

Triumph Newsletter



TSOA TRIUMPH SPORTS OWNERS ASSOCIATION



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AUG.-SEPT. 1980

A New Triumph Model—TR7 SPIDER

Limited edition convertible, specially finished and upholstered

A specially equipped and finished limited edition of the Triumph TR7 convertible is now available at Triumph dealers nationwide.

The TR7 Spider also marks the return of the color black to the Triumph line. The TR4 was the last TR to offer black; for 1980 black is available only on approximately 1700 TR7 Spiders.

And while you'll be able to tell a Spider by its shimmering black paint, you will also be able to distinguish it from other TR7s by its distinctive red badges and dual pinstripes. The pinstripes and front and rear identification are of reflective material for added nighttime safety. Also unique to the Spider in the TR7 line are its cast alloy wheels.

Inside, the Spider's interior is just as rich and elegant as

the exterior. The carpeting is a plush pewter-color in a very thick pile, and the seats are trimmed in a fabric that features grey bolsters with black and dark grey stripes running up the center.

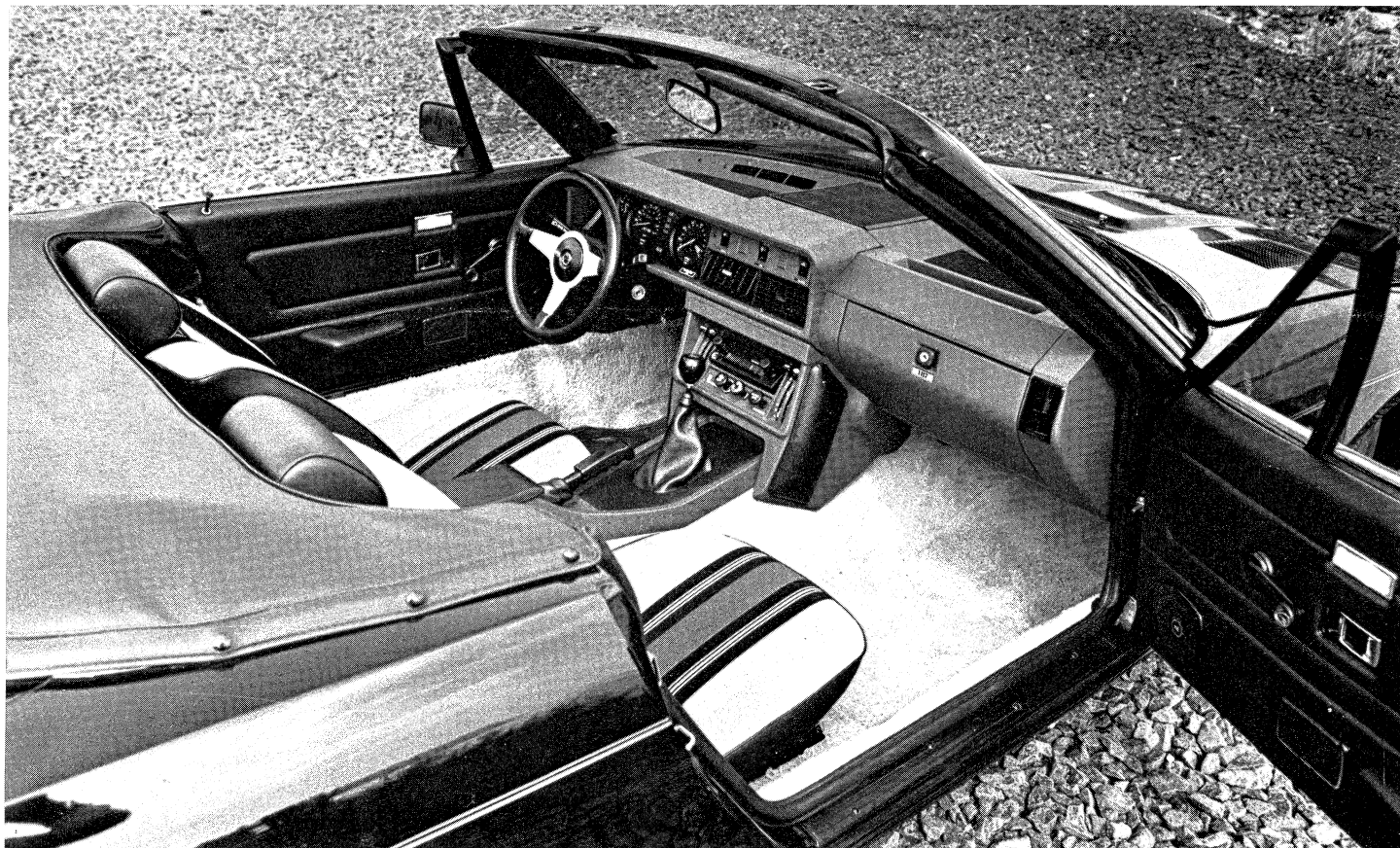
Padded 3-Spoke Steering Wheel

All the vinyl trim inside is matte black, and a padded three-spoke alloy steering wheel provides the finishing touch.

Air conditioning is standard on all Spider models as is an AM/FM cassette stereo system.

Like all TR7s, the Spider features the race-proven two-liter overhead cam engine and a five-speed manual gearbox. In California, the Spider (like other California TR7s) uses a

(continued on page 28)



The elegant TR7 Spider interior features plush pewter-colored carpeting, striped seats in a brushed fabric, and a padded competition-type steering wheel.

A New Triumph Model—TR7 SPIDER



The Spider marks the return of black to a TR for the first time since the early sixties; the cast alloy wheels with brake cooling slots are standard.

Bosch-Lucas fuel injection system while 49-state cars have twin Zenith carbs.

The suggested list price of the TR7 Spider is \$10,585 (\$11,010 in California).

What is a Spider?

When it was real horses and just one horsepower powering a man's transportation, a "spider" was a small, nimble carriage with slender spider-like construction that was designed to be driven by the gentleman who owned it.

