

Triumph Newsletter



TSOA TRIUMPH SPORTS OWNERS ASSOCIATION



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JULY-AUGUST, 1979

New V8 Triumphs in Races and Rallies

The Sport

Triumph's World of Motor Sport



In the last issue of Triumph Newsletter, our popular 'The Sport' feature was pre-empted by the big news of the announcement of the beautiful new TR7 convertible—a model which is currently just about sold out at the dealers. So it seems only fair that in this issue we pre-empt our usual lead Editorial and put The Sport on the front page. Another reason—there's plenty of hot sports news—mostly the impressive competition successes of Triumph's V8-engined cars in sports car races and performance rallies.

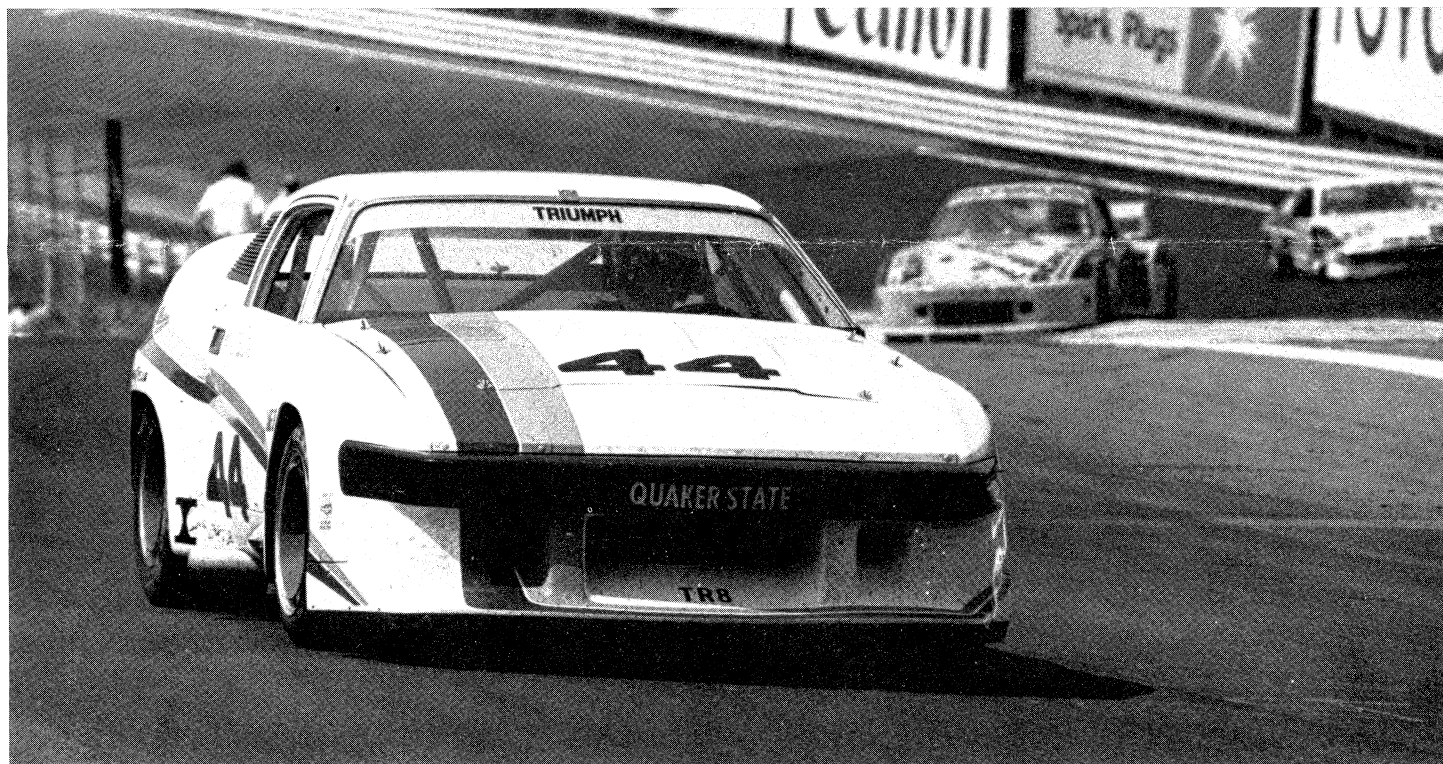
Faithful readers of the Newsletter will have noticed only a few brief references to the V8 in the past, before it burst on the 1979 racing season. "Additional new models . . . including a 3½ litre V8—are planned for introduction in the near future" (Mar/Apr '79), and "Buffum . . . has been at

