

Triumph



Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



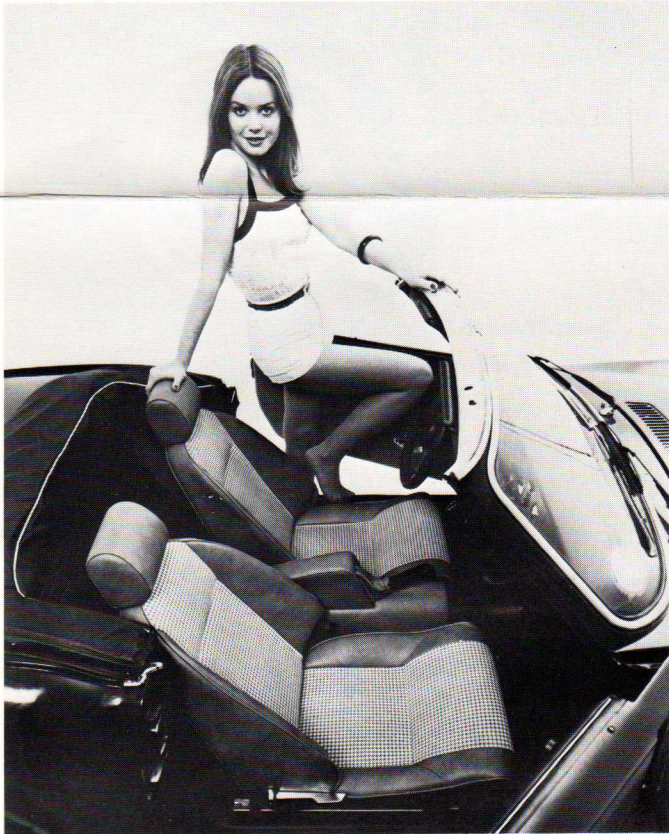
VOLUME 23, NUMBER 2

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

MARCH-MAY, 1977

1977 TRIUMPH LINE ANNOUNCED

**New Check and Tartan patterned seats;
Spitfire mileage 41 mpg with overdrive;
TR7 fits 5-speed transmission as standard**



With optional overdrive the newly introduced 1977 Triumph Spitfire sports car gets an energy saving 41 miles per gallon on the highway, according to the EPA; and 35 mpg highway, without overdrive. City mileage is 25 mpg with or without overdrive. Contributing to the economical mileage figure are a new carburetor, new inlet manifold and improvements to cylinder head, exhaust manifold and distributor. New for '77 also are the houndstooth check-patterned, brushed nylon seat inserts.

LEONIA, N.J.—British Leyland Motors Inc. has joined the 40 mpg plus club with the introduction of its 1977 Triumph Spitfire 1500 convertible sports car which gets a fuel saving 41 miles per gallon on the highway when equipped with optional overdrive, according to the EPA.

Without overdrive the Spitfire gets 35 mpg on the highway and it averages 25 mpg in the city with or without overdrive. California mileage figures are lower.

Contributing to the economical mileage figure are new carburetor, new inlet manifold and improvements to cylinder head, exhaust manifold and distributor.

Other changes for 1977 include new houndstooth check patterned, brushed nylon seat inserts in black or brown;



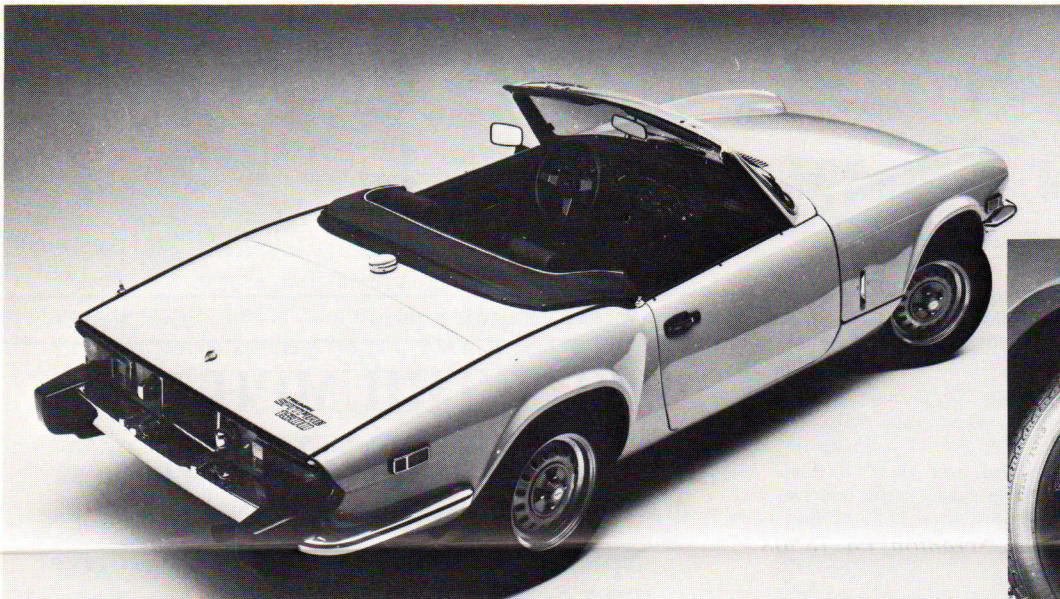
All Triumph TR7's for 1977 are fitted with a new 5-speed transmission, in which fifth gear is an overdrive. Final drive ratio is now 3.9 to 1 to give lower overall ratios.

