

Triumph



Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



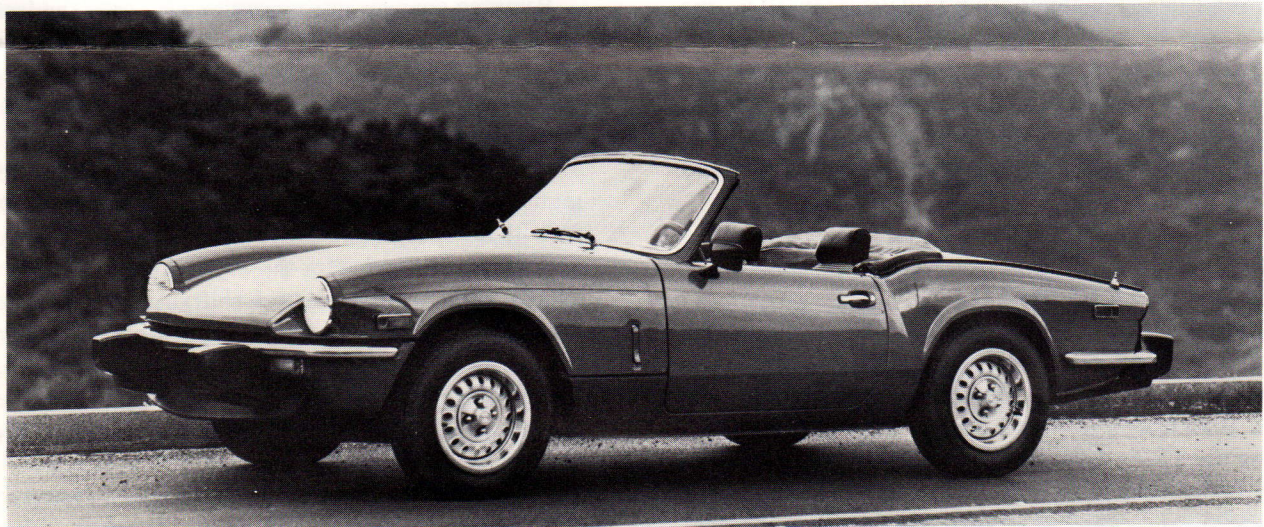
VOLUME 24, NUMBER 2

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

MARCH-APRIL, 1978

New Triumph Line Announced for 1978

SPITFIRE 1500 SPORTS CONVERTIBLE: TR7 5-SPEED AND AUTOMATIC SPORTS COUPES



More popular than ever, the finely styled Spitfire 1500 is one of the few convertibles on the market.

1978 TRIUMPH SPITFIRE, A RARE CAR.

The 1978 Triumph Spitfire 1500 sports car is one of only eight soft top convertibles still on the market. The engineering and styling features, which helped the 1977 model gain a 38 per cent increase in U.S. sales over the previous year are retained for 1978.

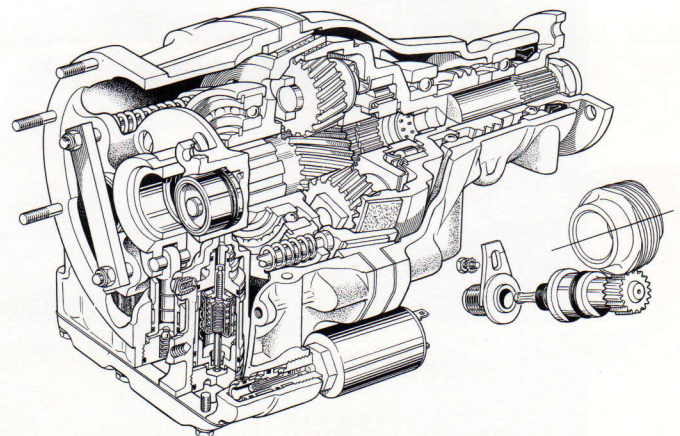
Spitfire features include a backbone-type frame with four-wheel independent suspension, rack and pinion steering and front disc brakes. Its engine is a racing-developed 1493cc (91 cu in.) overhead-valve 4-cylinder unit with four-speed all-synchro transmission and optional electrically-operated overdrive. The latter gives the equivalent of five forward speeds. The carefully styled and fitted interior includes full instrumentation in a real wood dash and bucket seats with adjustable head restraints, smartly upholstered in houndstooth-check patterned brushed nylon.

