

Triumph



Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 22, NUMBER 2

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

MARCH-APRIL, 1976

THE TR7 SPORTS/RACER

How the Group 44 team have prepared Triumph's TR7 for SCAA Racing: And how they won first time out.



Bob Tullius himself winning at Lime Rock with the first TR-7 ever to race (Photo: Jan Elliot)

EDITOR'S NOTE

For 1976 TR-7s will be fielded by two official British Leyland teams: Group 44 of Herndon, Va., and Huffaker Engineering of San Rafael, Calif.

The Group 44 race schedule included St. Louis and Bridgehampton in May and Pocono in June. The West Coast Huffaker-prepared TR-7 includes Sears Point, Seattle, and Portland in its early program this year.

At least four independents are also expected to field TR-7s, Ken Slagle of Harrisburg, Pa.; Dan Pohlman of Englewood, Ohio; John Schubert of Vancouver, BC; and Martin Doderhoff of Cleveland.

Group 44's TR-7 project began after the SCCA Championships last November. On hand in the team's Herndon, Virginia shop were two cars, a complete TR-7 road car and a bare body shell. In order to have the car completed and ready for testing in mid-March, two weeks before the first event of the season, the entire crew pitched in to finish the body preparations by Dec. 5th, start of their vacation.

While the crew began stripping the running gear from the street car, crew chief Lanky Foushee undertook the roll cage installation. The TR-7's unit body provided a strong

platform for building the race car which greatly simplified Foushee's plans. Much like a NASCAR cage, it offers complete driver protection in case of rollover. In addition to the two main hoops, one at the windshield/roof junction and the other behind the driver's head, side impact beams were installed and the whole cage tied to the front suspension towers and rear frame.

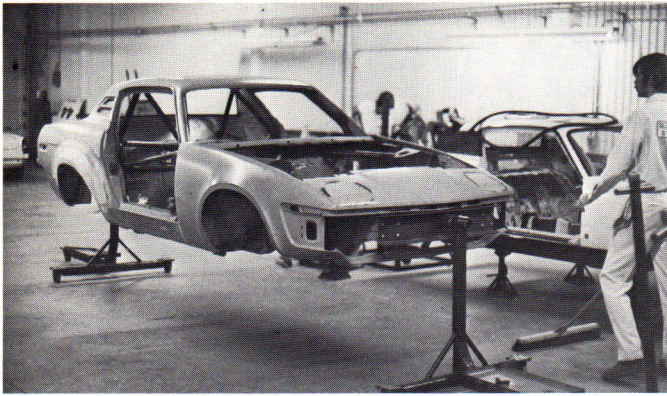
An aluminum dashboard was fabricated to mount the tachometer, oil pressure, oil temperature, fuel pressure, water temperature, and air vents.

A 14-gallon Goodyear safety fuel cell in its aluminum container was installed in the trunk area. A Holley fuel pump feeds Aeroquip lines carrying the fuel to the engine compartment.

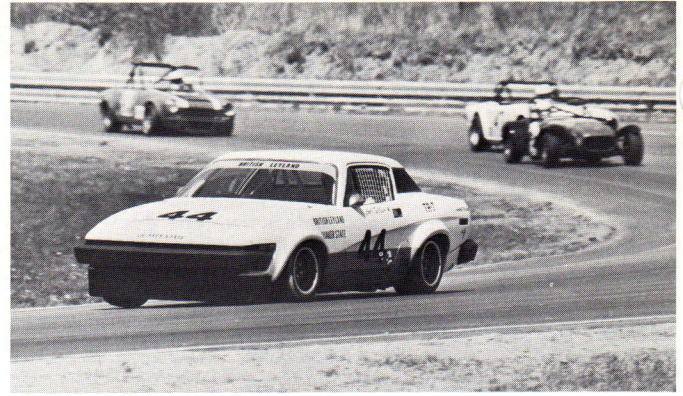
Foushee's next project was to form front and rear fender flares. As with most Group 44 race cars, the stock fenders were cut away and sheet metal steel flares covering the race tires were hand-formed to the original contours and welded into place. It's a tedious, time consuming job, but the finished product is considerably stronger than fiberglass.

