

Triumph Newsletter



TSOA TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 26, NUMBER 1

JAN.-FEB., 1980

1980 Triumph Spitfire Sports Car Announced

Over a Quarter of a Million of the Popular Spitfire Models Have Been Built

In this issue we have some special features about Spitfire. The famous 83in. wheelbase sports car (with production well past the quarter million mark) has been marketed in the U.S. for 17 years. In that time it has undergone extensive development both mechanically and visually. This aspect is covered in an authoritative article by a noted American auto historian (p. 40). Note also the brief letter from an American serviceman, who has left his Spitfire waiting for him while he completes his overseas duty. It's from a real Triumph enthusiast (p. 45).

Leonia, N.J., Feb. 8: The 1980 Triumph Spitfire has been announced by Jaguar Rover Triumph Inc. The British-built, Italian-styled, two-seat sport car was first seen in this country in 1963. Since then 269,000 have been produced with 90 per cent sold in the U.S.

Among the key Spitfire features are its distinctive styling with the rear fenders curving gracefully up and then down from the door's trailing edge to the rear light assemblies; one piece hood and front fender assembly which hinges forward for easy access to the engine, front suspension and steering; and exceptionally short turning circle, only 24-feet or about one and a half times the car's overall length.

The Spitfire was styled by Giovanni Michelotti who designed a number of other Triumph model bodies.

Another Spitfire feature has been its ability to win on road racing tracks throughout the country. Spitfires have won a total of 17 Sports Car Club of America National Championships in two classes. A Spitfire 1500 is the current National Championship car in the SCCA's class F Production.

The first two Spitfire models, Mk I and Mk II, had 1,147cc engines and their convertible tops, frame and all, stored in the trunk when not in use. The Mk III and IV had conventional and much more convenient tops and were equipped with 1,296cc power plants. The current model, the Spitfire 1500, has a 1,500cc engine and its top has a zipper-opening rear window.

Other Spitfire 1500 features include fully independent suspension, rack and pinion steering, front disc brakes, reclining bucket seats and full instrumentation including tachometer. Options include fuel-saving overdrive which gives the equivalent of six forward speeds, and removable steel hard top.

EPA fuel economy figures are 32 mpg highway and 21 city and 35 and 22 respectively with overdrive.

The manufacturer's suggested list price for the 1980 Triumph Spitfire 1500 is \$7,365 (POE). The 1980 model is not available in California.



The smart 1980 Spitfire 1500 convertible available in its ultimate development with all black, wrap-around regulation bumpers and front air spoiler. There is a choice of seven bright color styles, matched with Beige or Black 'houndstooth' pattern upholstery.

SPITFIRE

A look back over nearly 20 years to the beginnings of the Triumph Spitfire: and its steady development into 1980

by RICHARD M. LANGWORTH

(Dick Langworth, the auto historian, is author of "Triumph Cars: The Complete 75-Year History"; \$25.95 from Dragonwyck Publishing Ltd., Box 385-T, Contoocock, N.H. 03229.)

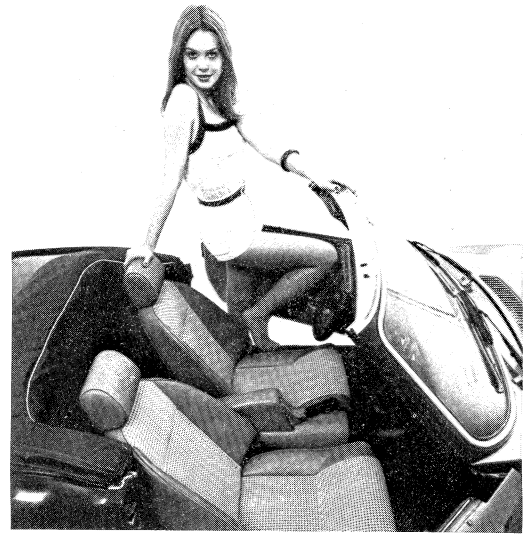
Eighteen years, and over 250,000 units, is a pretty good run for any sports car. So, by way of tribute, let us salute the Spitfire with a look back.

The Triumph Spitfire is descended from that waifish little swing axle affair the Herald. Named after Standard-Triumph managing director Alick Dick's yacht, the unit body Herald was a fair success in Europe, less so in the U.S. It immediately got S-T technical head Harry Webster thinking about a sports car built around its components. Standard-Triumph was readying an up-market replacement for the TR3, but as yet had no answer to BMC's popular Austin-Healey Sprite. Webster initiated the Herald sports car project under code-name 'Bomb' in mid-1959. Then he asked his friend and Triumph's consultant designer, Giovanni Michelotti, to style it.