It is difficult to trace the origins of 'Spider' carriages, some claiming Europe or the U.S. as originators, others the Dutch in South Africa, hence the change of "i" to "y."

Ferrari was one of the first to use the Spyder designation for an automobile in the postwar, and Porsche followed not long after. Fiat and Alfa Romeo both have used the term and Chevrolet has a Monza Spyder as well. The Triumph TR7 Spider is, however, the first British-built car to carry the designation.



Both the distinctive side and rear emblems and the dual pinstripes of the limited-edition Spider are reflective for added safety after dark.

Brisk Summer Sales for Triumph Convertibles

Sales of Triumph sports cars took a big jump ahead in July and August, in response to a rebate program paying up to \$1000 per car.

The 2,377 Triumph TR7s and Spitfires sold in July 1980 represented an increase of 72 percent over July 1979 sales and 137 percent ahead of the previous month, June of this year. In fact, the total is the second highest ever for the month, the record being July 1975 when 2,737 Triumphs were sold.

Total Triumph sales in August were even higher at 2,696 units, an 82 percent increase over the same month last year. Included were 2,068 TR7 sales, highest for any August in the model's five year history.

Customer rebates are \$1,000 for TR7s and \$500 for Triumph Spitfire. The program, announced June 23, ended September 30th.

TRIUMPH IN THE NEWS



(Left): *CBS Featuring TR7*: The pretty blond actress with the beautiful blue TR7 is Belinda Montgomery, who plays Jerry Reed's girlfriend in an upcoming TV-movie entitled "Concrete Cowboy." The movie was filmed on location in New Orleans during the summer. CBS was so impressed with the final version that it has ordered an additional six episodes for use as a mid-season replacement in the fall. That means you'll be able to watch Ms. Montgomery driving her TR7 every week on CBS. CBS and TR7...lookin' good together!

Novel Triumph License Plate: There are plenty of original, personalized license plates around, but this is a particularly nice one from 'Wisconsin—America's Dairyland', belonging to Beth Fringer's 1968 TR250. "TR-IFIC applies just to my car, not to me" says Beth. "I'm just me—nice, but not sensational."

(Quoted from *The Milwaukee Journal*)



TR Enthusiasts Hold Record National Meet



Every model of Triumph sports car was represented at the Uniontown, Pa., national meet. Seventy-five were TR2 and TR3 series. 245 people attended.

