

1976 LOOKS BIG FOR TRIUMPH IN MOTOR SPORT

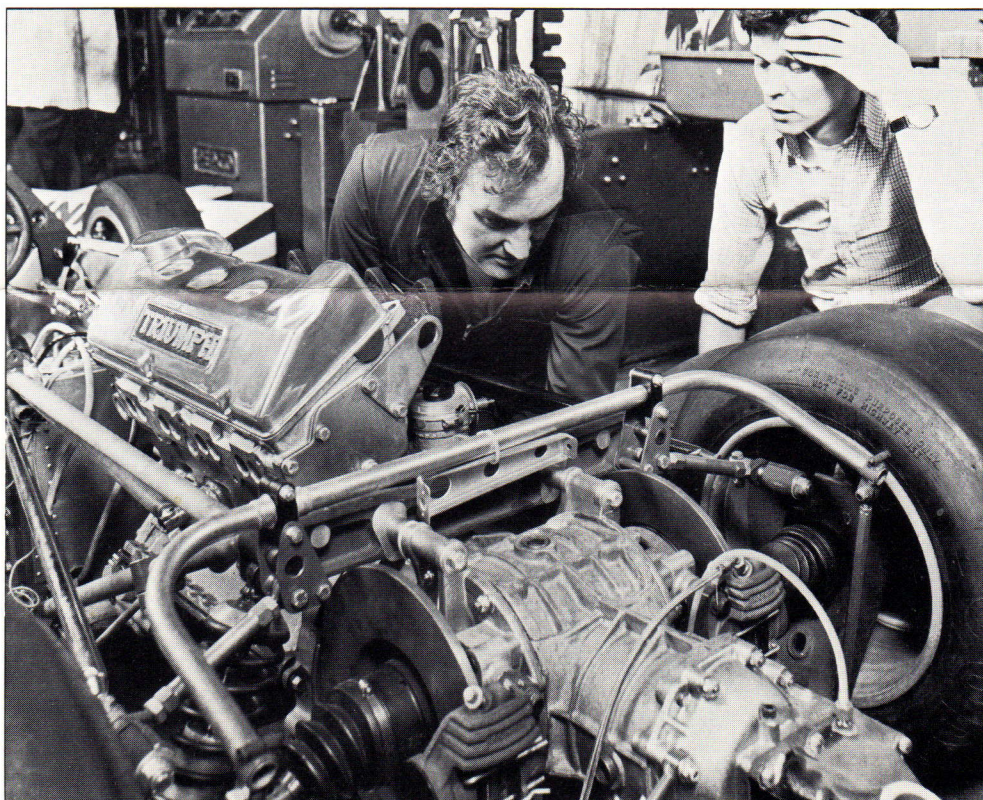
*TR7s to Race in USA: other Triumphs to compete
in Sedan and Formula racing in UK:*

Big news for Triumph race fans is that the latest TR7 coupe model will be making a bid for SCCA sports car racing championships in D-production this year. Two cars are in preparation, one to be campaigned by the Group 44 team of Herndon, Virginia; the other by Huffaker Engineering of San Rafael, California. Both are British Leyland supported organisations. At the time of going to press the race drivers had not been announced but it is expected that Bob Tullius Group 44's team leader, will himself open up the season with the East TR7 for the first races.

Rallying . . .

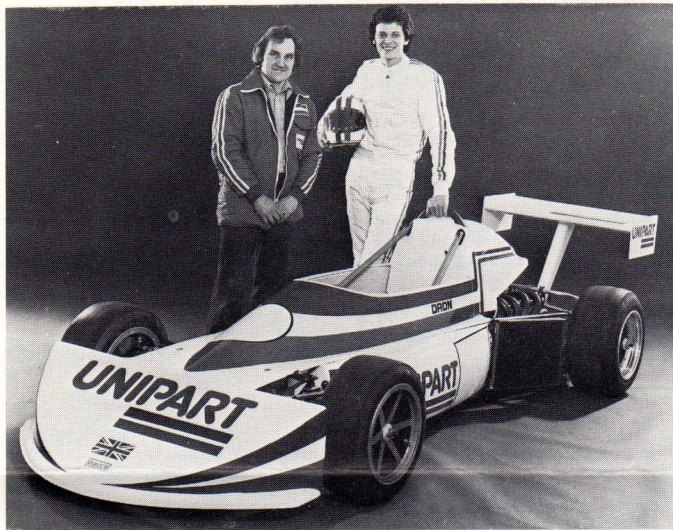
In England, British Leyland has announced that two TR7s have been prepared for the important Royal Automobile Club rally series (in the Group 4 touring car category). Drivers will be Brian Culcheth, team leader for Triumph/Marina for several years; and Tony Pond, formerly with Opel.

