

# Triumph Newsletter



TSOA TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 26, NUMBER 3

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

MAY-JULY, 1980



Keeping cool in the June sun at beautiful Eisenhower Park were Hillary Shaw (centre) and Rusty Leibow (right)—with Gloria Epstein (left). The formers' 1980 TR7 convertible placed second in class.

## Concours Season off to a Hot Start

### *Long Island club's Third Annual attracts over 70 Triumphs*

Clouds blew by overhead. The wind gusted. Rain came down in intermittent showers. Still the diehards of the Long Island and North New Jersey Triumph Associations spent hours preparing for LITA's Third Annual Concours d'Elegance and Picnic on June 15 in Eisenhower Park. Triumph owners from New York, New Jersey, Connecticut, and Pennsylvania—including Delaware Valley Triumphs—arrived all morning to ramble about their cars, barbecue hot dogs, drink warm beer and enjoy each other's company in the forecast-defying sunshine.

About 70 cars turned out for the event, not all for judging. Imagine, 70 Triumphs lined up in rows only Triumph owners would consider neat. One hundred yards of side-by-side TR6s alone, not to mention the TR3, TR4/4A/250, Spitfire, GT6, TR7, four-passenger (read: Vitesse), and—by special invitation—Austin-Healey classes. The impressive turnout of early TRs may be due, in part, to LITA recently being named as a chapter of the Vintage Triumph Register. Oddly, the Spitfire and GT6 models were not as

well represented as in past years: usually, they rival TR6 for best representation. But this year, although about nine came for the show, only two Spits and one GT6 were entered.

#### **Should Judging Procedure be Reviewed?**

The judges were paired-off, with one pair per class. Some pairs were tougher than others. A major controversy broke out when one car, which appeared to be magnificent, lost to another in its class which won more points in the engine compartment, boot, and mechanicals. This brings up an important question: Is a car more or less than the sum of its parts? Since the TSOA score sheet awards points to the parts rather than the whole, the judges must act accordingly. Perhaps it is time to review the judging procedure?

The results list is misleading in that about fifty cars were entered for judging. Only the trophy winners are given. Unfortunately, several classes had only a few cars entered but these classes were judged just as sternly as the others. The

**Concours Season off to a Hot Start (continued)**



**Winner of the TR6 Class (1973-1976) David Bingham from Stamford, Conn., displays his trophy with pride. His Mimoso-colored TR6 scored a very high 99 out of 100.**

entrants as a whole were quite thorough in preparing their cars, were competitive and deserved their placing.

Events like LITA's Concours not only provide the club's members another chance to socialize and compare cars, they also draw attention to the club in several positive ways. Triumph owners who wander in, wondering what it's all about (as this writer did two years ago), discover new friends and new fun. Passers-by, attracted to that field full of sports cars ("Whaddare they anyway, Fiats or what?"), discover the rich variety of the Triumph marque and also find we are not the bunch of disreputable characters they assume sports car nuts to be; and those same car nuts get special previews of their favorite new products, this year a TR8 ragtop which Glenn Howell of JRT was kind enough to bring over.

—Douglas Hitzig, Editor, Long Island Herald, LITA

**RESULTS**

**3rd Annual Concours, Eisenhower Park, Long Island, N.Y. (Long Island Triumph Association), 15 June 1980**

- Class 1. (TR2/TR3):**  
 1. Jack Stern (1961 TR3A)  
 2. Gabriel Goodman (1959 TR3A)  
 3. Peter Bauer (1959 TR3A)

- Class 2. (TR4/TR4A/TR250):**  
 1. Richard Titcomb (1968 TR250)  
 2. Art Neubeck (1965 TR4A)  
 3. Nick & Toni Cunningham (1963 TR4)

- Class 3. (TR6, 1969-1972):**  
 1. Dave Miller (1972 TR6)

- Class 4. (TR6, 1973-1976):**  
 1. David Bingham (1974 TR6)  
 2. Julian Fischgrund (1976 TR6)  
 3. Eric Schnall (1973 TR6)

