

Triumph



Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION

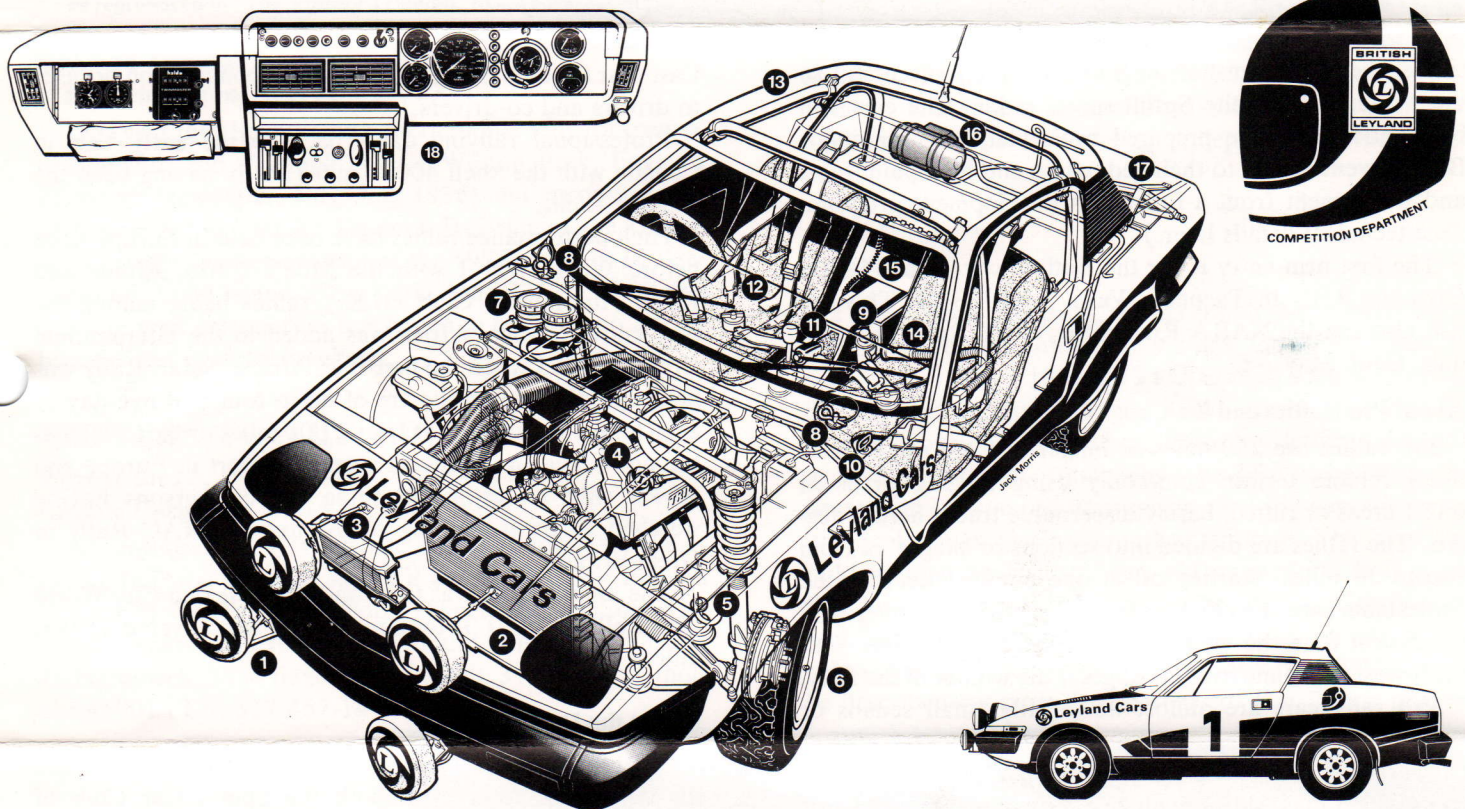


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JANUARY-FEBRUARY, 1977

TRIUMPH TR7 ENTERS THE EXCITING WORLD OF HIGH PERFORMANCE RALLIES



LEONIA, N.J., Feb. 4—America's newest professional autosport, high performance rallying, has gained additional endorsement with the announcement by British Leyland Motors that it will run two Triumph TR7 sports cars in North America pro rallies with one car concentrating on U.S. events and the other focusing on Canadian contests.