handsome styled steel wheels; new smaller 13.5 in. diameter racing style steering wheel; and more conveniently located controls. Ignition switch, windshield washer, wiper, horn and light controls are now all located on the steering column. Additionally there is a new swivelling map-light mounted in the glove box for the passenger. The '77 Spitfire's seat backs are more deeply contoured than before, providing increased lateral support on hard cornering.

1977 Spitfire options include a new side stripe kit, hard-top, wheel trim rings and the electrically operated overdrive, which gives the equivalent of five forward speeds.

The Spitfire, one of three convertible sports cars from British Leyland, has a 1,500cc four-cylinder engine fitted for 1977 with a new CD4T Zenith Stromberg carburetor with automatic choke. The transmission is all-synchro four-speed stick shift and the car's suspension is fully independent. The manufacturer's suggested list price is \$4,500, including tonneau cover, at ports of entry. The overdrive lists for \$240.

1977 TRIUMPH LINE ANNOUNCED (Continued)



(Left) The Spitfire convertible is noted for its beautiful styling. New 1977 features include smaller diameter steering wheel and controls located on the steering column.

(Below) This is the new style wheel which distinguishes the TR7 for 1977.



Specially prepared racing versions of Spitfires have been a favorite among Sports Car Club of America drivers for several years and various models have won a total of 14 SCCA National Championships.

(Note: Prices in California slightly higher.)

5-SPEED TRIUMPH TR7 SPORTS CAR DEBUTS

Better acceleration, improved handling, sleeker exterior styling and a new interior, mark the 1977 Triumph TR7 wedge-shaped sports car which was announced April 29 by British Leyland Motors Inc.

The 1977 TR7 has as standard equipment a new five-speed transmission, heavy-duty rear axle assembly, wider tires, lowered rear suspension, front air dam and new tartan plaid seat inserts and interior trim.

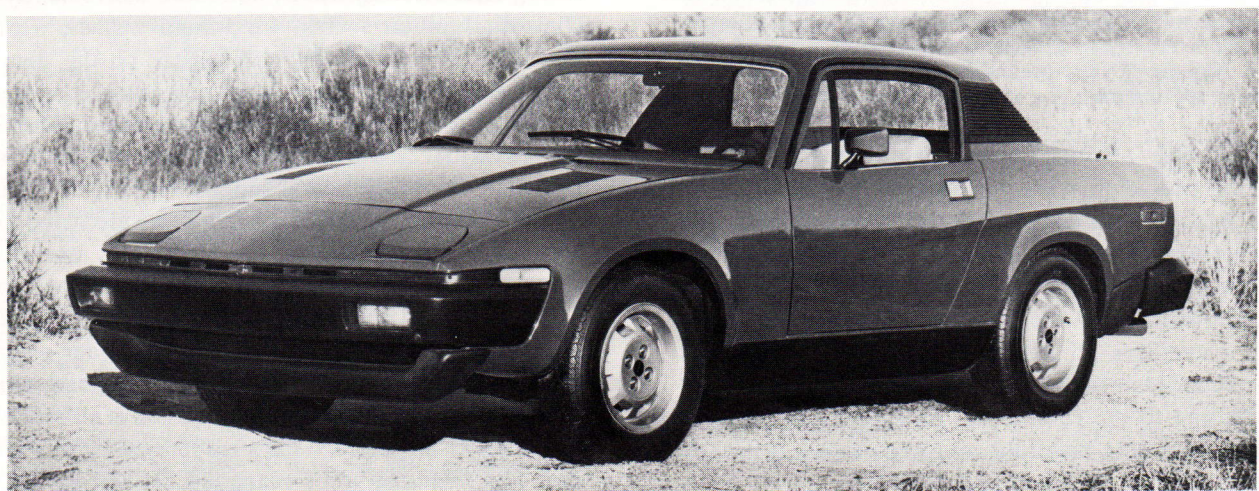
The '77's improved acceleration and passing capability results from the use of lower overall gear ratios, combined with new carburetion and new inlet and exhaust manifold.