Michelotti took a new Herald to his Torino studios, where he shortened its wheelbase to 83 inches. Ignoring the rest of the chassis (a sports car would need a separate chassis in any event), Michelotti created his own original shape. Versus the bug-eye Sprite it was a work of art, more comparable in its smooth lines to the pretty MGA, a one-time Triumph rival.

For a fellow who had just rendered up a 'brutal and masculine' sports car in the 'Zest' prototype (later to evolve into TR4), Giovanni certainly changed his pace. The new shape was beautifully curved, hunkered down well on the road yet it retained such practical features as the Herald's

"Want to ride in my Spitfire?" BBC-TV show hostess Sue Cuff with 1500 in 1977.



front-hinged bonnet/fenders, which exposed the whole engine and front suspension for easy service. The car had a rakishly low, dipped beltline and a rounded nose. Its instruments were grouped under a hood behind the steering wheel, not unlike that of the 1957 Ford Thunderbird.

Harry Webster loved the prototype, but was unable to do anything about it. By 1960 Standard-Triumph had entered another of its periodic eras of decline, and there was no money available. Numerous good ideas were lost in this period; fortunately the Spitfire wasn't. Alick Dick sold Standard-Triumph to Leyland Motors in late 1960, and with its BMC competitor in mind, Leyland decided to go ahead with a lower priced Triumph sports car.

* * *

Prototype to Production in 1963

Leyland's decision was undeniably a sound one. There was no competition except the Sprite, which by 1962 had gained a more acceptable looking body (and an MG clone) but still had side curtains and a fairly spartan interior. Michelotti's prototype offered the advantage of roll-up windows (in production the beltline was raised to cover them). It would handily accept the twin-carb Herald four, which had 63 bhp and could propel a light two-seater to 90 mph. Leyland engineers created the new sports car's underpinnings. For the extra strength required by a sepa-



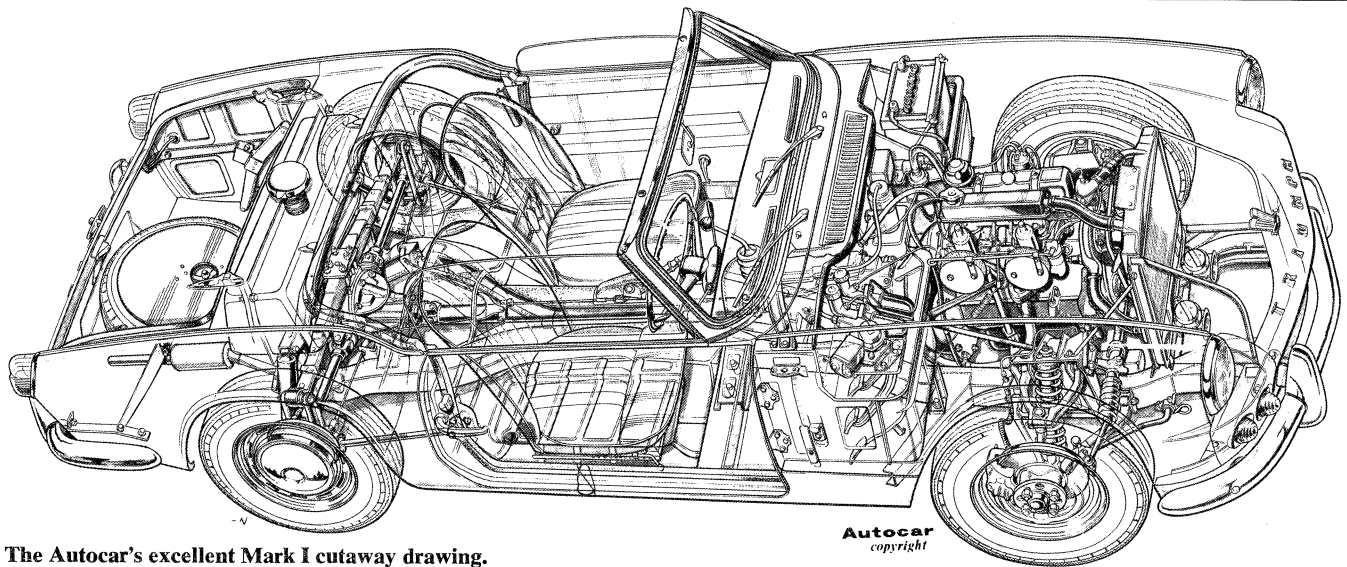
The 1963 Mark I introduced amber turn signal lamps.



