



Triumph

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



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APRIL, 1974

THAT'S SHOW BUSINESS!

New Triumph owner, footballer O. J. Simpson, tells about his hectic life as actor as well as athlete



A NEW TRIUMPH TR6 was recently delivered to football star O. J. Simpson, who has also become a film actor and television commentator.

"I get home about three or four hours a week." That's how O. J. Simpson is spending his "vacation," relaxing and recuperating from the punishing football season in which he led the Buffalo Bills to respectability while breaking all National Football League rushing records.

Simpson, who became the first man to gain more than 2,000 yards in a single season, came to New York to accept the Life Saver of the Year Award for sports for 1973 from Life Savers, Inc. at a testimonial luncheon. He revealed that his second occupation—as an actor and TV commentator—is even more demanding time-wise than performing on the football field.

"I'm making my first major motion picture," related the personable Californian. "It's called *The Klansman*, and co-stars Richard Burton and Lee Marvin. We've been on location in a small town—Oroville, Calif.—for several weeks." With the weather in the Pacific Northwest—"it never seems to stop raining," according to Simpson—the shooting schedule has had to be extended.

What's life like in a small town (population 7,500) when rain keeps you from working? "There's not much doing in the town but it's not dull," admitted Simpson. "I'm working with some pretty interesting people. And, of course, Elizabeth (Taylor) is with Burton and has her full menagerie of dogs and cats running around."

Running around is something O. J. has been doing all winter. "I stop off at my house in Los Angeles for a couple

of hours on Friday, then head up to New York for the weekend to work on 'Wide World of Sports,'" Simpson revealed. "After the show it's back on the plane to get back to Oroville to start working on the picture again. I'm bushed, but I'm enjoying it."

Even with this schedule O. J. managed to take time out to participate in the recent Superstars competition, in which he placed fourth behind Kyle Rote, Jr., a soccer player. The decathlon-like competition pitted athletes from all sports in such events as tennis, golf, swimming, bicycling and weightlifting. But Simpson prefers talking about the film, which



O. J. Simpson

THAT'S SHOW BUSINESS (Continued)

will be released by Paramount this fall, to discussing his athletic feats.

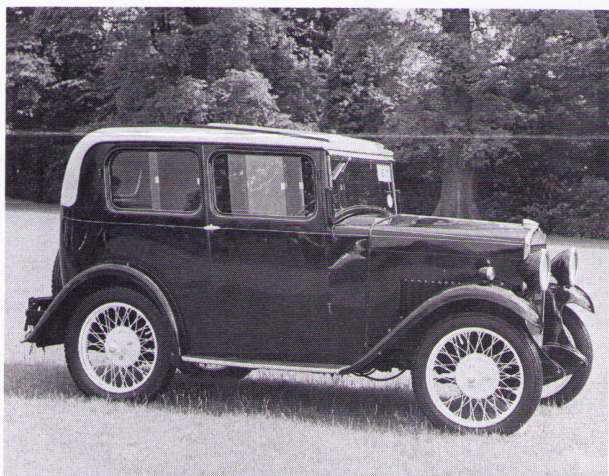
When filming ends in a few weeks O. J. still isn't planning to take things easy. He has one more picture on his schedule before reporting to training camp with Buffalo this summer—unless there is a strike by the players.

Few athletes have had seasons in any sport such as O. J.

enjoyed in 1973. He got off winging by gaining 250 yards against New England in the season opener on September 16. This one-game record performance earned him the September Life Saver of the Month Award and a place on the ballot for Life Saver of the Year. Along with the Life Saver of the Year Trophy, won previously by Ken Dryden and Mark Spitz, Simpson received the keys to a new Triumph TR6 sports car, the British Leyland Motors import.

A PIECE OF HISTORY...