Once the body preparations were complete, the car was mounted on a pair of stands acting as a sort of rotisserie,

THE TR7 SPORTS/RACER (continued)



(Left) At the Herndon, Va., Group 44 workshops, the TR-7 in preparation on the "rotisserie". (Right) Another Lime Rock picture showing the TR-7's front spoiler and driver safety net.



allowing easy access to the engine compartment and underside. The chassis was moved into the paint shop and while the rest of the crew spent the Christmas holidays on vacation, Sonny Moreland, the "director of aesthetics" for the group, painted the interior, engine compartment, and underside with Imron, a tough epoxy paint. He finished contouring the fender flares with body filler, and then painted the car in Group 44's new green and white livery.

Suspension Modifications

The crew returned to work after New Year's and the mechanical preparation of the TR-7 began in earnest. While development engineer Brian Fuerstenau completed the team's dynamometer installation and started on the TR-7's 2-litre engine, Foushee and the rest of the team began work on the suspension and running gear.

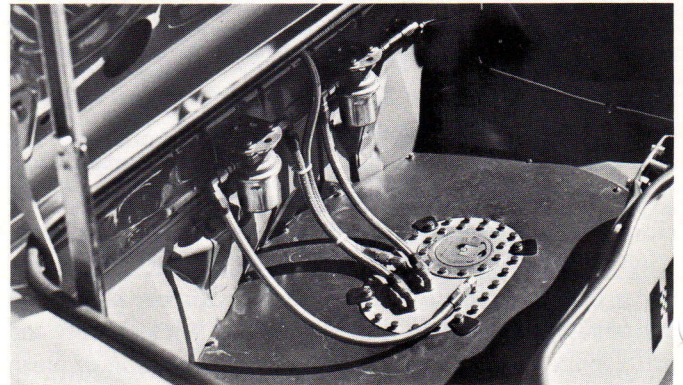
The TR-7 is the first British Leyland car utilizing the MacPherson strut-type of suspension that Group 44 has race-prepared. Foushee developed several modifications. The front shock tubes were shortened to lower the car, and Koni provided special shock absorber inserts for the tubes. The lower control arm was triangulated to provide positive location of the strut. To accomplish this, the ends of the original front sway bar were cut and reinstalled in solid bushings to act as a control arm. The upper end of the strut was mounted in an offset bracket to add negative

camber to the suspension geometry while maintaining the original mounting point to the tower. All rubber in the suspension was replaced with solid bushings machined from Delrin, a Teflon-like material. To prevent any binding in the struts, a lower spring seat riding on a ball bearing was fabricated to allow the entire strut to rotate while the spring remains stationary. An adjustable 1 in. diameter anti-sway bar was built. For racing 21x8x13 WI Goodyear tires are used on 13x7 Minilite wheels.

The stock hubs and spindles were retained but a distance piece was installed between the inner and outer front wheel bearings to allow the hub nut to be torqued to 90 ft/lbs. The bearing races and distance piece, when drawn up tight, considerably strengthen the spindle. As a final measure, the front sub-frame carrying the entire front suspension was solid mounted to the unit body.

The live axle rear suspension was retained but a new three link trailing arm system was fabricated. The arms use "Heim" type rod ends to eliminate the rubber bushings. The upper trailing arm attached to the top of the differential housing was added to control any rotating action of the housing under hard acceleration and braking. To control the horizontal or side to side movement of the housing, a panhard rod was installed. An adjustable 5/8" anti-sway bar and special double adjustable Koni shocks complete the rear suspension.

The standard rear axle, hub, and bearing assemblies are



(Left) The TR-7's comfortable interior is stripped bare for racing. Note complete roll cage. (Right) In place of the spare wheel in the luggage trunk, goes a 14-gallon safety fuel cell, with double electric pumps (Huffaker TR-7).



Number 38 is Lee Mueller's Huffaker-prepared car, seen here heading off a Porsche at Sears Point, Calif.

more than adequate for street use, but with the much higher cornering forces generated by the extra-wide racing tires, stronger components are necessary. New axles carrying much larger bearings were machined from heavy duty units.

21x8x13 W2 Goodyear tires, one inch wider than the front, were fitted to the rear.

Brakes and Engine Changes

The brake system was the next area of the TR-7 to receive attention. In the front, a complete Lockheed competition setup was installed, as allowed under the SCCA's rules. The 10.5 in. vented disc and caliper system offers considerably more swept area and fade resistance for competition use. The rear brakes remain standard except for ventilated backing plates and Velvetouch linings. A 3/4" Hurst/Airheart master cylinder and Dow Corning silicon brake fluid complete the braking system.