The Triumph Register of America (TRA) held the sixth of its highly successful yearly National Meetings this June 19-22 in the beautiful Laurel Highlands of southwestern Pennsylvania. The TRA organization, devoted solely to the preservation of the TR2 and TR3 series of Triumph sports cars, was assisted by the generous support of the JRT Triumph Sports Owners Association, which donated all Concours D'Élegance awards for the multi-class event.

Also supporting TRA's effort was the McMillen and Baer Triumph dealership of Heidelberg, Pa., which sent a lovely metallic green TR8 convertible and a bevy of similar TR7's for display during the meet. Mike Connolly of the firm led the new Triumph delegation for his second appearance at a TRA event and described technical details and prices of JRT's latest models to interested participants. It was pointed out that the most remarkable thing about the TR8 convertible price is that it is only slightly more expensive than the restorations on some of the early TRs!

The elegant Mt. Summit Inn served as the stage for most meet activities, which drew 118 registrants, 75 TR2 and TR3 series Triumphs, and an estimated 245 participants in all. The Western Pennsylvania Centre (TRA) hosted this huge four-day gathering, which included workshops on carburetors by Steve Rossi, president of the Vintage Triumph Register; total restoration of sidecurtains to factory design by Joe Richards, TRA national president; and Concours D'Élegance judging rules and marque originality by Ron Gordon and Skip Marsh of the national TRA organization.

Availability of Parts for Early TRs

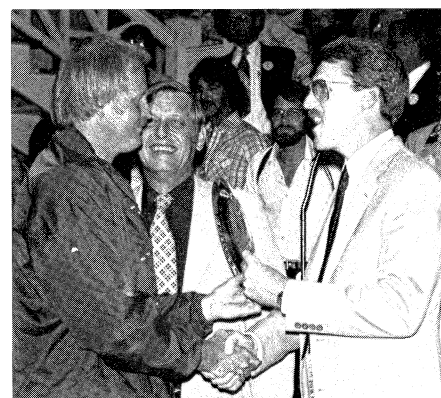
The availability of early series TR parts, a major problem for restorers five years ago, has now virtually been solved. Nothing made this more clear than the presence of Charles Runyan of The Roadster Factory, Armagh, Pa., who hosted

a new-old stock and new reproduction parts sale for the first three days of the meet. Hood hinges, apron badges, body panels, rubber parts, wiring looms and carpet sets were but a few of the many items displayed for sale.

Also in attendance were three representatives from John Connolly's "Start Your Engines" in Beltsville, Maryland, who sponsored two "Identify the parts" quizzes that made most wonder whether they really knew their TRs. Appropriately enough, one first prize award (including a complete set of fender beading and a grille) went to the driver of a battered and primed car undergoing restoration. He surely had the opportunity to know his TR! John Connolly's other first place contest award included a cornucopia of virtually every rubber part necessary on a TR2 or 3—apparently John is aware from his restoration business that these delicate items have a distinctly limited life span. Other parts house contributors to the event included Sports & Classics of Darien, Conn.; Moss Motors Ltd., of Goleta, Cal.; J. C. Whitney and Co.; the STP Corporation; the Gumout Division of Pennzoil; AMCO sports car accessories; AutoMat of Hicksville, N.Y.; Kensington Products

(Continued on page 24)

Best overall and top TR3A was entered by Jim Farley (left), shown being congratulated by TRA President Joe Richards (center) and Secretary Skip Marsh.





The Sport

Triumph's World of Motor Sport

John Buffum "dirt tracks" his TR8 through a turn on his way to yet another Pro Rally win as co-driver Doug Shepherd hangs on.

Photo by Tim Cline

SCCA National Runoff Preview

It may be called amateur racing, but it takes a professionally run team and turned out car to win an SCCA National Championship.

Triumph fans are fortunate that in 1980 there are more Triumphs competitive in more classes than ever before.

Naturally, all eyes are going to be on the CP contest where the TR8 will go head-to-head against Datsun Z-cars, RX7s, and Jaguar E-types.

Four strong TR8s will be on the starting grid and there's a chance that the front row could be all Triumph.

Ken Slagle will be there in his flying yellow wedge, easily one of the sleekest race cars ever built. From the west coast will come Lee Mueller, Bruce Qvale, and Ron Hunter, all driving TR8s prepared by Huffaker Engineering.

