

Triumph Newsletter



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



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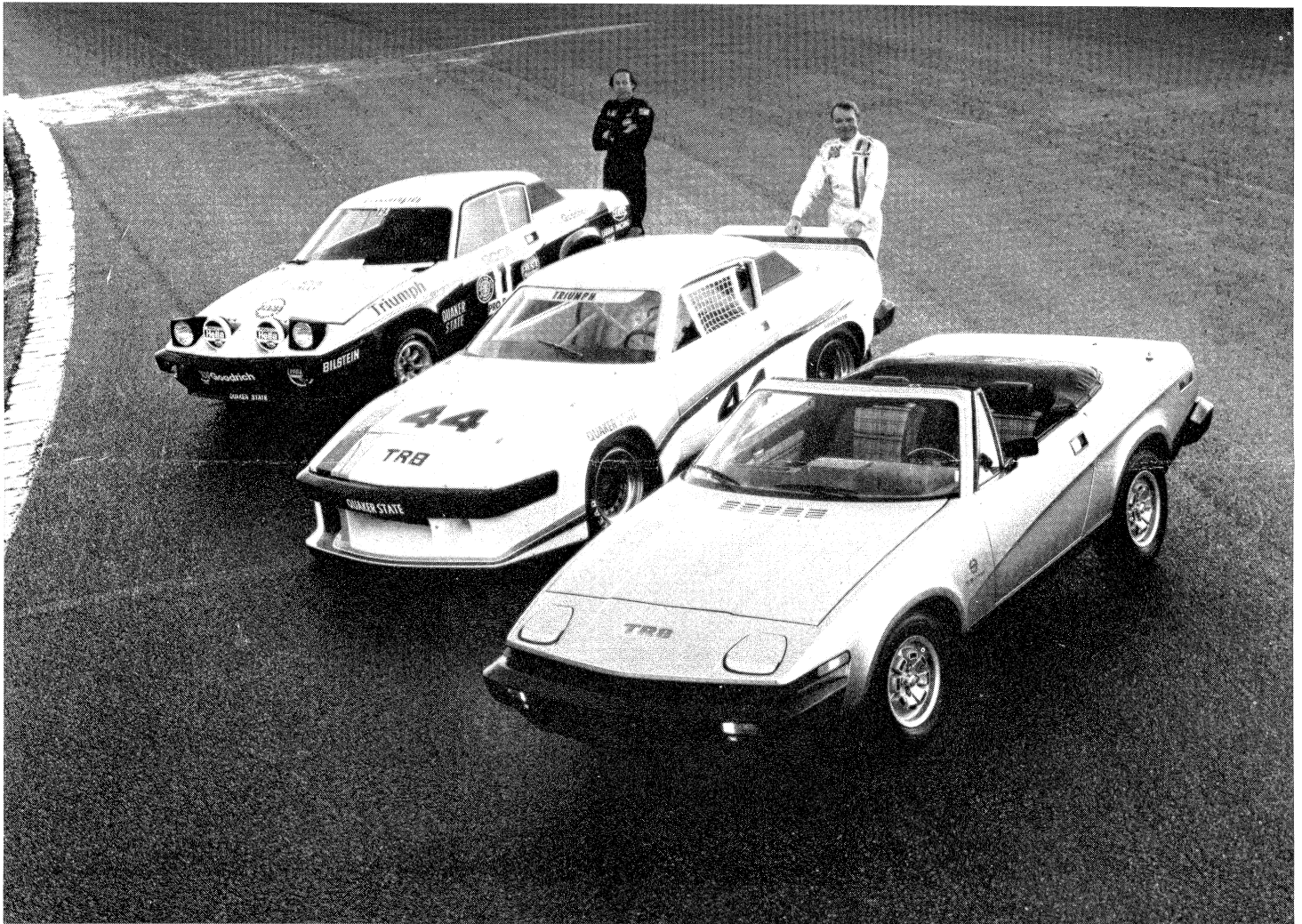
Triumph Introduces a V8-powered sports car—the TR8

Two different convertibles for 1980—the new 3½ litre V8 and the 2-litre Slant 4

Leonia, N.J., April 13: The world introduction of the Triumph TR8 convertible, a new, British-built, high performance sports car powered by an aluminum V8 engine, has been announced by Jaguar Rover Triumph Inc. The TR8 features electrifying acceleration combined with proven road holding ability, ride comfort and dramatic styling.