Fifth gear in the new transmission is an overdrive or "cruise" gear which increases mileage at turnpike cruising

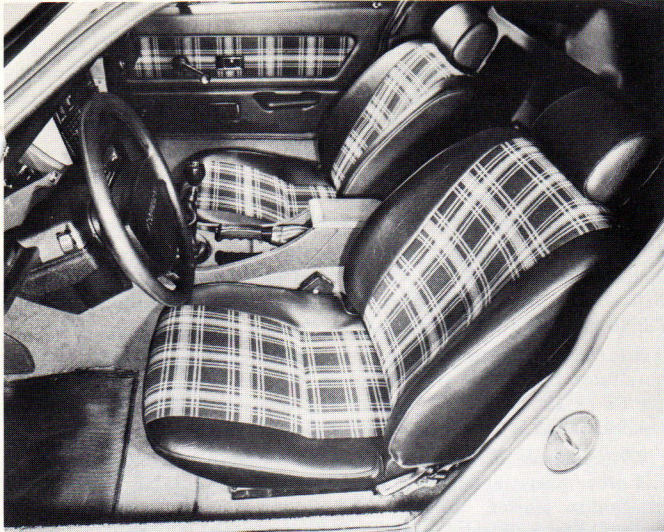
speeds and reduces engine noise and wear at high speeds. It is the same gear box as used in the new Rover 3500 luxury hatchback presently sold only in the U.K. and Europe. Final drive ratio is now 3.9 to 1.

The new tires are 185/70 13-inch steel belted radials compared to 175/70 13-inch units used on the previous model. The new, wider tires make a major contribution in the handling department. The result is a car which "corners on rails" in the parlance of race drivers and has particularly accurate steering.

There are various styling changes. One is the lowered rear suspension which brings the tail of the wedge shaped car a full inch lower. The other is use of a mat black front air dam. Its aerodynamic function is to improve high speed stability by providing better traction but it also gives the



The 1977 Triumph TR7 is distinguished by a new front air dam, a lower rear end, wider radial ply tires and new wheel covers. Its chief engineering innovation is a new five speed transmission and rear axle with a lower ratio for better acceleration.



Interior view of the new Triumph TR7 5-speed sports car shows the tartan plaid seat inserts and door trim. The deep pile carpeting is color coordinated.

TR7 a more solid looking front end without altering the wedge appearance. The 1977 TR7 has new style ventilated road wheel covers, new adjustable map light and trunk light.

Eight different colors are currently available for 1977. The tartan plaid seat inserts of brushed nylon are either red or green, depending on the exterior color. Some colors are offered with either tartan. Beige broadcloth nylon interiors are available with certain exterior colors. In the case of the tartans, the door panel inserts are of a matching plaid, with color coordinated deep pile carpeting.

The 163.3 in. long TR7 is powered by a 4-cylinder, 2-liter overhead camshaft engine which has twin Zenith 1.75 carburetors with automatic choke. The engine is inclined 45 degrees to allow an extra low hood line. Retractable headlights complement the low lines.

The manufacturer's suggested POE list price for the 1977 Triumph TR7 is \$5,849, except in California where prices are slightly higher. Factory installed air conditioning is available at \$475.

CLUB NEWS

New California Triumph Club

In February the Triumph Register of Southern California was formed as a chapter of the national TRA headquartered in Virginia. Primary purpose is the preservation of the TR2/3 series.

At the organizational meeting in Covina, Calif. twenty-eight people attended, one enthusiast driving 200 miles from Las Vegas. Club president is Mario Gottuso, Jr. Contact him at TR of So. Cal. c/o 737 W. 10th St., Claremont, Calif. 91711 (714-624-3174).