Mark II of 1965 had larger turn signals, more horsepower.



Optional hardtop and solid paint job transformed the car.



The Autocar's excellent Mark I cutaway drawing.

rate body and chassis, they designed a backbone chassis, strongly reinforced, carrying a stiffer version of the Herald suspension: coils and wishbones up front, swing axles at the rear. Since the new chassis lacked cross members, the rear suspension radius arms pivoted from the body shell.

To achieve production economies, Michelotti's hooded dash was replaced by a central instrument panel flanked by package shelves. This permitted either left- or right-hand drive without serious modifications. The attention to costs paid off: the Spitfire sold for only \$2199 on introduction in the U.S.

The car's name came from Britain's classic wartime fighter plane. Aircraft enthusiasts looked askance at its application to what they called 'that thing' and British safety fanatics protested that it would inspire dangerous driving. Neither of these groups deterred the company. Indeed Leyland even found an ex-RAF pilot, to testify to the merits of Spitfires past and present.

On introduction the car was called 'Spitfire Four', which led to speculation that a 'Spitfire Six' would follow, using the smooth two-liter engine of the Triumph 2000. This didn't happen, though other six-cylinder variations did appear: the Herald-based Vitesse or Sports Six, and the Spitfire-based GT6. Had a big Spitfire actually been produced, it would have been the monocoque Fury, a 1965

Michelotti prototype with hidden headlamps and curvaceous lines. (The one-off Fury was sold publicly and survives in the collection of England's John Ward, who also owns both 1950 TRX prototypes.)

The Mark II Spitfire, announced for 1965, had four more hp, a diaphragm-spring clutch, redesigned bucket seats and a padded dash. It can be recognized by its larger diameter front turn signals, which replaced the small glass Lucas units of the Mark I. Then in 1967 came the Mark III, with combined side/turn lamps and raised bumper to meet U.S. minimum bumper height requirements.

On paper the Mark III should have been a faster Spitfire, because its engine was bored out to 1300 cc. Indeed, European versions *were* much improved, with 75 hp and 100 mph top speed. But the U.S. model was detuned to meet pollution standards and developed only 1 hp more than the Mark II, though it was more torquey. The Spitfire Mark III stayed in production through 1970, by which time total Spitfire output had reached nearly 150,000.

Big Changes for 1971

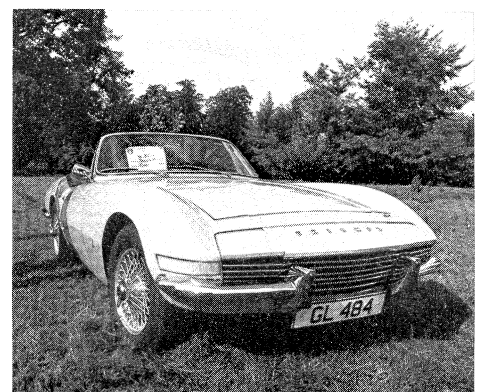
For 1971, British Leyland released the fourth generation Spitfire, with major design improvements. The body shell was reworked front and rear. There was a new, smoothly integrated bumper up front, and a squared off deck cast in



Triumph cleaned up hardtop, grille on completely restyled Mark IVs.



Spitfire 1500 was continuation of Mark IV; both used squared-off deck.



It could have been a 'big Spitfire': Michelotti's monocoque Fury prototype, 1965, still survives.

SPITFIRE HISTORY (Continued)

TRIUMPH SPITFIRE SPECIFICATIONS & PRODUCTION

Years	Model	cc	Bore x Stroke, mm		hp/rpm	Torque/rpm	Wt. (lbs.)	Production
1963-64	Mark I	1147	69.3	76.0	63/5750	67/3500	1600	45,753
1965-66	Mark II	1147	69.3	76.0	67/6000	67/3750	1600	37,409
1967-70	Mark III	1296	73.7	76.0	75/6000	75/4000	1600	} 65,320
1967-70	Mark III (U.S.A.)	1296	73.7	76.0	68/5500	73/3000	1650	
1971-73	Mark IV	1296	73.7	76.0	63/6000*	69/3500	1720	
1971	Mark IV (U.S.A.)	1296	73.7	76.0	58/5200*	72/3000	1620	
1972	Mark IV (U.S.A.)	1296	73.7	76.0	48/5500*	61/2900	1620	
1973-74	Mark IV (U.S.A.)	1493	73.7	87.5	57/5000*	74/3000	1710	} 70,021
1975-80	1500	1493	73.7	87.5	71/5500*	82/3000	1750	
1975-80	1500 (U.S.A.)	1493	73.7	87.5	57/5000*	74/3000	1814	} 60,589†

*DIN †as of May, 1978

the image of the Stag and Dolomite. The optional hardtop was redesigned to provide better visibility, with quarter lights and a larger backlight. A new dash closed off the driver's side package shelf, making room to group the two major instruments squarely in front of the driver.