John Buffum of Burlington, Vt., 1976 winner of both the North American Rally Cup and the NARA America's Rally Cup, will drive one of the two Triumphs. Five-time Canadian National Rally Champion Walter Boyce of Ottawa will drive the other TR7. Buffum's co-driver will be his former wife Vicki; Boyce will name his co-driver shortly. Buffum has 12 years of rally experience; Boyce is in his tenth year.

The rally TR7s are being specially built by Leyland ST in Great Britain. They will have the four-cylinder, 16 valve,

The 1977 Triumph TR7 rally car which will compete in Europe and North America.

Key:

- | | |
|--|--|
| 1. Auxiliary lights | 11. Fly-off handbrake |
| 2. Oil sump shield | 12. Special bucket seat and full safety harness |
| 3. Oil cooler | 13. Roll cage |
| 4. 2-litre, 16-valve engine | 14. Flexible map light |
| 5. Ventilated front disc brakes and stiffened suspension | 15. Two-way radio link to service vehicles |
| 6. M+S (mud and snow) rally tires on alloy wheels | 16. Reservoir to automatic fire extinguishers |
| 7. Dual brake system reservoirs | 17. Tool kit |
| 8. Quick release hood catches | 18. Facia includes co-driver's clocks, Halda mileage recorder and separate horn. Driver has internal electrics cut-out and auto fire extinguisher switches |
| 9. Fire extinguisher | |
| 10. External electrics cut-out switch | |

Triumph TR7 Enters the Exciting World of High Performance Rallies (Continued)



In typical Pro-Rally terrain, the TR7 skids through the tight corners of the woodland tracks used for these events.

single overhead camshaft engine proven so successful in the Triumph Dolomite Sprint sports sedan. The cars will be identical to those prepared by Leyland ST for major British events down to their red, white and blue paint jobs, and will benefit from a full year's development program. (See technical details later.)

The first firm entry is for the Buffum car in the NARA Olympus Rally in Tacoma, Wash. April 23-24. This car will also run the NARA Rim of the World Rally in Palm-dale, Calif. May 7-8.

About Pro Rallies and the Cars

Pro rallies are 250-miles or longer and are run in relatively remote terrain commonly using logging roads in forest areas or rutted, barely discernable tracks across deserts. The rallies are divided into sections or 'stages' of from two to 30 miles. Starting off at one minute intervals, the contestants race the clock over a stage with the driver with the fastest time the winner of that stage. The driver with the lowest total time over all stages is the winner of the rally.

Pro rally cars are almost universally small sedans or "sports sedans" and sports models such as the TR7. Larger cars are not nimble enough to negotiate narrow twisting trails which may radically change direction every 50 yards or so. Virtually all of the cars have special engines modified for high performance. Heavy duty shock absorbers and other components and auxiliary lighting equipment are a must.

A pro rally driver can win up to \$3,000 for a victory. In addition, sponsored drivers receive a fee which covers rally expenses and transportation to and from each event.

The addition of the Buffum and Boyce TR7s brings the total number of "factory" Triumphs in rallying to five. The others are two TR7s which will run in International events in the U.K. and Europe and a Dolomite Sprint which will go for Britain's Motor-RAC Rally Championship.

Rallies—A Great Tradition

Professional rallying is now in its fourth year in the U.S. with the SCCA having conducted nearly 40 events to date.

Last year the club issued 470 Pro Rally competition licenses to drivers and co-drivers.

Professional rallying dates back to the early '60s in Canada with the Shell 4000 (mile) Rally having been the premier event.

High performance rallies have been held in Europe since before World War I with the Monte Carlo, Alpine and Royal Automobile Club (U.K.) rallies being among the best known events. Africa was added to the international circuit in 1953 when the first East African Safari Rally was held. All of these events are of up to four and five-day or even longer duration and cover 2,000 miles or more. Rallies are nowadays an important spectator sport in Europe and Africa with an estimated three million persons having watched a recent running of the five-day RAC Rally in Great Britain.

The longest rally was the London to Mexico City World Cup Rally in 1970. It took five weeks and covered 16,000 miles.