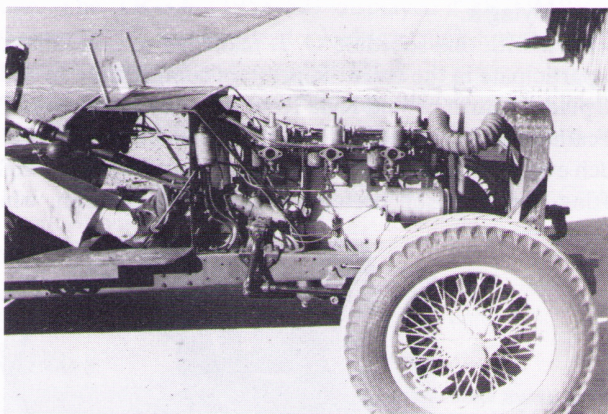
Readers are restoring vintage and classic Triumphs from long ago



1932 TRIUMPH SUPER SEVEN, 4-DOOR PILLARLESS SALOON. One of the prettiest little cars which Triumph or any other car manufacturer has ever made. This one has the original finish inside and out and has done "only 124,000 miles" says second owner Edwin H. Baverstock of Chichester, England. No wonder his Super Seven won first place at the Woburn Abbey concours the last two years. Enthusiast Baverstock is now restoring a 1929 Gordon England-bodied Super Seven.



1947 TRIUMPH 1800 ROADSTER. One of the most handsome sporting cars ever made by Triumph, the 1800 4-cyl. roadster has a bench seat for three, plus an ingenious rumble (or dickey) seat behind. The gear lever is on the steering column. This car has been restored by Stephen Steel of Miami Beach, Fla. Bumper overrides are not original.



1937 TRIUMPH DOLOMITE 2-LITRE, 6 CYL. This car is under restoration by Keith C. Werner of Stirling, South Australia, who sent us this photograph of the triple SU carburetor engine. He claims over 100 mph in third gear with a 3.9 rear axle and special camshaft. With the original 4.75 axle and camshaft, he says 102mph and 20.89 mpg were attainable. But the owner uses a light weight special body. This chassis has covered over half a million miles!



TRIUMPH MAYFLOWER 2-DOOR COUPE, CIRCA 1951/2. For some reason our racing team leader, Bob Tullius has got his hands on this Mayflower and it appears to have joined Group 44. Looks as if it needs a little restoration and we don't even show the bashed in radiator grille. But what a beautiful little car that once was, with its smart razor-edge style coachwork popular nearly 30 years ago.

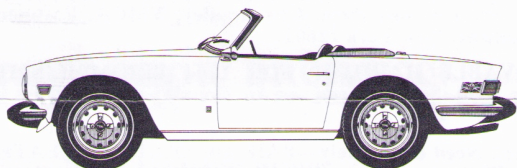
MORE ABOUT FUEL ECONOMY— WHAT SOME TRIUMPH OWNERS SAY

Editor's Note:

We make no excuse that fuel economy has been the subject of the lead articles in the last two Triumph newsletters and that we are now at it again. This is one of the most important topics of the day to all motorists. Triumph owners are fortunate in that their cars are inherently economical and they are proud of the fact.

In response to our February article on the new fuel economy stickers (and their average mpg figures) on 1974 Triumphs and the factory test figures which were so much better; and Jim Coan's follow-up article in March about how to get better fuel mileage, we've had a lot of letters from owners quoting their carefully checked gas mileage experience.

Here are some of them from all over the nation—California, Florida, Indiana, Louisiana, Michigan, North Carolina, Ohio and Virginia.



1973 TR6—22 to 30mpg

"I now own a 1973 TR6 which gets 22 to 24mpg around town and always over 30mpg on long trips at freeway speeds. I have had this car for about 9 months and presently have over 27,000 miles on the odometer, so these gas mileage figures represent a large sampling. My TR6 is equipped with Michelin tires, which I feel helps gas mileage considerably."

—THOMAS P. WOOD, Dayton, Ohio

1973 TR6—21mpg

"I have had my TR6 now for about 6 weeks and have 600 miles on it. The first fill-up indicated that it was getting about 18mpg. As the engine has become more responsive, that figure has increased to 21mpg. The TR is equipped with overdrive, however I have used the device very little so as to have the engine as near broken-in as possible for the free service check. I am majoring in Electrical Engineering at Tulane University. Our Junior class is composed of 14 members of which 3 of us are Triumph owners (TR6, TR4A and GT6)."