the wheel of an experimental TR7 equipped with a 3.5 litre V-8 motor . . ." (Jul/Aug '78), when John B. competed in Scotland in the International Burmah Rally.

It has all been rather "hush-hush" because the Triumph TR8 is not ready for production. Jaguar Rover Triumph Ltd. however, have years of experience with similar sized V8s in other cars, notably the Rover 3500 and Range Rover.

East and West Racing Teams

The racing teams were soon clamoring for this power plant. Both the Tullius (East) and Huffaker (West) teams have prepared TR8s for this season, as have independent owners such as Ken Slagle. Yet the news only started to leak



Bob Tullius' impressive-looking 1979 TR8 coupe has burst onto the Trans-Am/IMSA racing scene with three straight wins.

New V8 Triumph's in Races and Rallies—The Sport (Continued)

out just before April when Lee Mueller drove the Huffaker car to its first win at an SCCA meet at Sears Point. In June, Bruce Qvale, with his Huffaker prepared TR8, scored a victory at Riverside. Bruce incidentally, is the son of Kjell Qvale of San Francisco, who is one of the founders of the imported car business.

So it was the Californians who got away to a fast start. But Bob Tullius and his partner in Group 44—Brian Fuerstenau—went for the big one. As their first race they chose and won the July 14 Trans-Am 6-Hour at Watkins Glen, in Category One. They set a new class lap record, and then went and repeated this victory at The Glen again August 5, but in a 100-mile race that time. A third victory came Sept. 2 in the IMSA Winston GT at Road America, Wisconsin (over 2.5 liter category).

Leading for the Rally Championships

In the hectic high performance rally world, John Buffum and co-driver Doug Shepherd have driven through some hair-raising adventures to take first place to date in all three series—SCCA, NARRA and North American Rally Cup. This gives them the chance to repeat last year's hat trick. So far in 1979 they have had seven firsts, the latest August 12 in the SCCA Pro Rally near Coudersport, Pa., called the "Happiness-is-Sunrise Rally."

Buffum/Shepherd didn't have the only TR8 at the Happiness-is-Sunrise Rally. Ex road racers Jon Woodner and Jerry Hinkle of Washington, D.C. were there also with a TR8 and were fifth, an impressive finish for newcomers to the pro rally scene.

According to Tim Cline, who covers rallies for *AUTOWEEK* and *SPORTS CAR*, Woodner/Hinkle provided the spectators with more than their share of thrills. Cline reports that Woodner says he lost track of the number of times he spun the car but it was enough to bash in three of the TR's corners.

Woodner's car started life as a factory prepared rally TR7. When the car reached these shores, Jon had his former racing team manager, Joe Huffaker, put in a V8. Jon says he is completely committed to rallying.

Then over in Britain, where Triumph has been experimenting with V8s in rallies for a couple of years now, they have gone over to electronic fuel injection developed by Pierburg, a West German outfit, with inlet manifold, etc., designed by Rover Triumph. This boosts the power some 25 bhp at 5500 rpm, from the 285 bhp with twin Webers. They also claim 16 percent decrease in fuel consumption.

