

# Triumph Newsletter



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



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DECEMBER 1980

## TR8 and Buffum—Champions Again...

*...After Year Long Rivalry With Millen's Mazda*

LAS VEGAS, Dec. 21, 1980: Triumph TR8 driver John Buffum of Burlington, Vermont, ended the 1980 performance rally season in a blaze of glory here in the Sports Car Club of America Nevada Rally, winning the SCCA Pro Rally championship and the SCCA/Canadian Auto Sports Club North American Rally Cup. Buffum also secured the SCCA and SCCA/CASC Manufacturer's Championship for Triumph.

Buffum went into the Nevada Rally in a dead heat with former New Zealand champion Rod Millen of Newport Beach, Calif. Buffum was second in the 600-mile event with Millen failing to complete the rally in his Mazda RX7.

Buffum has now won four straight SCCA titles driving Triumphs. He has won three SCCA/CASC titles at the wheel of Triumphs. Buffum won six 1980 SCCA Pro Rallies with series runner up Millen taking five. Between them, they won 11 of the 13 rallies on the schedule. Buffum won four Canadian rallies driving his TR8.

Buffum began with Triumph in 1977 driving a TR7. In 1979 he switched to a TR8 and won eight events with the V8-powered sports car.

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The proud but bare press news summary of Triumph's fourth Rally Championship can give little idea of the tremendous achievement involved. Not only was there the daring skill of champion John Buffum demonstrated in more than a dozen tough professional rallies throughout the year, but also the endless preparation and repair—always against time—of a car tuned to racing pitch. Of course Buffum has always loved the hectic life or he would not be in it so deep or be so good at it; but something of the risks involved can be gathered from SCCA's news contact man Tim Cline's exciting piece of writing for a newspaper in Houghton, Michigan, last November following the formidable Press-on-Regardless Rally there.

Going into the POR, Buffum had the edge over his arch rival the New Zealand champion Rod Millen, the latter driving a Mazda RX7 termed 'the ultimate in rotary power with its screaming 138 engine.' Buffum's car has a specially tuned version of the TR8's 3.5 litre aluminum V8 engine developing 280 bhp, compared to 133 bhp in a 'street' TR8 (148 in Calif.). Up to that point in early November, Buffum had five wins and Millen four. A win by Millen in the POR would tie him with Buffum and with only two events remaining.

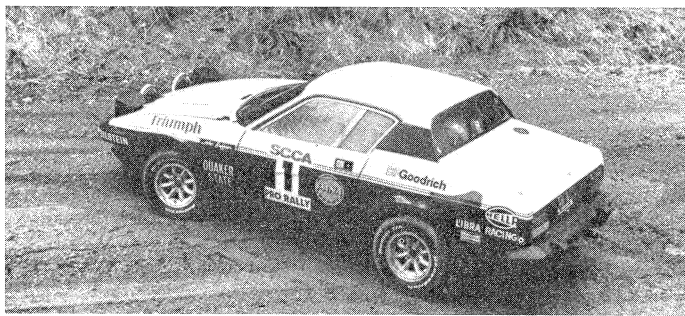


It's either mud or dust on the off-road tracks which form a major part of Pro-Rallying. Here 1980 champion John Buffum roars the TR8 round a mountain section of the Olympus Rally in Washington state.

## TR8 and Buffum Champions Again (*continued*)



There are other Triumphs on the Rally circuit than Buffum's. Former racing driver Jon Woodner has been campaigning a TR8 as well.



The 280 bhp championship TR8 is formally entered by John Buffum's own Libra Racing and his sponsors include Quaker State Oil—long-time Triumph supporters—and Goodrich tires.

### BUFFUM CRASHES; INJURES FOOT

“HOUGHTON, Mich., November 1980: It's 10 a.m. on a cold, overcast Saturday in Michigan's Upper Peninsula. The most gifted professional rally driver in America does not look the part. He is walking down Shelten Avenue in downtown Houghton—slowly, gingerly, like an old man.

John Buffum has had a close encounter with the POR and is paying the price, reflecting on what happened, trying to put it into words.

A few hours earlier, he was on top of the mountain. In his agile TR8, Buffum was experiencing a euphoria few of us ever know, as driver and car become nearly one, each responding to the other. For 10 hours at the POR, Buffum and the TR8 jumped, drifted and sped in nearly lyrical rhythm with the roads, piling up larger and larger margins over the other competitors.