About the Drivers

In 1976, the Burlington, Vt. rallyists John Buffum and his co-driver 'Vicki' won both the Sports Car Club of America/Canadian Auto Sports Club North American Rally Cup and the North American Rally Association's America's Rally Cup. In 1975, the pair had taken the SCCA Pro Rally series winning five out of five events.

This year, they have scheduled 17 rallies, six of them SCCA events, four CASC and six NARA. The 17th is an F.I.A. World Championship rally, the Criterium du Quebec Sept. 17. This schedule will give them a shot at the SCCA U.S. title, the joint SCCA/CASC crown and the NARA championship—rallying's triple crown.

John and Vicki ran the first two rallies of the 1977 season in the Porsche Carrera they used last year but will switch to a new factory built and sponsored Triumph TR7 in April.

It was Mr. and Mrs. John Buffum until 1974, with the former Mrs. Buffum now simply using "Vicki" as her name. She explains her unique position as co-driver for her ex-

husband by saying, "If you want to win, and I do, rally with the best and John Buffum is the best there is."

John Buffum, 31-years-old, began rallying in Europe while an Army Engineering officer stationed in Germany. In 1969, he entered the six day, 5100-mile Monte Carlo Rally and with co-driver Steve Behr of New York City placed 12th overall. That remains the best ever "Monte" finish by an American team.

On his return to the U.S., John Buffum established Libra International Racing in Burlington. In 1972, he began racing in the Trans Am and IMSA Camel GT series with a Ford Escort prepared by Libra. In 1973, Buffum won the Trans Am under-2-liter championship with victories at Elkhart Lake, Mid-Ohio and Road Atlanta. In 1974, he raced an ex-BMW factory 3.0 CSL in IMSA Camel GT races and in 1975, he turned exclusively to rallying.

When not rallying, Buffum is part owner of an import car dealership and service center in Burlington. He was a hockey player and ski instructor while attending Middlebury (Vt.) College.

Vicki, 29 years old, began her rally career when she and John were stationed in Germany. She is a teacher at Shelburne Village School, is an accomplished horsewoman and an avid skier. She is a member of the Board of Directors of the Vermont Symphony Orchestra.



'Vicki' and John Buffum, the dashing pair who are reigning North American rally champions. Aged 29 and 31 their marriage broke up in 1974 but they still rally as a team.

LEYLAND'S TRIUMPH TR7s

Rally-specifications: Europe & North America

The Rally TR7 has been highly developed with a view to making it better suited for competition, whilst still complying with the very strict 1977 FIA Appendix J Group 4 regulations.

TR7's basic slant-four 1998cc engine gains its additional power for rallying from a number of modifications, including fitment of Leyland's award-winning 16-valve cylinder head which has been improved still further by super finishing the combustion chamber and ports. The compression ratio has been raised to 11 to 1. A special profile camshaft with increased valve overlap and lift is used. Twin 48 DCOE

Weber carburetors and a special inlet manifold feed the fuel to the engine which produces approximately 220 BHP at 7000 rpm.

To cope with this power there is a competition clutch coupled to a five-speed close ratio gearbox and uprated rear axle which incorporates a limited slip differential and lower final drive ratio.

For "off the road" rallying obviously the suspension has to be strong and it is uprated by fitting special gas pressurised front struts and rear shock absorbers together with stronger front and rear springs. The rear axle has been relocated with twin trailing arms, panhard rod, and special bushes and drives 15 in. Minilite wheels with Pirelli rally tires.

Stopping power is improved by using ventilated disc brakes and competition pad and lining material. A dual master cylinder separates the front and rear systems which each incorporate a servo.

The standard body is fitted with under-body protection where necessary, including an aluminum sump shield.

Rallying aids and safety features include a laminated windshield, full rollover cage and a built-in five kilogramme fire extinguisher and Halda Twinmaster, flexlight and clocks are all close to hand for the navigator who communicates with the driver through built in intercom.



Walter Boyce, 31, of Munster near Ottawa, who will drive the Canadian TR7 rally car, is the only North American to have won an FIA World Manufacturers Championship event, the 1973 Press-On-Regardless in Michigan.