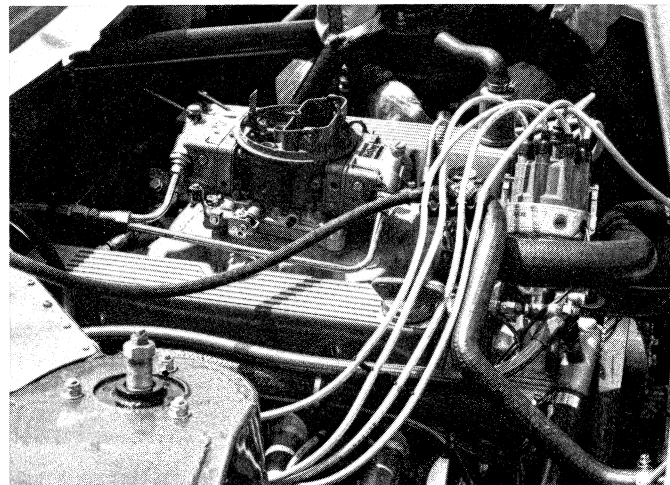
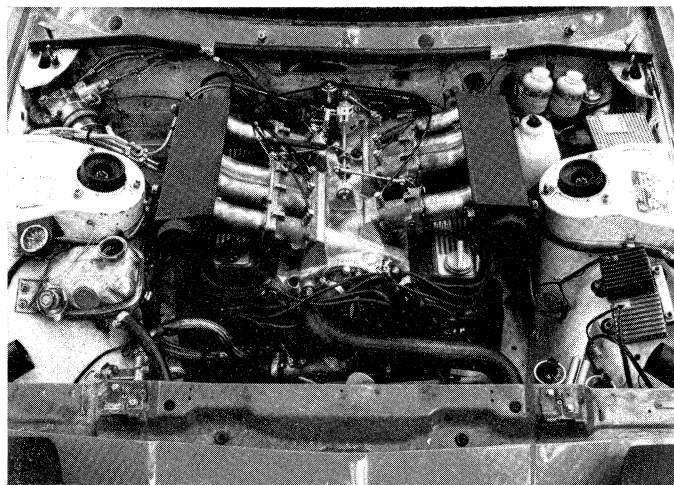
Details of the Trans-Am TR8

Preparation of the very fast and already successful new Trans-Am TR8 as produced by the Group 44 organization makes an interesting story. Altogether it took about six months work at their 5000 sq. ft. facility at Herndon, Va. The car was shipped from Canley late in 1978 and the go-ahead to build came at the turn of the year.

They split the project into three basic areas, chassis, engine, and body. Engineer-partner Brian Fuerstenau specified the new components to be obtained from half a dozen outside suppliers. These included a billet crankshaft, fuel injection system, forged pistons, titanium valves and light-weight rockers. All had to be carefully checked and fitted.

The first engine ran early in June, enjoying a very successful test. Crew chief Lanky Foushee and fabricator Glen Sullivan worked on the chassis and the integral safety roll cage, which has the advantage of strengthening the car for its cornering, braking and acceleration forces.

To equalise weight distribution somewhat, they installed such heavy pieces as the 32-gallon foam-filled fuel cell, oil tank, battery and fire extinguisher in what used to be the luggage trunk. The fuel cell has a racing-type dry break nozzle which takes gasoline at over a gallon a second!



