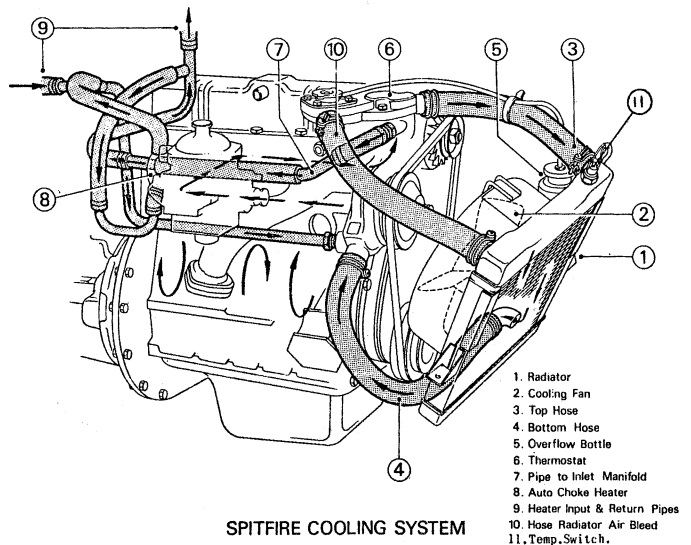


## *New Cooling System, New Bumpers, for 1979 Spitfire*

New car model introduction dates tend to vary each year. For example, less than a year ago Triumph Newsletter first described the 1978 Triumph line in our March/April 1978 issue. The 1979 Spitfire was introduced much earlier, in our September/October 1978 issue. (The TR7 has had to wait while the change of assembly plant to Canley, Coventry, is consolidated.) But even since the new Spitfire was announced last fall, there have been some important run-of-production changes, presenting a notable advance in specification.

The most obvious change in current production Spitfires is in the new bumpers. In order to meet the latest, more stringent US Federal Regulations, the characteristic chrome strip front and rear has been replaced by matte-black bumpers. These are noticeably deeper at each side of the car and so give much added side protection, as well as being

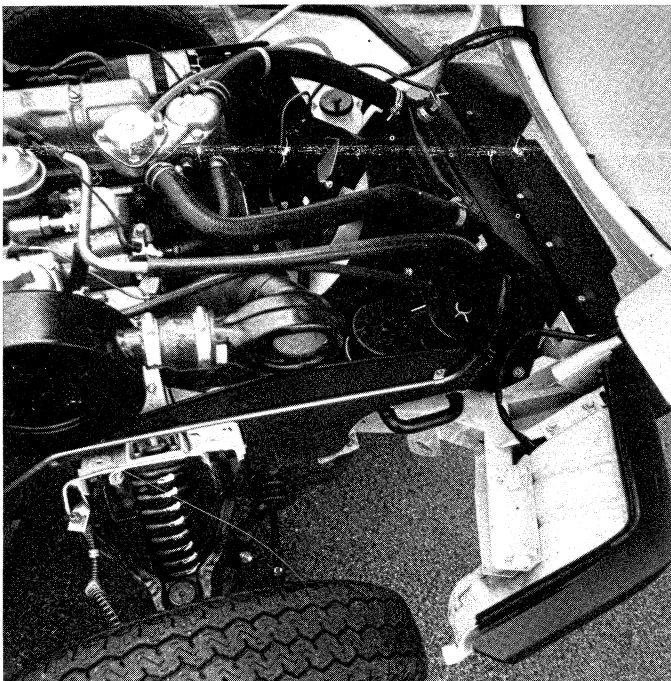


### **New sloping radiator and thermostatically-controlled electric fan for the latest Spitfires.**

less susceptible to damage in themselves. The regulations stipulate a bumper must be able to withstand a 5 mph-crash and prevent damage to other components. Yet the overall appearance is just as attractive and in the opinion of some even better, which is high praise for a car with such successful styling as Spitfire. A pure styling change is the new steering wheel for 1979 which we have not previously illustrated. It is shown on the next page with its smaller 13½ diameter rim and the whole more padded, all in black finish giving it the look and feel of racing car steering wheels.