—NICK TUSA, Jefferson Parish, La.

1973 TR6—26mpg

"Test data for TR6 as requested. Model 1973 TR6 that has 2,500 miles total. Trip 190 miles (Brea to Palm Springs and return). Driver only (no passenger). Temperature ranged from 55 to 90°F. Top of roadster was down. Gasoline used for trip was 7.3 gallons. This is 26 miles/gallon."

—WILLIAM G. GROSS, Fullerton, Calif.

1973 TR6—21mpg

"At present I am getting 21mpg with my 1973 TR6. I base this figure on approximately 5,000 miles of urban "stop and go" driving and freeway driving at 70mph (when it was legal) using both premium and regular grade fuels."

—EDWARD COLLINS III, Fort Wayne, Indiana

1972 TR6—29.8mpg

"I am getting 29.8 miles per gallon on gas (1971 TR6) for an average of 3,200 miles so far this year with no long trips. If you are interested I will be happy to give you the details of the very simple and inexpensive modifications."

—ALAN BOWMAN, Leonir, N. Carolina

1969 TR6—25mpg

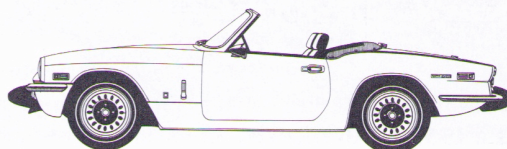
"My 1969 TR-6 with close to 40,000 miles gives me 25mpg month in and month out, and is therefore in close agreement with the 24.2mpg you quote for the factory figures taken driving the EPA tests. I know of very few people who drive their cars for 7½ miles on a dynamometer and I hope you scream your head off at the regulation that requires you to post such ridiculously low mileage figures . . ."

—F. L. PINNEY JR., Kilmamock, Va.

1962 TR4—20 to 28mpg

"The 1962 TR-4 with overdrive that I used to have got 20mpg in city traffic and 28mpg on the highway at 75mph. Mileage of the '74's is still pretty good considering the larger engine and emission controls."

—DAN H. WAGNER, Milford, Mich.



1973 Spitfire—27 to 30mpg

"Since I bought a new Spitfire 1500 last August, I have kept a constant check on gas mileage. Carrying only the driver, and using economy minded driving habits, I can average between 29 and 30mpg. However, when carrying two persons, mileage drops approximately 2mpg to a 27mpg average."

—L. E. HATCHARD, Largo, Fla.

1971 Spitfire—34.5mpg

"You may be interested in mileage of a 1971 Spitfire. Now have about 50,000 miles. Average mileage is about 34.5 miles/gallon."

—W. J. PLUMLEY, Laguna Beach, Calif.

1973 Spitfire—31.4mpg

"My Spitfire is 10 months old and yet on trips where I average between 50-55mph I am getting 31.4 miles/gallon! And in traffic where I average 15-30mph I still get 28mpg! Believe me, this news could not come at a better time than during the energy crisis."

"I am more than satisfied with my Spitfire, having put 18,000 miles on it in 10 months. I hope you will share my good news with other TSOA readers."

—SCOTT STEVENSON, Pittsburgh, Pa.

READERS' CAR OF THE MONTH



A FINELY PRESERVED, HARD WORKING TR3: This well kept 1958 Triumph TR3 (color red) was purchased new by Robert J. Funke of LaCrosse, Wisconsin. He comments, "With 16 years of satisfactory service what could I say but great!" Bob Funke's TR3 has covered about 90,000 miles, with 13 years spent "out in the weather." But for the past two Wisconsin winters he has stored it. He still has the original fabric top and tonneau cover. Photo shows his son John R. driving in a gymkhana last summer. This has to be one of the best kept TR3s in the country.

LETTERS TO THE EDITOR

The Great 1959 TR3 Mystery

While Mr. Delany noticed (TSOA Newsletter February 1974) the 1956-57 style grill of the TR-3 which you described as a 1959, he overlooked the outside door handles and the rounded front bumper—two changes introduced in 1958.