While the chassis preparation of the TR-7 was being completed Fuerstenau continued development on the engine. He and engine specialist Jim Vance prepared the TR-7 power unit. Pistons with a new combustion chamber shape and increased compression ratio, to Fuerstenau's specifications, were purchased and a new camshaft was engineered by Crane Cams. A complete exhaust system, including the headers, collector and tail pipe with megaphone, was hand-built. In final form, the TR-7 engine gave a maximum of 165 horsepower at 7,000 rpm.

The engine, complete with aluminum flywheel and double disc clutch, was installed in the car along with the standard close ratio transmission, which had simply been disassembled



The West Coast TR-7 uses a special type 3-piece alloy wheel, which is adjustable for various rim widths.

for inspection and checking clearances, in time for a test session prior to the car's first outing.

The first race for the TR-7 was the SCCA National at Charlotte Motor Speedway March 28th. The crew arrived early Friday morning to take advantage of a full day of practice. With Tullius at the wheel, the lap times continued to drop as Fuerstenau and Foushee adjusted rates and shock absorber settings. With the car properly tuned to the circuit, his best lap was well under the existing D-Production record.

In qualifying Tullius put the car on the pole for the combined D, E, and F-Production race, ahead of Jim Fitzgerald's very quick Datsun 2000. Balked by a slow starting sports-racer, the TR-7 was second into the first turn at the drop of the flag. Fitzgerald bolted into the lead with Tullius attached to his rear bumper, but seven laps into the contest the pressure was too much for the hard-charging Fitzgerald as his engine came unglued. Tullius cruised to an easy win to give the new TR-7 a victory and new class lap record in its first race!

PAUL BRAND

Lime Rock, Conn. Win Follows for TR-7

Bob Tullius piloted the new Triumph TR-7 to victory in the SCCA national championship race at Lime Rock Park, Connecticut, April 24, the first event for the TR-7 as an official British Leyland/Quaker State entry.

The Lime Rock race promised tough competition as the new TR-7 faced a strong challenge from Bob Sharp in his factory supported Datsun 610 sedan. In Friday's battle for the pole position in the combined D-Production and B-Sedan contest, Tullius put the TR-7 out in the front row of the grid with Sharp's Datsun right behind.

Race day dawned cold and damp, and intermittent showers left the track wet and slippery. Waiting until the last possible moment, the crew decided to fit dry tires on the car for the race, hoping the rain would hold off for the 30 laps around the 1.53-mile race course. As the green flag dropped, Tullius lost several places in the scramble for the first turn, but had retaken the second spot at the completion of the first lap. On the next circuit, he moved the TR-7 into first place. Taking care to avoid the wet spots on the track, Tullius continued to build his margin over Sharp, and finished with a solid 15-sec victory.



TR-7 Rally Cars in Britain: Two factory prepared TR-7 rally cars are being campaigned by Leyland Cars in the "Motor-RAC" series beginning in May. Internationally-rated rallyists Tony Pond and Brian Culheth have been signed to drive. Shown here is Tony Pond testing in Wales with one of the tough-looking red, white and blue machines.

CLUB NEWS

Good Progress with Big Triumph Rally in Illinois

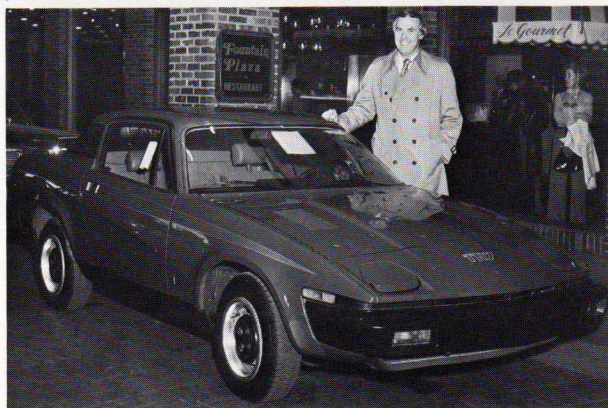
Things look good for the exclusively Triumph Rally being organised Aug. 20/22 by the Illinois Sports Owners Association. As mentioned last issue, this will rally on LaSalle, Peru, Ill.

At the time of going to press there were already 25 registrations for the 3-day event including Evening Rally Fri., Aug. 20; choice of medium speed Slalom at Utica Kartway or Tour-Econo run, Sat., Aug. 21; followed by awards dinner, with Triumph films, at the Holiday Inn; and 8-class Concours, Sun., Aug. 22.