The crews are securely held in the special seats by full competition four-point fixing seat harness. All interior reflective surfaces including roof lining are painted matt black.

Four additional driving lamps are fitted with Halogen bulbs and the car is hand wired with relays and additional fuses. A master switch which cuts all electrical circuits can be operated from inside the car or by remote control from outside the car.

RALLY TRIUMPH TR7s IN EUROPE

Two Triumph TR7s will compete in twelve International rallies in Europe during 1977.

Driven by leading British professional rallymen, Brian Culcheth and Tony Pond, the TR7s will tackle six major events on the Continent, competing in Belgium, France, Germany and Italy. In addition, the wedge-shaped sports cars will appear at six International rallies in the UK.

The rallies entered by Leyland have been selected to give

Triumph TR7 and High Performance Rallies (Cont.)

the Triumph TR7 good promotional opportunities in Europe and to provide rally development experience for the future.

The Triumph TR7, which made its world market debut in North America in 1975, was launched in Europe last year.

Throughout their season of contesting European rallies, the TR7s will be prepared and serviced on event by Leyland's motorsport operation at Abingdon.

Rally TR7s competed for the first time in 1976 chiefly in Britain's major rally championship, the Motor-RAC.

Within only six months—having run in eight rallies—TR7s had achieved an outright win, (the Raynor Rally, Yorkshire) two third overall placings and a total of seven top ten placings. Already in 1977 on February 7th, Tony Pond and Fred Gallagher have won their first European championship victory the 500-mile Bouclesde Spa, Belgium, beating out Opel Kadet and Fiat 131 Abarth.



Triumph rally servicing in Europe is undertaken by a pair of Leyland Sherpa light commercial vehicles of a type not marketed in the U.S. Chosen for their big load carrying capacity, good interior access and economy, these "barges" (rally slang for service vehicles) are mobile workshops and spares departments. Equipment includes welding and cutting gear, trolley jacks, air bottles, spare parts racks, and roof racks for a variety of rally tires.

CLUB NEWS

Minnesota Club Progress

New officers for 1977 of the TSOA of Minnesota are Joe Bisanz, acting president; Terry Telke, acting vice president, and Mark Kalkis, membership secretary. Joe started this club last year (Triumph Newsletter Mar./Apr. 1976), and invites Triumph owners who have not yet joined to write to: Mark Kalkis, 6238 4th Avenue South, Bloomington, Minn. (tel, 612-866-3196). Local dealers Hansford Inc., of Minneapolis are members of the club, which is working in collaboration with the Vintage Triumph Register members in Minnesota.

Bright 1977 Program for Long Island Club

Although only formed quite late last year (Triumph Newsletter Nov/Dec 1976) the Long Island Triumph Association is coming along well. In September there was an

enjoyable scenic tour ending with a beach party/picnic; and the next, scheduled for May, will take members from Long Island to end at the Brotherhood Winery in Washingtonville, N.Y.

This club meets the first Tuesday of each month at 7:30 pm at the Hideway Inn, Hicksville Rd., N. Massapequa, where they show racing films and exchange technical information. They have three member experts who give an evening hotline service on technical problems, for most Triumph models from TR4 to Spitfire.

They plan to rally together to Lime Rock May 30, and to Watkins Glen for the big July and October meetings (US/GP). Write or phone membership secretary Phyllis Solomon, 702 Carlyle Avenue, Franklin Square, N.Y. (Tel: 516-538-8359).

North American Triumph Challenge II

A reminder that the 1977 dates for that very successful North American Triumph Challenge are August 19/21. This is the big rally for all types of Triumph cars which got away to an excellent start last summer (Triumph Newsletter Sept/Oct. 1976) and which takes place in the Middle West. Sponsored by the Illinois Sports Owners Association and the Detroit Triumph Sports Car Club, it will be held in Utica, Michigan. Entrants and worker/helpers are welcomed by Mike Bilyk, DTSC membership committee chairman (tel: 312-776-8382).

"Sports Cars in Review" show at Henry Ford Museum, March 3/April 10

This fine annual show now celebrating its 25th anniversary is well worth a visit by Triumph enthusiasts. First class sports cars—old and new—are always beautifully displayed and expertly catalogued. The English marque clubs are planning a joint outing for Saturday, March 26, with brunch at the Dearborn Inn and then a tour of the displays. Bill Smith, president of the Detroit Triumph Sports Car Club, has his new 'TR3' in the show.