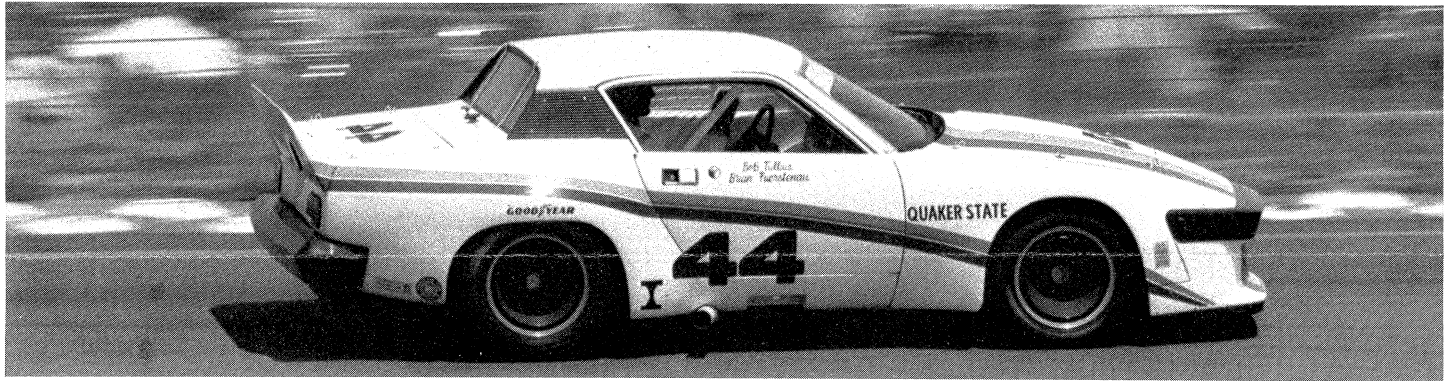
Two versions of Triumph's V8 engine in competition. (Left) The British rally engine with fuel injection and (right) Ken Slagle's V8 with Holley 4-barrel carburetor. Ken has run well in SCCA C-Production with this car.

The stock MacPherson strut front suspension design is kept but the mounting (with Koni valving) is changed to allow quick camber adjustment. At the rear the solid axle now has a trailing arm/Watts linkage to suit the wide racing tires and reduce wheelspin. The 15 in. Goodyear tires are mounted on sectioned/modular alloy wheels. Four wheel discs replace the stock disc/drum system. A large, lightweight radiator, angled up front between a pair of oil coolers, increases cooling capacity.

Fiberglass man John Lyster developed fender flares, hand shaped out of fine grit styrofoam, from which molds were taken. Doors, hood and trunk, even bumpers, are reproduced in fiberglass. Then there is a deep front air dam to cut down the air flow under the car and so reduce drag. The rear spoiler is aluminum.

The whole car looks and is the real thing—a thoroughly modern racer—and it is a real credit to the team. It is finished in the Group 44 livery of white with green stripes.

(Photo: Mike Cook)



Sweeping out of Turn One at Watkins Glen goes the new Group 44 TR8, which has won three races July/September.



All smiles in the winner's circle, Brian Fuerstenau (left) and being interviewed by Chris Economaki (centre), Bob Tullius.



In the Trans-Am 6-Hour at the Glen, the TR8 made several quick pit stops for tires, 28 gallons of fuel and driver change. Time, under 30 seconds.

CLUB NEWS:

4th North American Triumph Challenge Proves Biggest Yet 70 Cars rally in Detroit area for weekend of motor sport.

The year's North American Triumph Challenge, called NATC IV, was the largest Triumph gathering of this series. Seventy cars and 115 people attended the event which consisted of three days loaded with automotive activities. This year's location was the Detroit area and the sponsoring club was the Detroit Triumph Sportscar Club.

The first full day of scheduled events was Friday, August 17, and featured an autocross at the Waterford road race course. The course is a winding 1½ mile track with hills and a generally challenging configuration, the longest straight is only 1/5 mile long. Road cones were used to force unary racers into the correct line through corners, but on the whole, it was a high speed event. Unfortunately,

the weather was wet with showers throughout the day, thus both contestants and corner workers were dampened.

The evening was devoted to a visit to Stroh's Brewery, a landmark from the early days of Detroit. There the Triumphites sampled brews and sausage. The uniform of the day included NATC IV T-shirts donated by Stroh's.

Saturday dawned still moist but no rain fell on the Rally run that morning. The course wound through pastoral areas of southeast Michigan. After a couple of hours of map reading and side excursions, the contestants arrived back at the Red Roof Inn from which the Rally started.

A brief break for food, and then another type of competition, an econ-run was staged. This event involved top-

Club News (Continued)—4th North American Triumph Challenge

Lining up for the Autocross: Mary Hansen's TR7, Bruce Ware's TR-3 (second in class), Jamison Rappeport's GT6 and Douglas Parker's Spitfire on course.



ping up your tank under the watchful eye of the event organizer and then going on a 70-mile jaunt in a casual parade formation. At the end of the trip each car's tank is topped up again and the fuel used is noted, winners of course are those using the least gas for the tour. Cars are divided by classes based on weight and type.