More significant than the pleasant new styling were the Mark IV's suspension changes. Despite its proven success in competition, the original swing axle had earned criticism in stock applications. The degree of softness necessary implied an equal degree of tire tuck-under on hard corners, accompanied by oversteer. In the Mark IV, Triumph pivoted a transverse leaf spring from the top of the differential, eliminating rear roll stiffness and preventing excessive rear wheel camber changes. This did wonders for overall handling, though keener drivers missed the tail-out handling characteristics of the earlier models. The Mark IV

CLUB NEWS

How to Borrow Our Motor Sport Films

"Success By Design—the TR Series" (1980,—24 minutes) is now available to any Triumph dealership or Triumph owners club affiliated with the Triumph Sports Owners Association (TSOA). Bookings (first come, first served) will be taken directly by Jaguar Rover Triumph Inc., Product Publicity Dept., 600 Willow Tree Road, Leonia, N.J. 07605. (201)-461-7300.

Other films with special Triumph interest are available through our distributing libraries as below. But for clubs who have not already seen it, there are a few copies still available direct from JRT at Leonia of one of our early films "Road Racing's White Wave—the story of Group 44" (1972—25 minutes).

Available from RHR Filmedia Inc., 9 E. 38 Street, New York, N.Y. 10016 (212)-686-9833, are:

"Buffum & Co."—Performance Rallying in North America" (1978:—25 minutes). John Buffum and co-driver Vicki become 1977 rally champions driving TR7.

"A Meeting of Champions" (1974:—15 minutes). Exciting, close racing with Triumphs at 1973 Road Atlanta SCCA championship.

Available from Modern Talking Picture Services, 5000 Park Street North, St. Petersburg, Florida 33709. (813)-541-6661, is:

"Sebring—A Time of Glory" (1975:—25 minutes). 20 years of the Florida 12-hour endurance races, narrated by Stirling Moss.

also received a new gearbox: the all-synchro four-speed from the Triumph Toledo. Yet at \$2699 base price, the Spitfire had only gained about \$500 since it had appeared eight years before.

Prices really started to gallop in 1973 (\$2995), and by 1978 (\$5150) they were well over double the initial 1963 figure, mainly due to inflation, government mandates and a strengthening pound sterling. Regulations proved a particularly heavy burden: by 1972 the 1296 cc engine was down to only 48 hp (DIN) in its U.S. form. To help regain lost torque and horsepower, BL stroked the engine to 1493 cc in 1973, which increased horsepower to its present 57 DIN.

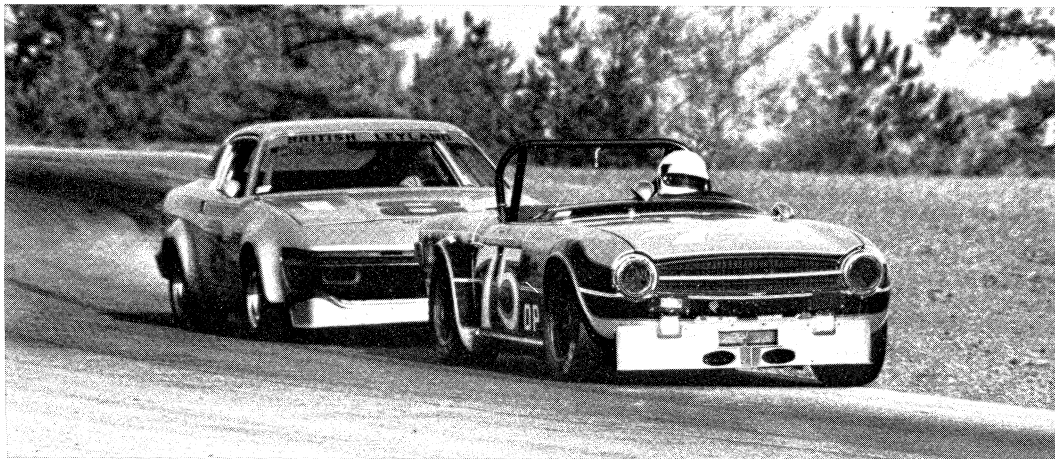
In 1975 the Spitfire was designated 1500, although it was really the Mark V—the fifth generation, a mark few cars ever meet. Some of the beneficial latterday changes include a wider track, a fire-retardent interior, a smaller steering wheel, reclining seats and a wood-veneer instrument panel. The Spitfire 1500 is really a well finished sports car these days. Its styling has worn well, and by the standards of 1980, it's a good buy—one of the lowest priced open cars in America.