Triumph Clubs in Michigan

Bill Smith, president of the Detroit Triumph Sports Car Club writes to tell us about a recent get together they held with the Illinois Sports Owner Association people from Chicago and with the Vintage Triumph Register (Detroit). This was their annual fall tour but they also met to plan the 1977 North American Triumph Challenge II (see Forthcoming Events) for August 19/21.

The Fall tour took place at the week-end and included a slide presentation of Randy Mason's (of VTR) trip to England for the 1976 Standard-Triumph International Rallye.

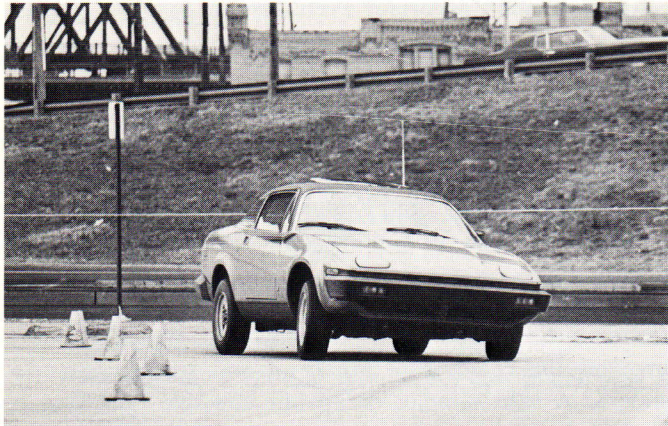


Nearly 30 Triumphs competed in the rain at the Detroit Triumph Club's annual fall tour. We can spot GT6, TR3, Spitfire, TR6 and one or two friendly interlopers!

1977 FORTHCOMING EVENTS FOR TRIUMPH OWNERS

Date	Event and Club	Location
June 10/12	3rd Annual TRA National Meeting. Registration Fri. June 10 and Parts Sale; Sat. June 11, competition and restoration workshops; Concours; Banquet; Sun. June 12, checkout. Triumph Register of America, Central Ohio Center, c/o Phil Warner, Route 1, Box 115, New Holland, Ohio 43145	Burr Oak State Park. Wayne National Forest, near Glouster, Ohio
June 19	Concours. Registration 9:30 a.m. Judging 12 noon. Portland Triumph Owners Assoc., P.O. Box 14105, Portland, Oregon 97214	Portland, Oregon area
June 23/26	2nd Standard Triumph International Rally. Thurs. June 23, Registration; Cocktails P.M.; Fri. June 24, Time Trials; Museum visit; Sat. June 25, Concours. Banquet; Sun. June 26. Membership meet. Vintage Triumph Register, Box 36477, Grosse Pointe, Michigan 48236	Southampton and Bridgehampton. Long Island, New York
August 19/21	North American Triumph Challenge II. Fri. Aug. 19. Evening rally; Sat. Aug. 20. Slalom; Econorun. Awards dinner; Sun. Aug. 21. Concours. Detroit Triumph Sports Car Club and Illinois Sports Owners Assoc., c/o Barb Mynek, 25947 Cathedral, Detroit, Mich. 48239	Troy, Michigan

CLUB NEWS (Continued)



SUPER SLALOM WINNER Bob Eddy from Des Moines sweeps a Triumph TR7 round the pylons in the ninth British Leyland autocross event organised at the annual SCCA convention, held in St. Louis last February. Ralph Priebe was second, David Jones third, both from Texas. Women winners were: 1. Betty Wills, Oklahoma; 2. Melody Jacob, Delta region; 3. Chris Syfert, Detroit.

Triumph Register National Meeting in Ohio in June

This year marks the third annual national meeting for the Triumph Register of America. In conjunction with their Central Ohio Center they are repeating the event which has become very successful. They have taken over the beautiful Burr Oak State Park Lodge, on Route 76 five miles East of Glouster, Ohio and on June 10 through 12 will have three days of fun, meetings and competition. (See Forthcoming Events.)

Regulations for the Concours on Saturday June 11th have been amended to include six classes: TR2, TR3, TR3A, TR3B, Competition and Driven Daily. The TRA claims to be the only national U.S. organisation devoted solely to the TR2/3 series and was established to aid owners of these models in the preservation, maintenance and enjoyment of their classic cars.

