



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

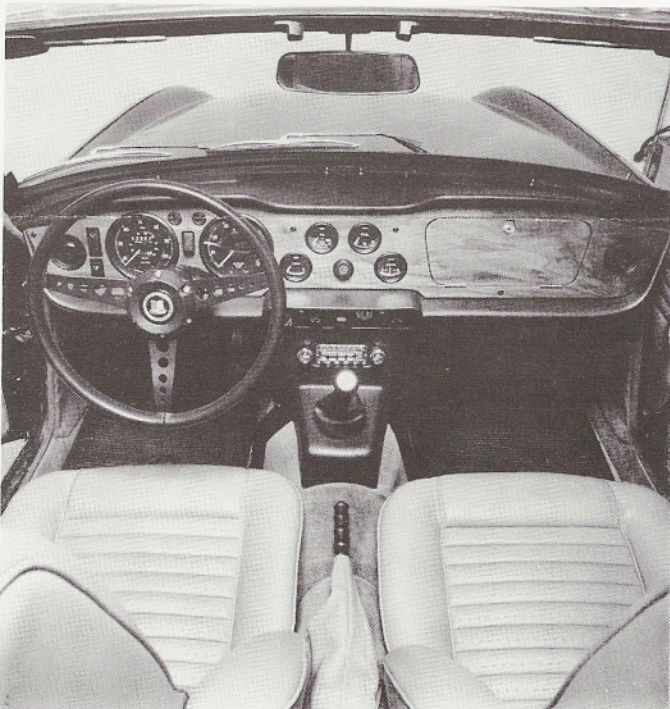
600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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The TR-6 has a handsome new body styled by Karmann-Ghia, wider wheels and a front anti-sway bar for stability and a redesigned cockpit for increased driver comfort and convenience. Red-band radial tires are standard.



Looking between the twin safety headrests you can see the neat, easily-read instruments. Other interior features include contoured Ambla-covered seats with perforations for hot-weather comfort and for fresh-air vents.

HERE'S THE

TR6

If you've only just recovered from the 1967 arrival of the TR-250, be prepared for another shock . . . the TR-6 is here. The smooth and potent TR-250 chassis is clothed with a smart new body and there are a few other goodies as well.

Starting from the front, there's a new grille, fender and hood treatment. The grille itself consists of a polished horizontal bar with a matte black egg-crate behind it. Large parking light/turn signal units are mounted below the headlights which appear in the tips of the fenders. No more eyebrows in the hood for lights or bulges for carburetors! Instead, a smoothly sloping expanse of metal which allows a view of the road only a short distance in front of the car.

The eye slides down the side view of the TR-6, noting only a styling line to break the smooth fender and door contours. Reaching the rear, you will note a definite peak at the top of the fender. There is a flatter line at the fender and trunk top allowing a modern silhouette with the practical value of a "boxier" trunk. The useful luggage capacity is increased.

Tail lights wrap around the rear corners and the back panel is almost flat and is painted flat black. The name TR-6 appears just forward of the sidelights on the rear fenders. Adding to the sleekness of the car, there are no vertical bumper guards but the bumpers themselves are both sturdy and well-positioned. Opening the door makes one change apparent. Courtesy lights are now standard operated by both doors, and there are also automatic lights in the trunk and glove compartment. The ever-comfortable buckets are upholstered in leather-soft, ventilated Ambla and have integral headrests. Other interior

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TR-6 TECHNICAL SPECIFICATIONS

STANDARD EQUIPMENT AND FEATURES

ENGINE

In line, overhead valve.
6 cylinder, 152 cu. in. (2498 cc).
Bore 2.94 in. (74.7 mm).
Stroke 3.74 in. (95 mm).
Compression ratio 8.5:1.
Full flow oil filter.

TRANSMISSION

4 forward speed all synchromesh gear box.
Diaphragm type 8½" hydraulically operated clutch.
Hypoid final drive bevelled gears in cast iron case rubber mounted on chassis.

CHASSIS

Channel steel with cruciform bracing.
Steel disc type 15" x 5½" wheels.
Mag type wheel covers—stainless steel.
Radial ply red band tires—Goodyear 185 SR 15.

SUSPENSION

Front: Low periodicity independent system incorporating anti-roll bar.
Coil springs and telescopic dampers.
Rear: Semi trailing arm independent with coil springs and piston type dampers.
All rubber mounted.

STEERING

Triumph rack and pinion.
Energy absorbing column.
¾ turns lock to lock.

BRAKES

Vacuum power independent system.
10⅞" caliper operated discs—front.
9" drums—rear.