Defending DP champion Lee Mueller will be doing double duty as he also is qualified in DP driving the same TR7 convertible he won in last year; he will join the TR7s of Roger Bighouse, Dan Pohlbel and Bob Griffith. Two additional Triumph models may be aiming for the DP crown as well with Dennis Wilson's TR6 and Richard Grant's GT6+ possibly in the field.

Triumph doesn't generally figure in the EP class but that has never stopped the perennial Hardy Prentice from having a go at the Porsche's and MGB's with his trusty TR3. And Jack Wheeler could be an upset in his TR4 as well.

And although Triumph didn't win the GP class last year, both John Stanford and Travis Duder have been ultra-competitive in that class during 1980 and will attempt to return GP to the Triumph fold.

The Showroom stock classes always put on a good show and now that the TR7 runs in SSB, it should have an odds-on chance of capturing its first showroom stock title. Pete Paxton, J. D. Martin, Jim Davis, and Steve Lewis are the names to watch in SSB TR7s.

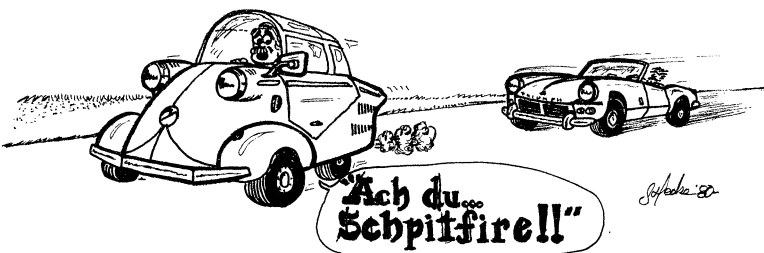
Group 44 Wins Another One

Bob Tullius and Bill Adam trekked to Canada for the IMSA 6-Hour event at Mosport August 17th, and when it was all over the Quaker State TR8 was settled comfortably in eighth overall and first in the GTO class.

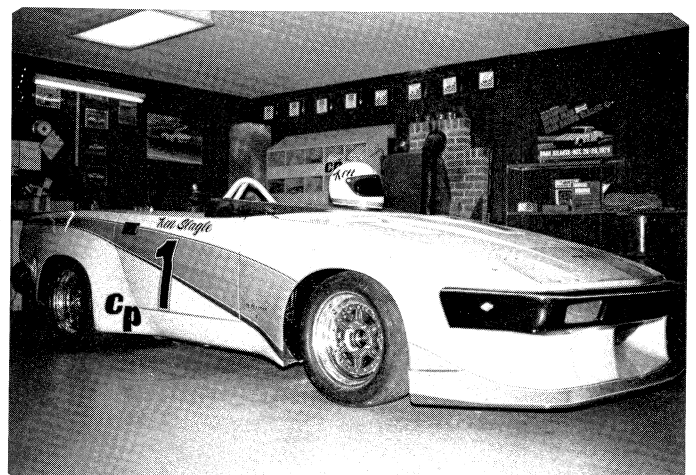
It was an impressive victory for Bill Adam, who hails from Canada. The powerful white No. 44 racer qualified fastest in GTO but was put a couple of laps down when a battery terminal broke, necessitating a lengthy pit stop.

But the team pressed on with vigor and began to nibble away at the deficit and when the leading Porsche crashed, eased into the lead they held until the end.

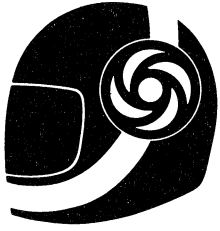
Group 44 will run the remaining IMSA races in 1980 and you can look for them at Road Atlanta (Sept. 21) and Daytona (Nov. 30).



The FP class has long been a Triumph stronghold with the Spitfire 1500, and Steve Johnson plans on returning in his Spit' to defend his 1979 title. But he's going to have some serious competition from both coasts with the likes of Mark and Tom McCarthy, Jerry Barker, Harry Sauce, Bill Davis, Barry Wolf, Ted Schumacher, Bob Spreen, and Ed Amons among others.



Ken Slagle's beautiful TR8 sits in his Pennsylvania shop prior to its first race; since then it has won twice, finished second twice and third once.



Ron "Mad Dog" Hunter will have the only TR8 coupe in the CSPRRC as his car joins the Huffaker-prepared TR8 convertibles of Lee Mueller and Bruce Qvale.

