easy . . . TR-3s and 4s had lots of handy grille and bumper places to put it on. Times have changed and we get so many inquiries that we decided to run a little contest. Send suggestions and/or photos on how to mount the badge on your favorite TR. Winners will get an indeterminate amount of Triumph goodies including at least one history poster.

TRIUMPH REGISTER

A great letter from Darryl Uprichard described the latest Register doings. He asked us to point out that dues for US members are \$7.00 per year for new memberships and renewals. This is due to the high cost of postage overseas. We urge all members to consider joining the Register, especially if interested in TR-2s and 3s. The Register Newsletter has many technical tips for restoration and maintenance. Next issue, we will feature photos of some Register events.

Contact: Terry Simpson, Esq.
TR Register
100 High Street, Redbourn
St. Albans, Herts, England

"TIME"

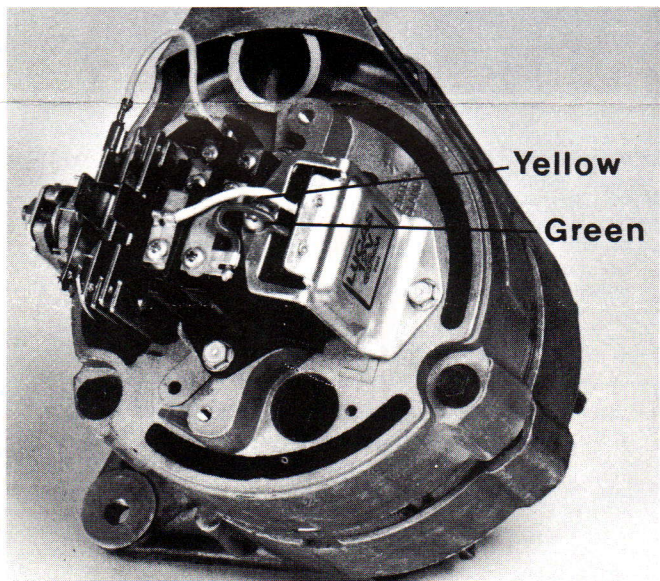
by Russ & Kathy Eichman

from TRUMP, W.T.S.O.A.

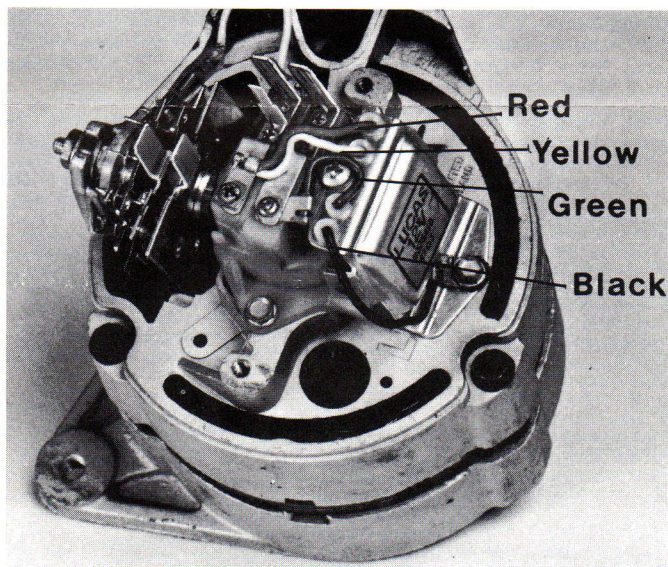
Looking for a scapegoat because you loused up your last TSD? Blame it on the world. That's right, the earth's rotation has slowed 10 seconds since 1958. Physicists state this is probably the result of random sloshing around of material in the earth's core. As a result, the traditional astronomical time, as measured by the earth's rotation, is running about six tenths of a second behind atomic clocks. If the gap continues to widen it would mean increased confusion for the navigator who steers by taking position of the sun and stars; if uncorrected for centuries, the gap would produce the disconcerting sight of sunrise at noon.

(Continued on page 4)

Note: In some cases a red wire with yellow sleeve replaces the yellow wire.



A 2 lead regulator substituted for a 3 or 4 lead regulator. Insure that regulator casing has good contact to alternator end bracket. Re-attach blade.



A 4 lead regulator can be made into a 3 lead regulator by connecting the red and yellow wires together as shown. This is necessary only if a regulator on a machine sensed alternator requires replacement.

(Continued from page 3)

Governmental members of the international radio consultative committee have sworn an oath never to let astronomical time get more than seven-tenths of a second out of whack with atomic time. They've decided not to make their corrections in frequent fractions of a second, but rather in lumps of one full second at a time.

Therefore, the initial leap was made Friday, June 30 at midnight Greenwich time (7 p.m. CST). The last minute of that hour contained 61 seconds. Those of you who listen to WWV know that every second of a minute has a tock, except for the last second. On June 30, however, Saturday, 0:00:01 didn't get its normal tock, because it officially belonged to Friday as 24:00:61. In case you're interested, just over nine billion internal oscillations of an atom of cesium constitutes an official changeless second. It is a cesium clock in Boulder, Colorado, which controls the tock, tock broadcast from WWV.