Other Spitfire features include a 24-ft. turning circle, the shortest of any car on the road, and a one-piece hood and fender assembly which hinges forward to give unequalled accessibility to engine, steering and front suspension.

The Spitfire measures just over 13 feet overall (83-in.

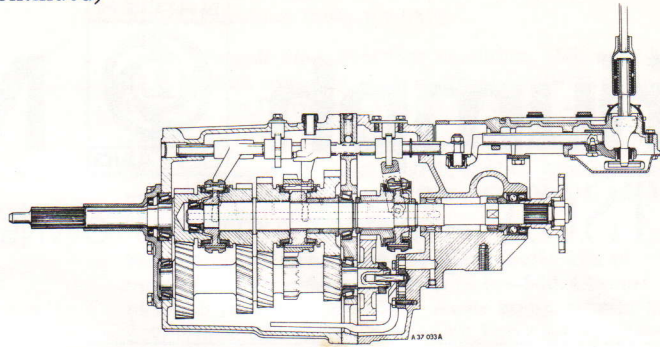
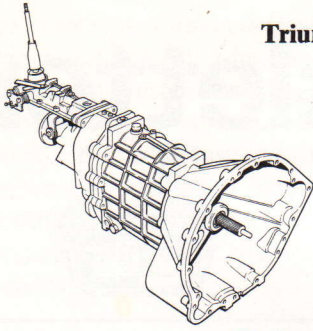
wheelbase), and is less than four feet high when the convertible top is raised. The folding top, which is easily lowered and raised, incorporates a zipper-opening rear window.

Suggested list price for the 1978 Triumph Spitfire is \$5,150, with the overdrive option \$250. Steel hardtop is available at \$300. Prices POE.



A Spitfire refinement is its electrically operated overdrive option at \$250, which gives the equivalent of five forward speeds.

Triumph TR7 5-speed



The latest TR7 stickshift model has this sturdy 5-speed gearbox as standard equipment.

The EPA highway mileage figure for the 1978 Spitfire is 32 mpg without overdrive, 35 with. The city mileage is 21 without overdrive, 22 with.

A Spitfire 1500 won the Sports Car Club of America national road racing championship in its class in 1977, the ninth title won by Spitfires since 1968.

There is a range of attractive color combinations. Interiors are either color-coordinated Beige or Black houndstooth. Exteriors are Brooklands Green, Carmine Red, Inca Yellow, Leyland White, Pageant Blue, Russet Brown and Vermillion Red.

1978 TRIUMPH TR7 5-SPEED

The 1978 Triumph TR7 sports car, latest version of the wedge-shaped coupe, retains all of the car's advanced engineering and styling features. Metallic exterior paint is now available as an option in Astral Blue or Tara Green.

Among the TR7's most noteworthy features are its aerodynamic wedge-shaped styling; slant-four 1998 cc (122 cu in.) overhead camshaft alloy engine; 5-speed manual transmission as standard equipment, with 3-speed automatic optional (except California); and a modern suspension system with a full eight inches of up and down travel, which provides a more comfortable ride than any traditional sports car.

Interior specifications include choice of red or green

nylon broadcloth tartan plaid or beige bucket seats and door panel interts, with color-coordinated deep pile carpeting. Factory-installed air conditioning and a sliding fabric sun roof are available as options.

Running changes introduced to TR7 over the last couple of years include heavier duty rear axle assembly, wider 185/70 steel-belted radial tires, lowered rear suspension and front air dam; plus such styling refinements as ventilated road wheel covers and new interior door lights.

On the highway the 5-speed delivers 29 mpg; the automatic 26. City figures are 19 mpg with manual shift and 20 with automatic.

Suggested list price for the 1978 Triumph TR7 is \$6,750 (POE) with 5-speed manual shift. Automatic costs \$200 more, air conditioning \$500, sun roof \$230 and metallic paint finish \$70.

Apart from the two new metallic colors, there is a standard range of eight bright sports car colors (see above for Spitfire).

TR7 durability was amply demonstrated during the 1977 high performance rally season by Triumph driver John Buffum of Burlington, Vt. winning both the Sports Car Club of America Pro Rally Championship and the joint SCCA/Canadian Auto Sports Club's North American Rally Cup. TR7s also finished second and third in class in the 1977 Sports Car Club of America national road racing championship.