Development and maintenance work is undertaken at the Abingdon-based Leyland ST (Special Tuning) installation near Oxford, with Bill Price, who used to prepare the



First time ever that there has been an 'official' Leyland entry in single-seater racing, is this Formula 3 car seen in preparation for Unipart—the parts and accessory operation of Leyland Cars in Britain. A powerful Triumph Dolomite Sprint engine is mounted behind the driver, in a March 763 racing frame. The Sprint is based on the TR7 2-litre engine.

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SINGLE-SEATER RACING: Closely resembling a Grand Prix car, this is the Formula 3 March Triumph special, complete with rear aerofoil, to be driven by Tony Dron (right). Chief mechanic is Alan Howell (left) previously with the Graham Hill team. Formula 3 is an FIA international category in Europe.

Monte Carlo Minis as workshop manager. Leyland ST goes beyond racing and rallying participation and also prepares customers' own vehicles, the prime objective being to generate 'youth appeal', as they say. They have nearly 50 distributors for their Special Tuning spare parts and accessories supply. The rally TR7s will have the 16-valve two-litre Sprint engines as used in England.

It is this highly efficient engine, with its special cylinder head and valve gear, which was awarded Britain's Design

Council award (Tri News, June 1974). It can be developed to produce well over 200 bhp and has already been very successful in sedan racing.

Sedan Racing . . .

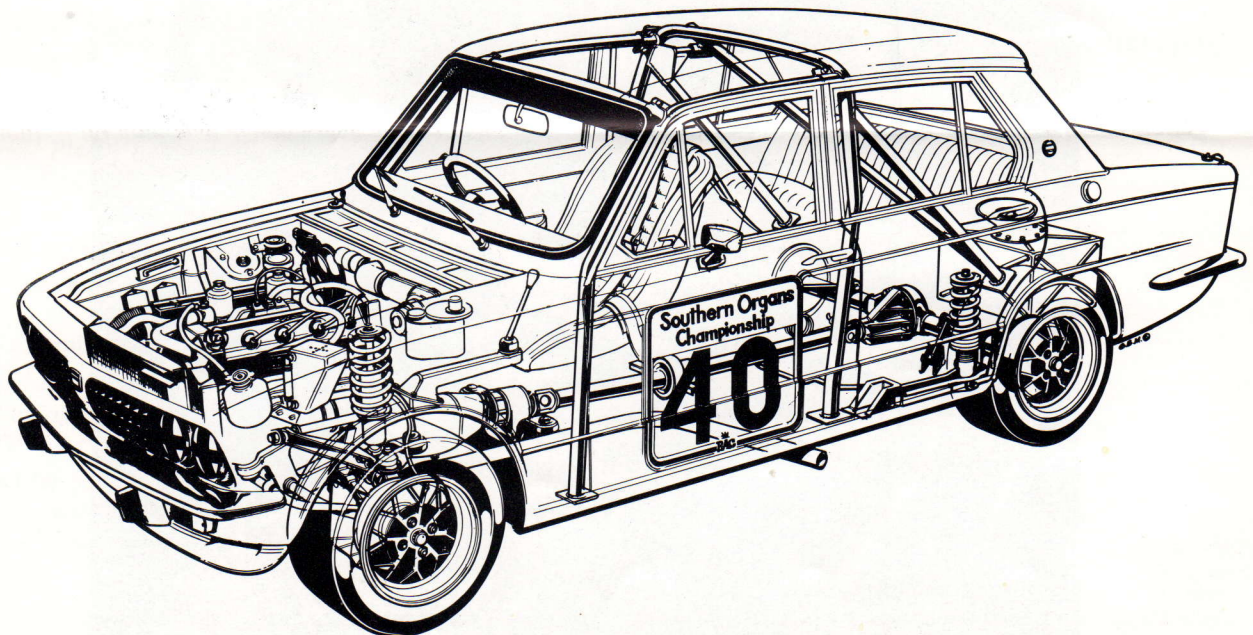
For 1976 the Sprint engine will also be used in two Triumph Dolomite Sprints out to win again Britain's "saloon car" championships. In both 1974 and 1975 this model won the Manufacturers Award in the British Touring Car Championship. Driven by Andy Rouse, the Dolomite sedan dominated all categories up to 4-litres, only the best prepared 5.7 to 7.4 litre Camaros keeping ahead! Car preparation is by Broadspeed Engineering of Southam UK in cooperation with Leyland ST. This year's drivers are Andy Rouse again, plus Steve Thompson.