But the most fundamental technical change lies under the 1979 Spitfire's broad hood. An entirely new cooling system is incorporated. The previous radiator was mounted vertically and measured 21 in. wide by 10.5 in. high. The new one is narrower and higher at 12 in. wide by 15.5 in. high, and slopes forward. Frontal area is identical but the new system has 16 cooling fins per inch compared to 13 cooling fins/inch before. It also has a larger capacity at 9.3 Imperial pints compared to the former 7.9 Imperial pints.

Immediately behind the new radiator is mounted an



**Lifting the wide hood of the Spitfire shows the new cooling system and new, deeper bumpers.**

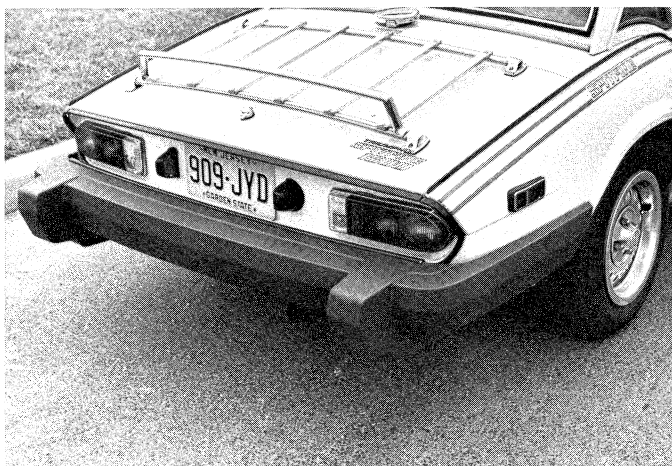
## Run of Production changes for 1979 Spitfire (continued)



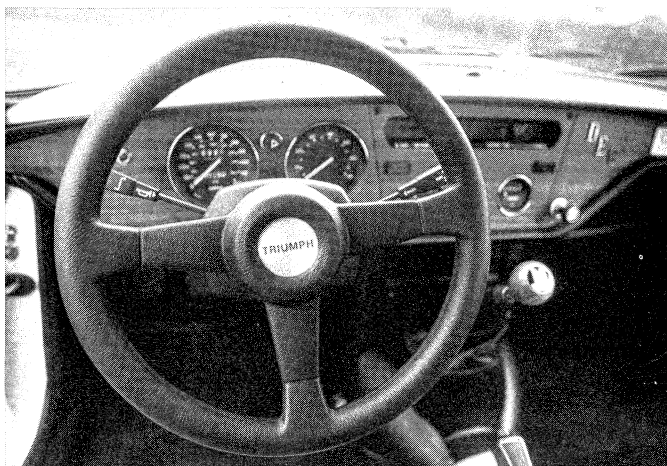
Latest all-black bumpers give added protection.



The previous front bumper compared, which had chrome strips.



The new rear bumper with deeper wrap-around at the sides.



The 13 1/2 in. diameter steering wheel has matte-black padding.

electrical cooling fan operated automatically when the coolant reaches a set temperature. This allows more precise control of engine operating temperatures and so higher efficiency. There is faster warm-up from cold; quieter running when the fan is not operating; and possible fuel consumption savings. Water pump ratio, operating pressure and boiling point remain the same.

## COMPETITION NEWS

### Win Bonus Payments While Rallying

The success of the John Buffum/Doug Shepherd Triumph TR7 rally team in 1978 has prompted sponsor British Leyland Motors Inc., to announce the sport's most comprehensive financial support program in the U.S.A. The new program is the only one covering every level of the sport from high performance stage rallies to Sports Car Club of America time-speed-distance divisional championships.