Photo by Phillip Salazar

Buffum Extends Rally Lead

In the SCCA Pro Rally series, John Buffum scored his fifth win of the season in the "Happiness Is Sunrise" event on August 9th driving his potent TR8. Since neither of his nearest competitors finished, he significantly extended his lead in the series.

The win not only gives John the driver's lead, but extends the first place margin of co-driver Doug Shepherd and puts Triumph back in front in the manufacturer's standings.

A week later in British Columbia John was hampered by transmission woes but still managed a third place which helped him retain his lead in the North American Rally Cup series, a joint Canadian-American venture.

Later in the year a writer from *Sports Illustrated* is slated to ride with John during a pro rally as part of an article on John and the sport in general, so watch for it.

When Triumph Returned to Le Mans

That excellent publication of the TR Register in England, *TRaction* (46 pages!), has covered the running story of a private attempt to compete in the 1980 LeMans 24-Hour with a twin turbo TR8 developing over 500bhp.

The idea started in 1979 with a prototype by JanSpeed, later taken over by Ian Harrower's ADA Engineering of



This English private entry at LeMans of a 500bhp twin turbo TR8 made a valiant effort but failed to qualify.

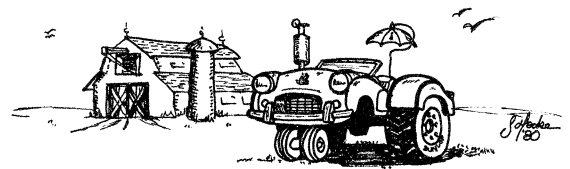
Willow Vale, London. Came June 14-15, 1980, and indeed the Triumph marque returned to LeMans but—to cut a long story of adversity short—the TR8 failed to qualify, defeated by a lack of time and money. But the team was vastly encouraged by the power and potential of the car and hopes to be back next year.

The main technical problem was the transmission, which set up a vibration causing it to jump out of gear and limiting maximum speed to below 170mph. Engine power was such that it destroyed a triple-plate Formula I clutch in under 30 laps.

The TR Register attempted to help the team effort with a donation. One member, Alan Pringle, who was selling his TR6, gave 25 percent of the proceeds from the sale of the car.

New San Diego Club

There is good news from the San Diego club, which went into limbo for a few years. It is being re-activated, so Triumph enthusiasts in that area should contact Kim Landry, 7864 Camino Huerta, San Diego, Calif. 92122.



Drawings by Steve Hedke of Burbank, Calif. specially for Triumph Newsletter.

Forthcoming Events for Triumph Owners

Sept 21	British Sports Car Day, San Diego, (Triumph SCC)	Kim Landry (714) 455-0865
Sept 27/28	North Cascades Tour (Autumn Leaf) Festival, Leavenworth, Wash.	Karen May (206) 691-6861
Nov 1	Triumph Triple Threat Costume Rally (Detroit TSC)	Richard Lamb (313) 641-9089
Dec 6	Year-End Party and Election of Officers (Detroit TCS)	Richard Lamb (313) 641-9089

TRA Record National Meet (continued)

Corporation, N.J. (Koni shocks); the WD-40 Company (spray lube); ADDCO (anti-sway bars) of Lake Park, Fla.; Tom Edwards' Foreign Speedometer Service of Columbus, Ohio; Redi-Strip of Monaca, Pa.; Tri-Town Auto Parts of Baden, Pa.; and Red's Auto Seat Cover Co. of Pittsburgh, Pa.

There was something for everyone during the meet, from a babysitting service for harried parents to white water rafting, from a TR-related boutique to a horse racing game, from a fun rally that lost some to a tour of the picturesque Laurel Highlands area. National TRA president Joe Richards hosted a reception followed by a TR parts auction on Friday, June 20th, and the latter saw such rare items as a dashboard overdrive toggle switch auctioned for over \$40. JRT also supplied two Triumph movies that drew large crowds and gave many viewers new insights into the marque's racing successes and amazing durability.

Leaders in the Concours d'Élegance

Interest in the early series TRs has surged over recent years and was nowhere more evident than in the parking lot of the Mt. Summit Inn. Starting with seven somewhat tatty TRs in 1975, TRA National Meetings have seen a steady and remarkable increase in the quality and quantity of assembled cars. Meticulous craftsmanship and attention to detail have become the hallmarks of many owners in their successful attempts to address the TRA club motto: "Formed to Preserve the Marque."