. . . And Single Seat, Open Wheel Racing

The same Sprint engine is the power unit chosen for a Formula 3 open-wheel racer designed by none other than March, the prestigious Grand Prix Formula 1 race car constructors. This 1976 BP Formula 3 championship is limited to cars of 2-litres engine capacity, the cylinder blocks of which derive from production of at least 5,000 units. There is also a compulsory air restrictor which limits power output.

The March 763 chassis is used and the Sprint engine goes in well. Fuel injection may be fitted. Previously Ford twin cam and Toyota engines have been successful in this class.

The Formula 3 March/Triumph racers will be sponsored by Unipart, the parts and accessory operation of Leyland Cars—the first time ever that there has been anything like an 'official' Leyland entry in single-seater racing.



SEDAN RACING. This drawing reveals some of the features which go into a Triumph for sedan racing. The car is a Dolomite Sprint, which the last two years has won its class in the British championships. The 2-litre, 16-valve, 4-cyl engine was boosted from 127 to 195bhp at 7,500 rpm. Special equipment includes oil cooler, heavy duty clutch, stiffer suspension, adjustable shock absorbers, interchangeable anti-roll bars, roll cage, safety fuel tank and fire extinguisher system. With 3.45 to 1 rear axle ratio, theoretical maximum speed approaches 135 mph.

Race preparation is in the hands of Strand Garage Services of Brentford, Middlesex, with Alan Howell in charge. Alan was previously with the Graham Hill Formula One team. Tony Dron, a well-known journalist and formerly sports editor of *The Motor* magazine, will be principal driver. Racing debut was scheduled for March 7th at Thruxton track.

DISTURBING THE PEACE

It was only about ten in the morning. The Oxfordshire dew had been heavy . . . in fact there were wisps of fog lingering in hollows by the road and a suggestion of mist around the tree-tops as the sun's meager winter warmth forced its way through the high clouds.

The sharp crackle of the car's exhaust rose in pitch and literally blasted the mist away from the edge of the road as we passed 80 mph and Brian dropped the car into overdrive fourth. The peaceful morning calm of the Abingdon countryside was shattered, for today anyway, as we executed a smart 90 degree left and accelerated hard in second gear towards the next bend, 7,000 rpm echoes flying back from farm buildings on either side.

Our mount was the Triumph Dolomite Sprint, only recently returned from a class win in the RAC Lombard Rally, England's premier rally and the closing event in the European championship. Driver Brian Culcheth, now whistling past a startled farmer on a tractor at an indicated 90, with navigator Johnstone Syer, had scored one win, two seconds, two thirds overall and one class victory in the 1975 season and was taking what might be his last ride in the Dolomite before switching to a TR-7 for the '76 season.

Exhilarated by my run with Brian, I jumped at the chance to drive the car back to the Leyland ST competition preparation shops at Abingdon. A quick adjustment of the form-fitting Scheel seat, four clicks to fasten the five-point harness and we were ready. I hit the key and the engine caught immediately.

The Dolomite Sprint is powered with the sixteen-valve version of the slant four engine as used in the TR7. The contrast between the rally Sprint's 210 horsepower and the conservative 90 of the 8-valve TR7 was felt instantly. Geared low for rallying the Dolomite surged away and displayed remarkable torque and smooth acceleration with no flat spots as I shifted my way up. Overdrive on 3rd and 4th was a help . . . the few hundred rpm difference was handy for passing situations and for fast cornering.

Despite the fact that the rally Dolomite has extra ground clearance, riding much higher than a car prepared for track racing, the handling was excellent . . . little roll, no break-away at either end (considering my rather conservative style) and firm suspension control on smooth or bumpy surfaces. Response, at any speed, was astonishing. Provided the right gear was selected, pressing the accelerator produced the sort of kick in the back normally associated with big V-8s. I had the feeling that a few laps around Lime Rock would produce respectable B-Sedan times, even on rally tires!