Drivers of current model Triumphs, MGs and Jaguars can win as much as \$500 by taking first overall in a stage rally.

Payments of from \$250 to \$25, depending on type of rally, will go to the top three finishers in listed events regard-

less of overall finishing position. Bonus payments of from \$250 to \$25 will be made to drivers finishing in the top three overall.

In SCCA Divisional Pro and National Club rallies, equal payments will be made in both equipped and unequipped classes.

Events covered and payments for first through third British Leyland drivers are as follows:

North American Rally & Racing Association and SCCA Pro rallies: \$250, \$125, \$50 with equal bonus payments for first through third overall. SCCA Divisional Pro rallies: \$125, \$50 and \$25 with equal overall bonus payments. SCCA National T-S-D Club rallies: \$50, \$37.50 and \$25 with equal overall bonus payments.

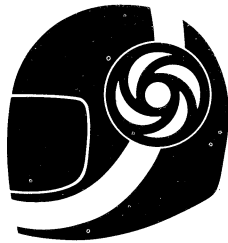
A British Leyland driver winning the SCCA National Rally Championship in either class A or B will receive a \$500 bonus. \$100 bonus payments will go to Divisional Club Rally Champions in either class.

Cars eligible are all MGB, and MG Midget 1500s all Triumph Spitfire 1500s and TR7s and all Jaguar XJ models.

Like its racing counterpart, the rally program will be administered East of the Mississippi by Michael Barratt and by Jim Coan, West of the Mississippi.

# The Sport

Triumph's World of Motor Sport



by Visor

This is 13-year-old Marc Gomes' winning photo in the British Leyland/National Speed Sport News contest held at Atlanta last year. That's Ken Slagle's TR7 on the pole.



## Good News of Forthcoming Events

The Triumph clubs are making great progress. Here we are in February and we can already give you—for the first time that we can remember—a list of five prominent events for the Spring and Summer, including two which can be regarded as rallies of national status and one international! All these to be organized by five different clubs and to be held in four different states, namely West Virginia, Ohio, New York and Michigan. So get out your calendars and your Triumphs, join in and have some fun. Now all we await is some news from the West Coast.

### FORTHCOMING EVENTS FOR TRIUMPH CARS (with Names & Contacts)

Date	Event	Club	Place
Sun, May 13	Parade Lap, Concours type Show, Triumph Car Park	Triumph Motor Club (Contact: Harvey Fisher, 301-840-0477)	Summit Point Raceway, W. Virginia
June 7/10	National TR2/3 Meet and Concours	Triumph Register of America (Contact: Joe Richards, 5650 Brook Rd. NW, Lancaster, Ohio 43130)	Glouster, Ohio
June 17	3rd Annual Concours & Picnic	Long Island Triumph Assoc. (Contact: John Rago, 27 Squirrel Lane Levittown, N.Y. 11756. 516-735-0343)	Eisenhower Park East Meadow, N.Y.
Aug 17/19	North American Triumph Challenge IV	Detroit Triumph Sports Car Club (Contact: Gilbert Parker, 4090 Morning- view, Utica, Mich. 48087)	Waterford, Mich.
Sept 13/16	Standard Triumph Inter- national Rally IV and Concours	Vintage Triumph Register (Contact: Bill Smith 1301 Hollywood, Grosse Pt. Woods, Mich. 48236)	Dearborn Inn, Dearborn, Mich.

## A Winning Racing Photo

A TR7 figures in the winning photo in the Champion Classic/British Leyland photo contest. Marc Gomes, 13,

of Clovis, Calif. was the winner of the contest which was judged by the editors of National Speed Sport News.

Young Gomes' winning photo is of a tightly bunched group of racing cars on the first lap of the D Production national championship race at the Road Atlanta (Ga.) circuit. It shows Ken Slagle's TR7 on the inside of the first row.