The 3.5 liter (215 cu. in.) displacement, 133 net horsepower* V8 comes from the award-winning Rover 3500, which was recently introduced in the U.S. The TR8's wedge shaped body comes from the popular two-seat, four-cylinder TR7 which remains in the JRT line.

The new model goes on sale from May 1st, at the manufacturers' suggested list price of \$11,900 (POE).



Three stages of TR8 development. In the foreground, the handsome new standard convertible with tartan upholstery inserts. (Center) the 170mph IMSA/GTO racing version with road racer Bob Tullius; and (rear) the high performance rally TR8 driven so successfully by John Buffum.

TWO DIFFERENT TRIUMPH CONVERTIBLES FOR 1980 (Continued)

A large portion of shipments of the new TR8 will go to California where demand is particularly strong for high performance sports cars, according to Graham W. Whitehead, President of Jaguar Rover Triumph Inc. National distribution will begin in May, Mr. Whitehead said. The Chevrolet Corvette, Porsche 924 and Datsun 280ZX are viewed as the new model's chief rivals in the high performance car marketplace.

Zero to 60 mph in 8.5 Seconds

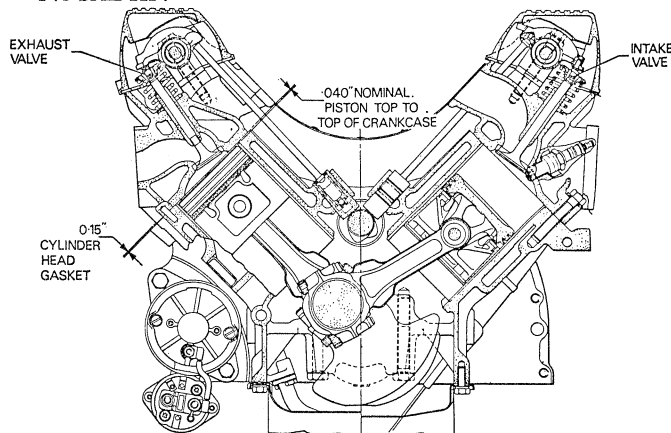
Performance tests conducted by Rover Triumph show the TR8 capable of accelerating from zero to 60 in only 8.5 seconds. A prototype TR8 driven by Bob Tullius of Group 44 won four out of six SCCA Trans-Am and International Motor Sports Association GTO races in 1979. Another prototype TR8 took rally star John Buffum to the SCCA Pro Rally championship and won the manufacturer's title for Triumph in the North American Race and Rally Association's 1979 series. Both Tullius and Buffum are back this year in their Triumphs, Tullius winning the IMSA GTO class in the Sebring 12-hour race March 21/22 (see The Sport) and Buffum already winning the first two SCCA Rallies, the 100 Acre Wood in Missouri (March 8/9) and the Tour de Forest in Washington (April 5/6).