It is an exciting programme which will be followed with interest by *Triumph Newsletter* for its readers. Comments Keith Hopkins, sales and marketing director of Leyland Cars in the UK, "Motor sport success is a major factor affecting the car buying decisions of a large proportion of young people today."

Well, enough excitement for one morning. We trundled through the gates at Abingdon, the Dolomite idling over to the ST shop entrance in docile fashion. A quick survey of the interior as I got out revealed the two hip-hugging seats, both with five-point harness, fire extinguisher and tool box securely strapped in the space where the back seat would normally be, full roll cage with extra reinforcement beside the doors and an extra switch panel for fog lights, auxiliary fuel pump, etc. These, and the fuel cell in the trunk, Minilite wheels, etc., are only the surface indications of the incredible amount of preparation which goes into every British Leyland rally car.



This Triumph Dolomite sedan driven by Brian Culcheth won its Group 1 class, and also the standard production car category in the Lombard RAC Rally in Britain last November. For 1976 Brian, who is British Leyland's top rally driver, will use a TR7.

In the ST shop, I could observe this preparation as it proceeded on the team TR-7s. A bare body shell stood on stands while a welder went over every seam, welding in reinforcements. Another partially completed car stood nearby with a mechanic installing special heavy-duty front suspension struts. The roll cage, fuel cell and special instruments were already in place.

When the first team TR7 runs its baptismal event. Culcheth and Syer will be crewing, starting their 9th year of competition together. A second TR7 will be driven by Tony Pond. On the race tracks, Dolomites will compete in British Touring Car Championship races for the third straight year, trying to win their third straight championship. If my ride in the Dolomite was any indication . . . they should do it!

—MIKE COOK

HOW TO JOIN A TRIUMPH CLUB

Many enthusiastic Triumph car owners may not be aware of the existence and value of the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, New Jersey 07605. This is a British Leyland-sponsored national organisation, the objectives of which are to foster and co-ordinate the formation of Triumph owner clubs.

Currently we know of nearly 20 Triumph clubs in the USA as listed below. If there are any others, let us know.

Membership in the overall governing body of TSOA entitles you, as a Triumph owner, to the special car badge; Association 120-page handbook; and one year's subscription to the Triumph Newsletter, all for only \$5.00. Tell your friends about it: and help the Triumph clubs grow.

Make a start by joining your nearest Triumph club or centre, if you have not already done so.

TRIUMPH CLUBS IN THE U.S.A.

Ventura, California 93003

Triumph Club of Ventura County
c/o The Fitches, Editors
203 Lynn Drive

Detroit, Michigan 48205

The Vintage Triumph Register
c/o Mr. Dennis Phleeger, Corres. Secretary
12137 Sanford Avenue

Masillon, Ohio 44646

T.V.T.C. & Triumph Club of Ohio
c/o Mr. Hector Hindman, Secretary/Treas.
8766 Traphagen, N.W.

Westminster, Colorado 80030

Colorado Area Triumph Owners, Inc.
c/o Bob Walker
9012 Utica Street

St. Paul, Minnesota 55105

Triumph Sports Owners of Minnesota
c/o Mr. Joseph Bisanz, Acting President
1889 Stanford Avenue

Vienna, Virginia 22180

Triumph Register of America
c/o Mr. Skip Marsh, Secretary/Treas.
311 Johnson St., S.W.

Marietta, Georgia 30060

Atlanta Triumph Club
c/o Patty Rosenberg, Secretary
852 Toliver Street

Kansas City, Missouri 64133

Kansas City Triumph Club
c/o Mr. Vince Reece
4516 Claremont

Westerville, Ohio 43081

Triumph Register of America
Central Ohio Center
c/o Mr. Tom Mahoney, Secretary/Treas.
117 Parkview

Chicago, Illinois 60618

Illinois Sports Owners Association
c/o Peggy Gudmundson, Secretary
4032 North Richmond

Rockaway, New Jersey 07866

Triumph Sports Car Club of New Jersey
c/o Lois Wotton, Corres. Secretary
32 Oslo Drive