National Speed Sport News is a national weekly racing publication with ABC-TV sports commentator Chris Economaki the publisher and executive editor. According to the newspaper, Marc's photo dramatizes the closeness of the competition at the annual championship—determining run-offs.

Marc is in the seventh grade at Clovis West School and has been to races all over the country thanks to his father Larry being the chief Technical Inspector for the Sports Car Club of America Trans-Am and Can-Am series.

## They Switched to Triumph

Triumph Newsletter readers, meet Terry Visger.

Terry has been a Huffaker Engineering team driver since 1974. He drove MGBs, winning the E Production National Championship three years in a row. This season, Terry hopes to drive for Huffaker again but he'll be at the wheel of a Triumph. His teammate will again be Triumph regular Lee Mueller. Joe Huffaker says he expects his dynamic duo to first see action in the April National at Sears Point.

In 1978, Terry Visger was awarded the Sports Car Club of America's Kimberly Cup which is given to the most outstanding driver in SCCA club racing in the year previous.

Visger, who lives in San Jose, Calif., sat out most of last year recuperating from injuries he sustained in a Formula Atlantic race in British Columbia early in the season.

Jon Woodner of Washington, D.C., took his place on the team and finished out the season running a strong race at the Road Atlantic finale. Woodner has also switched to Triumph for 1979 and will drive a TR7 in pro rallies.

Woodner was no stranger to the Huffaker operation when he substituted for Visger last year. He drove for Joe from 1969 to 1973 winning the FP National Championship in 1972 with an MG Midget. He's also raced in Formula 5000 and has teamed with Danny Ongais and Ted Fields. Woodner decided to try pro rallying after seeing TR7 star John Buffum in action last year. He says it's the most exciting and challenging motor sport he's ever seen.

# Building a Camper on a Sports Car Chassis

Minnesota enthusiast's TR-4A conversion sleeps 2 Adults, 2 Kids!

Alan Lonneman of Coon Rapids, Minn. poses with justifiable pride with his Triumph TR-4A camper.



Being from Minnesota (God's Country) I have always enjoyed the great outdoors. A combination vehicle for camping and getting to work and back has always made sense to me.

I had a sports car when I was in college, a TR-4A—fantastic vehicle, great handling, small, really a solid car. Minor accidents and rust deteriorated it to the point where I removed the body from the chassis. This was in 1973. I intended to put a fiberglass body on. I did not get enthused enough about the project until 1977, when I put my TR-4A chassis together with my desire for a camper or fun van and designed the vehicle pictured.

I read books from the local library about building trailers, mobile homes, pickup toppers, etc. I combined this with

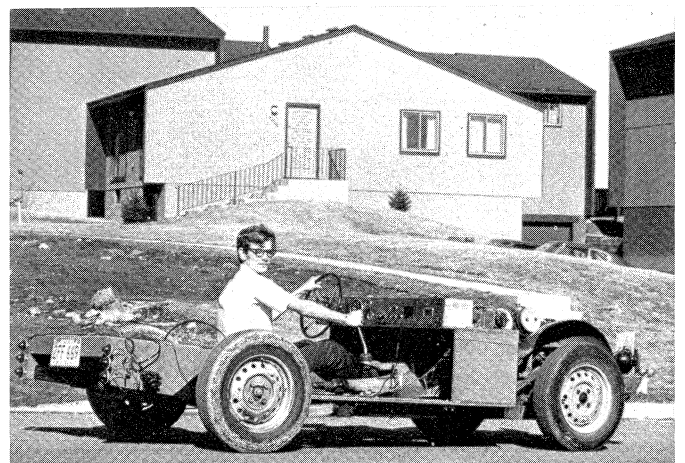
my ideas shown in the attached assembly drawing and came up with an ultra-small family camper.