Pre-registration is needed by July 15 so that the organisers can progress their planning properly, —costing \$15 per person (\$25 for two in one Triumph), including the dinner. Get your checks in early to ISOA, c/o Tom Walling, 41 Hackberry Lane, Glenview, Illinois 60025; or for more info, write Irv Korey, 760 Barberry, Highland Park, Ill. 60035 (312-831-2809 home; 312-376-8866 business).

Nation's Capital Meet in June for TR-2/3 Series

An ambitious National Meeting is planned by the Triumph Register of America to be held in Washington, D.C. June 25/27th. The Register is for TR-2/3 Series owners only and this is their second National meet. There will be



Lucky Winner of a new TR-7 is Charles E. Ramsey of Cincinnati, Ohio. The 1976 Triumph was top award for salesmen in a national contest organised by London Fog Overwear. The British Leyland dealers in Cincinnati, Tom Sweeney Inc., made the delivery. We presume Charles Ramsey's smart weatherproof is a London Fog!

a used parts swap and sale; a new parts sale at discounts arranged with certain suppliers; a tour of the nation's capital; workshops; car show; and rural tour and dinner. Motel arrangements at reduced rates have been made. Contact: Triumph Register of America, c/o 311 Johnson St. S.W., Vienna, VA. 22180.

New Florida Triumph Club

In the Jan/Feb issue we published a listing of twenty Triumph clubs known to us in the USA and we requested information about others. A Florida group writes to us, which formed early this year. They have ten members already, based in Dade, Broward, Monroe and Palm Beach counties and intend to start by joining events of other clubs in the area. Contact is John D. M. Shelley II of British Performance Group Inc., 7716 N.W. 54 St., Miami, Fla. 33166 (305-592-1162).

St. Paul, Minn. Triumph Club Forming

Since we mentioned in a recent issue the new Triumph club based in St. Paul, Minn., founder Joe Bisanz writes that he has been joined by half a dozen other local Triumph owners; but he is looking for more to start on Spring and Summer events. Write: J. Bisanz, 1889 Stanford Ave., St. Paul, Minnesota 55105.

New Triumph Club for Brooklyn, N.Y.

Triumph owners in the Brooklyn and Long Island areas will be interested to learn of a new club forming there. Contact is, Paul Ellenbogen, 2665 Homescrest Avenue, Brooklyn, N.Y. 11235 (212-332-9846 home, 212-826-3126 business).

Standard-Triumph International Rally in England June 20

Weston Park, Shropshire, England, family home of the Earl and Countess of Bradford, is the venue for the first Standard-Triumph International Rally, sponsored by six British Standard and Triumph Clubs and the Vintage Triumph Register of the U.S. on Sunday, June 20th. Over 250 Standard and Triumph cars spanning the years since 1903 are expected to attend the unique event. Several members of the American V.T.R. will be attending.

The Rally takes the form of an assembly of cars and activities include driving tests and a distance competition as well as a Concours d'Elegance. Each participating Eng-



Vintage Triumphs and Triumph-engined Morgans attended 'English Day' when rallying to that fine annual event the 'Sports Cars in Review' exhibition at the Henry Ford Museum, Dearborn, Ill., in March. Organisers were the energetic Vintage Triumph Register. (Photo: Bill Smith)

lish club—the Standard Register, Pre-1940 Triumph Owners Club, Roadster Club, Razoredge Owners Club, Triumph Mayflower Club and TR Register—will provide its own Concours judging in accord with its own rules.

S.T.I.R. is to be an alternating US-UK event and the Vintage Triumph Register will host the 1977 affair at Bridgehampton race track, tentatively planning for the last week of July next year. Information in the U.S. may be had by writing the Vintage Triumph Register, Box 6934, Grosse Pointe, Michigan 48234.

LETTERS TO THE EDITOR

Some TR7 Questions

As a proud owner of a TR7 and a member of the TSOA, I would like to take this opportunity to congratulate you on a fine newsletter, although it is rather brief. I also would like to ask you several questions. Is there an over-drive available for my 7 and if so where can I get one? How much would it cost? Will removing the air pump from my engine help my gas mileage? If so what needs to be done to convert it?

