



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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APRIL, 1971

Presenting...THE TRIUMPH STAG



The photographer takes aim at two beauties . . . the blonde, Nordic model and the British 2+2. In the background, Manhattan's 59th Street bridge. The occasion was the first photo session prior to the press introduction of Triumph's latest model, in showrooms, nationwide, now.

The Triumph Stag, a new, completely equipped 2+2 luxury sports car featuring the first volume produced British-designed V-8 engine, and a unique "T-bar" safety roll bar, has been announced by British Leyland Motors Inc., the worlds largest supplier of sports cars for the U.S. market.

The new Stag, which has a subtle family resemblance to current Triumph models, will be seen in showrooms nationwide by the end of April. It is designed to be a long distance, high speed grand touring car offering maximum driver and passenger comfort.

The new model comes with a convertible top, \$5,525 (P.O.E.) or combined with detachable hard top, \$5,773 (P.O.E.).

The heavily padded "T-bar" consists of a cross piece which is an extension of the door pillars and a front-to-rear reinforcement connected to the windshield frame. It was designed specifically to add to occupant protection.

Other advanced safety features include an inertia switch that automatically shuts off the fuel supply in the event of collision and red warning lights built into the rear

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TRIUMPH STAG

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edges of the door-mounted arm rests. These alert on-coming drivers when the doors are open.

The Stag's single overhead camshaft, aluminum cylinder head engine is an entirely new British-designed and built V-8. It is a three litre 182.9 cu. in. displacement unit developing 145 net brake horsepower (@ 5,500 RPM) and 170 lb./ft. of torque (@ 3,500 RPM). The Stag is the only imported convertible sports model from any country with a V-8 engine, selling for less than \$10,000.

The new Stag comes with a full complement of luxury features as standard equipment. Its responsive rack and pinion steering is power assisted. The front wheel disc and rear wheel drum brake combination is power assisted. Windows are electrically operated. The fully reclining front bucket seats are adjustable for rake and height as well as fore and aft position. The steering wheel can be adjusted for distance from the driver and angle. An electrical defroster is standard with the hard top. Its circuit is automatically connected or disconnected when the hard top is put in place or removed. Specially designed chrome wire wheels and radial ply tires are also standard equipment.

Factory installed air conditioning is available for the Stag as an option.

The new Triumph is available with a four-speed, fully synchromesh manual transmission, with optional overdrive, or with a three-speed automatic of the shift-shiftless type that allows manual selection of any of the three forward speeds or completely automatic operation.

The Stag's suspension is completely independent—front

and rear—with front and rear coil springs. Liberal use is made of rubber mountings in the suspension system to insulate against noise.

Stag measurements (compared to the familiar two passenger Triumph TR6) are as follows: Length overall—14 ft. 5¾ in. (TR6—12 ft. 11 in.). Wheelbase—8 ft. 4 in. (TR6—7 ft. 4 in.). Height with convertible top up—4 ft. 1½ in. (TR6—4 ft. 2 in.).

The Stag was styled by Giovanni Michelotti of Turin. Features include full wrap-around front and rear bumpers, bright stainless steel rocker panels, rear light clusters inset for extra protection and quad headlights in the clean, horizontally styled grille. The T-bar's uprights are finished in bright stainless. The convertible top stows neatly out of sight under a padded steel deck behind the rear seat when not in use. It can be raised, or lowered, in less than a minute, by one person.

The interior is completely carpeted with deep pile over felt. The deep, luxurious seats are upholstered with expanded vinyl having a basket weave pattern for maximum cooling effect. The dash is finished in walnut veneer, which attractively sets off the white on black instrumentation. A console, also finished in walnut veneer, houses the gear shift lever, switches for the electrically operated windows, ash tray, radio and heater controls. Fresh air ducts for the flow-through ventilation system are located in the middle of the dash above the console and at either side of the dash.

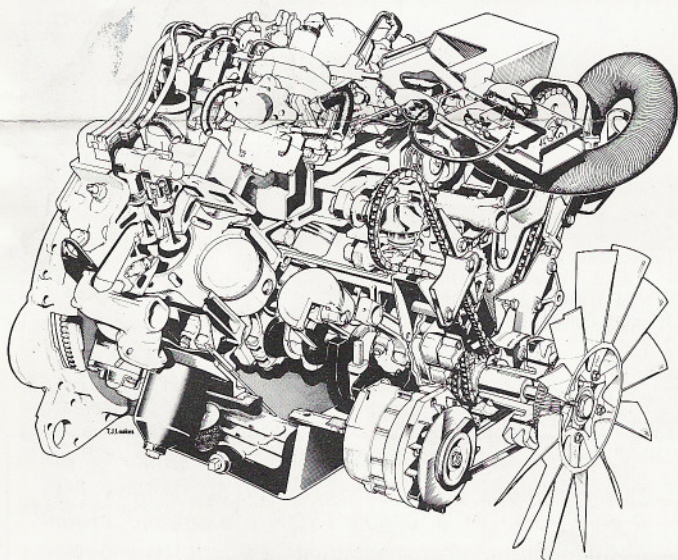
The Stag is a completely new addition to the Triumph line, offering a choice beyond the TR6, GT6 Mk. 3 and Spitfire Mark IV sports models.



