



**TRIUMPH**

# TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 17, NUMBER 9

SEPTEMBER, 1971

## TRIUMPH SALES NEAR RECORD

Sales of 1971 Triumph cars are expected to come close to reaching a 12-year-old record. The end of 1971 should see a total retail figure of better than 21,000 which will be second only to the record 23,000 sold in 1959.

The sales leader for 1971 is the Spitfire with the TR-6 right behind. In 1959, the top seller was, of course, the TR-3 in both convertible and hardtop versions. Triumph was also marketing the T-10 4-door sedan and station wagon at that time.

Looking ahead to 1972, an all-time Triumph sales record is expected. The same successful model line-up of TR-6, GT-6 Mk 3, Spitfire Mk 4 and Stag will be available.

### *British Car Sales in U.S. Up 38%*

Combined retail sales of Austins, MGs, Jaguars, Rovers and Triumphs during August were 38% higher than in August of 1970, it was reported by British Leyland Motors Inc., marketer of the five makes in the United States.

Total sales for August this year were reported at 6,943.

The biggest gainers were Jaguar with 620 sales, up 74%, Triumph with 2,001, up 60% and MG with 3,297, an increase of 42% over August of 1970.

British Leyland spokesmen are optimistic about sales

for the rest of the year, despite the new import surcharge. "Some imports may lose their price advantage, but this will not have any impact on the sports car market which is almost exclusively an import market. Sports models are, and will continue to be, our biggest sellers," according to Michael H. Dale, Vice President-Sales. Dale said that all British Leyland cars sold during August had been cleared through customs prior to August 15 and were therefore not subject to the new levy.

British Leyland stated that their 1,100 dealers still hold a good supply of pre-surcharge 1971 models.

### Revised British Car Prices

Suggested retail prices of 1971 British Leyland cars cleared through customs after midnight, Sunday, August 15, temporarily rose 3½ percent as a result of the new United States economic policies. The announcement was made by Graham W. Whitehead, President of British Leyland Motors Inc., which markets Austin, MG, Jaguar, Rover and Triumph cars in this country. There was no effect on cars in distributor and dealer stock prior to that date.

Prices of factory-installed optional equipment also rose 3½ percent but U.S.-made accessory items remain priced as before.

"If Congress acts on President Nixon's recommendation and repeals the 7 percent excise tax on cars," Mr. White-

*Continued on Page 2*

## REVISED BRITISH CAR PRICES

*Continued from Page 1*

head said, "we will again revise prices and we anticipate that the final result will be a reduction from pre-surcharged level."

For example, prior to President Nixon's announcement, a 1971 TR-6 sports car carried an East Coast P.O.E. suggested retail price of \$3,595. If imported following the announcement, the same car would have a suggested retail of \$3,721. If the excise tax is repealed and a policy of refund retroactive to August 15 is established, the buyer of either car would receive a refund of approximately \$150. It is expected that the suggested retail price of cars in dealers stock would be reduced by a similar amount.

It should be noted that the excise tax is applied on the first sale of the car in this country, not at the retail level and therefore is less than 7 percent of the retail price.

British Leyland is not raising parts prices. Although the firm is allowed to pass on the 10 percent surcharge to its customers, this will not be done on parts at this time.

### Convertibles Here to Stay

In Detroit, they are about to hold a wake for the convertible. With total U.S. convertible production down to less than 76,000 this year from over 500,000 in 1965, auto industry observers are saying "the convertible is finished."

"Wrong," retorts Graham W. Whitehead, president of British Leyland Motors Inc. "The convertible is alive and well, only nowadays it is almost exclusively an imported product."

British Leyland's bread and butter is convertible sports cars with nearly three of every four of its sales in soft tops. Mr. Whitehead estimates that about 100,000 convertible models from overseas will be sold in the U.S. this year and British Leyland will account for close to 60,000 of those.

Most of the open-top cars from British Leyland are MG and Triumph sports models in several series. The Triumph line is selling at a rate 30% higher than last year.