- Class 5. (TR7):**  
 1. George Schwenzfeger (1976 coupe)  
 2. Hillary Shaw/Rusty Leibow (1980 TR7 conv.)  
 3. Terrence Chermak (1977 TR7 coupe)

- Class 6. Four-Seaters:**  
 1. Milt Mesirov (1967 Vitesse)

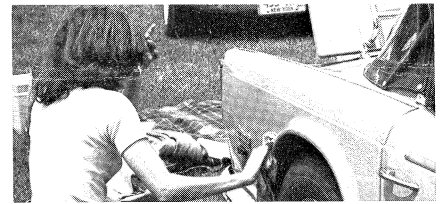
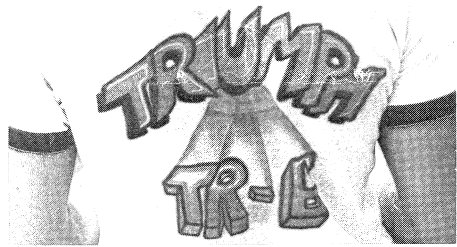
- Class 7. (Spitfire & GT6, only):**  
 1. Mark Belleau (1972 GT6)  
 2. Joe DeStefano (1975 Spitfire)

- Class 8. (Spitfire, late):**  
 1. Doug Hitzig (1976 Spitfire)

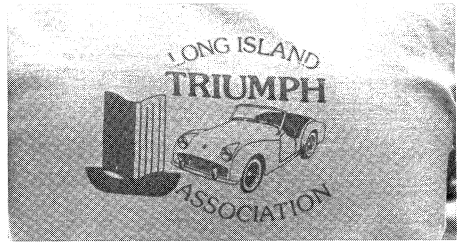
**People's Choice: Mark Belleau (1972 GT6)**