Saturday evening was the time for the popular awards banquet. Winners from the first three events of the weekend received trophies made available by Jaguar Rover Triumph. These awards were engraved plates sand-cast by Wilton, really excellent and useful trophies.

A highlight of the evening was a talk given by Doug Shepherd of the Pro Rally Team of Buffum & Shepherd. His discussion of rally driving and navigating was augmented by JRT's outstanding film entitled 'Buffum & Co.' We understand that this film is available for showing by clubs and you should see it if at all possible. After the banquet, do-it-yourself parties erupted in various motel rooms and ran well into Sunday.

Guess what? There was sunshine on Sunday for the final event of this weekend, a concours. The beautifully polished and prepared Triumphs were put on display in the parking lot of the Red Roof Inn. The show attracted many passers-by who we hope were duly impressed. After the judging was over, more of Jaguar Rover Triumph's top notch trophies were distributed to triumphant Triumph owners and the weekend concluded on a happy note.

NATC V will convene next year in the Chicago area, hosted by the Illinois Sports Owners Association. Let's see more of you Easterners, Southerners and Westerners at next year's meet.
—Gilbert R. Parker



The sun finally came out for the Sunday Concours at the Red Roof Inn.

RESULTS

North American Triumph Challenge IV (17/19 Aug.)

Autocross, Waterford Track, Detroit:

Class Winners

Driver, Car, Best Time

- 1. F. Wendland (Spitfire), 1.55.50
- 1. Trim Murphy (TR-4A), 2.01.60
- 1. Bob Mynek (TR7), 1.57.50
- 1. Ken Reader (GT6), 2.08.04
- 1. Russ Brownfel (TR6), 1.51.50
- 1. Wayne Sayre (Spitfire), 1.51.66
- 1. Dennis Fisher (GT6), 1.52.88
- 1. Joan Kubiak (Spitfire), 1.40.60
- 1. Barb Mynek (Spitfire), 1.56.98

Rallye:

- 1. Jerry Schwab/Richard Gibbon, 340pts.
- 2. Ann & George Gelehrter, 318pts.
- 3. Armando Liceaga/Jamison Rappeport, 379pts.

Econo-Tour:

- TR-2/3/4/4A: 1. Robert LeBottle (TR-3)
- GT6: 1. David Pelham (GT6)
- Spitfire: 1. Ann & George Gelehrter (Spitfire)
- TR6/TR250: 1. Rich Gudmundson (TR6)
- TR7: 1. Gilbert Parker (TR7)
- 4 Cyl./OD: 1. Tim Murphy (TR-4)

Concours d'Elegance:

- TR-3 Class 1: 1. Bill & Barb Smith (1959 TR-3), 394pts.
- TR-4 Class 2: 1. Tom Murphy (1966 TR-4A), 376pts.
- TR250 Class 3: 1. Mark Phillips (1968 TR250), 340pts.
- Spitfire Class 4: 1. Chris Morgan (1979 Spitfire), 390pts.
- GT6 Class 5: 1. Dave Pelham (1967 GT6), 388pts.
- TR6 Class 6: 1. Alberta Maljan & Paul Harmis (1976 TR6), 384pts.
- TR7 Class 7: 1. Bob Mynek (1975 TR7), 375pts.
- Modified Class 8: 1. Richard & Nancy Lamb (1975 TR7), 399pts.
- Race Class 9: 1. Rich Torres (1975 Spitfire), 398pts.
- Peoples' Choice: Bill & Barb Smith (1959 TR-3)



Martha Knapp's Spitfire speeds over the waterlogged Waterford Hills Track, in the Autocross.



The neat five car display of TR-2 and TR-3 models at the recent "World of Wheels" show in the Los Angeles Convention Centre.



The Triumph Register of Southern California—a branch of the national TRA—had fun on a July tour to Santa Barbara.