TR7 Features in Television Special

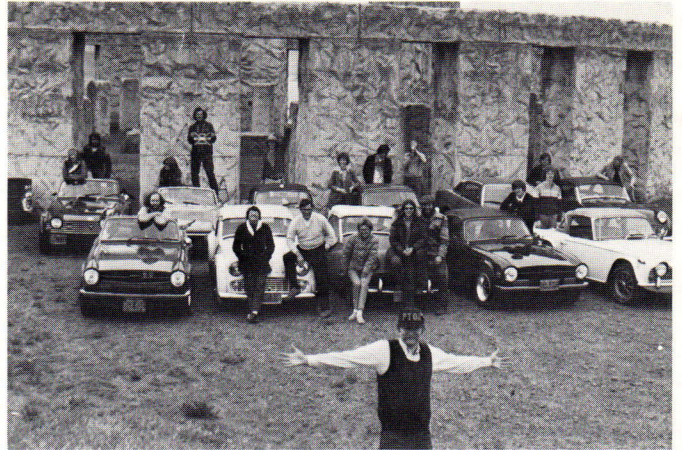
Did you catch that world premiere television movie broadcast by NBC late in February? It was called "In the Glitter Palace" and the star, Chad Everett, who plays an investigative attorney, used a Triumph TR7 throughout. He chose Inca Yellow.

LETTERS TO THE EDITOR

SCCA Will Help Autocross Competitors

"In a recent issue of the Newsletter there was a letter from one Ed. M. Lacina of Santa Rosa, Calif. who drives a TR6. He requested information on preparing his car as he had finished 18th in class at the NorCal Sports Car Olympics at Squaw Valley, California.

He says he needs help and he sure does. He should take his car and enter every autocross he can find in the San Francisco Bay Area—and there is one just about every



AT STONEHENGE, MARYHILL (5,000 miles from the real thing in England), members of the Portland Triumph Owners Club met during a recent tour up Columbia Gorge in Oregon. Cars include TR3A, TR250, TR6, TR7, Spitfire and GT6+. Westerners see Forthcoming Events for PTOW Concours June 19.

Sunday—and gain experience before he does anything to the car.

As a general rule, anything done to a car to make it a better road racer, also makes it a better autocross car. The major exception to this is a high-winding cam to develop peak horsepower. For autocross use, a streetable cam is much more desirable. Before any car preparation is done, consult your local council rule book before spending money on hardware.

If you think you're good enough to win a National Championship, then prepare your car according to the SCCA car prep rules and run in the local SCCA region events. In Mr. Lacina's case, that's the San Francisco Region which will be staging some 15 autocross events in 1977. Practice makes perfect. Please have Mr. Lacina contact our regional office which is almost a local call for him or check in with SCCA in Denver."

—John F. Kelly, Jr., member, SCCA Solo Events Board
Sears Point International Raceway, Sonoma, Calif. 95476



In mint condition since 1964, Donald Evans of Wollaston, Mass. has added interesting extras to his TR4.

TR4 Enthusiast

"I think readers will be interested in my TR4 because it was bought new in 1964 and kept in new condition. A few small changes are the Amco bumper bar used for badges with bicycle clips for brackets; emblems and letters removed

LETTERS TO THE EDITOR (Continued)

from the hood for a smoother appearance; and the addition of 1968 Plymouth side lights. Also, an Abarth exhaust system. I am a long time enthusiast and belong to both TSOA and the Triumph Register.”

—Donald L. Evans, Wallaston, Mass.

Where to Get Roll Bar for TR6

“I have a 1973 TR-6 that I am thinking about trying to put a roll bar in. All the ones I have seen advertised in magazines say that seat travel will be affected. Since I am 6'2" tall, I can't stand losing any seat travel. Would you please send me any information or suggestion concerning building or buying and installing a roll bar in a 1973 TR-6.

I enjoy your Newsletter and hope you don't forget about the TR-6 owners now that the TR7's are here.”

—Thomas A. Harris, Savannah, Georgia

[A roll bar part #64-670 SRP \$79.95 can be purchased from Autoworld, 701 N. Keyser Ave., Scranton, Pa. 18508 and according to their catalogue it does not interfere with seat travel.—Editor]

TR7 and TR250 Competition Set-Up Advice Wanted

“In October, 1976, I bought a new TR-7 (picture enclosed). After much consideration and research I decided it was the best car for the money and my purposes. The list price then was approximately \$5,500. I also had a natural bias to the Triumph marque since my father owned a 1959 TR-3, I purchased a TR250 in 1971 which I still own, and I am trying to buy a 1957 TR-3 to restore.