IT'S DIFFERENT NOW as Buffum stands in the cold wind on Shelten Avenue. There are no crowds gasping and cheering at his sleek Chariot. Here is only a tired, sore human being, trying to reconstruct what happened:

“We came over a rise, and the road went about 20 degrees to the right. It looked like, though, it went maybe five degrees to the left through a break in the trees. As soon as I saw where the road went, I knew we were going to go off, and in about the last instant, I remember thinking ‘I could get hurt.’ We were flat out in third gear and hardly slowed down at all before we hit.

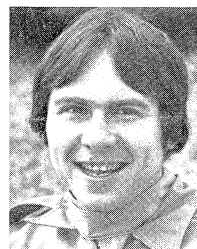
“I braced myself and closed my eyes. We hit, and everything stopped. I opened my eyes and looked around. The dash was all messed up, and the steering wheel was way over to the right. We looked at one another and said, ‘Are you all right?’ ‘Yeah, I'm all right.’

“I reached up and shut off the ignition, and then I shut off the lights. Then I felt this pain in my foot. Wow. My right foot was trapped between the transmission tunnel and the brake pedal, and my left foot was wedged next to it. God, it hurt.

“I yelled at (co-driver) Doug (Shepherd) to get the winch or something to pull the brake off my foot. I guess I got pretty excited. You know how you can do. Well, maybe you don't. Anyway, I started thrashing around and yelling at Doug to do something. Then I reached down



John Buffum



Doug Shepherd



Jon Woodner

and found out I could move the brake to the left just enough to move my foot.

“Then I really started getting cold. Doug got me about three jackets. I put one on and used the others to cover me and sat there and shivered.

“Doug set out a warning triangle and said, ‘Stay in the car. It's only three-tenths to the finish control, I'll run down there.’”

It turned out to be nearly a mile to the control. What do you think about sitting there all alone shivering in the cold?

Buffum does not come out and say it, but it's clear in the tone of his voice and the look in his eyes.

Even the front-runners are vulnerable when pitted against the elements in what is considered America's toughest auto rally.”

—Tim Cline

\* \* \*

So after the POR, there was a virtual dead-heat; but Buffum's car had been totalled. For the final two rallies of the season, Buffum drove instead a BL Motorsport team TR8 rushed over by air from England.

That English rally TR8 is different and built to Group IV regulations. It weighs about 200 lb. more and has the engine set back a couple of inches, giving slightly better weight distribution according to John. There are four Weber carbs, compared to John's single 4-barrel Holley and output at 300 bhp at 7500 rpm is higher, though torque remains much the same.

The Sno-Drift Rally Dec. 6/7 in Michigan was the next, with Buffum finishing second and Millen 16th. John had been slowed by an off-road excursion in severe snow conditions, which benefitted the winner Guy Light's 4-wheel-drive Jeep. So the Frontier Hotel Nevada Rally Dec. 20/21 became the final decider.



Bob Tullius



Bill Adam

Bob Tullius' Group 44 team from Virginia fielded two TR8s for a successful 1980 season, the second car being capably driven by Bill Adam. Here is Bob early in the year at Sebring, Fla., with the tough-looking streamlined TR8. Bill won at Daytona in December, last race of the year.



## Daytona Race Victory for Tullius and Adam with TR8s

DAYTONA, Florida, Nov. 30, 1980: The dual racing team of TR8s driven by Bob Tullius and Bill Adam completed its first year of International Motor Sports Association (IMSA) GTO competition with a one-two finish at Daytona International Speedway in Florida last November.

Billed as the IMSA finale, the race was a real shoot-out between the big-block Chevrolets of Carl Shafer and Craig Carter, the Porsches of Luis Mendez and Tony Garcia, and the two Group 44 TR8s. Mendez needed only one-half a point to be champion. Tullius needed fifteen points to top Garcia for second, and Shafer and Carter needed a victory to end an almost scoreless season for Chevrolet.

The big-block Chevrolets did their thing on the long Daytona straights, qualifying in the front rows. The TR8s with Adam and Tullius followed behind and the Porsches sat on their bumpers. Riding high on Daytona's dog-leg start-finish straight, Tullius took the green and passed a host of cars before entering turn one. Tullius' TR8 and Phil Curran's Corvette began a bumper-to-bumper battle that ended on lap 7 with a collision, sending both cars into the pits with flat tires.