TR7's modernistic wedge shape has become familiar on American roads. Unchanged in exterior styling for 1978, it incorporates air dam, restyled wheels and lower rear end from the revisions of last year.

BRITISH LEYLAND/TECHNICAL SPECIFICATIONS:
1978 TRIUMPH SPITFIRE AND TR7

	TRIUMPH SPITFIRE	TRIUMPH TR7
ENGINE		
No. of Cylinders	4 ohv	4 ohc
Bore/Stroke	2.9/3.44 in. 73.7/87.5 mm	3.56/3.07 in. 90.3/78 mm
Displacement	91 ci/1493 cc	122 ci/1998 cc
Compression Ratio	7.5:1	8.0:1
Carburetors	1c	2c
Horsepower/RPM	52.5/5,000	85.5/5,500
Torque/RPM	825 lb in/2,500	1,230 lb in/3,250
CHASSIS		
Transmission	M4*	M5*
Rear Axle Ratio	3.89:1	3.90M/3.27:1A
Suspension Front/Rear	Ind coil/ind transverse leaf	Ind coil/coil
Wheels and Tires (in.)	13x4.5J 155 SR 13	13x4.5J 185/70 HR 13/M5 175/70 HR 13/A3
Braking System, Front/Rear	Disc/drum	Disc/drum
DIMENSIONS & CAPACITIES		
Curb Weight (lb.)	1,850*	2,454*/M5
Wheelbase (in.)	83	85
Track (Front/Rear) (in.)	49/50	55.5/55.3
Overall Length (in.)	156.3	164.3
Overall Width (in.)	58.5	66.2
Overall Height (in.)	45.6	49.4
Ground Clearance (in.)	4.4	4.5
Luggage Trunk Capacity (cu. ft.)	7	10.3
Turning Circle (ft.)	24	29
Fuel Tank Capacity (gal.)	8.7	14.6
EPA-MPG Highway/City	32/21 31/21 Calif. 35/22 OD 33/21 OD Calif.	29/19 M5 26/18 M5 Calif. 26/20 A3

*Note: Spitfire with overdrive option weighs 1,875 lb. TR7 with 3-speed automatic option weighs 2,394 lb.

TR7 Assembly Plant Change in U.K.

In February, British Leyland Ltd. in the United Kingdom announced the closing of the TR7 assembly plant at Speke near Liverpool. It was the first step in a newly-announced program to trim fixed costs, reduce the Leyland Cars labor force and improve the efficiency of the company. The move will cause an interruption of several months in TR7 production while the assembly line equipment is transferred to the Triumph plant at Canley, Coventry.

"The cost savings and efficiency gained by closing the Liverpool Triumph TR7 assembly plant will help insure long term sports car production and higher quality cars for the U.S. market," commented Graham W. Whitehead, President of British Leyland Motors Inc. Close to 80 per cent of TR7s are sold in the U.S. The TR7 assembly facility at Liverpool, with the poorest record in the company for efficiency, quality control and labor disputes was a logical candidate for the closure, Mr. Whitehead said.

British Leyland Motors Inc. will adjust its U.S. marketing program to take the best advantage of the situation. The company hopes to obtain additional supplies of its Triumph Spitfire, MG and Jaguar models to help close the sales gap caused by the temporary loss of the TR7.

Buffum Leads SCCA Rally Season

In accordance with Triumph Newsletter's policy of bringing readers regular news of Triumph participation in motor sport (races, rallies, Solo II, Concours, whatever), we report that through March, John Buffum and his new co-driver Doug Shepherd were ahead in the driver/co-driver categories of the SCCA Pro Rally series with their new TR7.

In February, they won the "Borax Bill" rally in California City, Calif., and in March, they won the "100 Acre

Wood" rally, near Rolla, Missouri. However, they were involved in a crash in the more recent 24-hour rally in Puerto Rico of the North American Rally and Racing Assoc. series and did not finish.