Engine & Transmission

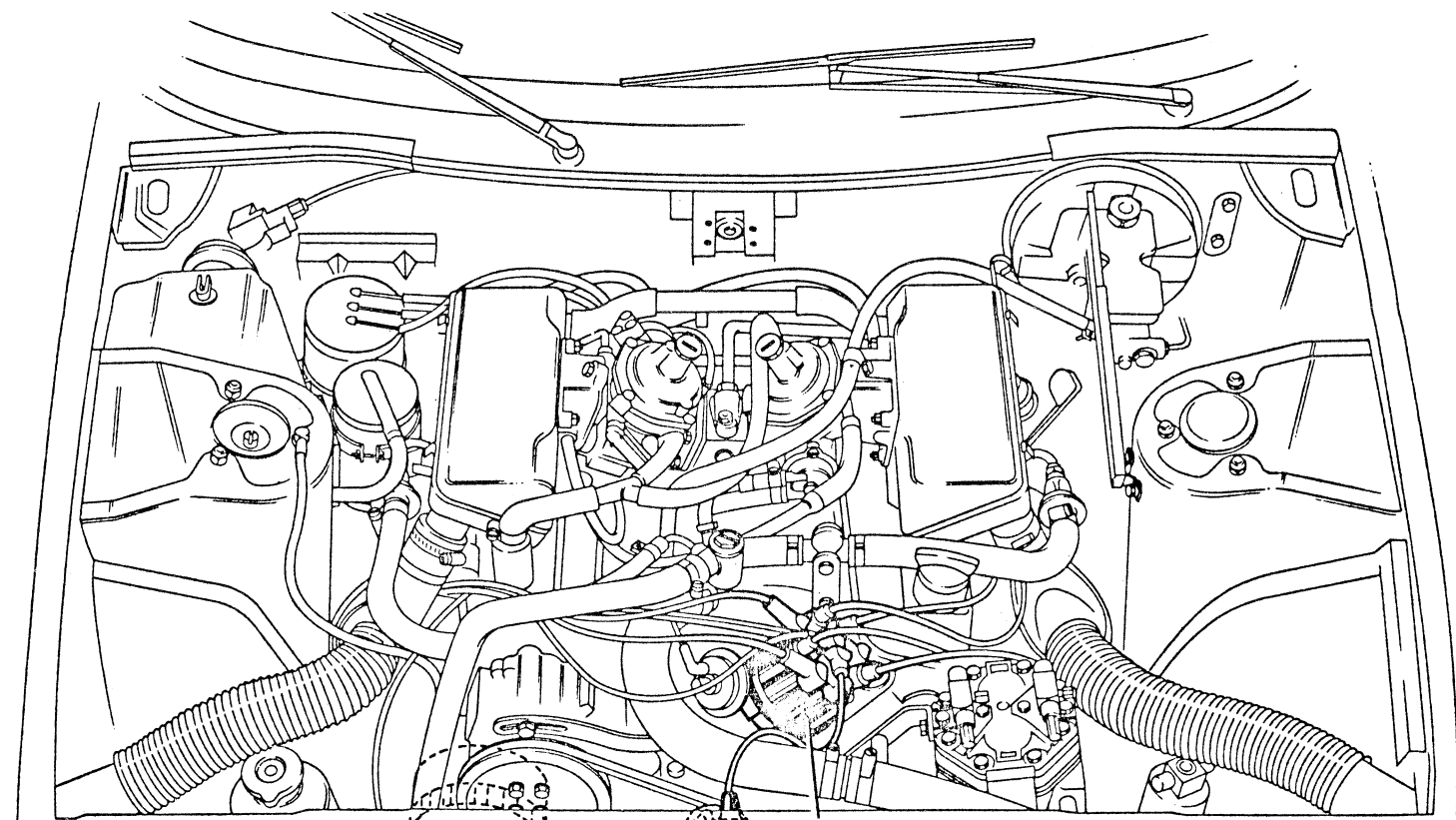
The engine is a 90 degree configuration V8 with 88.9 mm (3.5 in.) bore and 71.1 mm (2.8 in.) stroke. Compression ratio in the TR8 is 8.1 to one. The cylinder block, heads and pistons are all of aluminum alloy. Cast iron dry cylinder liners are used.

The five main bearing crankshaft is cast spheroidal iron; connecting rods are forged alloy steel and the five

*California cars with Lucas Bosch electronic fuel injection get 148 SAE HP.



Of 90 degree configuration, the vee-engine is termed "over square" since its bore/stroke ratio measures 88.9mm cylinder bore diameter by the 71.1mm shorter stroke.



The powerful V8 3,528cc engine fits perfectly in the TR unit frame/body because the latter was designed from concept to take it. Drawing shows the twin Zenith Stromberg carburetor version.

TWO DIFFERENT TRIUMPH CONVERTIBLES FOR 1980 (Continued)

bearing camshaft is of flame hardened cast iron. Oversize valves are pushrod operated from the camshaft in conjunction with self-adjusting hydraulic valve lifters. The engine's red line is 6,000 RPM.

An aluminum inlet manifold is fed by dual Zenith-Stromberg 175CDSET side draft carburetors* with an electric fuel pump mounted inside the fuel tank. The ignition is electronic and it allows use of wider spark plug gaps (.030 in.) which give virtual immunity from start-up fouling.

The standard equipment 5-speed manual transmission is identical to the unit used in the Triumph TR7 and the award-winning Rover 3500. A 3.08:1 rear axle ratio is used in the TR8 and its fifth gear is an overdrive ratio for fuel economy.

Wheels, Tires, Steering and Brakes

The TR8's wheels are of cast alloy as opposed to pressed steel in the TR7. Both measure 13 in. diameter by 5½ in. wide. Both the TR8 and TR7 have 185/70 steel belted radial tires. Steering is power assisted with 2.8 turns lock to lock. The new car's brakes are also power assisted. Discs are used at the front with self adjusting drum brakes at the rear.