Lanky Foushee and his Group 44 crew had Tullius away in seconds, while Curran never was to be in contention again. The flat tire put Tullius back of the pack by almost a lap. Thus began a determined charge by Tullius and his fleet green and white TR8. Driving consistently faster than his qualifying time, setting the fastest lap of the race and using several caution flags to his advantage, Tullius passed Adam and Shafer on lap 52 for the lead.

Stretching his lead to about 15 seconds in the next 10 laps, Tullius suddenly discovered that first, second and third-gears were gone. With three laps remaining and with only fourth gear, the crippled TR8 had to settle for cruising home. Fortunately, Adam was in position to take over the lead and put himself and his magnificent Triumph TR8 in the winner's circle. Tullius finished second.

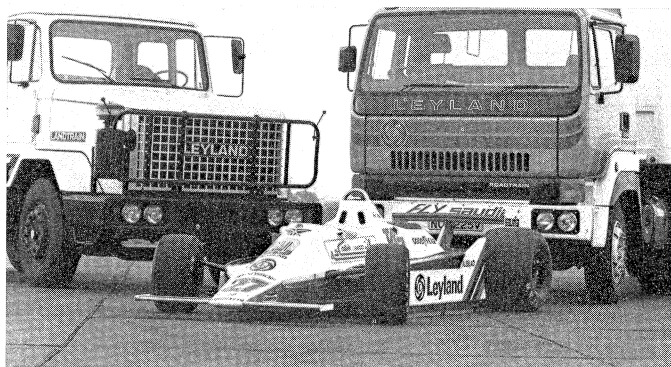
The victory did not alter Adam's final points standing, but the second-place finish for Tullius raised him a notch to second in total points for the year. Five wins, five seconds and two third-place finishes in fifteen starts added up to a great 1980 season for Group 44.

## Leyland-Sponsored GP Racecar Wins World Championship

The world champion Grand Prix racing car of 1980 is known as the Saudia Leyland Williams. This is because its constructor is Frank Williams of Britain and its principal sponsors are the Saudia airline and Leyland Vehicles, the latter a part of BL Ltd., the company which also makes the Jaguar, Rover and Triumph cars imported to the U.S.

The Leyland-sponsored Williams won five international Grand Prix in Argentina, France, Britain, Canada, and the U.S., driven by 33-year-old Alan Jones. The latter is an Australian living in London, who has steadily improved his racing career over the last ten years. He completed the 67 points which clinched him the coveted world's championship at the Canadian GP on Sept. 28, but he raced at Watkins Glen, N.Y., Oct. 5 just the same, winning there also, at a record 125.37 mph with a fastest lap at 129.99 mph on the winding 3.3 mile circuit.

Competition sponsorship is part of a continuing worldwide involvement with motor sport by units of BL, not only in Formula One GP racing but also in the U.S. in IMSA, Trans-Am and SCCA national racing and Pro-Rallying. According to Autoweek, Williams has again retained Jones and Reutemann for 1981, also the Leyland Vehicles sponsorship. A new car is being built again with Cosworth Ford V8 power but Williams is said to be considering a turbo-powered 1½-litre engine for the future based on a Honda V6 unit. BL has a manufacturing agreement to build a Honda car in the U.K. and so the weekly newspaper concludes "this power unit might be used in the new Williams as a Leyland turbo."



The world championship-winning Leyland Formula One Williams racecar, posed with two big trucks representing its sponsor Leyland Vehicles of BL Ltd.

## CLUB NEWS

### Two Big Events This Summer for Triumph Clubs: Make a Note of June 18 and August 13

Two of the biggest events of the Triumph club year are already in an advanced stage of preparation. These are:

**June 18/21:** The 7th National Meeting of the Triumph Register of America, to be held in conjunction with the 6th Standard Triumph International Rally (STIR VI), at the Dulles Airport Marriott Hotel, near Chantilly, Virginia. This is featured as the largest 1981 gathering of Triumphs and includes Concours, parts sales, tech. workshops, novice rally, local tours, awards banquet, outdoor barbeque, etc. The Dulles Marriott is set in 21 acres of rolling countryside and local tours can include historic Virginia plantations, civil war battlefields, Washington, D.C., etc., all within 25 miles. Contact TRA president Joe Richards, 5650 Brook Road, NW, Lancaster, Ohio 43130 (614) 756-4575.