Words cannot accurately describe the beauty of the final products of this quest and it would really behoove the reader to attend one of these events and see the results. Concours d'Élegance rules reflect the desire to have the cars appear "as new" and govern classes for TR2, TR3, TR3A and TR3B cars. Competition has become remarkably stiff, especially in the TR3A class, which has always been difficult because of the preponderance of these models imported to the U.S. The most eye-catching TR3A was probably Bill Colaric's amazing Signal Red car, which pulled in from Illinois on Friday evening and drew crowds through to the concours on Saturday afternoon. Not to be outshined was the literal "dark horse" black TR3A of Jim Farley, which had been presented as a rolling chassis at the 1979 TRA event. Then, too, there was 1978's "Best Overall," a powder

blue car owned by Joe Richards, and many other fine examples. A handful of points separated these three cars in the final judges' tally, with an exact points tie for second place between the Colaric and Richards cars. Jim Farley garnered not only first place TR3A but also Best Overall with his beauty.

A new class was added to the 1980 show which allowed the registrants to suffer the pain of making difficult choices among entered cars. The "Participants Choice" class was exactly that, and when all was said and done the lovely pale yellow TR3 of Len and Ruth Renkenberger of Derwood, Md., had scored highest points. Those in the know concluded that the Renkenbergers deserved some sort of recognition even if they hadn't won this class—they have the pleasure of owning a total of 14 British cars!

Next Year, Near Washington, D.C.

The four TRA Centers which came in force to the meeting—Central Ohio, Potomac (Washington, D.C.), Western Pennsylvania, and LeHigh Valley (Pa.) are already planning for next year's June 18-21, 1981 event to be held near Washington, D.C.

Skip Marsh, TRA national secretary

RESULTS

Concours D'Élegance

(6th TRA National Meeting, June 19-22, Mt. Summit Inn, Pa.)

TR2 Class

(No entry met the scoring point requirements)

TR3

1. Jerry Zimmerman, Columbus, Ohio
2. Tom Mahoney, Columbus, Ohio
3. Ed Lathy, Lithopolis, Ohio

TR3A

1. Jim Farley, Columbus, Ohio*
2. (point tie, two awards) Bill Colaric, Deerfield, Illinois; and Joe Richards, Lancaster, Ohio
3. Ray Keller, Columbus, Ohio

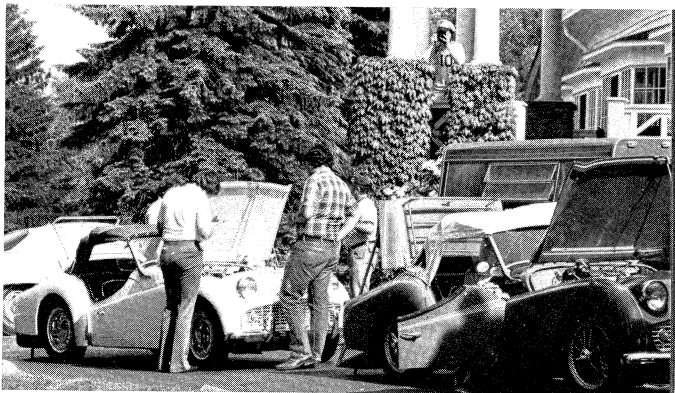
TR3B

1. Larry Frey, Columbus, Ohio
2. Kenneth Aaron, Havertown, Pa.
3. Bruce Ware, Dearborn, Mich.

Participant's Choice

1. Len Renkenberger, Derwood, Maryland
2. Ron Chenicky, Chesterland, Ohio
3. Ede Mennonna, White Plains, New York

*Best Overall in Concours classes



Concours Judging: Under-hood judges at work (center) and interior judging (right) on the TR-3A class.



Interior judges Kathy Marsh (left) and Teena Woods seem happy with their detailed score sheets.