CLUB NEWS:

California TR Enthusiasts Stage Two Events

We hear through Martin Lodawer, club vice president, about that enthusiastic group the Triumph Register of Southern California, which has reorganized for 1979 and started on a more active program.

In March they staged an attractive five car display of TR-2 and TR-3 series models at the big "World of Wheels" show, held in the Los Angeles Convention Centre. This is a 350-car show which includes custom and restored cars, hot rods, antiques, vans and of course sports cars. This was TRSC's second exhibit and all five participants gained Class Award plaques. They were:

Ken Gillanders	TR-2
Bob DeBock	TR-3
Joe Shepherd	TR-3A
Frank Burke	TR-3A
Tim Matthews	TR-3A

Then July 21st, they organized their first inter-club event. Nine TR-3 crews joined in with the MGA Register for a tour along the beautiful Pacific Coast Highway, about 120 miles up to Santa Barbara. They were blessed with perfect weather for top-down driving. At Santa Barbara the group took the opportunity to detour to nearby Goleta and visit Moss Motors, the vintage sports car parts store. Some set

up camp in Tuckers Grove Park for picnicking and volleyball, and a few stayed on for the week-end.

Although comparatively small now, the club is keen to enlarge. If you have a TR-2 or TR-3 in California, contact Molly Bacon, 20485 Claremont Avenue, Riverside, Calif. 92507. They plan to repeat another gathering, the TRA West show, in the Los Angeles ARCO Plaza during September.

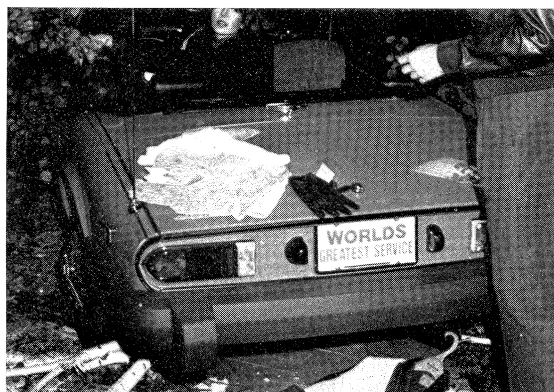
Valuable Rally Prizes Instead of Cups, in Virginia Rally

At the time of going to press the Triumph Motor Club, based in Virginia, were looking forward to a September Rally which they hoped would be their biggest ever. It is organized to benefit the Muscular Dystrophy Association and instead of trophies valuable prizes were offered such as a Montgomery Ward moped, a \$250 gift certificate from Manhattan Auto, the JRT dealer, \$50 worth of records and tires, etc. That ought to bring them in! There were to be two starting points in Maryland and Virginia, ending in Prince George's Country.

Earlier in the year the TMC participated in a car show at Summit Point race course, with a parade lap of the track and show awards. There was a nice variety of TR-3, TR-4, GT6, TR6, and TR7, plus a Vitesse, Stag, Spitfires and a Bond Equipe.



Half a Dozen of the new TR7 Sports Convertibles were put at the disposal of the British press during a recent American visit. They test drove them at Summit Point track, Virginia. With the smart looking lead car is Patrick Mennen of the London Daily Mail.



In Lincoln, Nebraska's largest shopping centre, the Bear Simon's clothing store recently displayed a 1979 Triumph Spitfire for a month. This was part of their Fall fashion display. The Spitfire was provided by our Lincoln dealer Misle Imports, through sales director Norm Ramsey.

Club News (Continued)

TR-3 Won in Cleveland Museum Raffle

The go-ahead Crawford Auto-Aviation Museum in Cleveland, Ohio, recently raffled off a Triumph TR-3. Lucky winner was Richard A. Henn of 492 Allen Drive, Westlake, Ohio, who bought his ticket during a visit to the museum. Richard alleges he knew he was going to win when he saw that his ticket number (4992) was so similar to his house number!

