



Triumph

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

VOLUME 20, NUMBER 9

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

SEPTEMBER, 1974

TRIUMPH NEWSLETTER SUBSCRIPTION RENEWAL

The Triumph Newsletter, which is the official publication of the Triumph Sports Owners Association, is offered to all buyers of new Triumph cars in the USA. If they join TSOA they receive the Newsletter each month as part of the package when they pay for their initiation fee, and for the Handbook and car badge, etc. Triumph has continued to maintain these subscriptions each year for all active members free of charge. But inflation has caught up with us, as it has with everyone else, and we regret we can no longer continue this policy.

As of the October 1974 issue, we will be making an annual subscription renewal charge of \$3 a year for members of the TSOA or of approved Triumph owners clubs; and \$5 for non-club members. TSOA members who have been enrolled for a year or more, will be receiving a subscription renewal form.

The Triumph Newsletter's editorial policy is to bring to readers news and technical information about Triumph cars, owners and club member activities. Other popular and regular features are the "Letters to the Editor", and the free "Classified advertising of Items for Sale, and Wanted". We will continue to bring you all this and more.

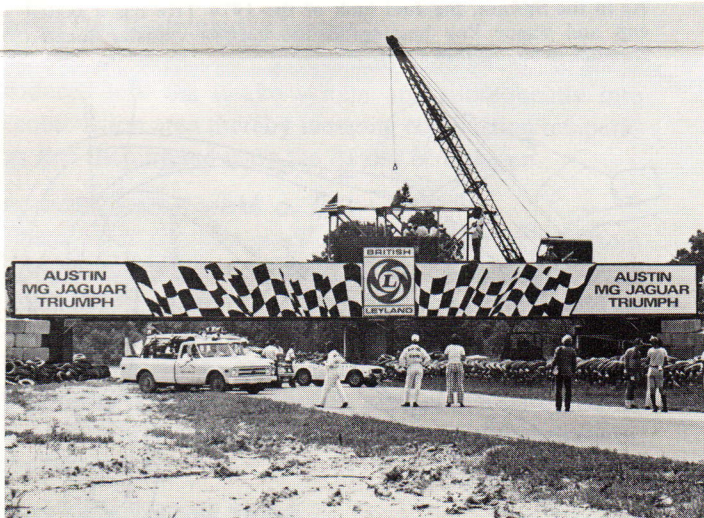
CO-OPERATIVE EFFORT BY INDUSTRY AND ENTHUSIASTS HELPS NELSON LEDGES OHIO, RACE TRACK

An unusual part of the summer racing season was a special ceremony held at the late July meeting of Nelson Ledges race track near Warren, Ohio. This was the dedication of a 108 ft. pedestrian and vehicle bridge which was not only a very necessary and essential building needed by the track, but now qualifies it for professional races such as the Canadian-American challenge Cup and the Formula 5000 Series.

This is their ambition, according to John McGill, chairman of the board of trustees: and the only other race circuit holding such professional road races in the state is the Mid-Ohio track at Lexington.

The new bridge, which was financed by British Leyland, was dedicated by Mike Dale, sales vice president of the company and himself an SCCA racing driver. He paid tribute to the hundreds of talented volunteers from Ohio, Pennsylvania, New York and West Virginia who had manned shovels, flag stations, communications systems and emergency centres over the ten years of the track's existence. Their task will be eased by the new bridge as it links

(Continued on page 34)



"Topping out" ceremony at the Nelson Ledges' track bridge dedication included lowering by crane of a small Christmas tree.



John McGill (in cap), chairman of the trustees of Mahoning Valley Motor Sports—organisers of the track, chats with friends from British Leyland, including Mike Dale (centre).