Body and Interior

The TR8 is a two-door, two-seat sports car with a fabric convertible top. The unitary body is steel and it is wedge shaped to improve aerodynamics. All windows in the TR8 are of tinted glass. The convertible top has a zip out rear window and quarter windows for full visibility.

The fully-reclining seats have nylon inserts in two tartan plaid patterns and there are matching plaid inserts in the door panels. The TR8 is carpeted throughout in cut-pile. The dash is a gray tone introduced earlier this year on the TR7. It brightens and visibly enlarges the TR's already spacious interior. A 9.7 cubic foot trunk, glove box, center arm rest compartment and a parcel shelf behind the seats provide an exceptional amount of space for luggage, packages and odds and ends.

The TR8 is available in four metallic colors. Air conditioning is a factory installed option.

Distinctive stroboscopic "TR8" logos distinguish the new car from the four-cylinder TR7 as do its dual exhaust pipes and cast alloy wheels.

At present, the TR8 and TR7 are made at the Canley factory near Birmingham. Later this year, production will be moved to the ultra-modern Rover plant in nearby Solihull.

*Non-California cars.

TECHNICAL SPECIFICATIONS

1980 TRIUMPH TR8 CONVERTIBLE

ENGINE

No. of Cylinders	90° V8, pushrod operated valves with hydraulic lifters
Bore/Stroke	3.5/2.8 in. 88.9/71.1 mm
Displacement	215 ci/3,528 cc
Compression Ratio	8.1:1
Carburetion/FI	Twin Zenith 175 CDSET (Lucas/Bosch Electronic FI, Ca.)
Ignition	Electronic
Horsepower/RPM	133/5,000 (148/5,000 with FI)
Torque/RPM	174 lb. ft./3,000 (168/3,250 with FI)

CHASSIS

Transmission	M5
Rear Axle Ratio	3.08:1
Suspension Front/Rear	Ind MacPherson strut/live axle/with sway bars
Wheels, Tires	13 in. 5.5J cast alloy, 185/70SRx13 steel belted radial
Braking System, Front/Rear	9.7 in. disc/9 in. drum, power assisted
Steering	2.8 turns lock to lock: power assisted

DIMENSIONS & CAPACITIES

Curb Weight (lb.)	2,662 (2,650 with FI)
Wheelbase (in.)	85
Track (Front/Rear in.)	55.5/55.3
Overall Length (in.)	165.5
Overall Width (in.)	66.2
Overall Height (in.)	49.5 (top up)
Ground Clearance (in.)	3.6
Trunk Capacity (cu. ft.)	9.7
Turning Circle (ft.)	31.6
Fuel Tank Capacity (gal.)	14.4 (14.6 with FI)
EPA-MPG Highway/City	22/14 (26/16 with FI)

1980 TRIUMPH TR7 CONVERTIBLE

ENGINE

No. of Cylinders	4 with overhead camshaft: inclined 45°
Bore/Stroke	3.56/3.07 in. 90.3/78 mm
Displacement	122 ci/1,998 cc
Compression Ratio	8:1 (8.1:1 in Calif.)
Carburetion	Twin Zenith 175 CDFVX (Bosch FI, Calif.)
Ignition	Electronic
Horsepower/RPM	85.5/5,250 (88.6/5,000 with FI)
Torque/RPM	100 lb. ft./2,500 (105/4,000 with FI)

CHASSIS

Transmission	M5
Rear Axle Ratio	3.45:1 (3.9:1 in Calif.)
Suspension Front/Rear	Ind MacPherson strut/live axle with sway bar
Wheels, Tires	13 in. steel, 185/70SRx13 steel belted radial
Braking System, Front/Rear	9.7 in. disc/9 in. drum, power assisted
Steering	3.88 turns lock to lock

DIMENSIONS & CAPACITIES

Curb Weight (lb.)	2,505 (2,487—coupe)
Wheelbase (in.)	85
Track (Front/Rear in.)	55.5/55.3
Overall Length (in.)	165.5
Overall Width (in.)	66.2
Overall Height (in.)	49.5 (top up)
Ground Clearance (in.)	3.5
Trunk Capacity (cu. ft.)	10.3
Turning Circle (ft.)	29
Fuel Tank Capacity (gal.)	14.4
EPA-MPG Highway/City	33/21 (32/20 in Calif.)