The Stag has been developed to be a long distance, high speed, grand touring car offering maximum comfort. A 2+2, it will readily accommodate two rear seat passengers. The optional hardtop is detachable and includes a rear-window defroster. Wires are standard.

TRIUMPH STAG SPECIFICATIONS

Engine	
Cylinders	90 degree V-8
Bore and stroke	3.38 inches by 2.54 inches (86mm X 64.5mm)
Displacement	182.9 cubic inches (2,997 CC)
Compression ratio	8.8 to 1
Horsepower	145 (net) @ 5,500 RPM
Torque	170 lbs./ft. @ 3,500 RPM
Main bearings	Five
Valve train	Single overhead camshafts, chain driven.
Materials	Block of chromium iron. Aluminum alloy cylinder heads.
Ignition	Lucas.
Carburetion	Two Stromberg 175 CD SE carburetors.
Transmission	
Manual	4-speed, full synchromesh. 9-in. Laycock clutch. Gear ratios, (1) 2.99 (2) 2.1 (3) 1.38 (4) 1.0:1. 3.7:1 rear axle ratio. Electrically operated overdrive is optional.
Automatic	3-speed Borg Warner Type 35 with torque converter ratio variable to 2.3:1. P.R.N.D.1.2 layout with manual selection possible. Gear ratios (1)2.39 (2)1.45 (3)1.0:1.
Brakes	
	Servo assisted. 10.58-in. discs in front. 9-in. self-adjusting drum brakes in rear. Dual hydraulic system.
Suspension	
	Fully independent. Front: McPherson struts, coil springs, telescopic shocks and anti roll bar. Rubber bushings and mountings. Rear, independent with semi trailing arms, coil springs and telescopic shocks. Rubber mountings.
Wheels and Tires	
	Special chrome wire 5.5-in. wide, 14-in. diameter. Tires are Michelin XAS or Goodyear G-800 radial ply.
Steering	
	Power assisted rack and pinion.
Body	
	Steel monocoque unit body/frame with integral T-bar super-structure for windshield support, improved torsional rigidity and for added occupant safety.
Dimensions	
Wheelbase	100-in.
Length, width, height	173.75-in. (L) 63.5-in. (W) 49.5-in. (H)
Track	52.5-in. front. 52.87-in. rear.
Ground clearance	4-in.
Curb Weight	
	2807 lbs., with hardtop 3020 lbs.



TRIUMPH STAG V-8: Cutaway view shows details of new Triumph Stag V-8 engine. The three litre (182.9 cu. in.), 90 degree, chrome iron block, aluminum head, overhead camshaft "V" delivers 145 net HP at 5,500 RPM. Chain drives for the overhead camshafts are visible at the front of the engine as is the 13-blade viscous clutch fan.

UNDER THE NEW STAG'S HOOD

The Triumph Stag has an entirely new V-8 engine with two advanced features—aluminum cylinder heads and overhead camshafts.

In imported cars, V-8 engines are rare. Out of about 112 imported models, only 15 are powered by V-8's: Half of these are British including the Stag, British Leyland's Rover 3500S, plus such over \$10,000 imports as Aston Martin, Bentley and Jensen. Only four of the imports feature overhead camshafts and no American regular production V-8's have this feature.

The new Stag V-8 engine block is of chromium iron. The 90 degree "V" block has extended sides carried downward 2.75 inches below the crankshaft centerline. This gives extra strength and improved bracing for the five main bearings. The complete engine weighs 446 pounds.

The Stag's crankshaft is forged steel as are the connecting rods. Pistons are of aluminum alloy. The cylinder heads are aluminum alloy castings with fully machined wedge-shaped combustion chambers. Each overhead camshaft is driven by a separate hydraulically tensioned roller chain. Special retainers keep the camshaft sprockets and chains in place when either cylinder head is removed for service. Each camshaft has five bearings.

Overhead cams, instead of ordinary push rod operated valves, insure positive valve operation at higher engine speeds and because of this engine response to throttle changes is quicker.

The chain drive for the left hand camshaft also drives a shaft down the center of the "V". From this shaft, spiral bevel gears rotate the distributor, the oil pump and the water pump. A 13-blade, die cast nylon cooling fan is directly driven by the crankshaft through a temperature-sensitive viscous coupling, which disconnects the fan when its cooling effect is not required. Since the water pump is gear driven and the fan is driven by the crankshaft, the ordinary fan-water pump belt is eliminated.