NELSON LEDGES (Continued)

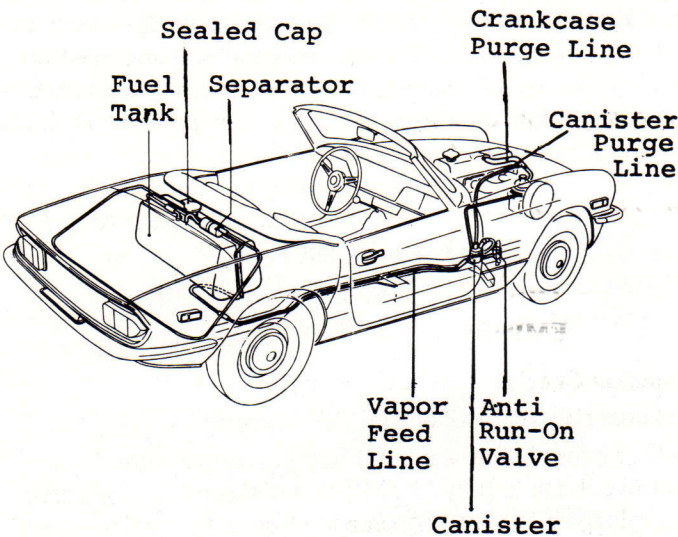
the infield and outfield. Prior to its completion, ten extra minutes were added between races to allow crews and spectators time to move across the track. Now the race programme can be speeded up and safety improved. Many people and several companies have contributed to help make the bridge possible, including Goodyear Tire and a local steel supply company.

The bridge spans the pit straight and is built in such a way that a newly planned pit lane will pass under it as well.

A POCKET DESCRIPTION OF THE 1974 TRIUMPH EMISSION CONTROL SYSTEMS

In order to meet the need for reduced pollution of the air, many parts of a modern car now have quite complex modifications and devices. We have all heard of the new legislation governing such items as Crankcase Emission

TRIUMPH SPITFIRE



The 1974 Spitfire's fuel tank evaporation control system has a vapor line feeding forward to the canister in the engine compartment.

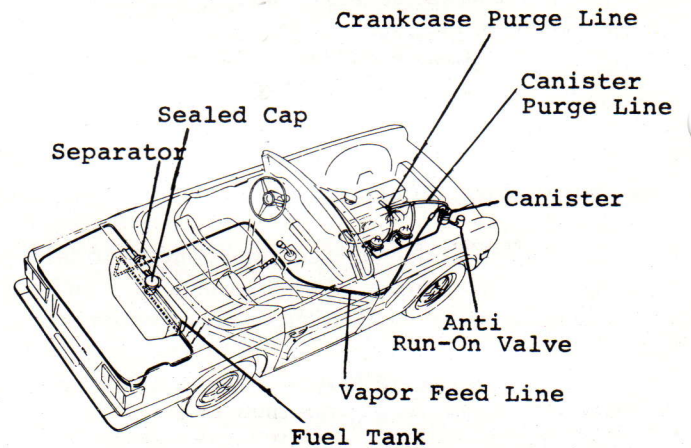
Control, Exhaust Gas Recirculation, and Evaporative Loss Control from the gas tank.

Here British Leyland's technical department describe in simple terms some of the emission control systems incorporated in the 1974 Triumph TR6 and Spitfire models.

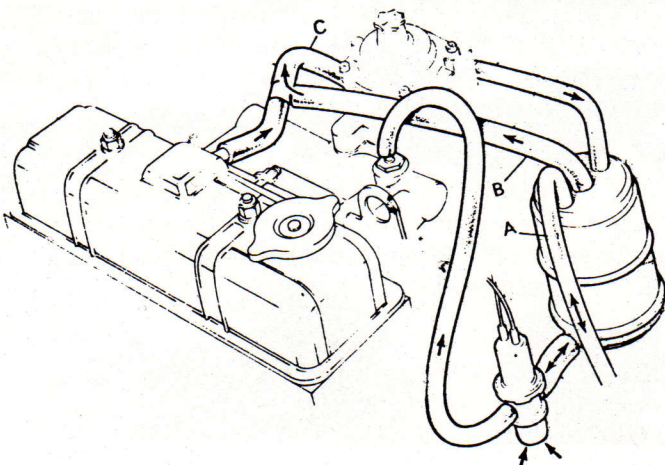
Crankcase Emission Control

Fumes collected within the crankcase are routed through the crankcase breather housing to the constant depression area of the carburetor, ensuring a continuous flow of crank-