ELECTRICS

Negative ground 12 volt system.
57 amp. hours battery.
Twin windtone horns.
Two speed electric windshield wipers.

Electric windshield washers.
Twin back-up lights.
Front and rear marker lights.
Alternator.

BODY

Two seater, two door sports car.
Roll-up windows.
Rust proofed steel body.
Laminated windshield with high impact inter-layer.
Front hinged safety hood.
Locking trunk with courtesy light.
Full anti-burst door locks.
One either-side-up key for door and ignition.

TOP

Zip down rear window panel.
Soft top—vinyl inside and out.
Reflective safety striping around top.
Soft top boot cover.
Velcro strips on soft top and cant rails.

EXTERIOR ACCOUTREMENTS

Wrap around bumpers, front and rear.
External, door mounted rear view mirror.
Sealed beam headlights.
Magnetic fuel tank cap—6 lb. pressure.

COCKPIT

Internal dipping safety rear view mirror.
Bucket seats with integral folding head restraints.
Padded swivelling sun visors.
Ambla upholstery, perforated on seat facings.
Locking glove compartment with courtesy light.
5" 140 mph speedometer with resettable trip milometer.
5" tachometer.
Separate fuel, water temperature, oil pressure gauges, and ammeter.

Variable intensity dash illumination, blue light.
Combined ignition lock accessory control, and starter control.
Self cancelling turn signals.
Vents for fresh air ventilation at face and foot level.
Heating and demisting fresh air system.
Leather covered 15" steering wheel rim and matching gear shift knob.
Non-glare walnut finish dash.
4-way hazard flasher.
Quick release seat belts with stowage holster on outside.
Door operated courtesy light.

SPARE AND TOOLS

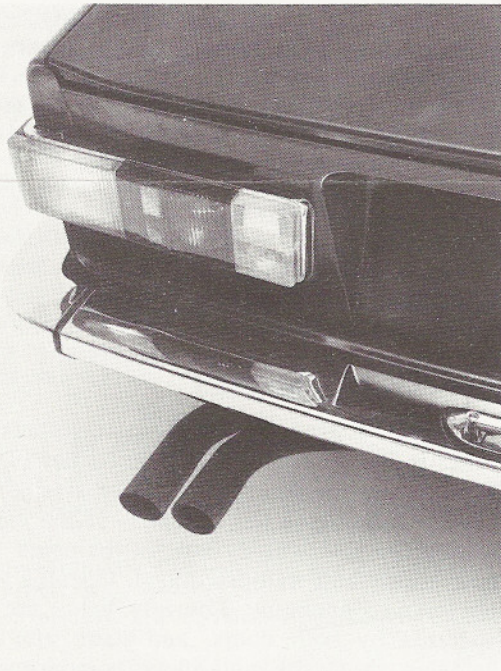
Wheel changing equipment.
Spare wheel and tire.

OPTIONAL EQUIPMENT AND ACCESSORIES

Laycock de Normanville overdrive. Operated on 2nd, 3rd, and top gears.
Reduces standard 3.70 final drive ratio to 3.03 for smoother, quieter, more economical high speed running.
Wire wheels—60 spoke, center locking hex nut type with 5½" rims.
Vinyl tonneau cover.
Michelin X red band 185 SR 15 tires.
AM/FM or AM push button radios.
Center console with or without clock unit.
Luggage rack.
Ski rack attachments.
Front and rear bumper guards.
Racing wheels—
8 spoke magnesium or aluminum.
Cigarette lighter.

OPTIONAL RACING EQUIPMENT

A complete line of Sports Car Club of America approved competition equipment is available. For information, write: Triumph Competition Department, Leyland Motor Sales Inc., 1957 West 144th Street, Gardena, California 90249.



Twin exhausts produce that throaty six-cylinder sound without shattering the neighbors' windows. Wrap-around tail lights ensure visibility and set off the neat, square lines of the rear panels. Back up lights are standard.



The head restraints fold down to ease erection of the top. One new interior feature not visible is a friendly little courtesy light, located centrally, on the tunnel. Leather covered wheel and shift knob add the final touch.

Whee
Grou
Lengt
Width
Heigh
Heigh
Track

Turni
Fuel
Engin
Gearb
Rear
Cooli
Weig

BHP
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OVER

Over
Engin

THE DOLLAR ASPECT OF A MAJOR RALLY

(or how to lose money gracefully)

In any discussion of club activities, the Triumph Club of Ventura County has to come out first among rally groups. Each issue of their newsletter "Ye Olde Blue Note" contains endless descriptions of events sponsored by the TCVC and other clubs in their area. Frankly some of it is sufficiently erudite to confound anyone but a true computerized rallyist, but, fortunately, some is quite intelligible and interesting to any club. Such is the story below about the Mission Trail I, run last spring by TCVC and the local region of the Sports Car Club of America. TSOA would be interested in similar breakdowns from other clubs for different types of events.