"Sports Cars in Review" is open to the public from Friday, March 3, through Sunday, April 10 (9 am to 5 pm Mon/Thurs; Fridays and Saturdays to 10 pm; and Sundays till 6 pm).

"The Vintage Triumph", Special TR2 and TR3 Issue

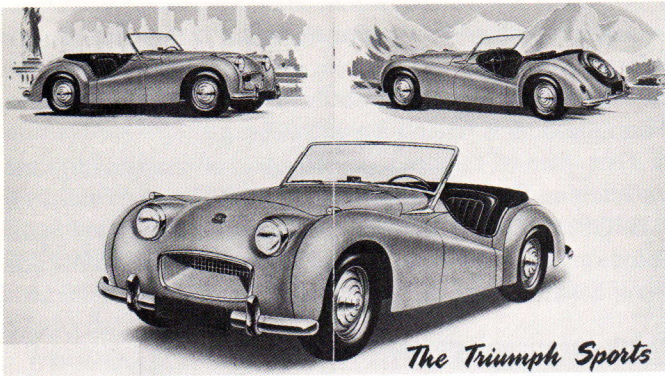
A really super edition of 'The Vintage Triumph', which must be one of the finest produced Triumph club magazines in the world, has been put out by the Vintage Triumph Register. It contains 28 pages, 74 photos, 5 special TR articles and even a full color section of front cover and facsimile of the 1952 Earls Court sales brochure for TR1—truly an historic issue.

Highlight article is by veteran body designer Walter Belgrove of Triumph, creator of the first TR. Also of deep interest to TR fans is the full development story from the 1952 TR2 through the last TR3 of 1963; plus useful analysis of trim and mechanical differences. Congratulations on a very professional job, as would be expected from editor Richard M. Langworth, and to the VTR.

This publication is part of membership benefits and is not sold separately; but it is worth the \$10 club inclusive

CLUB NEWS (Continued)

dues alone. Write for membership details or send check to The Vintage Triumph Register, Box 36477, Grosse Pointe, Michigan 48236.



Facsimile of the 1952 London show sales brochure for TR1, as reproduced in "The Vintage Triumph" magazine.

Standard-Triumph International Rally 2, at Bridgehampton, N.Y. June 23/27

Last year they held the first international rally for owners of Standard and Triumph cars at Weston Park, England (Triumph Newsletter, July/Aug 1976) and encouraged by that success the Vintage Triumph Register of the U.S. is acting as host and co-sponsor of the 1977 event, at Bridgehampton, Long Island, New York, June 23/27. Mark this down in your calendar, as it is hoped to build it into a truly historic and eventful weekend.