Possibly the nosepiece of the car in question was at some time replaced with that of an earlier model, as the sections are interchangeable.

The rear deck of Mr. Sullivan's car (which is not visible in the picture) would provide further evidence of its vintage. The TR-3A (1958-62) displayed "TRIUMPH" in chrome letters and featured a locking trunk handle, neither of which appeared on the earlier TR-3.

I will be looking for Mr. Sullivan, whose word I suspect you were hasty in doubting, to resolve this question in a future issue.

Dennis Phleeger, Detroit Triumph Sportscar Club

CLASSIFIED

FOR SALE

D/P, Ex-Group 44 National Champ Car, immaculate inside and out, white with black letters, new paint, everything reworked for '74 season and new. 2nd place last race of season at Summit Point, West Va. Regional 4/7/74. Many spares including: 4/steel wheels, tires, overdrive, flywheels, clutch assemblies, gears, calipers, discs, suspension parts and you name it extras. Completely updated with aluminum flywheel, light valve gear, Stockton cam, American mags, latest Goodyear slicks, new dual electric pumps with aircraft lines, new steering and wheel, new SW gauges, will pass SCCA tech with flying colors. \$2,000, call John H. Sheally II, 3880 Va. Beach Blvd., Va. Beach, Va. (804) 340-7087.

ONE (1) BRAND NEW TR-4 SEAT. Black and still in crate. Part No. 903432. Must sell—\$55. Peter W. Burris-Meyer, 509 S.W. 2nd Court, Pompano Beach, Florida (305) 946-3348.

Miscellaneous TR-4 road parts taken from car prepared for competition, including windshield, side windows, rear bumper, top and bows, D-grind cam; much more. R. F. Snyder, 1975 Mich. Ave., Olean, N.Y. 14760.

ITEMS WANTED:

Set of four (4) magnesium or lightweight aluminum wheels 7" x 15" to fit TR-4, TR-250, or TR-6. Please send details including offset and manufacturer to J. Westlake, P.O. Box 337, Greenwood, Kings County, Nova Scotia, Canada.

TR-250, must have wires and overdrive. Must be in good overall shape; or 1967 TR4-A wires and overdrive. Must be in good shape. Ron Ericsson, 164 West 5th St., Erie, Pa. 16507 (814) 838-9042.

REMOVABLE HARDTOP FOR 1972 TR-6. New or old. Any color. Robert V. Head, 9107 Live Oak Lane, Upper Marlboro, Maryland 20870 (303) 952-0575.

FOUR (4) FIBERGLASS FENDERS FOR 1970 TR6, or information on where to buy them. Cris Bradley, YMCA, Eastman Park, Poughkeepsie, New York 12601.

REMOVABLE HARDTOP FOR 1964 TRIUMPH SPITFIRE. New or used. Send information to Don Wiegens, 415 E. Denver, Rapid City, S. D. 57701 or call (605) 342-2257.

PLEASE! Need desperately—PAIR OF SEATS FOR LATE TR-3. New or like new—color unimportant. Also need air vent assembly. Peter W. Burris-Meyer, 509 S.W. 2nd Court, Apt. 3, Pompano Beach, Florida (305) 946-3348.

FOUR DISC WHEEL HUB CAPS FOR TR3-4 in good condition. R. F. Snyder, 1975 Mich. Ave., Olean, N.Y. 14760.

Very good used or new right inner sill and both outer sills (rocker panels) for 1958 TR-3A TS 31271 L. Also looking for very good used or new Alfin sump; waist seal and waist hold-down brackets for factory hardtop. Steve Bergath, 3596 Day, San Diego, Calif. 92105 (714) 582-1128.

Information on suspension tuning for setting up TR4 and TR6 for slalom competition driving, etc. Don Petersen, Illinois Sport Owners Association, 23-39 West 107th St., Chicago, Ill. 60643 (312) 654-6095.

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 (Not currently available)	
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 (Not currently available)	
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 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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