**August 13/16:** The 6th North American Triumph Challenge will be based at the Kingsley Inn, 1475 Woodward Avenue, Bloomfield Hills, Michigan. Events include autocross, time/distance/speed rally, flea market, Concours, tour, and a champagne brunch (Awards Presentation). This annual event has built up so well that at least 200 entries are expected this year. Contact the host club, Detroit Triumph Sportscar Club, c/o Richard C. Lamb, 1452 Brentwood, Troy, Mich. 48192 (313) 641-9089.

### Two Triumph Clubs for New England Owners

Nine members of the New England Triumph Club, which is an affiliate of the Vintage Triumph Register, competed in a Farewell to Summer outing last September in Waltham, Mass., winning three Ribbons including Best TR2/3 and Best of Show. Organizers were a different Triumph club, called Triumph Owners of New England, which it is understood is larger and interested in rallies and social events for the mostly TR6, 7 & 8 members; whereas the NETC concentrates on preservation and restoration of their earlier TRs. For New England Triumph owners who may wish to join them, the contact is J. Nixon, 26 Partridge Lane, Sudbury, Mass. 01176.

### Connecticut Triumph Club Seeks New Members

A new club starting to form in the Central Connecticut area is the Connecticut Triumph Association, c/o Paul Koutsopoulos, 132 Liberty St., Southington, Conn. 06489. Objectives are monthly meetings, technical sessions, picnics and a newsletter.

### Eastern Pennsylvania Activities

The Eastern Pennsylvania Center of the Triumph Register of America held its first annual Autumn Tour and Picnic under sunny skies on Sunday, October 19, 1980. The tour started at noon at the Granite Run Mall in Lima, Pa. at the Historical Car Club Show. While members enjoyed this show, the line of TR3s drew their own crowd in the parking lot. From the admirers, four new prospective members were enlisted. Of unusual interest was Robert Birmingham's TR3 body on a TR6 frame with rack and pinion steering and IRS.

After the show, the group set off on a tour and gimmick rally through beautiful Eastern Delaware County. The tour of 18 miles passed by historical sites, a covered bridge, horse farms and colorful foliage. The trip ended in Ridley Creek State Park. The Gimmick Rally was won by John and Phyllis Gossin in their red TR3B(TCF).

All TR2 and TR3 owners interested in EPCTRA (previously Lehigh Valley Center) should contact: Ken Aaron, 202 Paddock Road, Havertown, Pa. 19083.



Eastern Pennsylvania Center TRA TR3s lined-up in the parking lot at Granite Run Mall while owners viewed the Historical Car Club Show at Lima, Pa.



**Atlanta Championship Photos:** Spitfire enthusiasts will enjoy these photos kindly submitted by Travis Duder who took second place (Car No. 25) at the SCCA Atlanta Finals last October in G-Production. He has been competing for some years and is a leading contender in the Northern Pacific Division. The other photo is of his crew and trailer. Travis' Spitfire is below and above is McCarthy's F-Production Spit. Travis is third from right and to his right are Lucy and Tom McCarthy.

## Club News (continued)

### Smart New Club Newsletter

"The Coventry Chronicle—Colonies' Edition" is the Newsletter of the North New Jersey Triumph Association. The January 1981 edition was issued in a smart new format, pocket-size and with front cover featuring an advertisement for the Group 44 complete racing team of IMSA TR8s (up for sale at \$175,000) winners at Sebring, Mopson, Daytona (twice) and Road America.

### Restoration Tools for your Car

Hard to find supplies and tools for automotive restoration are to be found in the new catalog of The Eastwood Company, 720 East Lancaster Avenue, Berwyn, Pa. 19312 (215) 644-1525. This is available free to club members. In the Eastwood catalog, the correct tools and supplies to use are explained, and how to get the best results and how to do the work safely. Tools offered include Buffing wheels, Polishing Compounds, Abrasive Wheels, Metal Working Files, Tinsmith Shop tools, others for Lead work, Body and Fender, and Sand Blasters; besides restoration books.

## LETTERS TO THE EDITOR

### Florida TR250 Enthusiast

"Here is a photo of my TR250 after a recent rally win. Teamed with two other 250s, we took second place team, losing out to a set of Z cars but I took the number one spot of the University of Florida 1980 Greek Rally. As you can see, the trophies were somewhat extravagant but it sure does look nice in our trophy case!

I've really enjoyed some of the stuff on 250s in the Newsletter. As soon as I get out of college, I hope to get out to some of the national meets. TR-IFFIC! Keep up the good work!"