LONG-LIVED TRIUMPHS:

by RAY I. SCROGGINS

Burbank, California, owner Ray Gleason gives some good advice on preventive maintenance

(Photo and News courtesy The Milwaukee Journal)



10 Year Old TR6 Still Going Strong After 400,000 Miles

Ray Gleason's 1970 yellow TR6 is a running testimonial to Triumph durability—coupled with regular preventive maintenance. With over 400,000 miles on its third odometer, the car still has its original fuel pump, water pump, radiator and differential.

Gleason, white-haired and deeply tanned, is a sales representative for the Los Angeles Times Syndicate. He sells comic strips and features such as "Star Wars," "Mr. Tweedy," "Scheinwold on Bridge," "Ask Andy," and crossword puzzles to newspapers in all states west of the Mississippi, as well as in Wisconsin. From Milwaukee to Seattle, from Little Rock to Los Angeles, his TR6 is a familiar but unobtrusive sight, as he makes the circuit three or four times annually.

From his Burbank, California home, Gleason drives about 40,000 miles each year, covering around 450 miles per day—with the car's black canvas top down whenever possible. His travels take him through hot deserts and over snow-capped mountains, under conditions that vary from stop-and-go city driving to 90 mph runs slipstreaming behind an 18-wheeler in the wide-open Western states. Equipped with overdrive, the TR6 gives him 25 mpg economy.

Its engine was overhauled at 135,000 and 300,000 miles, and there is room for one more rebore, Gleason notes. The transmission was overhauled once, he adds. Although the car was repainted in its original jasmine color a few months ago, it really did not need it. "When someone backed into my door in Salt Lake City, it cost \$100 more to paint the whole car instead of just the door," Gleason explains, "so I had it done." The canvas top was also replaced a year ago, after the original one started to show signs of wear.

Long-lived Triumphs are nothing new to Ray Gleason. "I had good luck with two others," he reports. "A TR3 gave me 115,000 miles, and a TR-4 made 200,000, so when I bought the TR6 new 10 years ago, I decided really to

make it last. I ordered overdrive to give me seven forward speeds and there was independent rear suspension for a smooth ride. The overdrive saves 750 rpm at 60 miles per hour and cuts gas consumption and engine wear."

Preventive maintenance plays a big role in achieving a high mileage record, says Gleason. "I use distilled water instead of tap water in the radiator. I do all my own oil changes, tuneups and valve adjustments." He also believes in checking the fan belt regularly and changing it when it begins to show signs of wear.

Because of his extensive travels, Gleason takes special precautions to avoid being stranded in a small town waiting for parts. "I take along spare parts, kept in the trunk or spotted around the car," he explains. These include an extra fan belt, fuel pump, alternator, hoses, distributor coil, points, condenser, plugs and a tool kit.

Sometimes a little luck helps too. Once, the car's clutch gave out just as Gleason pulled into a Dallas motel lot. "That was luck, all right," he emphasizes. "The next morning, all I had to do was shove the car a quarter of a block to get a new one."

Another time, tailing a semi at close to 90 mph near Little Rock, he was missed narrowly by one of the truck's tires as it came off and went curving right over his head. "I had the top down when that truck wheel came off. No way I could have avoided it, if it hadn't flown that high," Gleason said.

Still another close call came in Arizona, when a semi in front of the TR6 blew a tire. Chunks of rubber flew past him like shrapnel, Gleason recalls.

What about his plans for the long-lived yellow car after it runs out of its third and final engine overhaul? "Oh, I'll never get rid of it," he concluded. "I'll keep it around for old time's sake." And as he pats the TR6 affectionately on the hood before climbing in and driving away, you know he means it.

LETTERS TO THE EDITOR

About Fuel Injection and Axle Ratios

"I was most fascinated by your articles on the new TR7 and TR8 (March/April Newsletter). In particular, I noted that Lucas-Bosch fuel injection is fitted to both the 4-cylinder and V8 versions for California-bound cars. Could you please provide some specific technical details on the units fitted to both models and whether or not the units can be modified to suit different mixture requirements. Over the years I have done a lot of tuning and modifications to the Lucas injection systems fitted to the 2.5-litre sixes and often considered modifying some to suit my Dolomite Sprint and my Stag V8.

Your brief specifications given show the injected cars to be significantly more powerful and yet confined to California models where, I believe, emission regulation usually strangles these wonderful sports cars. Can you please explain this? Also, surely the Torque/RPM specification for the TR7 of 100 ft/lbs at 2500 RPM is incorrect. Both models specified use electronic ignition. Is it a modified Lucas unit or has the change to a more advanced Bosch unit been made?