The imports have one considerable advantage over U.S. cars as far as convertibles are concerned in Mr.

Whitehead's view. Because the imports are smaller, motorists can buy many models with optional steel hard-tops which can easily be removed in good weather and put on in bad weather.

Mr. Whitehead conceded that changes may have to come about in convertible designs to make them conform to anticipated rollover safety standards. "This is something we are working on now and we'll find the answers. Convertibles are too important for us not to."

British Leyland's president concluded by saying that if Detroit wants to give up the convertible altogether, "it would be quite all right with those who believe that a viable market for convertibles will continue in the U.S. The U.S. auto makers might just be handing us 75,000 to 100,000 additional sales. And that would be very decent of them."

### *Triumph Spitfires Have Won 26 of 38 S. C. C. A. Nationals*

With the end of the 1971 Sports Car Club of America national racing season only a month away, Triumph drivers have built up commanding leads in several SCCA divisions and are sure bets to qualify for the American Road Race of Champions in November.

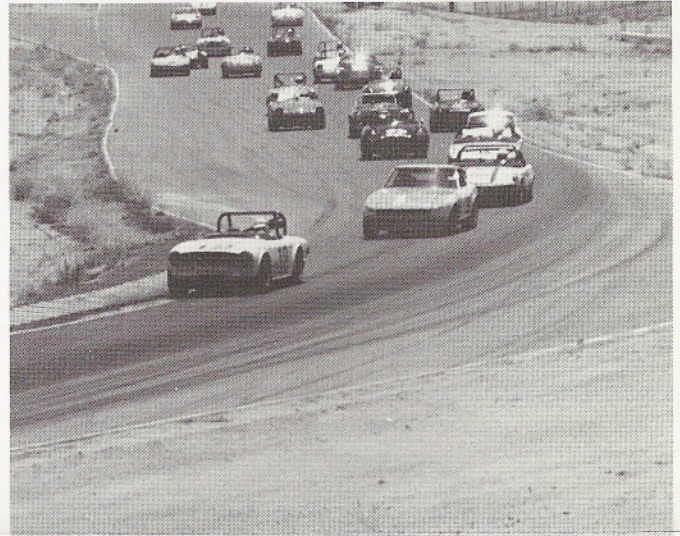
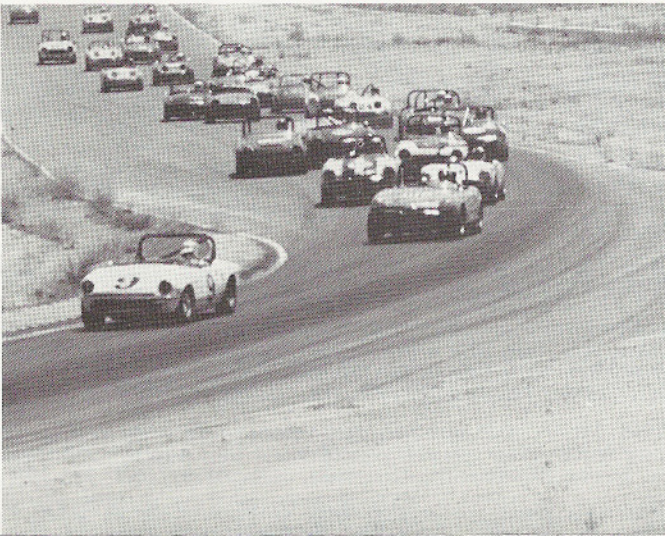
Only the top three drivers in each racing class from the Club's seven divisions will be invited to the ARRC at Road Atlanta. There will thus be 21 starters in each class run-off.

Among Triumph drivers expected to compete at the ARRC are John Kelly, Spitfire, and Brian Fuerstenau, GT-6, both with perfect six-win records for the year. Others who appear to have ARRC starting grid spots assured are: Lee Mueller, TR-6 and Spitfire; Jim Ray, Ken Slagle, John Howard and Jim Speck, all with Spitfires; Don Devendorf and Dave Dooley with GT-6s and Bob Tullius, TR-6.