In my opinion the TR-7 is the best handling car I have ever driven although it lacks pick up from a standing start, being not much faster than a Volkswagen Rabbit. I hope my opinion is confirmed in the upcoming Solo II season. Last Solo season, my first, I earned 3 second and 2 third places in the TR250 and a first in the TR-7, while my wife scored 2 seconds and 2 firsts in the TR250 and a second in the TR-7.

If any readers solo/autocross/or slalom their TR-7 or TR250, I would be grateful to hear from them about setting these cars up for successful racing.”

—Philip L. Schmidt, 2340 Marengo Street,
Toledo, Ohio 43614



Philip Schmidt of Toledo, Ohio, wants to autocross this smart TR7 seriously.

Suspension and Carburetor Tech. Tips for Spitfire

“I have been a member of TSOA for about a year now and enjoy it and the Newsletter very much.

I've been running a Spitfire in solo events for a number of years. My present car is a 1970, improved with the rear swingspring and larger front swaybar from a MK4, front springs from a MK1, and Koni shocks. The engine is completely stock. The car handles great and usually takes first place.

In running my Spitfire, I have come across a couple of technical tips that may be of benefit to others. The first involves the removal of the front coil springs from the shocks. A safe, simple, cheap but effective 'tool' can be made using the garage wall, some wood and a scissors or hydraulic jack. The enclosed picture shows the assembled 'tool'. A 2x4 is nailed to the wall between two studs and a 1x3 is then nailed over the studs. The spring assembly presses against these boards. Below this a couple of 1x3's



Steve Parsons of Washington, Ill. shown "having a go" in Solo with his updated 1970 Spitfire.

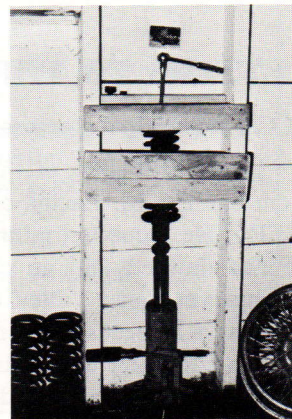
and two short 2x4's are nailed. These keep the spring assembly from moving sideways or out toward you. The jack is used to compress the assembly slightly so the shock rod nut can be removed or installed.

The second tip concerns a cure for a possible carburetor stumble on Stromberg CD equipped cars. When running in solo events, I found my car would stall badly when making a hard, fast left turn, which was especially bad on hot days. Trying different float levels didn't help, nor did a float spring obtained from the Competition Dept. Finally, I found the problem to be fuel sloshing out the bowl vent and then being drawn back into the car, flooding the engine momentarily. The cure involves sticking a length of 1/4" copper tube in the bowl vent hole so it sticks out from the carb at least 1 inch. Set the float at stock height.

Keep up the good work on the Newsletter.

—Steve Parsons, Washington, Ill

Ingenious "tool" rigged in a garage to remove Spitfire front coil spring.



TECHNICAL NOTES:

Quality Assurance

An unprecedented step has been taken by British Leyland in the U.S. by introducing a program for the owners of all 1975 and 1976 Triumph TR7s, so as to update the specification of their cars to that of later vehicles and to improve reliability. This work is being performed by their selling dealers at no charge. These are the benefits to the owner.

- 1. Replace air conditioning fuse and fit thermal interrupter.**
Result: To ensure satisfactory operation of air conditioning system under all climatic conditions.
- 2. Pressure check cooling system. Fit new metal plug and washer.**
Result: Integrity of the highly efficient cooling system under extreme temperature variations is assured.
- 3. Fit shroud to oil pressure switch.**
Result: To ensure protection of oil pressure switch in inclement weather and road flooding conditions, thereby preventing illumination of warning light.
- 4. Position air conditioning drain tube.**
Result: To eliminate any possibility of condensate leakage into vehicle interior.
- 5. Replace early type throttle cable.**
Result: New cable will ensure smoother throttle operation and response. Driveability is improved.
- 6. Seal headlamp connectors.**
Result: To prevent tendency of corrosion in extreme weather conditions.
- 7. Lubricate gear linkage ball and bush.**
Result: To maintain the smooth operation of the gear-shift mechanism.

CLASSIFIED

WANTED

Hub caps & hood badge for 1967 TR4A. Tony Acevedo, P.O. Box 592, Chesterton, Ind. 46304.