CLUB NEWS
Long Island Club to Repeat Summer Picnic/Concours, June 25

Although only founded in August 1976, the Long Island Triumph Association has grown to 50 members, all owning Triumph cars. Their primary purpose as stated on their application form is "to encourage the preservation, ownership and operation of Triumphs". Although the club logo

Forthcoming 1978 Triumph Club Events

June 1/4	Canadian National Meeting	Triumph Autosport Club of Ottawa	Carleton Univ. Ottawa
June 2/4	TRA National Meeting (Concours, Tours, Workshop)	Triumph Register of America	Blackwater Falls, near Davis, W.Va.
June 25	Concours	Long Island Triumph Association	Eisenhower Park, Long Island, N.Y.
Aug. 18/20	North American Triumph Challenge III (Concours, Rally, Slalom, etc.)	Illinois Sports Owners Association	Holiday Inn, near Joliet, Ill.
Aug. 20	TRA West National Meeting	Triumph Register of Southern California	So. Calif. (to be announced)



Spectators and photographers cower at the roadside as Buffum's TR7 leaps side ways, all four wheels in the air, when the rally champion takes a blind corner at over 60 mph. This exciting photo was taken on last year's "20 Stages" rally in Michigan.

illustrates a TR3, all models are welcome.

Last year the club organized a popular Picnic/Concours, which they are going to repeat Sunday, June 25, at Eisenhower Park, Long Island, N.Y. Long Islanders and Triumph owners in the New York area can write for details to Treasurer Bob Frieze, 750 Virginia Avenue, N. Bellmore, New York 11710; or phone President Bill Sohl (516)-333-3159.

Third Annual Triumph Rally to be Held in Illinois

One of the biggest events of the Triumph clubs' year is the annual North American Triumph Challenge III, organized by the Illinois Sports Owners Association, a local chapter of TSOA. It started in 1976 with over 50 Triumph entries. Last year there were more than 70.

Location for 1978 is changed to Joliet, Illinois, about 30 miles Southwest of Chicago. The programme is: Friday night August 18th Rally; Saturday August 19th Slalom at Utica or Economy Tour, followed by Awards Banquet; and Sunday August 20th Concours. Headquarters hotel is the Joliet Holiday Inn (Rts. 52 and 55) where the banquet will be held. Pre-registration is mandatory at \$20 for singles and \$30 for couples (before June 1st). Write for details to Randy Stuart, 3110 Pheasant Creek Drive, Northbrook, Illinois 60062, (312) 498-3823.

Make a note of this excellent rally, which now has good continuity of organization and is going from strength to strength. Among those helping are Tom Murray and Bob



TR7 driver John Buffum took off his racing overalls and put on an unfamiliar business suit to address the SCCA convention at El Paso, Texas, in February.

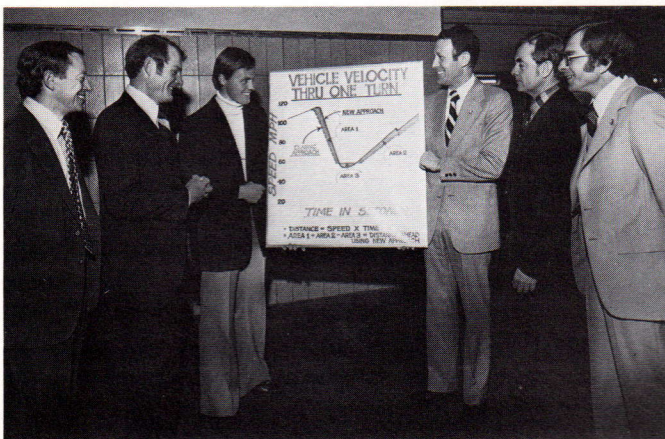
Kester (co-chairmen), Bill McCarthy (Slalom chairman), Tom Walling (Concours chairman), Bob Bechtel and Bob Swafford (Rally co-chairmen), Irv Korey (Banquet chairman) and Rick Dentino (Econo/Tour chairman).