Having had very little to do with the TR7, I am amazed at the multitude of diff. ratios quoted for these vehicles. My memory of a trip to Leyland S/T in Oxford to see the works cars recalls they used a 4.1 ratio usually but not a conventional Triumph crown wheel and pinion. Most of the I.R.S. and live-axled TRs and saloons were designed so that interchangeability of ratios was possible from model to model. What is the case with these new TRs and ratios such as 3.08 and 3.9:1?"

T. J. O'Beirne, Queensland, Australia

(It is not possible to deal in detail with all Mr. O'Beirne's eager questions by this footnote, but:

- Electronic injection systems fitted to production TR7s and TR8s are not particularly suited to modification; for instance, Huffaker does not use the Lucas units for racing but instead a mechanical unit.
- Injection was added to 1980 California models to meet California's stricter emission standards. Injection is \$425 extra, and 1981 TR7s and TR8s will have fuel injection nationwide. Torque specification is correct.
- Ratios which fit 5-speed TR7s & TR8s are the same as available for the Rover 3500. Automatic TR7s and earlier 4-speed cars used an axle basic to the Marina.—Tech. Ed.)

TR250 Gas Cap Security

"I own a 1968 TR250 which still has the original magnetic (and non-locking) gas filler cap the car came with. Since I am slowly restoring the car, I am loath to remove it but gas thieves are making my car a regular watering hole! Perhaps you or your readers can suggest a solution?"

Since I cannot lock my garage, I need a security device which attaches to the vehicle either between the tank and cap or in the cap itself. The thefts always occur during the night

in the garage so I suspect neighborhood kids with mopeds are my unwanted visitors. Aloha."

Allan M. Phillips
44-430 Kaneohe Bay Drive
Kaneohe, Hawaii 96744

(There is a special cone shaped spring which is secured into the metal section of the filler tube by means of a break off screw. This fitting is very effective and simple to install. Available from such suppliers as Western Auto Parts.—Tech. Ed.)

CLASSIFIED ADS

FOR SALE

1965 TR4. Sound body, sound frame, rebuilt engine plus recent valve job. Needs paint. Interior partially restored. Included are five extra wire wheels, radio, radiator plus extra misc. items. Street worthy now. Call Linda Duarte at (914) 534-2542 or Allan Walker at (914) 888-4620.

1953 TR3B, wire wheels w/radials, 53,000 miles, excellent condition, burgundy w/black int. \$4800. Call (914) 744-5182 after 6 pm Fri. Sat. Sun.

ONE 1975 SPITFIRE FRAME, bare and not bent, \$50. One 1500 or MK IV ragtop and frame, excellent condition, \$110. 1972 Spit rear suspension and diff, complete with brakes, new U-joints and locating arms. \$175. Call or write: J. Sinks, 1038 Huffman Ave., Dayton, Ohio 45403. (513) 256-6653.

TR3 parts—body and mechanical—send list of requirements. W. R. Kerr, 114 Senate Dr., Pittsburgh, Pa. 15236.

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	\$2.50
TSOA Handbook, 2nd Edition	\$2.50
Supplement to TSOA Handbook, 1973	\$.75
TR-4/TR-4A Competition Preparation Manual	\$3.00
SPITFIRE 1500 Competition Preparation Manual	\$3.00
TR-250/TR-6 Competition Preparation Manual	\$3.00
GT-6+ Competition Preparation Manual	\$3.00
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	\$1.00
British Leyland Competition Stickers, Mylar	2 for \$1.00
British Leyland Competition Patches (Helmet)	(12 for \$10.00) \$1.00
British Leyland Patches	(12 for \$10.00) \$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 TRIUMPH NEWSLETTER—for Triumph enthusiasts
(Founded 1956)

EDITOR: JOHN F. DUGDALE

Regular Contributors: Mike Cook, Lyman Gaylord, Dick Langworth; Photography, Bill Oursler, Dan Rubin.

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We shall be pleased to consider for publication any reports, photos and results of newsworthy Triumph events submitted by readers. Original articles, illustrations and technical notes will be paid for at our current rates. Six issues are published each year, bi-monthly.

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