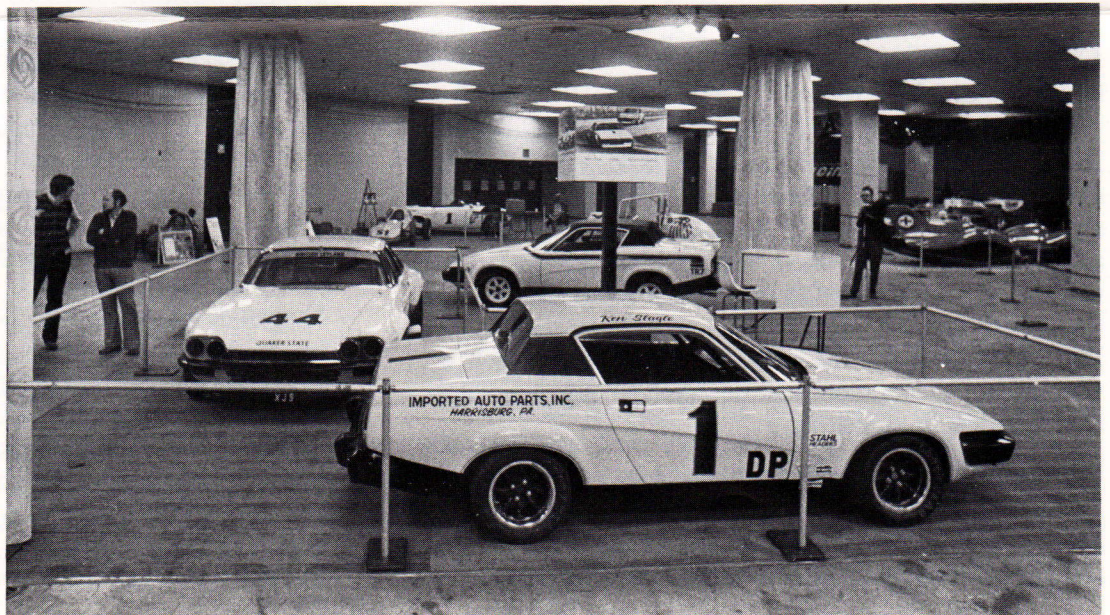
LETTERS TO THE EDITOR

Anyone for . . .

Indiana Chapter of TSOA?

An enthusiastic TR6 owner, Mark Hardbeck of Kokomo, Indiana, writes to say he is keen to form an Indiana chapter of the Triumph Sports Owners Association. Triumph owners interested to join should write him at: Mark D. Hardbeck, 2434 Baxter Road, (Apt. 3), Kokomo, Indiana 46901 (Tel: 317-457-1476).

TRIUMPHS AT RACE CAR SHOW: Ken Slagle's TR7 (foreground) which qualified for the 1976 SCCA Atlanta championships formed part of British Leyland's exhibit at America's first Race Car Show held at Madison Square Garden in January. Group 44's Jaguar XJ-S V12 is shown to the left and in the background a Victory Edition TR7 with special equipment. The show attracted a good crowd in spite of the bad weather and should prosper in future years. All types of racing cars were displayed from drag racing cars to Indy cars.



Triumph Historian

In the July-August Newsletter mention was made of Graham Robson "Triumph Historian". Is Mr. Robson a factory representative or a private citizen recognized as a Triumph authority? Is there an address to which a letter for Mr. Robson might be sent?

Also in that Newsletter, I was pleased to see the photographs of the very nice TR2 (even if it did have TR3 side curtains). I am curious, however, about the odd looking switch or lever just to the left of the steering wheel. Do you know if it is a stock item or an add-on? Also the steering wheel itself does not look like the production items I have seen or the wheel on my own TR2 (commission #6301). Do you know if it is stock item?"

—Phil R. Warner, New Holland, Ohio

(Graham Robson can be reached through his publishers Motor Racing Publications Ltd, 56 Fitzjames Avenue, Croydon, Surrey CRO 5DD, England. Author of 'The Story of Triumph Sports Cars' (1973) Graham, former Autocar staffer and competitions secretary of Standard-Triumph, is believed to be an independent author these days.—Editor)

TR6 Forever!

I have been receiving the Triumph Newsletter for a number of years. I enjoy it very much and look forward to each issue. I own a 1959 TR3 and a 1974 TR6. I just read the letter to the editor titled "TR6—One Proud Owner" in your November-December, 1976 newsletter. I couldn't agree more with Mr. Burroughs. The TR6 is the last in the generation of true old time sports cars, the cars that were practical, tough and extreme fun to drive. The TR6 can hold its own against any car, old or modern. It is a car that loves the road and loves to be driven; it thrives on handling and is better in turns than all the modern, low riders, bar none. The experience of driving a TR6 cannot be described—it must be experienced. The TR6 is *unique*.

LETTERS TO THE EDITOR (Continued)

You mentioned in the Sept./Oct. cover story the TR6's latest victory. I saw Paul Newman drive that car twice in 1976. I understand that this TR6 was the one that Group 44 used to race.

Bob Pampanini
Newburgh Hts., Ohio

Triumph Stag Has Own U.S. Club

A New Jersey member of the Triumph Stag Club, R. A. Fairty of Bloomfield, writes to tell us that this organization is now two years old and has a national membership of 100 or so. Stag owners wishing to join can inquire from David Parkerson, c/o Porters Direct Mail Service, 1404 E. St. Gertrude Place, Box 15024, Santa Ana, Calif. 92705. Membership includes newsletter, ID card, jacket patch. Dues are \$10 annually.