1980 TR7 Convertible

Even better fuel economy and new colors offered on 5-speed sports roadster.

Leonia, N.J., Feb. 21: Easier steering, a revised rear axle ratio for better fuel economy, bright new interior fabrics and new exterior colors are among the features of the 1980 Triumph TR7 convertible sports car announced by Jaguar Rover Triumph Inc.

The steering improvement results from a change in the TR7's rack and pinion ratio. Less steering effort is required, most noticeably when parking and at low speeds.

The rear axle ratio has been changed from 3.9:1 to 3.45:1. This increases fuel economy by 14 per cent in highway driving and by over 10 per cent in the city, according to EPA tests. The figures are now 33 MPG on the highway and 21 MPG in the city. The numerically lower rear axle ratio also lowers overall gear ratios, making the TR7's fifth gear a true overdrive. Zero-to-55 acceleration is not impaired by the lower gear ratio, according to JRT tests.

The 1980 model dash is gray in color instead of black. The brightening effect produced by the new color makes the TR7's already spacious interior appear even larger.

The reclining bucket seats have new woven upholstery. Two tartan patterns, one navy, the other tan, are available. Trim panels are carefully color keyed to the seats. Pile carpeting is used throughout the car.

The TR7 is available in the following exterior colors: Platinum, Poseidon (dark metallic green), Midas Gold, Persian Aqua (light metallic blue-green), Carmine (dark red), Vermillion (bright red), White, Inca (yellow), Russet (brown), Brooklands Green and Pageant Blue with Midas, Persian Aqua and Pageant Blue the new hues for 1980. Metallic paint is a \$100 option.

The TR7 soft top debuted last summer making it the

first new volume-produced convertible since the 1970 model year. The top is manually operated and can be quickly and easily raised or lowered by one person. When down, it stows neatly under a fitted cover. There is a large, zip-out rear window and quarter windows for maximum visibility.

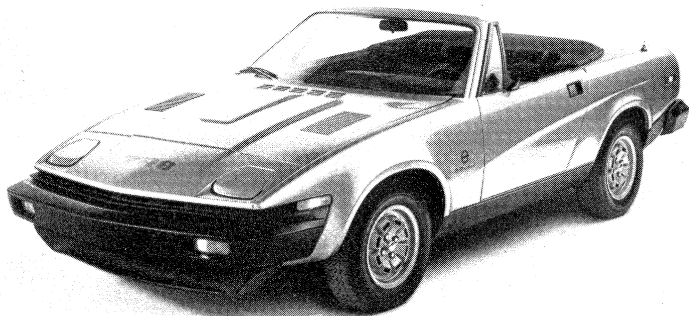
The TR7's power plant is a slant-mounted four-cylinder, overhead-camshaft, twin-carburetor* unit with a displacement of two liters (122 cu. in.). It develops 88.5 SAE net horsepower. The slant-mounted engine plus pop-up headlights allow for a dramatically low front end and a futuristic wedge shape. The rugged power train with its five-speed manual transmission is derived from the award-winning Rover 3500.

MacPherson struts are used for the front suspension with the rear suspension having four links for positive location. The suspension system with sway bars front and rear allows a full eight inches of vertical movement for comfort. Brakes are power assisted with discs up front. Steel belted radial ply tires are standard equipment as is a front air dam which increases high speed stability.

In October, a TR7 convertible won a Sports Car Club of America national racing championship (Class D Production) becoming one of the few models to win an SCCA title in its first year.

The manufacturer's suggested list price for the 1980 TR7 convertible is \$9,235 (POE). Air conditioning is available at \$600 extra.

*California cars have fuel injection and a 3.9:1 rear axle ratio. California mileage figures are 32 highway and 20 city.



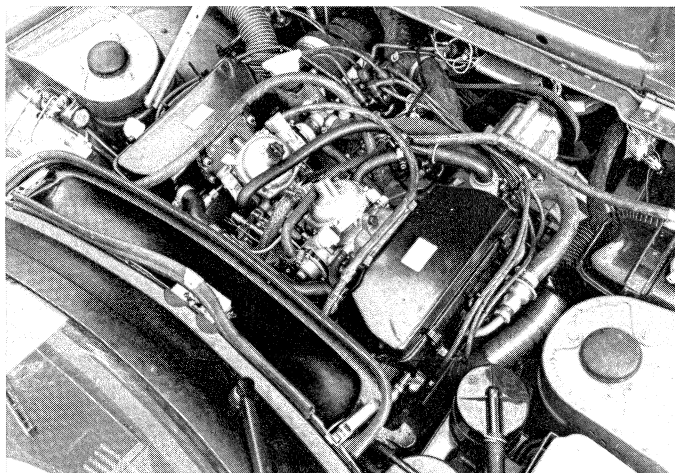
Visual differences between TR8 (left) and TR7 (right) include the former's cast alloy ventilated wheels and distinctive badging with side emblem. At the rear, the TR8 has twin exhaust pipes.