"We thought it might be interesting to relate a few facts about what a major rally, such as Mission Trail I, costs a club in dollars and cents. Admittedly, Mission Trail I was not run on a shoestring, nor was TCVC concerned with making money on it. Our Philosophy has always been and will be that a sports car or rally club needs only enough money to provide its guests with a reasonable number of trophies and to maintain a quality level of essential rally gear such as clocks, intercoms, etc. Our aim on MT was to put on a thoroughly correct, enjoyable, first class navigational event from the initial brochure to the final results and we think tentatively at least, that we succeeded.

Anyway, to the costs! The costs of printing, paper, postage and phone calls ran a mere \$141.00. Trophies and jacket patches missed the \$200.00 mark by pennies. The rally-master's gasoline allowance (\$50.00), for a 200 mile rally that was run many, many, times is probably inadequate to cover the real costs. The costs involved in entertaining the Saturday night arrivals represented a very enjoyable and tasty \$35.00—not to mention the hors d'oeuvres provided by Carolyn Taylor. Uncompensated awards banquet dinner tickets amounted to \$75.00, plus or minus a few pennies. Additional and varied direct costs brought the grand total to \$522.00. Income from entry fees and sale of extra jacket patches totalled only \$447.00. In other words the club lost \$74.00 in direct costs and a number of indirect costs have not been tallied as yet.

Had we had a better turn out for the rally we would, of course, have broken even. Still, we feel it was worth the effort and the costs. If we can have as good a rally next year with as many fine rallyists as we had this year, TCVC will be prepared psychologically (and we hope financially) to lose money again. In fact, MT may even be a two day rally next year, which could double the losses, but if it seems likely to "double the fun" as they say, TCVC is just foolhardy enough to POR."

CAPACITIES AND GENERAL DIMENSIONS

base.....	88"	2.24M
Clearance.....	6"	.15M
.....	155"	3.94M
.....	58"	1.47M
-top up.....	50"	1.27M
-top down.....	46"	1.17M
-front.....	50 1/4"	1.28M
-rear.....	49 3/4"	1.26M
g circle.....	33 ft.	10.1 M
nk.....	13 1/2 gals..... 11 1/4 imp. gals.....	51 litres
ump.....	9.64 pints..... 8 imp. pints.....	4.52 litres
x.....	2.4 pints..... 2 imp. pints.....	1.13 litres
le.....	3 pints..... 2 1/2 imp. pints.....	1.42 litres
g system with heater.....	6.6 qts..... 11 imp. pints.....	6.2 litres
-dry.....	2156 lbs.....	983 kg.
with fuel and water etc.....	2268 lbs.....	1034 kg.

(Note: Gear box capacity with optional overdrive—4.2 pints, 3 1/2 imp. pints, 2 litres.)

PERFORMANCE

04 at 4500 rpm	
1710 lb/in at 3000 rpm	
ration:	
h the gears.....	0-30 mph..... 3.5 secs.
	0-50 mph..... 8.2 secs.
ng quarter mile.....	18.5 secs.

ARD RATIOS	4th	3rd	2nd	1st	Rev
.....	1.00	1.33	2.01	3.14	3.22
ratios.....	3.70	4.92	7.44	11.62	11.90
speeds at 10 mph.....	482	641	969	1513	

IVE RATIOS	O/D 4th	4th	O/D 3rd	3rd	O/D 2nd	2nd	1st
ratios.....	3.03	3.70	4.03	4.92	6.10	7.44	11.62
speeds at 10 mph.....	395	482	525	641	794	969	1513

HERE'S THE TR-6

Continued from page 1

details include swivelling fresh air vents, walnut-finished dash, leather-covered steering wheel and a zip-out rear window in the vinyl top.

TR-250 features like all-independent suspension and radial tires are retained but there is now a front anti-roll bar and the tires now ride on 5 1/2 inch rims on either disc or optional wire wheels. Back-up lights, power-assisted brakes, electric windshield washers, complete fresh-air heating and ventilating system . . . you name it and the TR-6 has it. Of course, there will be optional racing equipment, much of it similar to the TR-250, and a book will be issued by the competition department.

Your editor tested the car briefly, finding the ride firm but not harsh and the engine responsive on the flat or up steep hills. The presence of the front anti-roll bar is felt immediately . . . The TR-6 corners much flatter than the 250. Visibility and driving comfort are excellent and the body is tight and rattle-free. Most important . . . this TR has all of the exhilaration you expect from a Triumph with all of the creature comforts you could wish for. The TR-6 is on its way to dealers now and you owe yourself a test drive.