The camper has inside dimensions of 4 ft. 10 in. wide, 9 ft. long, x 4 ft. 6 in. high. It contains seats for driver and passenger in front. There is a two-man dinette in the rear, a small cabinet, 32 in. x 15 in. x 4 ft. and a 5 ft. bench. Sleeping accommodations are for two adults and two children. Mechanically, it has a roll bar, fire extinguisher, three inside lights and all the items for driving. Outside it has a 3 ft. hood in front, two doors, windows, and all the necessities to make it a legal vehicle.

During my research I came up with some unique ideas. The dash board is inverted. Wiring and components are mounted on the top of a flat board 22 in. x 60 in. The gauges

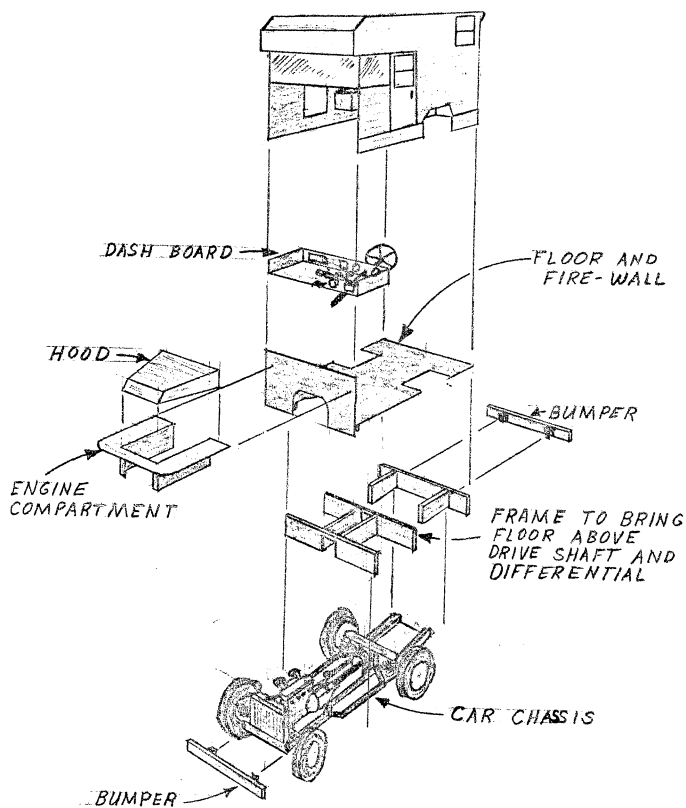


The nicely fitted dashboard of unique construction. Wiring and components are mounted in a box with removable lid.



First the body was removed and then the camper was planned, with inside dimensions 9 ft. long by 4 ft. 10 in. wide, and 4 ft. 6 in. high.

## Building a Camper on a Sports Car Chassis (continued)



Here is Alan's assembly drawing. All materials were obtained locally.

and switches to the back facing the driver. A removable carpeted lid provides access from the top. The cabinet has the wheel well in its bottom. The ceiling is fake fur picked up at a fabric store and glued on with 3M vinyl roof cement. A lot of components were found searching through auto and industrial salvage yards. The windshield is flat safety glass. The bumpers are oak 2 x 4's. The outside skin is aluminum purchased from a small camper builder for 80¢ per square foot.

The design was final only after I canvassed the city for sources of all the materials I needed. I then in July of 1977 started to build the camper. After seven months of spare time working in my one-car garage with normal woodworking tools, I was able to drive the camper. Finish work such as carpeting, seats, cabinet doors, trim etc. were completed the following summer (1978).

I have driven the camper to and from work every day since last January. I have been to drive-in movies with the family and camping to spots North of Minneapolis for weekends.

It gets good gas mileage (16-18 mpg) and handles and maneuvers great.

I so far have driven the camper 6,000 miles. I am satisfied with almost all parts of it and expect to be enjoying it for many years to come.

ALAN LONNEMAN

## LETTERS TO THE EDITOR

### Triumph Rally of Europe, Re-Union

"Come next April it will be twenty years ago that my wife and I, along with 70 other sport car buffs enjoyed a Rally of Europe sponsored by your Triumph Motor Car Co. It was a most rewarding experience and a thoroughly enjoyable month of adventure.