—Kenneth R. Glastetter, Freeport, Illinois

[The TR7 was not intended to be equipped with overdrive, and therefore no such unit is available. Inasmuch as your engine is designed to meet the current air pollution regulations, to remove the air pump would be of no real value, and in fact would not help the gas mileage—Tech. Editor]

Testimonial to a Crashed Spitfire

I have been a member of the TSOA for over three years now. The newsletter contained a number of informative and entertaining articles. Also owning a Spitfire Mk IV gave me many hours of unmatched pleasure. Unfortunately this pleasure has ended in disaster. In January my wife and I were out for a ride. An ill-timed argument between the riders of an oncoming car caused it to cross the median and strike us head on. The Spitfire was totally demolished. In fact the body of the car was knocked free of the chassis. It was cut for parts recently leaving only the trunk lid, luggage rack and the two rear wheels.

It is because of my Spitfire I can send this to you. In the split second I had to react, a quick turn of the wheel moved us out of the way enough to lessen the blow. Not only the rack and pinion steering but the design of the front end and interior helped save our lives. The small interior and highback bucket seats kept us from being thrown around in the car. Also the small windshield prevented us from being thrown through it. If I had been driving any other car we may not have been as lucky.

Even though insurance paid the cost of the car I must wait until I can drive again so I can replace my Spitfire. If Triumph keeps designing their cars as well as my Spit, I'll keep driving them.

—E. Barry Greb
Levittown, Pa.

Fifteen Years a TSOA Member

After reading numerous letters from readers about restored Triumphs, I thought you might be interested in pictures of my original 1959 TR-3A. I drive it to work

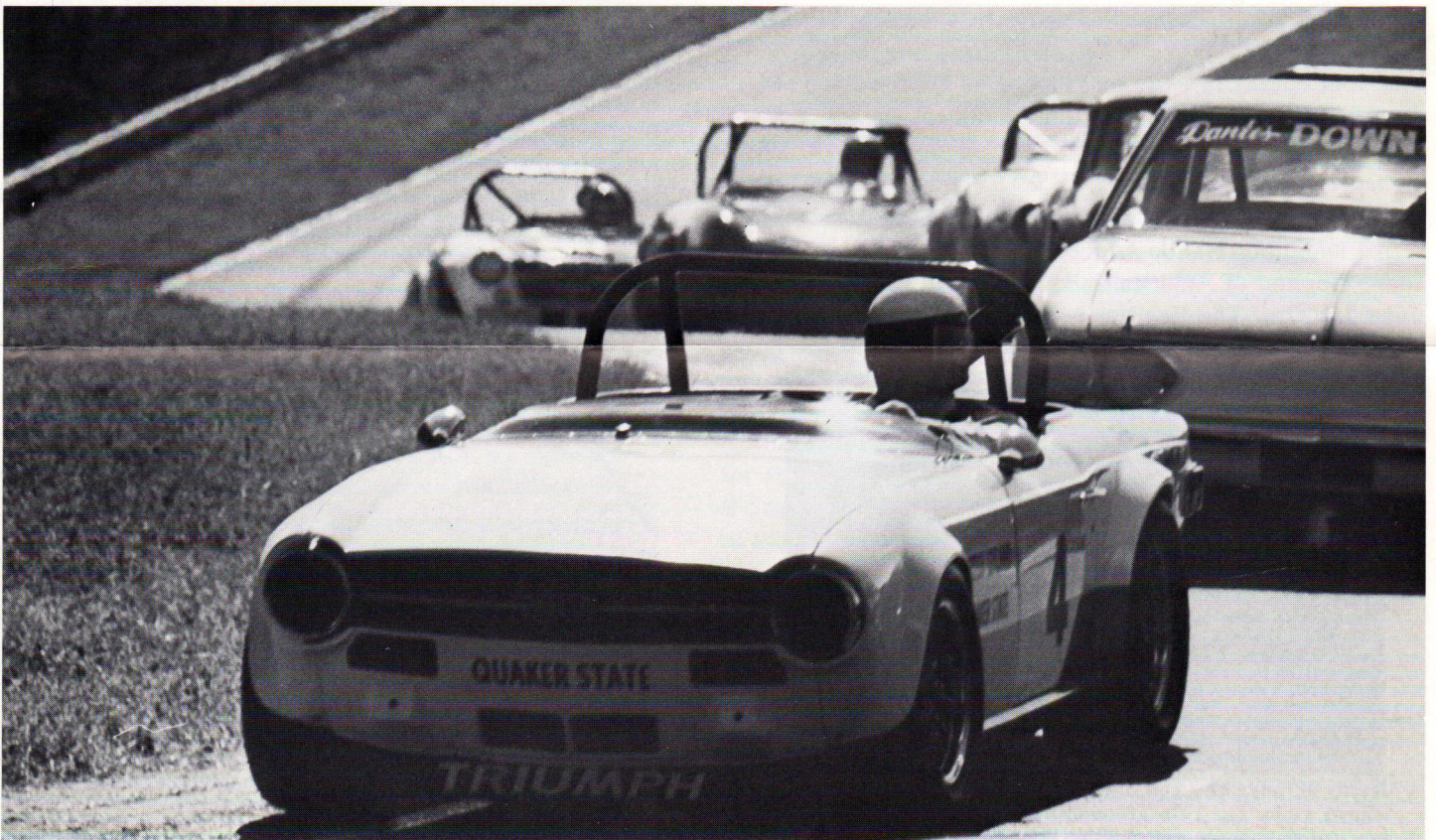
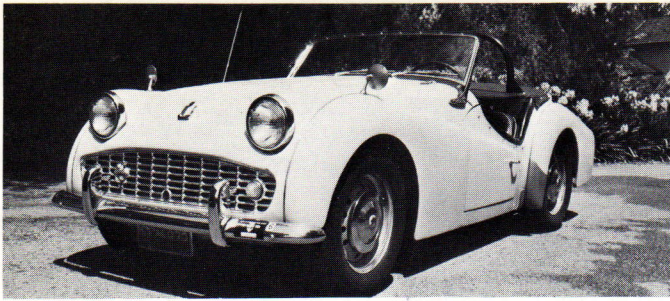