Alexandria, Virginia 22301

Triumph Register of America
Potomac Area Center
c/o Edna Mans, Secretary
528 E. Nelson

North Windham, Maine 04106

Cumberland Motor Club
c/o Mrs. Ella Hancock, Secretary
Box 951

Rochester, New York 14626

Triumph Touring Club of Rochester
c/o Karen Youngman, Secretary
115 Kingsberry Dr., Apt. B

Portland, Oregon 97214

Portland Triumph Owners' Assoc.
c/o Viki Gillespie, Editor
P.O. Box 14105

Detroit, Michigan 48025

The Detroit Triumph Sports Car Club
c/o Mr. Dennis Phleeger, Secretary/Treas.
12137 Sanford Avenue

Bronx, New York 10463

New York Triumph Motor Club
c/o Mrs. Ruth Craxton, Secretary
3821 Cannon Place

Seattle, Washington 98105

Tyee Triumph Club, Inc.
c/o Mr. Duffie Lowery, President
5418 1st, N.E.

Milwaukee, Wisconsin 53201

Wisconsin Triumph Sports Owners Assn.
Box 1694

CLUB NEWS

Vintage Triumph Register Welcomes the Stag V8

The recently founded Vintage Triumph Register now claims a roster of 800 members interested in Triumphs built from 1923 to 1966. An informative bi-monthly journal is published and a hard-to-find spares search service is offered. Though predominantly made up of TR models, others are welcomed to the club such as Triumph-derived Peerless, Morgan etc. and membership has been stretched to include the Stag V8. Information from: VTR, Box 6934, Grosse Pointe, Michigan 48236 (stamped, self-addressed envelope requested).

Triumph Invited to 'Milestone Car' Rally, July 30

Owners of early Triumph models are eligible to enter the 5th national convention of The Milestone Car Society, which will be held at the Indianapolis Speedway July 30/August 1st. 'Milestone' gatherings usually specialise on 1945 to 1964 model year cars but this has been extended to include Triumphs and Rolls-Royce, plus such notables as Chrysler Town & Country's, Willys Jeepsters, 'Road Race' Lincolns and Cadillac Broughams.

There will be a welcoming cocktail at Speedway Motel headquarters above Turn Two at the big oval (Friday), a Concours (Saturday), tour of the track and awards banquet. For details write Jack Pecsok, 4716 East 75th St., Indianapolis, Ind. 46250.

CLUB NEWS (Continued)

Big Illinois Triumph Rally Proposed for August

Some Illinois Triumph club enthusiasts write as follows: "We of the Illinois Sports Owners Association are planning a weekend of events for Triumph automobiles only to be held August 20th, 21st, and 22nd, 1976, at the Holiday Inn of La Salle-Peru, Ill. This weekend is to be called North American Triumph Challenge I. The weekend will include a rally, a slalom, a concours, an econo run-driving tour, and an awards banquet. We have decided to put on this event because we are an active and enthusiastic affiliate of TSOA which would like to get together with other enthusiastic Triumph owners for a weekend of fun and challenge. This will be a national event, a chance for Triumph owners from all over North America to meet and compete. Trophies will be awarded for each event at the awards banquet. Our dates are firm and our reservations are confirmed. We hope to be able to charge under \$30 for the entire weekend.

Enthusiasm for this event is high in our club and we are all looking forward to NATC I as *the* event of 1976."

—Lee Matas (312-798-5717) & Irv Korey (312-831-2809)
Co-chairmen, *North American Triumph Challenge I*

June National Meeting for Triumph Register

We hear from the Triumph Register of America as follows: "Our group now has two active centers and an overlapping group of National officers.

Our most recent addition, the Potomac Area Center (drawing on residents of Virginia, Maryland, and Wash-



ington, D.C.), was formed in November 1974 and now lists 38 TR-2/3 owners as members. Enclosed is photo from a recent meeting of this group; our best TR turnout so far brought together 18 TR-3's and 3A's, and we're anxiously awaiting warmer weather to bring more out of winter hibernation.

Our membership has grown to 140. I'll be back in touch soon with full information about our next National meeting (25-27 June) to be held in Washington, D.C. We seriously anticipate a showing of fifty TR-2's and 3's given the size of the Potomac Area Center and firm commitments from other members; hope it doesn't rain that weekend!"