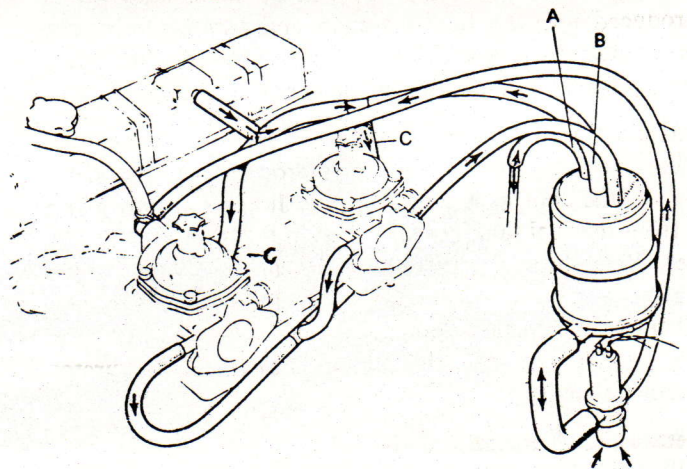
TRIUMPH TR-6



As in the Spitfire, the fuel tank of the 1974 TR6 has a sealed cap and vapor line leading to the carbon canister located forward of the engine.



From the canister the fuel vapors are fed into the crankcase emission control system outlet and then into the constant depression area of the Spitfire's carburetor. Anti-run-on valve in foreground (see diagram next page).



Fuel vapors from the TR6 gas tank are absorbed into this carbon canister filter when the engine is stopped. They are purged into the crankcase emission system and through the carburetors when the engine is running.

EMISSION CONTROL SYSTEMS (Continued)

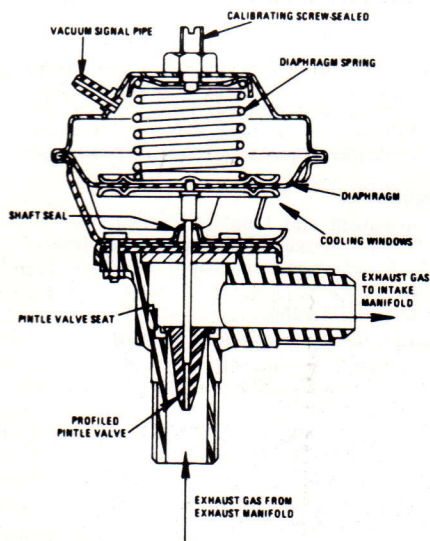
case gases into the intake manifold under all running conditions.

Modified Ignition Systems

A vacuum retard capsule provides retarded ignition settings under engine idle conditions.

Emission Control Carburetors

Zenith Stromberg carburetors are designed through closer production tolerances to give greater consistency in emission performance. Incorporated in the carburetors are throttle bypass valves which allow fuel/air mixture to bypass the throttle disc on overrun conditions and allow burning of the mixture thereby reducing hydrocarbon emissions on overrun. The carburetors also include a temperature compensator which varies the mixture strength at extremely high under-hood temperatures.



At higher road speeds this vacuum-controlled valve diverts exhaust gases into the engine intake/combustion system, to reduce oxides of nitrogen on both Spitfire and TR6 models.