Wear with pride! Jacket patch made up by the Triumph Club of Ventura County for their first effort at an SCCA divisional rally. The expense record, above, hardly reflects the tremendous effort involved.



Here's Bob Tullius, out of his usual uniform and very tie and blazer discussing the new GT-6+ at the Earl's Court Motor Show, London. The prospective customer seems pleased . . . perhaps he likes American humor.



LET'S MAKE A DEAL WINNER

Mrs. Jessie Kelly won a Mk 3 Spitfire on the NBC-TV show, Let's Make A Deal. Shown making the presentation are (left) Jack Draper, general manager of the Auto Works, Triumph dealer in Granada Hills, Calif., and Doc Furlong, Triumph district manager in Los Angeles.

NEWS AND NOTES

TR Club of Maine Keeps Moving

A few months ago, we ran an announcement about a new local club forming in Maine. The chief mover behind the group now tells us he has moved again. Brian Heaton-Jones has several recruits and is getting organized so why not get in touch with him right away? Address:

BRIAN HEATON-JONES
Pioneer Farm
Pittsfield, Maine 04967

The Triumph Sports Car Club of New Jersey is Pleased to Announce the Following Event:

THE OLD INDIAN

A New Jersey Council of Sports Car Clubs Championship T.S.D. rally to be held this year for the first time in March. THE OLD INDIAN has been run heretofore in August.

Date: Sunday, March 23, 1969. Registration opens at 8:00 a.m. First car off at 9:01 a.m.
Start: The Sheraton Motor Lodge, Route 23 North, Pequannock, N. J.
Finish: To be announced.
Classes: Equipped, Nonequipped and S.O.P.
Awards: Duplicate pewter trophies first four places all classes, as well as numerous marque awards.
Fee: To be announced.
Rallymaster: Ed VanVliet — 201-335-6978.

CLASSIFIED

ITEMS FOR SALE:

1964 Spitfire. 25,000 miles, slalom competition suspension by Ed Barker. Very good body and British Racing Green paint, good top and tonneau. Wide wheels, free-revving engine. Complete log book record, one owner. \$1000. Randy Becker, 616 E. Mendocino, Altadena, Calif. 91001, 213-794-4481.

Spitfire Mk 2 shop manual, \$10.00. James Kitts, 24 Church St., Richfield Springs, N. Y. 13439.

TR 3-4 competition front springs, Koni shock absorbers and all bushings for TR-3 front suspension, all new, \$50.00. Also other TR-3 parts including body panels and positraction. John Fayant, 12 McDonald Trlr Ct., Columbia, Mo. 65201. 314-445-7969.

Wide rim wheels for Spitfire, \$50. Shop manual (Mk II), \$9. Contact: Neil Phillips, Box 9000-Q, Atlanta, Ga. 30344.

Racing engine for TR 3-4. 2.2 kit, cylinders & pistons hand fitted Head modified as per Kastner's specs. Racing valve springs with light weight keepers, new valve guides, new rod bearings, like new crank & rods, and many new small parts — \$200. Old type flywheel (much lighter) and starter motor, carbs & manifold matched to ports. Some gaskets and lots of odds & ends. Contact: Dan Liddy, 1561 Blue Heron, Sarasota, Florida 33579, 813-955-1727 after 6:00 P.M. EST.

Two SU carbs, 1 3/4" for TR-3, 4, 4A never used, \$55 pair. One light alloy single loop roll bar, \$25. Contact: Mrs. Lucille Halstead, P.O. Box 402, Manasquan, New Jersey 08736.

ITEMS WANTED:

Spitfire. General condition unimportant, no engine or transmission required. Prefer car located near my home. \$200.00 price range. Sam Stein, 124 Chatham Rd., Bel Air, Md. 21014, 301-838-7434.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA; specify size — s, m, l, xl. \$9.50

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl. \$4.50

Local TSOA Club "Calling Cards" FREE
List of Triumph Dealers and Distributors FREE
Replacement TSOA Badge \$1.00
Standard Triumph Review Subscription \$2.50/year
GT-6/2000 Competition Preparation Manual \$2.00
TR-4, TR-4A Competition Preparation Manual \$2.00
SPITFIRE Competition Preparation Manual \$2.00
JACKET EMBLEM \$1.00
(Club Discount — 1 Doz.) \$10.00

Send Check or Money Order. No C.O.D.'s please.

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 lifetime membership in the club.

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