**Longest Distance: Jim Cappelli (1963 TR3b)**

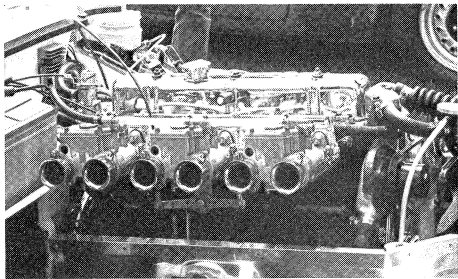
*(Photos: Joseph De Stefano)*



**Pre-judging polish up by Linda Sohl (TR250)**



**This well preserved 1967 Triumph Vitesse easily won its class for Milt and Gwen Meserow.**

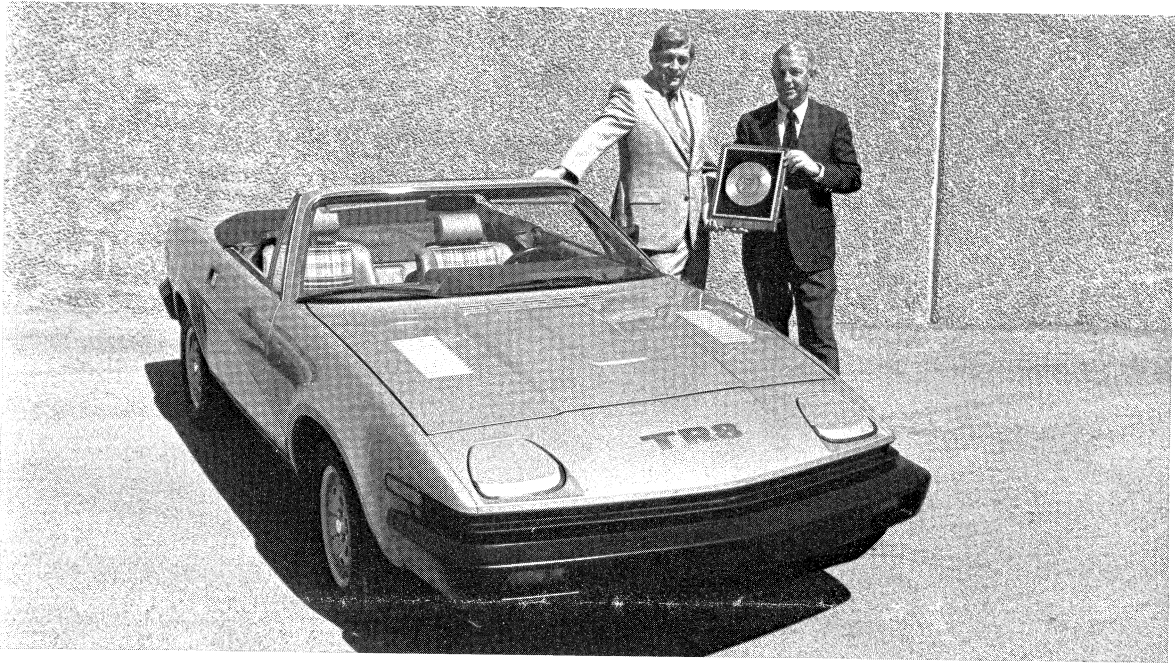


**Mark Belleau's "People's Choice" TR6 sported three big Weber carburetors.**



**There was an impressive turn out of early TRs, including these TR250s.**

## TR8 CONVERTIBLE NAMED 'BEST NEW SPORTS CAR OF 1980'



'Road Test' magazine's publisher Bill Quinn (left) presents the 'Best New Sports Car' award, won by TR8, to JRT Western Zone Manager Dave Wasmuth.

**Leonia, N.J.**—The Triumph TR8 convertible is named "best new sports car of 1980" in the July issue of *Road Test* magazine. The magazine reached its opinion following a 2,973-mile comparison test of the new TR8 convertible, Porsche 924 Turbo, RX7, Corvette, Trans Am, and Z28.

In its report, *Road Test* says the TR8 is "a redoubtable muscle car." It lauds the TR8 for "having the feeling and manners of a true sports car . . . good performance, quick steering with stable handling and sure brakes."

The report, authored by *Road Test* editor Walt Woron,

says that driving the TR8 is "sheer pleasure". The article describes the TR8's fuel mileage as being "exceptional". The magazine's staff averaged from 20.7 (city) to 31.7 (highway) MPG with the average for the nearly 3,000 mile-test being 23.7.

Acceleration runs at a race track provided a zero-60 time of 8.4 seconds and a standing quarter mile time of 16.34 seconds with a terminal speed of 85.4 MPH. The magazine's test vehicle was a fuel-injected (California) car. Cars sold in other states are equipped with dual carburetors.

### JRT Zones Replace Independent Distributors

On May 1st Jaguar Rover Triumph Inc. announced that it had taken over the direct distribution of its cars nationwide and has set up a wholly-owned, four-zone network replacing the previous combination of four zone offices and four independent distributors.

"Our action in assuming responsibility for direct marketing of our cars in all parts of the country underscores our resolve to continue to improve our parts and car supply network in the best interests of our dealers and customers," said Graham W. Whitehead, Jaguar Rover Triumph Inc. president. "Those dealers will also be able to go on-stream with our new computer systems which streamline accounting, parts inventory and ordering, warranty claim and other procedures."

An example of the computer-aided benefit to customers and dealers alike is a national car search system. This makes it possible for one dealer to locate a car with a particular color/equipment combination at another dealership, should the first dealer not have the desired combination in stock.

### New Appointments at Leonia

New executive appointments have been completed at Jaguar Rover Triumph Inc., Leonia, N. J. Allen Taylor replaces Bob Burden as national advertising manager and Glenn Howell becomes product publicity manager, replacing John Dugdale who has retired.

For 18 years, Allen Taylor has been with Bozell and Jacobs of New York, the MG/Jaguar/Rover advertising agency, becoming vice president and account executive. So Allen is well known to JRT's staff and dealers, who have often met and dealt with him, especially at national sales meetings. He received a B.S. in advertising and journalism from New York University.

Glenn Howell is also well known to the company as copywriter with Romano, Berger & Wollman Advertising, of New York, the Triumph Agency; and before that with Ogilvy & Mather Advertising. Glenn's background is automotive writing, in that he was formerly associate editor of *AutoWeek* and west coast vice president of the American Auto Racing Writers & Broadcasters Assoc. He has extensive experience as photo-journalist, being a director of the International Motor Press Association. He attended San Diego State University.