FORTHCOMING EVENTS FOR TRIUMPH OWNERS

Apr. 9	16th Anniversary Party, Frank Cook residence, Seattle, Wash. (TYEE TC)
Apr. 12/13	Portland, Oregon, Swap Meet (Portland TOA)
Apr. 13	Winery Tour (Long Island TA)
Apr. 20	Red Baron XII Championship Autocross, Boeving-Kent, Wash. (TYEE TC)
Apr. 27	Tour & Tech Session, Arlington Plaza, Parsippany, N.J. (North NJ TA)
May 10	Evening Gimmick Rallye, 7 p.m., Arlington Plaza, Parsippany, N.J. (North NJ TA)
May 25	Great Adventure Tour (Long Island TA)
May 30/31	Jaguar club racing instruction, Lime Rock, Conn. (by invitation)
June 7/8	Parade & Gimmick Rally, Everett, Wash. (TYEE TC)
June 15	3rd Annual Concours and Picnic, Eisenhower Pk., East Meadow, N.Y. (Long Island TA)
June 19/22	1980 National Meet, Concours & Rally, Mt. Summit Inn, Uniontown, Pa. (TRA)
June 28/29	British parts swap meet, Olympia, Wash. (TYEE TC)
June 28	Strawberries and Shelter Island (Long Island TA)
July 12	Mini Tour & Picnic (Long Island TA)
Aug. 16/17	North American Triumph Challenge V, Rally & Concours, Ottawa, Ill. (Detroit TSCC & VTR)
Aug. 30	Lake Tahoe Tour, Nevada (TYEE TC)
Sept. 27/28	North Cascades Tour (Autumn Leaf) Festival, Leavenworth, Wash. (TYEE TC with MG club)

New Film about the TR-Series of Triumph Cars

“Success by Design—the TR Series” Commemorates 30 Years of TR Sports Models and Their Racing Success:



The new film features actor Paul Newman's dramatic 1976 SCCA national championship victory, driving his TR6 (right). He won by a fraction of a second from Lee Mueller's TR7 (left).

There have been many famous and well loved Triumph car models, including such stirring names as Spitfire, Stag, GT6 and others: but none have been more memorable than TR6. When that rugged example of the old school of sports car became phased out in 1976, there were loud calls of dismay from the die-hards that things would never be the same with the more modern cars that Triumph inevitably went on to build. The clamour and the general feeling was such that it seemed appropriate to plan a film about the sad demise of TR6, so as to have its story on the record.

In 1975 the TR6 had won a notable SCCA National Championship at Atlanta driven by John McComb. For the 1976 season, film actor and racing enthusiast Paul Newman purchased the historic car and took it racing again while its previous owners, the Group 44 team, advanced to further success with TR7. To everyone's astonishment and admiration the famous actor drove the white TR6 to another national championship, actually beating the factory TR7 on its first challenge, by less than one second.

The new film, produced for Jaguar Rover Triumph Inc. by Glenn McCurdy of the 'Moments in Time' production company, contains an exclusive movie record of Paul Newman's first racing championship with the Triumph and is worth seeing for that alone. The film project became delayed when Triumph production was changed from Speke to Canley and when plans for celebrating the 25th anniversary of the TR series were postponed at that time. The final version now released contains brief reference to the TR8 in Triumph's future.

There is also much more, as the film traces succinctly the whole development of the car from the 1952 TR2 prototype, through TR-3, TR-4, TR-4A and TR250. Featured are such Triumph greats as Sir John Black, chairman of the company and sponsor of the original TR2; his protégé Englishman Ken Richardson the racing engineer, who

developed the TR3; American drivers Bob Tullius and Lee Mueller who have raced Triumphs for more than a decade; and scenes from Triumph's record breaking at Jabbeke, Belgium and racing in the LeMans 24-Hour and the Sebring 12-Hour endurance races.

The evolution of a great sports car involves many changes and improvements as the years go by. The working title of the film was originally "On a Road that Never Ends . . .", implying that the manufacture of fine cars is an ever continuing process. This was taken from a little theme song and lyric woven into the film. But as with all movies, the final title was changed and became more to the point as "Success by Design—the TR Series".