Kevin O'Hara, Gainesville, Fla.

### 1967 Spitfire Investment?

"I would like some information about my 1967 Spitfire Mark II. Enclosed are some pictures of it to give you an idea of its condition. It has a new paint job over new body work that was needed to repair parking lot dents and

scrapes. To my knowledge, it has never been in an accident. It has a new top and a new interior using replacement parts just like the originals. You can see that the rims are from a newer model but I still have the originals and the original wheel covers. The engine has been well cared for and has 95,000 miles on the odometer. It runs great and is fun to drive. Could you give me any idea of how much it is worth? I also would like to know if it is likely to become more valuable as time goes on or if the value of it will depreciate. Would it be worthwhile to keep hold of it?"

Ron Wight, 5101 Clear Run Dr.,  
Wilmington, N.C. 28403

(Triumph Newsletter is always interested to hear about readers' Triumphs and to publish photos of them but we cannot undertake to estimate valuations. We advise contacting members of Triumph owners clubs and to check the Classified Ads in such publications as Road & Track, AutoWeek, etc.—Ed.)

### How to Insure a Vintage Triumph

"If you've covered this subject in your pages before, forgive my asking again. But we've recently moved, and all the TSOA newsletters are still boxed. What do owners of vintage TRs do about insurance?"

We raised our 1960 TR from a pup and we cling to it lovingly. (I might add that we cling with fear in a state where 35% of all drivers are uninsured.) Any time we talk with insurance people about the car, we hear tales "No Blue Book value" and "If you total it the best we can do is junk value" and "There's no point in carrying comprehensive, because we won't pay on a car that old" and all such happy stories.

Naturally, we want to drive our TR. And, just as naturally, we want to feel insurance-protected when we do drive. But what can we do?

Teddy Keller, 417 Valverde SE,  
Albuquerque, N.M. 87108 (505) 255-3089

(Car insurance is a tough subject for us all, especially with precious vintage cars. We advise Teddy Keller to exchange experience with members of the Vintage Triumph Register. Most of their chapters are in the North-East but there is a zone c/o John Wilke, director VTR, 4212 Pompano Lane, Palmetto, Florida 33561.—Ed.)



Kevin O'Hara's TR250



Ron Wright's Spitfire

## Letters to the Editor (continued)

### TR3 Owner Looking for a Club

"I recently read an article in Cars & Parts about the Triumph show held this past summer in Ohio. The article was very interesting because I own a 1960 TR3 which I have begun to restore to its original condition. I would like to join the club which sponsored the show and also any information on parts (used or new) supply would be very beneficial to me."

Richard Breda, Rd. #2, Felton, Pa. 17322

(This article was reproduced from the Triumph Newsletter. Organizers of the Ohio show were the Triumph Register of America, president Joe Richards, 5650 Brook Road, NW, Lancaster, Ohio 43130, (614) 756-4575. See also Club News item, about their National Meeting June 18.—Ed.)

### Change of Wheels and Speedo Reading

"I have recently changed my 15-inch wheels on my 1971 TR6 to 14-inch. I am now in need of some information as to how to change my speedometer to compensate for the difference. Can you offer suggestions?"

E. J. Lacina, 200 Danville Dr.,  
Los Gatos, Calif. 95030

(Smiths' Instruments distributors are Nisonger Corporation, 35 Bartells Place, New Rochelle, New York 10801 (914) 235-2400—Ed.)

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## LATE NEWS

### TR8s to contest Sebring 12-Hour

Bob Tullius and Bill Adam will drive a Group 44 Triumph TR8 in the 1981 Sebring 12-Hours of Endurance and will be sponsored for that occasion by Goodyear. The object is to test a new type of radial tire under racing conditions. Goodyear will sponsor both of the green-and-white TR8s and is seeking a pair of big-name international drivers for the second car. The event is on March 20-21.

### Leyland Team Wins First 1981 Grand Prix

Driving the latest Leyland/Saudia/Williams Formula One racing machine, Carlos Reutemann of Argentina scored a victory in the Grand Prix of South Africa.

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## CLASSIFIED ADS

### FOR SALE

**Triumph Stag V8**, convertible/hardtop. Am leaving the country for assignment overseas. Car has body damage repairable for \$1,200 and about \$300 for parts. Recently bought new motor for \$2,600. Car operational. In my absence contact: Michael Alexander, Baltimore Ct, Apt. 105, Burtons Pond Apartments, St. John's, Newfoundland, Canada AIB 3S7, (709) 753-9318.