As memory serves me, Dave Allen and Mike Cook were part of your organization at that time. In fact Dave Allen and his wife went along on the Rally. Now I am wondering if Mike Cook is still employed by your organization?

Friends that we made on the Rally and ourselves plan a reunion next April. It will be held here in Florida. And we would like to know if your organization knows of any other members of that Rally that are still around? We would like to include them in our celebration. The friends I refer to live in Michigan. But they will be down here next April. Have never owned a car that I enjoyed as much as the TR3 we drove for several years after our return from the Rally."

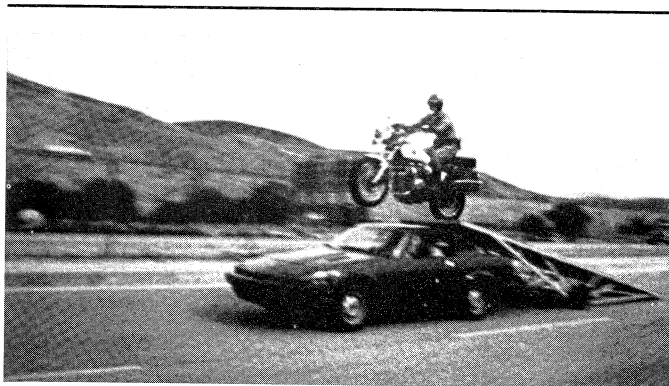
—John W. Giesen, 600 Southwest Juneberry Court,  
Boca Raton, Fla. 33432

(Mike Cook is now Public Relations Manager, British Leyland Motors Inc. and he replies as follows: "I'm not sure how many TSOA rallyists we might reach with a notice in the TSOA Newsletter, but we'll certainly try. What would you think of participants from other rallies of the same period? For instance, you and Dave were on the '59 while I went in 1960 with a congenial group." Incidentally, we still see Dave from time to time as he represents a Connecticut printing company which does a lot of work for the car companies in the Northeast.—Ed.)

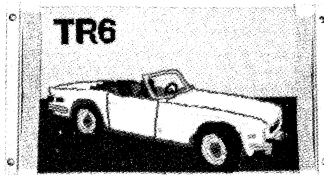
### Restoration Articles Appreciated

"The Nov/Dec issue of Triumph Newsletter was excellent. The photo article and text on the TR-4 restoration was outstanding. More articles of this type would be appreciated.

—Bill Sohl, Budd Lake, N.J.



What's Going on Here? Looks like another "Shape of Things to Come" TR7 wedge commercial for TV. It's for television all right, but its "Supercycle," a daring motorcyclist in the NBC-TV action adventure series "CHIPS". On the December 2nd 8 pm network drama this fellow staged spectacular stunts jumping a Triumph TR7 to elude police officers and to build an audience for a daredevil TV show.



### TR6 in Needlepoint

"Last December, I wrote and asked you to send me a good side view picture of a TR6. I'd like to thank you for your quick response and would also like to show you how I made use of the picture. I had wanted to make a needlepoint picture of a TR6 as a birthday present for one of my friends, but I couldn't draw a pattern. So, my girlfriend and I traced the picture from the brochure and then transferred it to the canvas. The picture took about 3 months to complete. I thought you'd enjoy seeing the finished project. Thank you for your help. My friend loved the picture."

—Theresa Panamarczuk, Youngstown, Ohio

### TR6 Restoration—Advice Sought

"I am a Triumph TR6 owner who is interested in revitalizing one of the species. Unfortunately I have little or no experience other than working on my car. I would appreciate any and all information on the restoration process. This includes buying damaged cars."