We'll get a "leap-second" every year until the earth's rotation speeds up again.

CLASSIFIED

ITEMS FOR SALE

TR-3A, very close to mint condition, everything is new or near new, loaded with optional equipment. Bill Redinger, 10612 Izard Street, Omaha, Nebraska 68114 (402) 393-8312.

TR-4 — we race prepared our TR-4 and now we have lots of left-overs: 4.55 rear end (solid axle type); front window and frame; side windows with all hardware; complete heater system; like new front and rear bumper and hardware; trunk lid frame; headlight units complete; tonneau cover and boot; top frame and soft top; several blocks, heads, cams; many pistons, rods, valves, liters, etc.; also some TR-3 parts. Bill Jordan, 895 E. Cooke Rd., Columbus, Ohio 43224.

Two whitewall studded snow tires for Spitfire. Almost brand new, used half a season, \$35. Robert J. Gallo, 266 Sixth Street, Palisades Park, New Jersey 07650 (201) 947-3340.

Brand New: Triumph Stag detachable hardtop complete with all fittings, best offer over \$300. Ted Thurnau, 930 Halpine Avenue, Rockville, Md. 20852 (301) 881-8544.

Miscellaneous TR-3B, TR-4 and TR-4A parts — some used, some new. Call or send self-addressed, stamped envelope for list of parts. Bruce Young, III, Stainless Metal Products, Inc., P.O. Box 8247, Chattanooga, Tennessee 37411 (615) 892-3720.

1960 TR-3A, black with red, always garaged, never raced or wrecked, engine — excellent, drive anywhere, needs paint and minor repair, some new spares, 61,000 actual miles. Prefer sale for restoration. Best offer over \$700 by November 1. W. H. Crouch, Rt. 1, Box 269-F, Wagoner, Oklahoma 74467 (918) 462-3343.

1970 TR-6, red, tonneau, hard and soft-tops; Michelin red stripe tires; Ziebart Rustproofed; 29,000 miles, \$2,900. R. C. Nelsen, 827 W. Bigelow Ave., Findlay, Ohio 45840 (419) 424-9783.

Brand new TR-6 seat belts with mounting attachments, \$10. J. L. Bailey, 2632 Yorktown, Apt. 538, Houston, Texas 77027 (713) 621-4826.

TR-3 transmission (TS 37,000 series) with overdrive, starter and spare parts. New solenoid and topcover switches. Spares: topcover, needle bearings for counter-shaft, countershaft, gasket set, one mainshaft roller bearing, adapter plate, front plate. Make offer, possible trade. Henry Marsh, 139 N. Dougherty St., Ft. Bragg, N.C. 28307 (919) 497-1616.

Genuine classic TR-3 (1956) available now for some restoration. \$1,000 already spent during last 10,000 miles. Complete 1964 TR-4 thrown in for spares. Reasonable. Tim Craxton, (212) 546-3012.

Overdrive trans. for GT-6, \$200, rear brakes, cosmic wheels (6 x 13), body parts, Spitfire Mueller valve springs and retainers,

comp. rocker shaft and stands Mk III, IV), Mueller axles, close-ratio trans. Dennis Parker, 2212 Parker Avenue, Wheaton, Md. 20902 (301) 949-3863.

'61 red TR-3A, running condition, Michelins, asking \$150. David Curott, Candlewood Hill Rd., Higganum, Conn. 06441 (203) 345-2254.

Triumph Spitfire/GT-6 camber compensator and dearched GT-6 rear spring for sale. Ideal way to improve the handling of your Spitfire. Both for \$25. Mike Byrd, 1109 McRee Drive, Valdosta, Georgia 31601 (912) 244-5740.

1951 Triumph Mayflower. Perfect original condition. Driven regularly until December, 1970. Needs only rings to be mobile again. Complete with spare block, transmission, bumpers, etc. Make offer to Frank Adams, 115 Vodden St., Brampton, Ontario, Canada.

Four Dunlop 13" racing tires suitable for Spitfire or GT-6. Used but good tread depth for autocross, etc. or race practice. \$40 for the set. Mike Cook, 15 Birch Road, Bloomingdale, N.J. 07403 (201) 461-7300 (days) (201) 838-7734 (nites).

ITEMS WANTED

TR-3 hardtop with hardware. Henry Marsh, 139 N. Dougherty St., Ft. Bragg, N.C. 28307 (919) 497-1616.

1 pair seats, late TR-3/early "4" type, new condition/or new seat frames. Pref. dark blue, but color not important. Peter Burriss-Meyer, 661 N. E. Golden Harbour Drive, Boca Raton, Fla. 33432.

Wanted TR-3S twin cam (special production) engine, or any information about this engine. Bill Ridinger, 10612 Izard St., Omaha, Nebraska 68114 (402) 393-8312.

Set of mats complete, soft top and tonneau cover for 1964 TR-4. Also interested in two used Michelins in good condition. J. Goedewaagen, 10 Marion Road, Westport, Conn. 06880 (203) 226-4847.

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
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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