Victory circle for Triumph and Paul Newman, with his wife Joanne Woodward (left).

The Sport

Triumph's World of Motor Sport



by Visor

Competition Season Gets Going

The competition season in the U.S. is opening for Triumph, and John Buffum as usual roared away to a terrific start by winning the SCCA's 100-Acre-Wood Rally at Rolla, Missouri with the TR8.

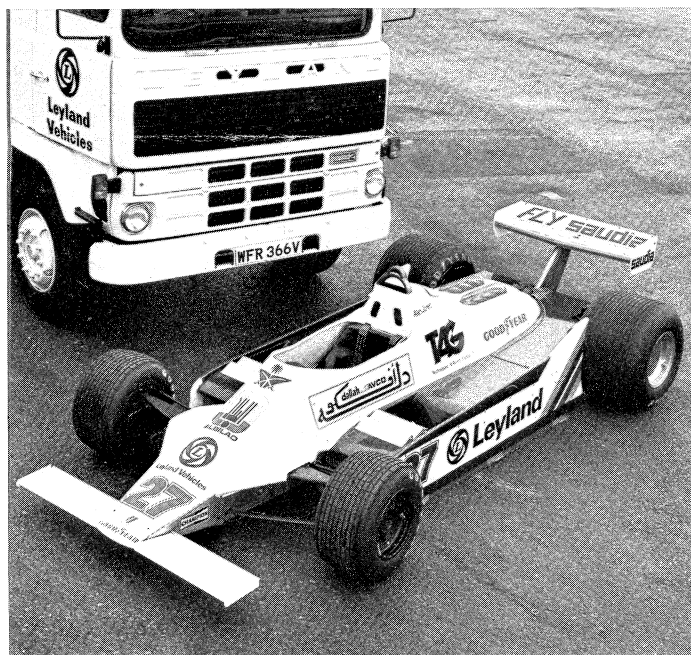
This is John's fourth win in a row in this particular rally, the last three times in Triumphs. It was a very good show for him and co-driver Doug Shepherd because there were 52 entries and they beat out former New Zealand rally champ Rod Millen driving the Mazda RX7 with John Grimshaw, by 45 sec.

Third in the rally came that other John in a TR8, Jon Woodner, who had as co-driver Englishman David Orrick recently arrived in the U.S.

On the road racing scene it has been confirmed that Group 44 and Bob Tullius will go for a full IMSA GTO programme with the big 4.2 litre TR8: and the Huffaker West team will field a 3½-litre TR8 in SCCA Nationals C-Production.

Leyland Vehicles Sponsor Grand Prix Team

It may have come as a surprise to some that Leyland is backing a Formula One Grand Prix team this year but close examination reveals the reason. It is the truck and bus subsidiary of BL Ltd, called Leyland Vehicles Limited (the only part of BL still to use the Leyland name) which announced



The neat 1980 Williams 07B Grand Prix race care for Formula One, co-sponsored by Leyland Vehicles, the truck and bus subsidiary of BL Ltd.



At the New York Show, a look ahead to the joys of summer and convertible motoring.

January 3 that it was to co-sponsor the British-based Williams team. The cars bear the 'Saudia Leyland' name, Saudia being the Saudi Arabian airline.

Leyland Vehicles is completely renewing its truck models and making public announcements this spring. Since GP races are held in every European nation, the Leyland name will be promoted in all potential markets. At the same time Leyland Vehicles are actively pursuing new business in Saudi Arabia and their co-sponsors on the GP team are the Albilad (Saudi) business group.

In 1980 the Williams racing team should be a force to be reckoned with. They won no fewer than 5 out of the last 7 Grand Prix of 1979. The drivers are Alan Jones and former-Ferrari team leader Carlos Reutemann. The car is the Williams 07B with 3-litre Cosworth DFV engine and Hewland 5-speed transmission. The chassis (106 in. wheel-base) is of aluminum alloy honeycomb monocoque, with glass fibre reinforced plastic body. There are adjustable front and rear aerofoils, with Venturi effect side pods ("Ground Effect").

BL has a second interest in 1980 GP racing through Unipart, its big all-makes replacement parts division, which is sponsoring Clay Regazzoni's Ensign.



TSOA Gathering: Recently, prominent officers of East Coast Triumph clubs gathered to say farewell to TSOA secretary Fred Horner (seated centre) who has left for the Sun Belt. This meeting also started arrangements for some important regional events in the East, including a March 22 Premiere (see earlier page) for a new TR-Series film.