**1971 TR6** white convertible. Excellent condition. 34,000 miles only. (Owner did not drive car to work). Seldom driven in winter. Michelin radials, new Sept. 1979. New rear window, May 1980. Radio, tape deck. Tonneau cover like new. Luggage rack. Repainted 1976. Will be stored for remainder of winter. Marvel Sanders, #106, 1403-29 Street NW, Calgary, Alberta, Canada T2N 2T9, (403) 283-1514 (evenings).

**1968 TR250**. Needs restoration especially interior, top and paint. \$1,000. J. Moye, 1624 Holiday Place, New Orleans, LA. 70114, (504) 367-1787.

**1968 TR5** fuel-injected model. 1100 kilometers since complete frame-up restoration to original factory condition. Red with wire wheels and overdrive. Asking \$7,900. Allan Moskowitz, 325 Hollowtree Dr., Seffner, Fla., (813) 685-0402.

**1961 TR3**. Original owner driving. Rocker panels rusted. One fender damaged and some other small rust areas. Sale includes a second TR3 for spare parts. \$2,200 or best offer. (203) 646-6212 evenings or (203) 565-7996 days.

**Miscellaneous TR4 parts** and some Mark II Spitfire parts. Write, Bob Snyder, RD2, Haskell Road, Cuba, NY 14727.

**1962 TR4**. New red paint, clutch, factory exhaust, top, top boot, carpet, bumpers, hub caps, floor mats, 4 Michelin tires, radiator shroud, water pump, battery, windshield, spare tire cover. Engine rebuilt. \$4,200. Many spares available including front & rear shocks, skid plate, heater, door stops, and more. \$4,590 takes all. Gerald Luton, 7724 NW 25 Bethany, Okla. 73008. Call (405) 495-0780 (about Noon).

**TR4 engine** and transmission, complete with all accessories in excellent condition. Best offer. Call or write Gary Lownsdale, 15403 Edington, Livonia, Mi. 48154 (313) 522-2644.

**Five** like new 15x6 Revolution street mags with 4 mounted 215-60VR15 Pirellis. Tires show almost no wear. Lug nuts, etc. to fit TR6. Cost over \$900 new. Realistic offer. John Rybicki, 3733 Sheridan Rd., Waukegan, Ill. 60085 (312) 623-4200 (Days) or (312) 249-3194 (Evenings).

**OWNERS MANUALS:** Triumph Sports Car (TR2) first edition printing, cover in poor condition but otherwise good, \$15. Triumph Sedan (948cc) 1958/9, good condition, \$10. Triumph Herald Sedan (April 1960 printing), good condition, \$10. All prices include postage in US. Rande Bellman, PO Box 45, Boston, MA. 02215.

### WANTED:

**Restorable TR4A or TR250**. Would like right hand drive if possible. Some rust acceptable, but frame must be good and body still fairly solid. Mechanics not too important if all major components are still there. Price under \$600 and within 300 mile radius. Write, Bob Snyder, RD2, Haskell Road, Cuba, NY 14727.

**Factory Hardtop for TR6**. Color not important. Call or write, Ron Ericsson, P.O. Box 8401, Erie, Pa. 16505. (814) 833-6790. Also need clutch pulley for TR6 air conditioning unit.

**HARDTOP** needed for Spitfire 1500. Call collect (212) 355-7448, to Robert King.

## TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

Local TSOA Club "Calling Cards" .....	FREE
List of Triumph Dealers .....	FREE
Replacement TSOA Badge .....	\$2.50
TSOA Handbook, 2nd Edition .....	\$2.50
Supplement to TSOA Handbook, 1973 .....	\$ .75
SPITFIRE 1500 Competition Preparation Manual .....	\$3.00
TR-250/TR-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
Competition Patches (Helmet) .....	\$1.00
Competition Decals (Helmet) .....	\$1.00
Triumph history 34-page reprint ("Automobile Quarterly") .....	\$1.95
"Triumph—50 Years of Sports Car" history poster .....	\$5.00

Send Check or Money Order. No C.O.D.'s please.  
Please make checks payable to Jaguar Rover Triumph Inc.

### THE TRIUMPH NEWSLETTER—for Triumph enthusiasts (founded 1956)

EDITOR: JOHN F. DUGDALE

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