Wedge-Shaped Salesmen's Cards

I have enjoyed the TR7 television commercials and also your Newsletter which prompted this note. I liked the picture of Kenneth Heath's "wedge" garage (Triumph Newsletter Nov/Dec 1976). I thought you might appreciate my "wedge" cards which I made up last year! I've been back at BMC in Seattle two years . . . it's been good to be back with the British cars . . .

Jim Cuevas
British Motor Cars
2300 7th Avenue
Seattle, Washington 98121

[Greetings and all the best to old friend and long time British car salesman Jim Cuevas (Jaguars in San Francisco, a spell with Volvo, and back to Jaguar/MG/Triumph in Seattle now)!—Editor]

Experienced Restorer

Just a note to say how much I enjoy the TSOA Newsletter. I am an active member of I.S.O.A., a Chicago based Triumph club.

One of my special interests is restorations. I have repaired several Triumphs for fun. My first being a TR4A, then a '58 TR3. I have had many British sports cars and still do.

Right now I am doing a frame up restoration on a '53 MGTD. My biggest project so far! I have had the car for 4 years now and 1 year apart doing the restoration. I also own a '56 TR3 and I just sold my two '54 TR2's to the club president (I.S.O.A.). Also a '58 Morris Minor 1,000 2-door convertible. A year ago I bought a '74 TR6 which, as soon as the weather breaks, I will enjoy again (I can't wait!).

Gary Fager
36 Birch
Park Forest, Ill. 60644

CLASSIFIED

FOR SALE

1,147cc Spitfire engine. Completely balanced, ported & polished, head work, pistons, hot cam, carbs, clutch & pressure plate. Work by Starburst Racing—Santa Rosa, Ca. Never broken in. Customer cancelled! \$950. E. M. Lacina, 2324 Holiday Court, Santa Rosa, Calif. 95401 (415) 544-1244.

Spitfire factory hardtops (2). Fit 1970 & down. 1 used, ripped headliner; 2nd one brand new from dealer, primed with white headliner (worth over \$400). Asking \$125 and \$225 respectively. '69 Spitfire hood, \$175. TR4 doors, fenders & trunks, asking \$50 each. TR4 O/D trans., perfect, \$200. TR4, Spitfire, GT6, TR6 motors: \$125 each. 100's of parts for all Triumphs, '59-'72; also MG. All prices VERY negotiable. Gary Lipack, 1 Deepdale Drive, Randolph, N.J. 07801 (201) 895-2927.

1959 TR3 in very good condition, restored approximately 85%, in excellent running condition with a rebuilt TR4 engine. Will sell for reasonable offer around \$3,000. The car has new interior, new convertible top, tonneau cover, new original side curtains. Contact: I. C. Matchton, 28 Ascot Road, Great Neck, N.Y. (516) 466-9760.

'62 Triumph TR4 with 4 speed overdrive. Restored from bumper to bumper which includes new top, upholstery, windscreen, dash panel, front end suspension, brakes, sheet metal & paint. All options & accessories function as new. \$2500. Joe Harde, 3544 Ravenwood Court, Milford, Mich. 48042 (313) 685-8616.

1960 TR-10, four door sedan. Runs, but needs new rings. New clutch, good brakes, body in reasonable condition; grill and tail lights not original. Good parts car, or sell as is. Contact: Deborah Wroth, 1323 La Veta Way, Colorado Springs, Colo. 80906. Phone: (303) 632-8311.

Triumph Stag factory hardtop. New, in the original crate and primed. H. B. Herod, 800 Lakeshore Drive, O'Fallon, Ill. 62269 (618) 632-2436.

WANTED

Triumph Vitesse; any year, any condition, Mk I or Mk II. Mark Oppedisano, 96 Forest Road, Glen Rock, N.J. 07452. Phone after 6 pm (201) 444-2561.

'TRIUMPH' lettering for rear of 1961 TR3. Michael H. McGee, 511 Murray Drive, RR 3, Centralia, Ill. 62801.

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
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

EDITOR: JOHN F. DUGDALE

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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.

Address correspondence to: The Editor, Triumph Newsletter, 600 Willow Tree Road, Leonia, New Jersey 07605.