"TRIUMPH" lettering for rear of a 1959 TR3A. Also pre-1960 issues of Road & Track. Bob Brooks, 518 Hazelwood Dr., Florence, Ala. 35630.

Rear trim for TR4 factory hardtop—will consider complete hardtop. David Hammond, 4780 Glenwood Drive, Klamath Falls, Ore. 97601 (503) 882-3263.

'58 or '59 Triumph TR3A in very excellent running condition. Do not worry about body or interior. Write: Robert Snyder, 4413 Brit-tany Dr., Ellicott City, Maryland 21043.

Original side curtains for '58 TR3A. Dale Lemly, 277 G Avenue, Coronado, Calif. 92118 (714) 435-9214.

Information on TR6 based TVR, literature, and TVR club information. Ben Renkenberger, 5 Miller Fall Ct., Derwood, Md. 20855.

Collapsible frame for soft top attachment to TR250 surrey top. Top dollar paid. Call Tim Paine (412) 782-4469.

FOR SALE

1962 TR3 Roadster, good condition, needs engine. Best offer. Mrs. Linda Gaulin, Hampton Falls, N.H. (603) 778-0258.

1976 TR6 dark red convertible. Approx. 1700 miles. Like new. \$5,200. Bill Pihlkar, 33 Locust Road, Northport, L.I., N.Y. 11768 (516) 261-8309.

New factory hardtop for Stag. Top is in the primer and in original shipping crate. \$700 or best offer. H. B. Herod, 800 Lakeshore Drive, O'Fallon, Ill. 62269 (618) 632-2436.

Basement and Garage overflowing with TR3 parts. Have most everything from several parts cars, less body parts. Will pay postage

to move them quickly. Bill Redinger, 44571 Westminster Way, Canton, Mich. 48187 (313) 459-4756.

Scrimshaw jewelry, intricate design of Triumph car reproduced on belt buckles, earrings, pendants, send SASA for info. Also wanted early T.S.O.A. Newsletters, T.S.O.A. handbook, literature related to TR2-TR3's. Edward Grochowina, Rt. 2, Box 467, Furnace Dr., Glenburnie, Md. 21061 (301) 768-8981.

1973 Triumph Stag. All options. 9,000 actual miles. Body damage to left front; from engine back is O.K. Richard Rudin, 15106 Susanna, Livonia, Mich. 48154 (313) 464-2066.

1954 TR2. Comm. No. TS1380L; rare long-door model: Original engine. Restorable. \$750. Also several TR3A full-color sales folders. \$10 ea. pp. Richard D. Barnes, 8 Berkshire Dr., Jacksonville, N.C. 28540 (919) 353-5136, 455-4045 weekdays.

TR-6 factory hardtop; complete with all fittings and boot, perfect condition. New TR-6 front window, Triplex. Replated front bumper for 69-72 TR-6's. Bruce Mann, 1413 Westwood Blvd., Los Angeles, CA 90024 (213) 473-7552 (10-6:00 days).

1969 Triumph GT-6+. Excellent condition: transmission rebuilt. All other parts replaced: clutch, brakes. All 4-U-joint, water pump, alternator, starter. Battery, fuel pump, all new speedo and tach cables. Most switches replaced: ignition, headlamp, directional, wipers. New Lucas distributor, not rebuilt. New headlamps, front and rear lamp lenses. Many extra parts. Vehicle serial number KC51552L. Radial tires, extra wheels. Call, Dennis Tobin—201-762-1132.

1973 Triumph TR-6 has 15,000 original miles. Show room condition, equipped with many extras, call evenings 914-667-8394 or write: A. Lomas, 290 Collins Ave., Mt. Vernon, N.Y. 100552.

1973 yellow hardtop convertible Stag. Stick shift, factory air, AM-FM stereo, radial tires, 38,000 miles, \$4,500. Carolyn Starkey, 1104 N.W. 43rd Ave., Apt. 1C, Miami, Florida 33126 (305) 448-2247.

Official Factory Triumph Workshop Manual covering TR4, TR4-A, TR6; Clymer Workshop Manual TR6; Set of front brake pads TR6; Misc. water hoses and points and condenser for TR6. Lot price \$30. R. E. Garlinghouse, 2415 E. Washington Blvd., Los Angeles, CA 90021 (213) 587-5291.

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
British Leyland Competition Stickers, Mylar	2 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 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.