# The Sport



*Triumph's World of Motor Sport*

## Group 44 Adds a Second TR8

Moments after their stunning class win at the grueling 12-Hours of Sebring in Florida, the Group 44 team rushed home to put the finishing touches on a second potent TR8 for its newest member, driver Bill Adam.

They skipped the Road Atlanta IMSA event to complete work on the second car, and a few weeks later loaded the newest TR8 (along with the veteran coupe of Bob Tullius) into the Quaker State transporter and headed for the West Coast IMSA events at Riverside and Laguna Seca.

Riverside was a six-hour endurance race and Adam's new mount sat on jackstands in the pits as a ready source of spare parts. Tullius and Adam, in the Sebring-winning No. 44, dominated GTO early in the race and looked like easy winners in the class.

Then, with Adam at the wheel, the transmission developed linkage problems. Adam pitted and an inspection showed that a complete transmission exchange would be necessary. The old gearbox was removed and a new one installed in exactly 44 minutes.

The TR8 performed flawlessly from then on but the deficit was too large to dent and the team failed to score points.

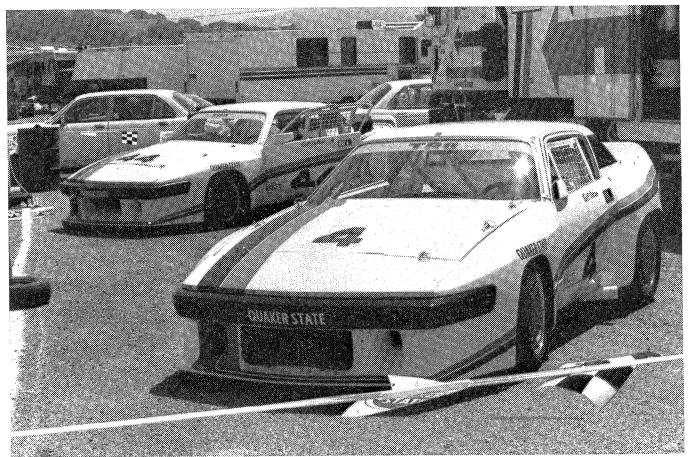
The following weekend at Laguna Seca was different however, as the TR8s qualified second and fifth, Tullius ahead of Adam who was making his solo debut for Group 44. Although he led at one point, Tullius finished behind a Porsche on the tight road course as Adam came home fifth.

The TR8 twins reappeared on the East Coast on Memorial Day to finish a strong second and third in the Lime Rock IMSA race.

From there the series moved to the Midwest with Tullius alone at Brainerd (Minnesota) as Adam was driving at



**Ken Slagle is all smiles after a brilliant "C" Production victory in his TR8 at the Auto World June Sprints held at Pocono Int'l Raceway in mid-June.**



**On display in the paddock at Laguna Seca are Group 44's two TR8 racers; the car in the foreground is the newest car, constructed for racer Bill Adam who joins Bob Tullius in the GTO class in IMSA races for 1980.**

Le Mans. The TR8 developed a minor engine malady and rather than ruin an otherwise good power plant, Tullius withdrew from the race after leading the event overall!

The most recent appearance for the team was at the famed Daytona speedway for the Paul Revere 250, which started at midnight July 4th.

Qualifying an impressive sixth and seventh overall behind the Turbo Porsches, Tullius and Adam drove a perfect team race in the green-striped TR8s to finish first and second in GTO, over a lap ahead of the third place GTO Porsche Carrera.

\* \* \*

## More Money for Triumph Racers

Recognizing the high cost of racing, the Competition Department of JRT has dramatically boosted prize money for Triumph TR7 and TR8 drivers in SCCA National events.

Effective last June 1, the prize money for first is \$500 for drivers of TR7 models in "D" production and TR8 models in "C" Production. Second in those classes is worth \$300 and third, \$100.

In Showroom Stock B, TR7 drivers are now eligible for \$200 for a first, \$100 for second and \$50 for third.