West Meeting Planned for Triumph Register

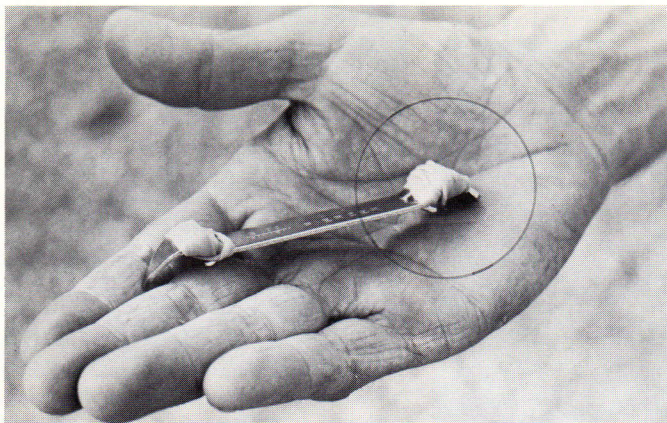
Owners of TR2/3/3A and 3B models are going to have their own national meeting in California, if plans mature of the Triumph Register of Southern California. This is the Los Angeles chapter of the Triumph Register of America (TRA) and the date of the one-day meet is Sunday, August 20 at a site in Southern Calif. For further details write, Mario Gottuso Jr., President TRSC-TRA, c/o 4338 Orchard St., Montclair, Calif. 91711. (714)-621-3496.

Road Racing Seminar

At Auto Expo' New York in April, the Road Racing Driver's Club was invited to stage a special seminar. At a meeting of about 100 enthusiasts and budding racers, a fully illustrated flip chart presentation about the technicalities of setting up a race car and how to drive it successfully, was handed over officially to RRDC by Mike Dale, sales & marketing vice president of British Leyland Motors Inc., which company together with Champion Spark Plug, sponsored the presentation. Such seminars will be conducted at race tracks throughout the year—a fine service by RRDC's champion drivers.



American racing champions who are members of the Road Racing Drivers Club staged a car preparation and driving technique seminar at Auto Expo New York in April. (L to R) Skip Barber, Bob Tullius, Al Holbert, Mike Dale, Phil Hill—former world champion, and Ken Slagle. (Right) Ken Slagle, 1975 SCCA national champion with his Spitfire, is racing a TR7 this year and won at Charlotte, N.C.



Here is the simple instrument invented by Wilhelm Herhaus for reluctant soft-top press buttons. They can be mastered by a can opener, insulated with rubber bands to prevent paint damage.



LETTERS TO THE EDITOR

Convertible Tops—A Useful Tip

"The best, or really most useful, piece of information I've gathered from The Newsletter was from the Canadian who used a beer can opener wrapped with rubber bands for undoing the snaps of the convertible tops, which are notorious for breaking off. You ought to reprint that letter for new members. He wanted everyone who liked the idea to send him 25 cents so he could take his wife out for a lobster dinner. I never did but I wish I had."

—Katherine Curtiss, 700 Emerson, Denver, Colo.

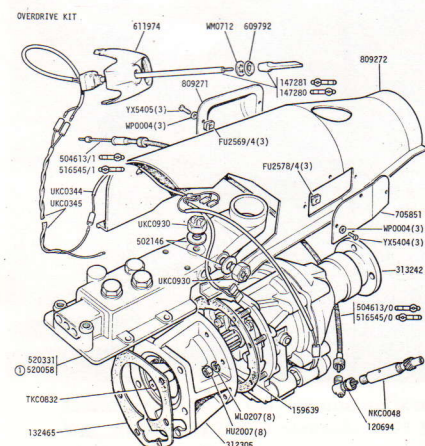
(This excellent tip was published in Triumph Newsletter October 1974 page 39 in a letter "Mastering Soft Top Press Buttons" from Wilhelm Herhaus, Box 244, Mica Creek, British Columbia, Canada. Here are the original photos again. Presumably Bill would still welcome contributions to that lobster dinner!—Editor)

1974 TR6 Overdrive Wanted

I have a TR6 1974. How difficult would it be to put an overdrive unit in it and how readily available are the parts and how much should the parts cost?

—Joseph F. Bisanz, 1889 Stanford Avenue, St. Paul, Minn. 55105

(There used to be a conversion kit, which is no longer available. The parts could be purchased individually but this would be costly and the complete gearbox would need to be dismantled. Best advice would seem to be to buy a used overdrive unit—Editor.)



This is the Triumph TR6 overdrive unit which fits behind the gearbox. Reader Bisanz wants one for his 1974 model and is looking for a used unit.

Technical Tip—Replacing Instrument Bulbs on TR 6

"I am a recent member of TSOA and I enjoyed reading the Handbook, 2nd edition, especially the sections on "Hints and Tips".