Exhaust Gas Recirculation System

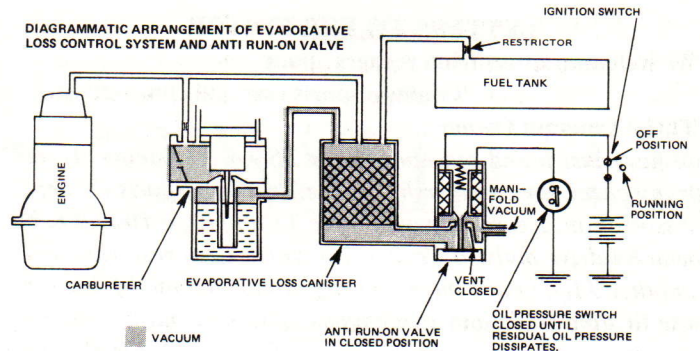
At high road speeds a proportion of the exhaust gas is introduced into the intake system and subsequently into the combustion area thereby reducing combustion temperatures and thereby reducing the oxides of nitrogen.

Evaporative Loss Control

This system prevents gasoline hydrocarbon vapors from entering the atmosphere. Vapors which are normally given off from the fuel tank are absorbed in a carbon canister or filter. When the engine is running, the carbon filter is purged into the previously mentioned crankcase emission system and into the constant depression area of the carburetors. This system also vents the fuel content in the carburetor float chambers.

Thermostatic Vacuum Switch

This switch is used as an engine protection device operating in the cooling system at higher temperatures under exceptionally adverse operating conditions. For example:



This diagram illustrates the system whereby gasoline evaporation is trapped in the carbon filter. Engine run-on is prevented by cutting off the fuel supply when the ignition is switched off. This applies to both Spitfire and TR6.

Idling in heavy traffic, the switch interrupts a vacuum to the ignition retard capsule and allows the ignition system to advance. With the more advanced ignition timing, the engine will cool down at which time the retard system will again become operative.

Anti Run-On-Valve

This valve is actuated when the ignition is switched off and applies a depression to the carburetor float chambers thereby cutting off the fuel supply. This eliminates the tendency for engines to run on when operated on low octane fuel.

SERVICE NOTES

TRIUMPH SPITFIRE AND TR-6 EMISSION CONTROL SYSTEMS

Function Checks:

Exhaust Gas Recirculation (E.G.R.) System

Warm the engine to normal running temperature. Ensure that the choke is fully 'off'. Open the throttle and observe the valve, which should open and close as the engine speed changes. If the valve is not operating:—

1. Check operation of E.G.R. cut off valve (this valve is operated by the choke cam on the carburetor linkage).
2. Check vacuum piping for leaks.

If the fault cannot be located using these checks remove the E.G.R. valve and check the valve operation using a vacuum test gauge. Replace the E.G.R. valve if it is found to be defective.

Anti-Run On Valve.

If the valve is not working it will be apparent by the running-on of the engine when the ignition is switched off. Check the system by applying current to the solenoid which, if working correctly will stop the engine.

Servicing

Periodically check the emission control system piping and connections.

12,000 mile intervals—

1. Replace carbon canister
2. Check E.G.R. system, clean pipework and manifold connections.

H. T.

LETTERS TO THE EDITOR

We welcome letters from readers about

Triumph sports cars and club activities.

Three Triumph Owner

"I have just found out about your TSOA Newsletter. Here is my check for membership in the Triumph Sports Owners Association. I currently own three Triumphs, a 1969 TR-6 which I drive daily, a 1962 TR-3 which I am restoring and another TR-3 that I have recently completed modifying for use in time trials and gymkhanas. The first outing for the car was a time trial put on by the Eastern Motor Racing Association at Bridgehampton, N.Y. The car took first in class EP. I am looking forward to receiving your newsletter each month."

William Sohl, Westbury, N.Y.

TR-6 Gas Mileage

"I read with amazement the letters in your April, 1974 newsletter from TR-6 owners claiming really great gas mileages both around town and on trips.

My 1973 TR-6 (without overdrive) does not match these claims, especially around town driving (13,000 miles on odometer). I get 15-16 mpg around town, and 22-24 mpg on trips.

I wonder what have been the experiences of other TR-6 owners?"

Harry A. Blanchette, Alexandria, Va.