Spitfires have won 26 of 38 Class F Production national races held this season through Sept. 6, according to British Leyland's Competitions Department records. Only Corvettes have a better win-record for the year, it is believed.

In addition to the 26 Spitfire wins, GT-6s have ten wins, TR-6s have four and G Production Spitfires have triumphed seven times.

# '71 SEASON—TRIUMPHS LEAD AGAIN



Lee Mueller, who drives both the Spitfire Mk IV and TR-6 for Kastner-Brophy Racing, leads the pack at Riverside by his usual margin. He's Atlanta bound!

Now in the TR-6, Lee is ahead of the BRE Datsun of John Morton. The TR-6 was game but out-gunned in the Southern Pacific Division. Lee is now 3rd in points.

## SUSPENSION GEOMETRY DATA

### TRIUMPH—ALL MODELS

The following suspension data relates to vehicles in the **UNLADEN** condition:

MODEL	FRONT SUSPENSION				REAR SUSPENSION	
	CAMBER	CASTOR	K P I	WHEEL ALIGNMENT	CAMBER	WHEEL ALIGNMENT
Spitfire Mk I & II	2° POS	3°	6¾°	1/16"–1/8" T.I.	½° POS	1/16"–1/8" T.O.
Spitfire Mk III	3° POS	3½°	5¾°	1/16"–1/8" T.I.	½° POS	1/16"–1/8" T.O.
Spitfire Mk IV	3° POS	4°	5¾°	1/16"–1/8" T.I.	1° neg	1/32"–3/32" T.O.
GT-6	2¾° POS	3½°	6°	1/16"–1/8" T.I.	0°	1/16"–1/8" T.O.
GT-6+ and GT-6 Mk II	2¾° POS	3½°	6°	1/16"–1/8" T.I.	0°	0 ± 1/32"
GT-6 Mk III	2¾° POS	3½°	6°	1/16"–1/8" T.I.	0°	0 ± 1/32"
TR-4	2½° POS	2¾°	6½°	0 – 1/16" T.I.	—	—
TR-4A	½° POS	2¾°	8½°	1/16"–1/8" T.I.	½° POS	0 – 1/16" T.I.
TR-250	½° POS	2¾°	8½°	1/16"–1/8" T.I.	½° POS	0 – 1/16" T.I.
TR-6	¼° POS	2¾°	8¾°	1/16"–1/8" T.I.	½° POS	0 – 1/16" T.I.
Stag	1° POS	2°	10½°	1/16"–1/8" T.I.	1½° POS	0 – 1/16" T.I.

- NOTES:**
1. Maximum permissible difference between left & right hand castor and camber is 1 degree.
  2. Subject to note 1, the maximum tolerance of camber, castor and K P I. angles is ± 1°.
  3. The use of Swivel Plates is essential, particularly when checking Spitfire rear suspensions. Without the use of these plates, side thrust can cause a difference of approximately 15%.

# TSCCNJ RALLY

The Triumph Sports Car Club of New Jersey will be presenting a gimmick type rally on October 30, 1971. This rally will be our yearly Hallowe'en effort replete with abandoned houses, cemeteries and loads of fun. This year's event will be strictly "Gimmick" as opposed to last year's TSD type event. There will be awards for costumes (costumes are desirable but not a necessity) plus seven (7) other trophies or 10%, whichever is greater.

The following are details for the event:

**Name of Event:** Dracula's Revenge  
**Type of Event:** Gimmick Rally of approximately 50 miles  
**Date:** October 30, 1971—Saturday Evening  
**Registration:** 6:30 P.M.—First Car Off—7:31 P.M.  
**Starting Place:** Bowlero—Intersection of Routes 3 and 46 in Clifton, N. J.  
**Fee:** \$5.00/Car

For more information, call:

BILL PASCHICK (201) 335-0264

## Triumph Sports Car Club of Delaware Valley

— presents —

### DISCOVER AMERICA RALLY

(MISS — GUIDED TOUR #VIII)

STRAIGHT TSD 80-90 mi.