In the spirit of TSOA By-Law #2 (specifically "to act as a source of information for members") may I submit this "tip" for TR6 drivers.

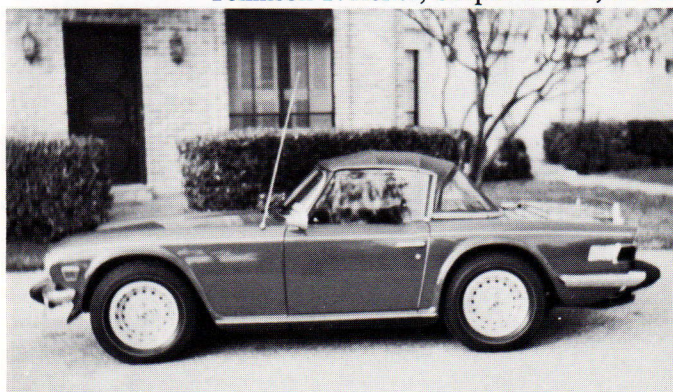
If it becomes necessary to replace instrument illumination bulbs for either the oil pressure gauge or the fuel quantity gauge, either can be easily reached by removing the cigarette ash tray from the center upper fascia crash pad, and reaching in from above."

—Samuel W. Taylor, Chula Vista, CA.

"Just Couldn't Live Without a TR6"!

"When I first joined the club, I owned at the time a new '72 TR6; well, a lot of time and cars have gone by since then. I now drive a '74 Jensen Interceptor III two-door and I am also a member of that particular owner's group as well. But, since then, about a month ago, I purchased one of the very last of the new 1976 TR6's. I decided that I just couldn't live without a TR6 anymore, remembering how much I loved my first one, so I bought another one, to keep alongside the Jensen as a second car, so I can now be classified a Triumph owner again. Enclosed is a snap of the new baby. This one is a dark blue, whereas my first was a maroon with a hard top."

—Tennison T. Keller, Corpus Christi, Texas



Reader Tennison T. Keeler of Corpus Christi, Texas, writes to tell us he bought this TR6, one of the last of the 1976 production, because he remembered how much he loved his first 1972 one.

LETTERS TO THE EDITOR (continued)

Advice Wanted on Concours Organization

"Congratulations for a fine Newsletter which is well written, graphically tasteful and nicely organized. Your excellent efforts are surely appreciated.

Perhaps you could answer a question regarding Triumph rallies: what are the major judging points and basic criteria to consider in preparing a Concours showing? . . . I would also welcome any tips or additional information from interested readers."

—Christopher Olsen, 11 E. Glen Avenue,
Ridgewood, N.J. 07450

(The TSOA secretary comments that since most clubs run rallies of different types, Christopher Olsen should communicate with the clubs nearest to him (see list TN Jan./Feb. 1978). He also referred him to the motor sports events listing in *The New York Sunday Times* sports section; and to Classic Motorbooks who sell several books on the subject.—Editor)

CLASSIFIED

FOR SALE

1971-1976 TR6 Leyland factory repair manual, TR6 Dealer Training Aid Booklets, and PSW tool set, Uni-Syn flow meter, mixture needle tool No. BLT2010, and tuning manual for Stromberg twin carbs. \$45/package. Mike Stiles, 9228 Budd Run Dr., Indianapolis, Ind. 46250. (317) 849-7042.

Factory Hardtop for Spitfire 1500. Used just two winters. Maple brown. \$125. Claude A. Eckert, 515 Wood Smoke Drive, Houston, TX. 77013. (713) 455-9855 after 6:30 p.m.

Set of 4 wheels for 1973 GT6. Will fit Spitfire. With chrome centers and new, original paint professionally applied. \$150 set of four with centers. Eugene Edwards, 24 E. Squire Dr., Apt. 1, Rochester, N.Y. 14623. (716) 442-8485.

Two Triumph Renowns—razoredge saloons with lots of leather and wood on the inside, classic lines on the outside. One 1953, 74,000 miles, excellent restored condition, perfect interior, \$3975. One 1951, 46,000 documented original miles, fully original inside and out including paint, undoubtedly the best Renown in the country, \$4950. Both cars are rust-free, excellent chrome, good runners and ready-to-go. R. M. Langworth, 20 Hart Avenue, Hopewell, N.J. 08525. (609) 466-1866.