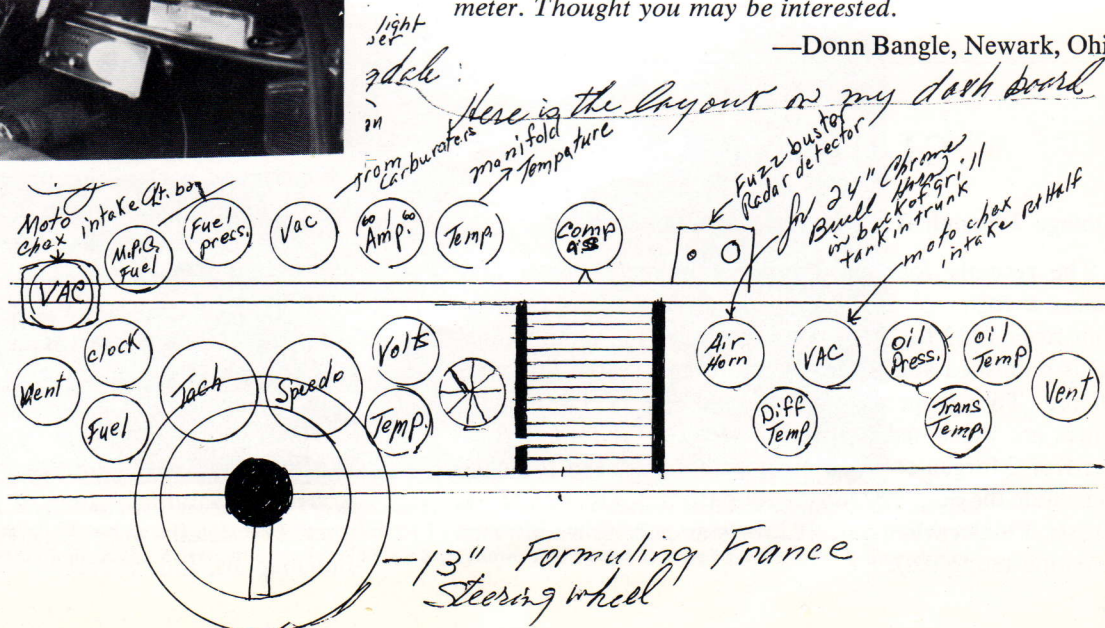
—Henry S. Marsh Jr.
311 Johnson St., S.W., Vienna, Virginia 22180

LETTERS TO THE EDITOR

Stag/Gauge Freak

Enclosed please find pictures of interior and exterior of my '72 Stag convertible. I'm a gauge freak as you may notice. I have every gauge available on it, including m.p.g. meter. Thought you may be interested.

—Donn Bangle, Newark, Ohio



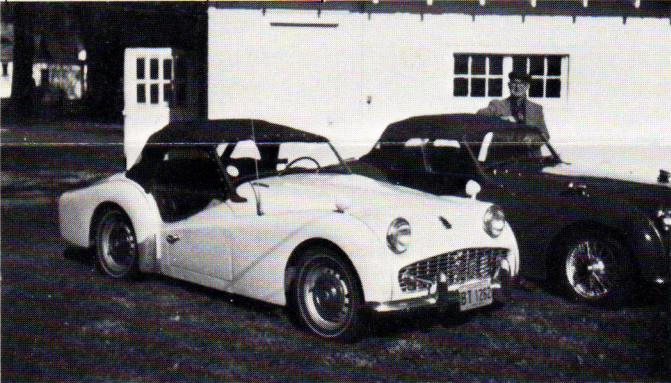
The extraordinary sight of the much-instrumented 1972 Triumph Stag V8 owned by Donn Bangle of Newark, Ohio. We count over 20 gauges plus the standard warning light console!

Stag Questions

Fantastic—finally some recognition for the STAG crew! We need a lot of tips—e.g.: Why does heater stop working (i.e. output is cold air) at idle? And how to adjust wipers to stop hitting windshield frame on both upstroke & downstroke (drivers side)? I have a '71 Stag—(LE 1787) with B & W & A/C, and I love it!

—D. I. Schmidek, Medford, N.J.