(Standing L to R) Bill Sohl, president North NJTA; John Rago, president Long Island TA; Doug Hitzig, director Vintage TR; John Dugdale, Triumph Newsletter editor. (Seated L to R) Steve Rossi, Vintage TR national president; Fred Horner, secretary TSOA; and Al Stryeski, director Delaware Valley Triumphs.

LETTERS TO THE EDITOR

A Spitfire Awaits Its Owner Serving Overseas

. . . "I really love the Newsletter and hope to always subscribe to it. I also will stay a member of TSOA.

I now own my second Triumph—a 1978 Spitfire. It is indeed a beautiful little car. My first Triumph, a 1976 Spitfire, was totally destroyed in an accident in San Francisco in the summer of 1978. It was not my fault and the guilty party's insurance company paid (almost). To commemorate the loss I purchased special California license plates marked "SPIT II", for my '78 model. As of now, it is being stored in the U.S. and I'll be home to drive it again late this coming December 1980.



I'm sending you a picture of my best friend in San Francisco standing next to his and my Spitfires. His is a blue one (right), also a '78. We used to drive around town together in both cars at the same time, playing follow the leader and chasing each other. We did attract many stares from passing motorists and passers by! We both keep our little Triumphs in perfect condition, both inside and out. They are indeed a pleasure to own and drive. My next car will probably be a TR7 or TR8 convertible.

—Michael Wilensky, U.S. Army

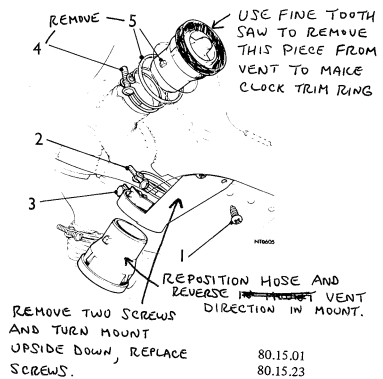
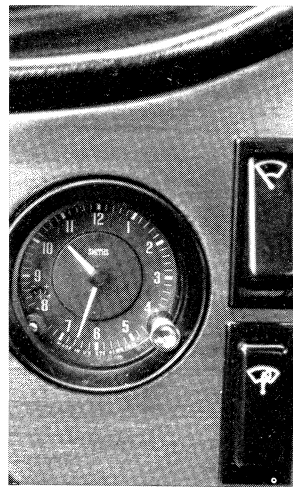
TR6 and Stag Enthusiasts

"Having been a member since 1973, I figured it was my time to contribute to the Newsletter.

I own a 1971 TR6 and a 1973 Stag. The TR6 has been pampered since I bought it in 1972. It is totally original, including paint, has over 70,000 miles and is used everyday, seldom giving trouble.

The Stag (4-speed) was purchased three years ago and I have slowly been restoring it to new, doing all my own work. I've really come to like the little three-litre powerplant, irrespective of the cylinder head problems.

TR6 owners might like to install a Smiths clock (CTE 4102/00) in their LH air vent as I did. The clock fits neatly in the hole and comes with a bulb and chrome trim ring. I



Interesting suggestion for TR6 owners—how to install a clock.

removed the ring and replaced it with the outer ring of the vent itself. It can be removed with a fine tooth saw, and then attached to the clock with a strip of tape.

The lower vent below the dash, I repositioned to supply air towards the driver by simply turning the vent around within the mounting piece.

The Newsletter is very good, I enjoy every issue. I believe you're better off bi-monthly, as events in the industry are not that fast-breaking. And please, don't forget us Stag owners! Somewhere out there in your readership there are more die-hard owners like myself out to preserve the breed.

One question: How many Stags were imported between 1971 and 1973 (North American LHD models)?"

—James Freyler, 9690 NW 25th St.,
Sunrise, Florida 33322

(Triumph Stag sales in the U.S. totalled 2871 units. Other Stag owners may like to correspond with Jim Freyler—Ed.)



Jim Freyler's restored 1973 Stag and his like-new 1971 TR6.

GT6+ Owners Association

"Is there an organization of just GT6 enthusiasts? Now that the car is out of production and parts are a problem, I know I would find one beneficial. As you know, in so many cases such as mufflers, carbs, etc., the car fits neither the TR6 nor the Spitfire. I had to get a new Delco distributor recently and finding the one for my year and serial number was touch and go and when found the part was \$200.