Three TR3's. Two 1958s will make one good car. Also 1963 body shot but A1 mechanically. Sell separately or as whole. Will trade '58s for Flat Floor model with good body. Jim Gray Jr., P.O. Box 186, Peterborough, N.H. 03458. 878-1441 9-4.

Triumph TR4, IRS, top condition, lhd, looks like new for FOB price Ö.S. 56.000. Ask for further details or photos. Helmut G. Gass, A-2490 Ebenfurth, Wr. Neustädter Strasse 39, Austria. Telephone (0 26 24) 621.

1959 TR3 restoration package. Car is basically sound, runs and is currently licensed and street legal. Package includes new floor pans, vinyl top, upholstery and carpet kits, chrome and many, many extras. \$1,500 firm. Contact Ken Meredith, Elsinore, CA. Phone: (714) 674-3836.

TR1200 (Herald). Have many parts to sell, engine block, trans., rear-end, front end, bonnet, trunk lid, grille, much more! Ken Meredith, Elsinore, CA. (714) 674-3836.

1959 TR3, California car, no rust but body & interior need work, engine runs good, new radials, exhaust and clutch, extra trans. with new gears. \$1200. Reed Neilsen, Alma, Mich. (517) 463-3439.

1963 Vitesse convertible, rebuilt 1977. GT6+ engine. Late 1st gear synchro gear box. Overdrive. 3.89:1 rear end. Konis. Cline rear spring, power brake, new paint, new top, excellent autocross car.

\$1,800 firm. David Freeman, 3781 Cactus Lane, Jacksonville, Fla. 32207. Telephone (904) 399-0891.

1973 Triumph Stag, excellent condition. Red with black interior, 28,000 miles, extra set of mag wheels/snow tires included. Daniel Green, 9506 Percussion Way, Vienna, Va. 22180. (703) 938-9061.

1961 TR3, fair condition, runs, \$695. Parting out 2 other TR3s. Wire wheels, sheet metal, frame, engine, running gear parts, much misc. Write needs, SASE. Dan Wata, 1760 E. 238, Euclid, Ohio 44117 (212) 531-6703 after 9 p.m.

Stag parts (all new). Brake system rebuild kits (4 wheel cyls and master) with rear shoes and front pads—\$80. Chrome spokes w/nipples— 6 short, 5 long—\$44. Water pump rebuild kit complete—\$30. Windshield wiper motor—\$45. Valve springs (3)—\$8. Also TR3 top (new—white) and tonneau (white—used); both—\$40. Don Schmidek, 404 Montclair, Los Gatos, CA 95030. (408) 395-2077.

TR4 transmission with overdrive—\$250. TR3 transmission with overdrive—\$150. Also many misc. TR6 mechanical parts. I will trade for early TR3 parts. S. Schnake, P.O. Box 368, Centralia, Ill. 62801. (618) 249-8219.

WANTED

1967 or early 68 TR-GT6 with overdrive & Coolaire AC unit. Prefer white or dark blue with black interior. Also back issues of TSOA newsletter '67-'73. Send particulars to: Marion S. Moore, 1717 Mossfree Rd., Apt. 13, North Charleston, S.C. 29406. Telephone: (803) 554-4836. Photos returned.

Have 1969 Spitfire Mk 3 top boot in brown (trim No. 13, light tan) want same in black (trim No. 11) in even trade. Condition very good. Pennard Hendler, Unit No. 6D, Mossey Cove, 825 Indian Trail, Destin, Fl. 32541.

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

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

THE TRIUMPH NEWSLETTER—for Triumph enthusiasts

EDITOR: JOHN F. DUGDALE

Published by British Leyland Motors Inc., in co-operation with the Triumph Sports Owners Association. Yearly subscription in US and possessions is \$3 for TSOA members and \$5 for non-members. TSOA is a factory sponsored national organisation co-ordinating approved Triumph owner clubs in the USA and Canada.

We shall be pleased to consider for publication any reports, photos and results of newsworthy Triumph events submitted by readers. Original articles, illustrations and technical notes will be paid for at our current rates. Six issues are published each year, bi-monthly.

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