SUNDAY, OCTOBER 10, 1971

**Start:** MARPLE SPRINGFIELD SHOPPING CENTER (KLINE'S), just below intersection of U.S. Route #1 and State Route 320, in SPRINGFIELD, Delaware County, Pa.  
**Time:** First car off at 12:00 noon; registration opens at 11:00 A.M.  
**Classes:** Three (3) classes; trophies to the top 10% in each class. Marque and special class trophies will be awarded also.  
**Finish:** Bar and excellent food available at the end of the day.  
**Entry:** \$5.00 per car if preregistered, \$6.00 the day of the rally. Minimum and maximum of two (2) people per car. Driver must be 21 years of age, or have a written parental release. General instructions will be mailed out to early registrants.

For more information, contact:

RALLYMASTER BOB LEONETTI at (215) FL 2-0104  
 or  
 MARJ. TWILLEY at (215) 822-9075

# CLASSIFIED

## ITEMS FOR SALE:

1961 TR-3, 70,000 miles, good mechanical condition, best reasonable offer. R. J. Allio, (201) 783-9055 after 7:00 p.m.

2 Hardtops for TR-4, TR-4A or TR-250 or TR-6. One black vinyl, one light blue. David Plotkin, 261 Blackheath Rd., Lido Beach, N. Y. 11561. (212) 691-6148 or (516) 432-2147.

Dunlop Racing Tires. One 5:50x13 green spot, new, \$20.00. Five 4:50x13 50% worn, \$10.00 each. One 5:50x13 50% worn, \$10.00. M. H. Dale, British Leyland Motors Inc., 600 Willow Tree Road, Leonia, N. J. 07605.

Roll bar for Triumph TR-3—\$15.00. Louis Diamond, 3428 Milam Lane, Lexington, Kentucky 40502. (606) 266-4727.

Easily restorable 1961 TR-3. One owner, never raced, 85,000 miles. Equipped with overdrive, adj. steering wheel, wire wheels. Best offer. A. J. Edison, 903 Blackshire Road, Wilmington, Delaware 19805. Phone (302) 658-3119.

1965 TR-4A. Car complete and running with some damage to rear fender. New top and reconditioned wire wheels, \$350. John A. Taylor, 14 Miner St., Greenfield, Mass. 01301. (413) 773-3771.

Four American competition Mag. Wheels. Can be used on TR-4/4A, TR-250, TR-6, TR-3/3B — \$150.00. Richard Gall, 500 Hoodridge Drive, Pittsburgh, Pa. 15234. (412) 563-4170.

1969 TR-6, Serial No. 25,001L (THE FIRST). Damson with tan interior, 27,000 miles. Excellent condition. Make offer to Mike Stuntz, (703) 532-4410 or c/o Group 44, 113 Gordons Road, Falls Church, Virginia 22046.

## ITEMS WANTED:

A main shaft for a TR-4 overdrive gearbox or complete gearbox. One set competition push rods for TR-4. John A. Taylor, 14 Miner Street, Greenfield, Mass. 01301. (413) 773-3771.

## TSOA SUPERMARKET

### OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon zipper jacket with two white racing stripes. Mandarin collar style with side pockets, elasticized waist.

Order direct from: Louisville Manufacturing Company

P. O. Box 1436, Louisville, Kentucky 40201

Specify: small, medium, large, extra-large ..... \$4.75  
 Ladies' sizes, specify small, medium or large ..... \$4.75  
 Jacket with button-in red acrylic pile liner ..... \$9.00

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
Triumph Automobile Association badge .....	\$1.50
GT-6/2000 Competition Preparation Manual .....	\$2.00
TR-4 TR-4A Competition Preparation Manual .....	\$2.00
SPITFIRE Competition Preparation Manual .....	\$2.00
TR-250/TR-6 Competition Preparation Manual .....	\$2.00
GT-6+ Competition Preparation Manual .....	\$2.00
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 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.

EDITOR, MICHAEL L. COOK