The Sport



Triumph's World of Motor Sport

by Visor



In spite of Federally regulated air pollution "plumbing", the powerful V8 fits neatly into Triumph's new performance car.

Readers of The Sport will want to know a little more about the TR8's success in the Sebring 12-Hour, the revival of which classic American race seems to be going from strength to strength. The Group 44 strategy was for Bob Tullius to drive "to finish and win" the GTO category. And he did this with a steady run not setting any records or fastest times, which he usually likes to do. About the only trouble was a flat tire at the fourth hour. Bob chose a new co-driver for this particular race, Bill Adam who drives a Corvette in the Trans-Am series. Together they did well to finish the day/night endurance race sixth among about ten Turbo Porsches. Triumph was the only other make among the top dozen, except for the Mazda RX7 finishing ninth. Tullius covered 1,196 miles on the 5.2 mile airport circuit (230 laps), averaging 109.06 mph.

In the 24 Hours of Daytona in February, Bob lost out, when leading in Class, from transmission then timing chain problems after 9 hours, a great disappointment to his co-drivers there, John McComb and John Kelly both of whom have driven well for Group 44 in the past.

* * *

Incidentally, in this Column of the Jan/Feb 1980 Newsletter (p. 44), we talked about the Tullius TR8 racer as a 4.2 litre. But its precise displacement is 3999cc. Not quite so big, but bigger than Buffum's standard size Rally TR8 at 3528cc.

* * *

Competition Programs for New V8

Sports car racing and high performance road rallying will figure prominently in the promotion of the new V8-powered Triumph TR8. One of the first ads for the new model features it with the TR8 prototype Bob Tullius is racing in International Motor Sports Association GTO events and the car John Buffum is driving in Sports Car Club of Amer-

ica Pro rallies and North America Rally and Racing Association performance events. Both Tullius and Buffum are supported by JRT. Tullius is co-sponsored by Quaker State Oil; Buffum by Quaker State and Goodrich Tire.

Tullius and Buffum began their TR8 competition programs last year with Tullius' Group 44 machine winning four out of six IMSA and Trans-Am events. Buffum's TR8 took him to the SCCA Pro rally driver's championship with Triumph winning the NARRA manufacturer's title.

Buffum was the winner of the 1980 season's first rally, March 8/9, the 100 Acre Wood in Missouri and again in the Tour de Forest in Washington, April 5/6, making it two for two so far this season.

The TR8 will also compete for the SCCA C-Production National Championship. Huffaker Engineering of Petaluma, California, will prepare the cars. Beyond this, JRT has a broad competition support program for independent entrants driving its cars in SCCA national races and in SCCA and NARRA rallies.

* * *

Triumph Features in Sports Films

That film Premiere for the new TR Series film "Success by Design" mentioned in the last Newsletter, went off very nicely March 22 at the Holiday Inn, in Saddle Brook, N.J. There was a standing room only crowd of well over 100 people, from the two New Jersey clubs, the VTR and the Delaware and Long Island clubs. Dan Cronin even flew in from Michigan to join the crowd. Bill Sohl, president of North NJTA, was proud to announce this "world" premiere! He and Steve Rossi emphasized that they wanted to make their main East events this year truly Regional.

So make a note of these future dates particularly—June 15, 3rd Annual Concours and Picnic, Eisenhower Park, East Meadow, Long Island, N.Y. (LITA); and June 19/22, National Meet, Concours & Rally, Mt. Summit Inn, Uniontown, Pa. (TRA). Then in the mid-West, August 16/17, there is the fifth North American Triumph Challenge rally and concours at Ottawa, Illinois (Detroit TSCC), normally one of the big ones.



This new TR8 team of John Buffum (right) with co-driver Doug Shepherd (left) has already won the season's first two rallies.