LETTERS TO THE EDITOR

Official "Wedge" License Plate

"This is a picture of my 1976 TR7 which has a license plate reading 'WEDGE', adapted from Triumph's 'Shape of Things to Come' advertising. Thought you could use this in the Newsletter . . ."

—Marie Starace, Farmingdale, N.Y.



A New York State license plate to suit her TR7

Needed—That Triumph Stag Club

"We would like to know if there are any Stag clubs in the country. Also, if readers have any suggestions on how to get parts for our Stags?"

—Carol Roch, 815 Malabu Drive, Lexington, KY 40502 (We usually refer Stag owners to the Vintage Triumph Register, headquarters of which is c/o Steven Rossi, president, 37 Pawson Trail, Branford, Conn. 06405. How about forming a Stag club, someone?—Ed.)

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 Sports Car Champions Jacket Emblem	\$1.00
Competition Stickers, Mylar	2 for \$1.00
Competition Patches (Helmet)	(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

Send Check or Money Order. No C.O.D.'s please.

Please make checks payable to Jaguar Rover Triumph Inc.

Turbocharging the GT6?

"I would greatly appreciate any information from fellow readers who have experimented with turbocharging their Triumphs.

I own a 1973 GT6 MK III (KF 22447U0) which I believe is a prime candidate for turbocharging because of the lower compression and milder cam of that year.

However, I've yet to find a kit to fit the car or be adapted and would appreciate hearing from anyone with experience in this area."

—Marion S. Moore, 1717 Mosstree Road, Apt. 13, N. Charleston, SC 29406 (803) 747-6147

(A firm that has made turbocharging experiments is Arkay, 14005 S. Crenshaw, Hawthorne, Calif. 90250. Owners should be warned that turbocharging may give them problems with EPA regulations.—Ed.)

CLASSIFIED ADVERTISEMENTS

(Triumph Newsletter readers and members of Triumph clubs are welcome to submit short Classified Advertisements of items 'For Sale' or items 'Wanted'. However, we cannot accept responsibility in these transactions and publication is intended only as a service, for which no cost is charged. Commercial advertising from dealers, parts manufacturers, etc., is not accepted.—Editor)

FOR SALE

1971 TR6—39,600 original miles. Yellow with black interior, Michelin tires, AM-FM radio, Tonneau Cover, well maintained. In good mechanical condition. Interior like new. Extensive rust on frame and fenders. Would make excellent "Parts" car. Best offer over \$399. Thomas Collins, 219 Old Country Club Road, Sanford, Maine 04073. (207) 324-8413.

1962 TR3—excellent—new interior, hard top, tires. Mech. sound. Photo on request. \$3500. Carol A. Morley, 230 Sunrise Hill Rd., Norwalk Ct. (203) 327-5396 or (203) 847-4014 eves.

1971 Triumph GT6+. Can serve as both street car and reliable SCCA school and regional car. 3.89 rear axle, Konis and race suspension, stock suspension and 5½ inch Cosmic alloy wheels with Goodyear race slicks mounted available.. \$1950. Jim Woods, 10808 Frazier Ct., El Paso, Tx. 79935. (915) 593-0998.

TR6 high performance camshaft, model S2. Designed by Triumph for advanced street use. Never used. \$150. Ira B. Perelle, 1234 Midland Ave., Bronxville, N. Y. 10708. (914) 337-8892.

1967 TR7, white, 23,000 miles, over 30 mpg—winner of 1977 N. American Triumph Challenge Economy Run, Sanyo AM-FM, Michelin radials, Cibie Z-Beams, Colgan Custom Bra., rustproofed, excellent condition. \$4000 or best offer. George Gelehrter, 3060 Corydon Rd., Cleveland, Ohio 44118. (216) 321-1181.

1971 TR6 being broken up for parts. Engine is good and transmission is newly rebuilt. Right front fender is missing and left rear suspension arm is broken. David Helwig, 4 Lynch Farm Drive, Newark, Del. 19713. (302) 737-8301.

WANTED

Letters for 1960 TR3 front apron, which spell "TRIUMPH!" Larger of the two sizes needed.

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.

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