Can you recommend any insurance? I have used GEICO and now use Allstate. My car for its years (10) is rated in their books as about a \$1500 auto. But since it is in body and engine perfect condition with only 32,000 miles, I know it is worth considerably more. The problem I faced recently was that a passenger door was hit and damaged. The insurance company wanted to put in a plastic door because of their value for the auto. I thought it should be replaced with a door the same quality as that of original."

—Nedra Carpel, Washington, D.C.

(There is no separate organization for GT6 owners. We hope one can be started through the Vintage Triumph Register. You can insure with various companies whereby you place your own valuation on your car but you will have to pay more—Ed.)

From One Editor to Another

"Many, many thanks for the superb treatment of my TR8/Daytona piece in the December Triumph Newsletter—and for your very kind words in the introduction.

I shall be keeping a close eye on my friends at Group 44 this season and would be happy to supply material for any future newsletter endeavors."

—Steve Nickless, Santa Ana, Calif.

CLASSIFIED ADVERTISEMENTS

WANTED

Convertible top boot for 1978 Spitfire, preferably beige or black. Write Melanie Lawrence, 6129 Leesburg Pike, #213, Falls Church, Virginia 22041.

Triumph 2000 Roadster, workshop manual, sales brochures etc., original or reprints. Ed Karem, 131 West Jefferson St., Louisville, Kentucky 40202. (502) 585-3917.

Triumph Vitesse (Post-War): top quality automobile desired. Steven Rossi, 37 Pawson Trail, Branford, Ct. 06405. (203) 481-0533 Home, (203) 795-5671 Business.

FOR SALE

1967 Triumph 2000 Sedan: manual transmission, good condition, red with black interior. Fred Brancato, 30 Summit Ave., East Haven, Ct., 06512. (203) 468-7238.

1965 Triumph Herald 1200 Convertible: new convertible top, rebuilt carburetor. Joe Azzota, 69 Albertson Parkway, Albertson, N.Y. 11507. (516) 621-1662.

Have large quantity of assorted parts for TR4, Spitfire, and Sprite. Will trade. Need black TR4 Tonneau cover, '63 Healey 3000 windshield; Sprite competition parts. SSAE. Write Bob Snyder, RD 2 Haskell, Cuba, N.Y. 14727.

Very nice, original condition 1964 TR4. Black w/red leather, 29000 mi. Offers around \$4000 or will take repairable TRs or other interesting sports trade-in. Write Bob Snyder, RD 2 Haskell, Cuba, N.Y. 14727.

1 or more 13" x 4.5" American Racing Equipment 8 spoke mag. with pot metal "Nokoff" spinner. Prefer R hand side. As factory option for '67-'68 GT-6. Cash or trade for Triumph parts? Charles Frick, 5604 Utah St., Phila., Pa. 19144. (215) 848-9325.

My collection of TSOA newsletters dating from Dec. 64 through Jan. 79. Missing only two issues. Over 140 copies. Send check or money order for \$50 which includes shipping, to: Paul D. Sterbenz, 9936 West 95th St., Overland Park, Ks. 66212.

Spitfire & GT6 parts: "G" motor, fresh, fully prepped cars, frames, engines, transmissions & many other parts. Call (617) 383-0707 9:30-5:00 p.m.

1959 TR3, new top, good paint, good rubber, new T/O brg., great runner (light blue).

1967 TR4A, mostly restored, good rubber, will be BRG.

TR6 transmissions, rears, drive lines, engines, plus baskets of other parts. Gary M. Goodman, 520 East Wenger Road, Englewood, Ohio 45322. (513) 836-5637.

Wire wheels, set of 5, hubs and knock outs for TR3—\$150.

TR4, engine & transmission—\$100 each. Other numerous parts for TR3 & TR4A. Jim Silberhorn, 116 N. Scott St., Adrian, Mich. 49221. (517) 263-2473.

1967 TR7 engine for parts. Head re-machined, new valves, guides, etc. Has bad #3 piston. Head & valves \$175. Whole engine—make offer (no carbs). Engine stored in Warren County. M. Connolly Jr., c/o Gier, 2277 Mt. Hood Lane, Toms River, N.J. 08753.

1967 Spitfire with 36,000 miles. 1500 cc engine with overdrive. New top. David Freeman, 3053 Mandarin Point Lane, Jacksonville, Florida 32217. (904) 268-7439.

4 ARE 8-spoke alloy wheels, 5½" x 15", excellent condition except one minor curb gouges, \$200 f.o.b. Portland. P.C. Diegel, 16415 N.W. Brugger Rd., Portland, Oregon 97229. (503) 645-1344.

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
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