(The Sport, continued)

Talking of films, the Rally game is becoming increasingly popular as a subject. Jaguar Rover Triumph Inc. started it in North America with the successful TV movie "Buffum & Co." (1978) and Montgomery Ward followed with "Rally Racing Fever" (1979). Now we hear Goodrich Tire is making a major movie of the May 7/11, 1,250 mile—Golden West rally which runs from San Francisco to Reno, and back, taking in Sears Point and Laguna Seca tracks. Big prize money and entries are promised. Among the main challengers to our Buffum (TR8) are Rod Millen's RX7 and Dick Turner's I-H Scout.

Then recently we saw an English documentary "A Sporting Success" of some European rallies—in Belgium, the Isle of Man and Yorkshire, with some dramatic high speed sections. To some extent rallying, with its narrower roads and closer photography, can be even more exciting visually than motor racing.

* * *

NEWS FLASH!: The word from England is that, after an absence of some 19 years, a Triumph TR may run in the LeMans 24-Hr! Ian Harrower, John Sheldon and Mike Wilds hope to drive a twin turbo TR8 for which 550bhp is claimed, prepared by ADA Engineering and originated last year by Janspeed. This will be a private venture. *Report from the magazine of the TR Register (UK).*

LETTERS TO THE EDITOR

1930 to 1939 Triumphs Now in America

In response to your 'Guess What' photo feature as published 12/79 in Triumph Newsletter, I would like to update you on the pre-war Triumph situation within the United States. As you are aware the Vintage Triumph Register is a marque organization dedicated to the preservation, maintenance, history and enjoyment of the Triumph automobile and its derivatives. Currently our membership is approximately 1,700 strong with the bulk of these owning examples of the TR series or the newer variants. Within our ranks however, the following Pre-War Triumphs are registered:

1930 Super 7 Tourer De Luxe	1935 Gloria Southern Cross
1931 Super 7 Tourer	1936 Gloria Vitesse
1933 Vale Barrelback (Super 7 Derivative)	Tourer
1933 Super 9 Southern Cross	1937 Dolomite Saloon
1934 Gloria Monte Carlo Tourer	1937 Dolomite Saloon
1934 Gloria Monte Carlo Tourer	1938 Dolomite Six Saloon
	1939 Dolomite Roadster

As can be seen by the above listing we are fortunate to have quite a representative sampling of Triumph's pre-war model offerings situated within the U.S. Of all the models that were available before the War, for the most part, an example does exist in the U.S. There are some models however, which unfortunately never seem to have made it to these shores.

The existence of the T.S.O.A. and its Triumph Newsletter publication, along with the enthusiasm and support of Jaguar Rover Triumph Inc., can only serve to assist in the

preservation and discovery of even more of the Triumph motoring heritage and for that we are all gratefully indebted.

—Steven Rossi, President
The Vintage Triumph Register,
37 Pawson Trail, Branford, Conn. 06405

Pre War Triumphs in Australia

As the owner of Triumphs ranging from the 1938 Dolomite to a 1977 Dolomite Sprint, I was pleased to see the photographs of the Monte Carlo and Gloria 6 cars in your December Newsletter. Upon completion of my current restoration project I shall send you a photo of my cars for your consideration for publication, if you think that fellow readers would be interested in an article on Triumphs in Australia.

—T. J. O'Beirne, PO Box 158
Collinsville, Queensland,
Australia 4804

(Triumph Newsletter looks forward to receiving Mr. O'Beirne's photos and description of his restoration "down under"—Ed.)

CLASSIFIED ADVERTISEMENTS

FOR SALE

Many new parts for all Triumph sports cars, TR-2-3-4-4A-250 & 6 also GT 6 and older Spitfires. Lists available on request and offers will be accepted for most parts. Mostly mechanical spares but some trim pieces too. Write to: Noel Reitz, 501 St. Johns Dr., Camp Hill, Pa. 17011.

TR 6 & TR 250—new competition and body parts—too much to list—exam; Webers, Free-Flow, 5 revolution mags, burlled walnut dash. Much more, must sell. Best offer. David Martin, 15 N. Martha, Apt. 2N, Lombard, IL. 60148. (312) 620-6987.

1973 Triumph Stag, air-conditioned, power steering, power brakes, AM/FM radio, magenta, one owner, 61,000 miles, excellent condition. \$6,000 or best offer. (312) 358-9484 after 6 p.m. weekdays.

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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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