Photo of the Month: A beautiful shot of a tight-packed racing scene at last November's SCCA Atlanta championships, taken by David Bate, British Leyland's service quality manager at Leonia, N.J. headquarters. It shows John McComb's winning TR-6 in the lead. David used a Nikkormat, with 400mm telephoto lens and Kodak Tri-X film. Triumph Newsletter is always glad to receive fine photographs from readers.



In the California sunshine, long-time reader Alan Campbell's 1959 TR-3A.

every day and do all my own maintenance. The Club badge has been on the grille since I joined the TSOA in 1961.

I installed an oil temperature gauge on the panel (using a matching Smiths gauge) left of the Tach. and moved the heater switch further left. I also dropped the brake pedal to almost even with the throttle for faster response. Needless to say, I have enjoyed TSOA and my TR-3 immensely and expect to for many more years.

—Alan L. Campbell, Los Altos, Calif.

TR 250 Enthusiast

Am the proud owner of a 1968 Triumph TR-250. One of my friends also owns a TR-250. My car is British Racing Green, and I display my TSOA badge on my front grille. I really love my TR, which I bought two years ago, and have restored it in that period. It gets good gas mileage, about 22-26, depending where and how I drive.

I enjoy the Triumph Newsletter, but I wish you would revert back to printing it once a month, as I always look forward to getting it. Keep up the good work, it's a fine publication.

—Nobert E. Mansbach Jr., Hartford, Conn.

CLASSIFIED

WANTED

TR4A/250/6 IRS limited slip with or without rear end. Also competition engine parts like S2 cam, 10 to 1 modified head, etc. Bill Watson, 44 Russell Street, New Haven, Conn. 06513; phone (203) 468-0051.

1961 TR3 distributor in good working condition. Write: Matios Delgado-rodriguez, 1710 W. Howard Ave., Biloxi, Miss. 39530.

FOR SALE

1975 TR6 Loaded—Blue with black interior, factory air cond., factory hard top & overdrive, 2,000 miles, still under warranty, 1972 TRIUMPH STAG: Excellent condition, AM-FM radio, air, full power, automatic, 2 tops, wire wheels, factory services, many extras. Call Gary, (201) 461-7300 X301; Home (201) 666-0731.

Complete basket case TR3B 2.2 litre motor. Price is negotiable. Located in Washington, D.C. Unit includes completely balanced crank-rods-pistons-flywheel and clutch. The carbs are complete and matched to intake manifold—you supply linkage. Head needs extensive work. All reasonable offers considered—you come and get it from my friendly father. (Will give to scrap man in 90 days if no offers!) Benjamin J. Coplan Jr., P.O. Box 8172, Squirrel Hill Station, Pittsburgh, Pa. 15217.