CLUB NEWS

TR3 Fans in Central Ohio

Eight TR3 models turned up for a recent meeting of the Triumph TR3 Sports Car Club in Columbus. At the September meet they showed a Trans-Am film and held a transmission re-build workshop. The October event was scheduled as a rally, plus a continuation of the workshop series.

This TR3 club concentrates on TR2/3/3A and 3B series and has voted to change its name to the Triumph Register of America, and claims to have the recommendation of the British TR Register.

But how about that Vintage Triumph Register being organised by Dick Langworth of Hopewell, New Jersey (see Newsletter, May 1974, page 18). Those boys will have to get together.

CLASSIFIED

ITEMS FOR SALE:

1960-61 TR3A for parts/restoration. Hard top (no window) & soft top, overdrive, limited slip, 6 wheels (no tires), frame rusted out—right front. Engine was in good condition when last running. Best offer. George A. Fries, Belle Cote Drive, Burtonsville, Md. 20730. (301) 421-9012, 6 to 11:30 P.M.

1962 TR4 in mint condition. Fully rust-proofed, new paint & upholstery. CT165L Red/Red/Black. Michelin tires, wire wheels. Engine needs work. \$750. Warren McHenry, 1420 Drum Hill Rd., Martinsville, N.J. 08836.

1967 TR4A roadster, IRS, wires, overdrive, AM-FM-SW radio, boot and tonneau, BRG, no dents, excellent condition throughout, \$1550. Call or write Fran Head, 2707 Quail Drive, Apt. 10, Columbia, Mo. 65201. (314) 474-4650 after 5:00 P.M.

1960 TR3, red, with factory hard top. The most reliable sports car I have ever owned. Fantastic running condition. Body is rust and dent-free. Offers over \$1,000. R. F. Gerow, 316 Woodlands, Rt. 322, Mays Landing, N.J. 08330.

Triumph engined 1963 Morgan +4. A beautiful show car with the very reliable TR4 engine. Restored in 1973. President's trophy winner at Pocono Car Show. Rolls Royce Silver acrylic lacquer with astral blue wings. \$1,200 interior. Fresh Dunlop Gold Seals. \$6,300 as is with some lacquer cobwebbing, or \$7,200 with new paint. R. F. Gerow, 316 Woodlands, Rt. 322, Mays Landing, N.J. 08330.

1973 Spitfire 1500 HARDTOP, perfect condition, Dynaplastics with portholes. Black exterior with White interior. \$100. Shipped UPS Collect. Paul C. D'Arpa, 13317 Chase Street, Arleta, Calif. 91331.

For TR4: Full race engine, headers, Detroit locker w/4:87 ratio gearset, Koni shocks, elec. fuel pump, roll bar, sway bars, 4 aluminum American mags w/Goodyear blue streaks, plus all the other trick parts. \$500 the lot or trade for running complete restorable TR3, MGA, or Healey. Bob Snyder, 1975 Mich Ave., Olean, N.Y. 14760.

ITEMS WANTED:

Need intake manifold and Dual SU carburetors from late model Spitfire. Please write or send information to: Bobby L. Baker, Jr., P.O. Box 1602, Pascagoula, Mississippi 39567; (601) 875-2988.

Hard top for 1973 Stag. Contact R. P. Richards, 2215 South 3rd St. Philadelphia, Pa.; LO 4-1400.

Original Triumph letters for front of TR3 (the ones with the lines in them). Need complete set but will buy individual letters. Like new condition only please. David Kulak, 41 Jeannette St., Forestville, Conn. 06010; (203) 583-2251.

One new Goodyear G800 185SR15 tubeless radial tire. Contact D. Southerlin, P.O. Box 511, Wilmington, Vt. 05363; (802) 464-5601 days.

Tonneau cover for 1963 TR3B (black). Glenn Forsythe, Old State Rd., Wappingers Falls, New York 12590.

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	\$2.50
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	\$2.50
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 British Leyland Motors Inc.

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.

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