[Our Technical Editor recommends taking the wiper blade off and to position it in the parked position. For the heater idle problem it is necessary to consult a workshop manual which can be ordered through British Leyland dealers (Part No. 545162)—Editor]



TR3 Restorer

Enclosed picture of my TR3s. I salvaged the yellow one from a weed patch in terrible condition. The red one was scattered all over a garage floor when I found it. Both cars are now in the pink. It took a year for each car in the rebuild as I did the work myself in spare time.

—Ed Wilson, Cuba, Ill.

Pennsylvania Triumph Club Needed

I want to commend and thank British Leyland for the extremely fast action I got on a replacement window for my TR7. The window was smashed during a theft of my CB radio.

I enjoy your Newsletter almost as much as my TR7—which is great! Please publish more technical information, as this is difficult to come by.

Would also like to get together with anyone interested in forming a club in this area.

—Dr. Lawrence K. Levin, 3 Keats Rd., Yardley, Pa. 19067

San Diego Triumph Club Needed

As renewal time comes, I want to take time to tell you how much I enjoy your letter. I don't know too much about the technical side of my car yet, but I'm learning (I've begun collecting my own tools). I would like to know if San Diego ever got a Club started. They tried about a year ago, but it just seemed to peter out. Would love to have some help learning about my car, and rallies, etc.

—Deborah L. Hope, 11427 Spica Drive,
San Diego, Calif. 92126

[For list of Triumph clubs, see page 4—Editor]

CLASSIFIED

FOR SALE

1960 TR3. Body needs work, have spare body parts. Semi-competition engine runs well. Many factory competition parts. Many spares. Take everything. \$450. Joe Kovacs, R.D. No. 1, Box 105D East Otto, N.Y. 14729. (716) 257-9262.

'70 GT6 Plus complete or in parts. Ted Schumacher, R.R. No. 1, Pandora, Ohio 45877. (419) 384-3033.

1973 Spitfire 1500, 21,000 summer miles, many extras, mint condition. \$2,750. Bill Stenger, 285 Pioneer Trail, Aurora, Ohio 44202, (216) 562-7272.

GP Triumph Spitfire. 1976 legal, ready to race. All new engine, trans., 4:11 and 4:55 rear, super suspension, S.A.E. axles, mounted rains, slicks, fresh paint, and many spares. \$5,000 invested, make offer. Larry Born, 380 Pearl Street, Marion, Ohio 43302; or call after 10 p.m. (614) 383-4571.

1 pair studded Bridgestone radial snow tires 185SR/15. Practically brand new. \$90. Walter S. Craig, 183 Green Brook Rd., Green Brook, New Jersey 08812. (201) 968-0025.

4.8 3rd member w/Detroit Locker; camber compensator w/brackets; stinger exhaust pipe; Spitfire (up to '70) clear plexi-lens covers; Mk 3 Mueller header; 9 row oil cooler kit; Kastner A8 camshaft; two AM radios plus many other bits & pieces off my '68 Mk 3 Spitfire. \$250 for the whole enchilada. Ron Johnson, 4461 Green Avenue (No. B), Los Alamitos, Calif. 90720.

WANTED

TR4A with IRS and overdrive. Body must be in very good condition. Dan Knutson, 8406 Haeg Dr., Bloomington, Mn. 55431.

TR3—good or better condition. Jim Erskine, 756 Bittersweet Place, Chicago, Illinois 60613; (312) 769-2055 or 929-0373.

Street roll bar for TR6. Should not affect seat travel. Write to W. J. Cole, 198 Indian Church Rd., W. Seneca, N.Y. 14210.

Factory hardtop for '71 TR6 with all hardware included. Color unimportant, but must be in excellent condition. Alan Bowman, 127 Timber Lane, Lenoir, North Carolina 28645; (704) 728-6666 Original factory metal hard top, fitting 1975 TR6, in excellent condition. Write or call Randy Lemoine, 613 Rowley Blvd., Arabi, La. 70032; (504) 1-271-0884.

Horn button assembly for 1968 GT6 with optional wooden steering wheel, measuring 2 1/8" I.D. (standard horn button measures 2" I.D.) Shawn Moore, 23 Circle Drive, Medina, Ohio 44256; or call in evenings, (216) 723-7314.

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 | \$2.50 |
| SPITFIRE Mk-I-II-III Competition Preparation Manual | \$2.50 |
| TR-250/TR-6 Competition Preparation Manual | \$2.50 |
| 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 British Leyland Motors Inc.

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EDITOR, JOHN F. DUGDALE