—Al Ryan, Sag Harbor, N.Y. 11963

[We recommended joining a Triumph club, especially the Vintage Triumph Register, and exchanging information.  
—Editor]

### Special Number Plates

"I am trying to locate a license plate with TR6 or Triumph on it for the front of my 1976 TR6. I have seen several on TR6s in black with white TR6 lettering on them, but have been unable to purchase one. If readers have any suggestions where I might obtain such at a reasonable price, please let me know."

—R. E. Rogers, Jr., 13900 Cooper Orbit Cove,  
Little Rock, Arkansas 72210

### "Italia Registry"

"I have formed an informal 'Italia Registry' (the Micheliotti/Vignale 'TR2000', otherwise known as the Italia coupe.)

If you have any names, addresses, etc., of any Italia owners in your files or can provide other information on tracking down cars, running or not, I would appreciate it.

We have located Triumph Italia No. 3, as well as the next to the last which Vignale made, TSF-529LCO. And others in-between. Our current estimates on the number of cars still running and 'on the streets' more or less, is about 12 and we've located three junkers so far. Factory records indicate 29 Italias imported, but this figure, we think, represents only the second run of Vignale cars based on TR3B chassis TSF-502-530 inclusive. Earlier Italias appeared sporadically on Triumph chassis between S-T numbers TS54485 to TS82250 and there is no record of how many of these reached America. Our best estimate at present is perhaps 50-65 Italias originally reaching here."

—Robert M. Powers, P.O. Box 11628,  
Denver, Colo. 80211

## CLASSIFIED ADS

### FOR SALE

1973 TR6 Triumph. Perfect working condition, body very good shape. New tires, low mileage. Original Triumph soft yellow color, convertible (black top, black interior). Will make a beautiful collector's item. Contact Deborah A. Brown, Main St., Downsville, New York 13755. Phone (607) 865-4502, 363-7350, or 865-5873.

Vitesse/Sports Six/Early GT6 Crankshaft, cross-drilled, nitrided, 2.00" mains, 1.875" rods, \$150. Mk II Spitfire transmission \$75. Short Block \$75. Mk III Spitfire 1300 Blocks, big mains, +040, Std., \$50 each. Crankshaft, big mains, +010, +010 cross-drilled, grooved, nitrided, \$125. Pistons, forged, flat-tops, slipper skirt, +040, dykes ring lands, \$50 set of four. Con rods with stock pistons, 1300 big main, \$40 set of four. Lucas alternator, \$35. Nick Becker, 425 Gilger Avenue, Martinez, California 94553. (415) 228-1672 home, (415) 689-4005 work.

1962 TR3B. Dark apple green, sandblasted chassis. Wire wheels, new front & rear bumpers. Two Lucas Flame Throwers with stone guards. Near show condition, \$2,500. Driven 2,500 miles in 11 years. A. M. Straub, 6085 Golf Club Road, Howell, Michigan 48843. (517) 546-7486.

1972 Triumph GT6 Mk III. Burgundy with tan interior. AM-FM radio. Stereo 8-track tape system. Over \$1,500 spent in restoration. Immaculate. First \$2,800 takes it. John D. Clason, 70 Belvidere Way, Akron, Ohio 44302. (216) 762-7851 after 5:00 P.M. weekdays.

TR1800 Roadster. No engine or transmission. Have extra parts & maintenance & parts manuals. \$1,500. Rich Small, 27351 Catala Avenue, Saugus, Calif. 91350. (805) 259-9987.

Large quantity Lucas road lamp covers, 2 for \$5.00. Breaking for parts Mark 9 Jaguar. Please indicate parts requirements w/SASE. Paul Bell, English Car Company, 850 Government St., Mobile, Alabama 36602. 1-205-433-0385.

TR6 tires and wheels. 4 Uniroyal 240 radials. Casmic aluminum wheels. 15x6—\$300, like new. Also TR6 factory hardtop and hardware, like new \$400. Paul Arnold, 1210 E. Crabtree, Arlington Heights, Ill. 60004. (312) 398-5656.

## 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

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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.

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