TR3 body panels (all except nose); windshield frame; excellent condition. Spitfire 1300-1500: Alternators (2), overdrive gearbox (like new), 2 new tan seats, many stock parts, heater, window glass, and some body panels. 4 Minilite magnesium wheels for Spitfire, 6:00x13, less than 6 mo. old, \$400. Ken Slagle, 5007 Utah Ave., Harrisburg, Pa. 17109; 1-717-545-8912.

1975 TR6 tonneau cover, original British Leyland issue, supplied with new car. Brand new, never been used. Black, w/indentations for head rests. \$50 or best offer. Norm Chester, 8825 39th Ave. S.W., Seattle, WA 98136; (206) 937-0816.

Tonneau cover and boot for TR6 both factory equipment and like new. \$50 or best offer. Write or call W. J. Cole, 198 Indian Church Rd., W. Seneca, N.Y. 14210. (716) 824-7033.

Factory hardtop from 1966 Triumph Spitfire. Very good condition, all hardware. Sell for \$125 or consider trade for parts of TR3. Edward Grochowina, 3517 E. Fairmount Ave., Baltimore, Md. 21224 (301) 342-7003, after 6:30 p.m.

AM-FM stereo radio. Perfect condition. Utah plate No. TR-6. Available for purchase in Utah. \$6,500 firm. Russ Lence, 8267 S. 1280 E., Sandy, Utah 84070 (801) 561-1593.

Spitfire Mark III—immaculate condition all running gear—radio, tach, rims, wheels, tonneau, etc. Make offer on individual parts or all items—good deal. Richard Olbrys, P.O. Box 4172, Stamford, Connecticut 06907.

Triumph Spitfire detachable hardtop, red, excellent condition, all hardware, \$125. Will consider trade for TR3 parts. Ed Grochowina, 3517 E. Fairmount Ave., Baltimore, Md. (301) 342-7003.

1962 TR4. Parting-out. Doors, windows, body parts, gauges, top, wheels, tires, etc. Tom Sullivan, 113 9th Ave., Shamolin Dam, Penna. 17876. (717) 743-7009.

Triumph TR6 full black tonneau (fits over headrests)—\$20. Also, tan partial tonneau (for space behind seats)—\$10. Both like new. J. A. DeLawter, 9 McIntosh Court, Novato, Calif. 94947.

TR2-3 Service Manual for sale. Like new. \$20. Herman Kueng, 1056 Mt. Vernon Road, Union, N.J. 07083. (201) 688-9209.

TR4 tonneau cover, black, like new—\$40. GT6 lower trunnion w/o nylon bushings—\$10. (2) TR4 seats, black, fair condition—\$30 pair.

155SR13 Goodyear R800 tire, good shape—\$6. TR4 windshield wiper motor, \$8. All above parts shipped UPS collect. Donald R. Allen, 1103 Philo Rd., Urbana, Ill. 61801. (217) 344-7018 after 6. TR4 gearbox with OD, complete. Ted Schumacher, R.R. 1, Pandora, Ohio 45877.

1963 TR4—Pre-Irs Rear, complete front susp., overdrive trans., roll bar, gauges and more. 1964 Spitfire—Engine and trans., excellent condition, front and rear ends, quarter panels, interior and more.

1967 GT6—Engine (50,000 miles), front and rear ends, seats, body parts, wire wheels, etc. Also—new TR6 hood, Spitfire Mk II—inn hood section, doors, trunk lid. New rear quarter panels for Spitfire Mk IV. Call or write: Gary Lipack, 1 Deepdale Dr., Randolph, N.J. 07801. (201) 584-2290 or 895-2927.

Four chrome wire wheels and hub extension for Triumph Stag in very good condition. Best offer. Write: Gary Fulmer, 1807 Cadillac St., Flint, Michigan 48504.

1970 Spitfire tonneau cover, one year old. Excellent condition—used one summer. \$20. Jacquelyn Moyer, Box 34, Creamery, Pa. 19430. (215) 489-2431.

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 Mk-I-II-III 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	\$.50
British Leyland Competition Stickers, Mylar	3 for \$1.00
Triumph history 34-page reprint ("Automobile Quarterly")	\$1.95
"Triumph—50 Years of Sports Car" history poster	\$3.00

Send Check or Money Order. No C.O.D.'s please.
Please make checks payable to British Leyland Motors Inc.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N.J. 07605. TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Cost of annual subscription is \$3 to TSOA and Triumph club members, \$5 to non-members.
EDITOR, JOHN F. DUGDALE