Two Stromberg 175 CD SE carburetors mounted inside the "V" feed fuel through water-heated aluminum alloy induction manifolds. Each carburetor feeds a group of four cylinders through the split-level manifolds. An improved fuel-air mixture for optimum emission control is provided by thermostatic adjustment of the intake air temperature and by exhaust-gas heating of the intake manifold hot spot.

The exhaust is a full dual system ending in a pair of chrome finished tail pipe extensions.

The new Stag V-8 develops 145 net horsepower at 5,500 RPM. Maximum torque of 170 lbs./ft. is developed at 3500 RPM. The Stag's tachometer is "redlined" at 6,500 RPM.

LOCAL CLUB NEWS

WISCONSIN TRIUMPH SPORTS OWNERS ASSOCIATION ELECTS NEW OFFICERS FOR 1971

At the February 24 membership meeting, the new officers who will serve for 1971 were elected:

President Al Mattacotti
 Vice President Dave Nelson
 Secretary Ken Reed
 Treasurer Pat Sullivan
 Trustees-at-Large..... Terry Esrael, Bill Frear,
 Dick Schoenecker

Appointments by the new President include Director of Activities — Lance Brobst, and Director of Membership — Gary Hawk.

1223 North 116th Street
 Wauwatosa, Wisconsin 53226
 1-414/476-2251

TRIUMPH TOURING CLUB OF ROCHESTER, INC. BOARD OF DIRECTORS

President:	Michael Lissow 1082 Glen Edyth Drive Webster, New York 14580	671-7101
Vice-President:	Bill Cook 18 Audubon Street Rochester, New York 14607	271-7523
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Genesee Rally Council Representative:	Ray Capestany 10 Pollard Avenue Rochester, New York 14612	621-3042
Member-at- Large:	Lindsay Cooper 161 Basket Road Webster, New York 14580	872-4107

The TRIUMPH TOURING CLUB OF ROCHESTER, INC. holds a general meeting the first Tuesday of each month. Meetings are open to all interested persons and are called to order at 8:00 P.M. at the Colonial Hotel, 1129 Empire Boulevard, Rochester, New York. Please see the schedule of upcoming events, or contact the President for the date of the next meeting.

SERVICE NOTES

GT-6 RECALL

A few cases have come to our notice where GT-6 model cars were fitted with the lap type of seat belt instead of the shoulder type of seat belt required by federal safety standards for all passenger cars other than convertibles.

In the event that your vehicle was received new with the incorrect type of seat belt installation, please contact any Triumph dealer to arrange a replacement at no charge.

NOTE: This recall applies to vehicles sold through dealers located in the following states: Virginia, West Virginia, Maryland, Delaware, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, Maine, and Washington, D. C.

CLASSIFIED

ITEMS FOR SALE:

My racing TR-3/B is being stripped for parts. Immaculate interior, body parts. Many stock parts and competition goodies. You name it. I must have at least two. Super engine with all possible mods—\$600; TR-4A O.D. gearbox—\$250; 4.55 No-spin rear, complete—\$150; 4:1 headers, competition seat, alfin drums, etc. Ken Slagle, (717) 545-8912.

Many parts for TR-2 & 3. All inquiries answered. Bud Johnson, 6023 Colfax Road, Huntsville, Alabama 35810. (205) 852-9454.

Tach and/or speedometer in good condition for 1969 Spitfire Mk. 3. Jan McGurk, #104P, 5317 Curry Ford Road, Orlando, Fla. 32806.

My TR-6 was stolen! All that's left is a black tonneau cover and a tan boot—\$20 and shipping. Will also include new oil filter element and tune-up parts (rotor, etc.). Mike Geiter, 04 Pickwick Village, Maple Shade, N. J. 08052.

1969 Spitfire Mk 3, Green, Luggage rack, radial, Uniroyal rally (new) tires. Bill Trainor, 43-35 A Piedmont Drive, Port Jefferson Station, New York. (516) 928-3977.

For Sale four 13 x 4 1/2 J wire wheels to fit any year GT6 asking \$100.00 for the set. Also stripping a 1960 TR3A if anyone is interested in any parts. Mr. Donald R. Allen, 701 McArthur Drive, Urbana, Illinois 61801. (217) 344-7018 after 5 p.m.

ITEMS WANTED:

Shop manuals for TR-6 and Spitfire Mk. 3. Bud Johnson, 6023 Colfax Road, Huntsville, Alabama 35810. (205) 852-9464.

Need exhaust manifold for 1967 TR-4A. John R. Williams, 414 N. Windomere, Dallas, Texas 75208. (214) 942-4608.

One Spitfire lettered wheel cover for 1970 model. Katie Curtiss, 8408 Rio Grande, N. Y., Albuquerque, N. M. 87114.

Tonneau Cover for a 1964 TR-4 black. Donald R. Allen, 701 McArthur Drive, Urbana, Illinois 61801. (217) 344-7018 after 5 p.m.

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