All other aspects of the award program for racing and rallying remain as previously announced; details can be obtained by writing the Competition Department of JRT.

\* \* \*

## SCCA National Update

If the first half of the season is any indication, the shoot-out for the "C" Production national championship at Road Atlanta is going to be TR8 vs. TR8 vs. Datsun!

Long the ruler of the class, the Z-cars are reeling from the punch of TR8s from Lime Rock to Riverside.

In the east, Ken Slagle now has two wins and two seconds in his sleek TR8 convertible. His wins came at Pocono (where only a Corvette could run with the yellow racer) and at Watkins Glen where he flat outdrove Paul Newman.



Out west, Bruce Qvale has been the winning name with two victories at Riverside in a Huffaker-prepared TR8 while Lee Mueller has one win, at Sears Point, after being shunted on the last lap by a frustrated Datsun driver. The accident punctured the right rear tire of the black TR8 and the car spun across the finish line backwards as Mueller fought for control. Although the Datsun crossed the line first, the driver was penalized five seconds for his driving tactics and Lee was awarded the win.

TR7s driven by Dan Pohlabel and Roger Bighouse have each scored wins this year, and Mueller—the defending “D” Production champ in a TR7—has two wins and an assured invitation back to Road Atlanta to defend his crown.

\* \* \*

**Buffum Continues Rally Domination**

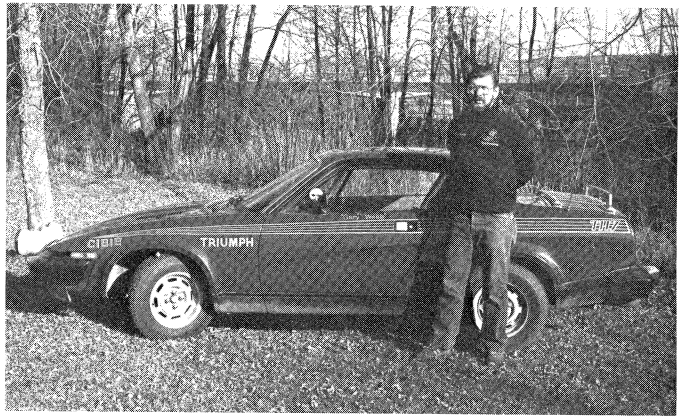
The rally team of John Buffum and Doug Shepherd continue to dominate the North American rally scene in their TR8, and currently lead both the SCCA Pro Rally series as well as the North American Rally Cup, a joint award between the U.S. and Canada.

Libra International, the team behind the TR8 rally cars, recently finished construction of a second car for the two-rally series and now one car is based on the West Coast and one is kept on the East Coast.

The newest car made its debut in the SCCA Northern Lights rally in upper Michigan and, aside from an anxious moment when the hood flew off, ran perfectly. Despite the minor incident, Buffum and Shepherd went on to win the event and retain their lead in the series.

The daring duo also ran a handful of Canadian events during the first part of the year and with a couple of wins they lead the combined U.S.-Canadian series. For this reason, a decision has been made to go for the North American Rally Cup, an award Buffum has won previously.

Additionally, Buffum will once again try his hand at international rallying in the famous RAC rally, scheduled this year for November 16-20.



New names are entering motor sport all the time, especially Triumph participants—aided by JRT’s increased competition support program. Here is Gary Webb of Mechanic Falls, Maine, who started the 1980 rally season with this TR7.



Ace driver John Buffum (left) paused on his hectic rally schedule, at Lew Florence Motor Cars dealership in Seattle. John was in the state of Washington for the Olympus Rally, which he won April 5/6. He is shown with Jim Cuevas, crack imported car salesman, who is so famous in the Northwest that he recently rated a whole page article in The Seattle Times. Congratulations John & Jim!



Suddenly it was hard for rally star John Buffum to see out of his TR8 when the hood flew off . . . (left) . . . but fast work by a spectator and co-driver Doug Shepherd (in helmet) got the hood removed and the team back on its way eventually to win.



Just a few of the 26 Triumphs lined up for the start of the North New Jersey Triumph Association's Spring rally. The oldest Triumph competing—a TR3—proved the winner! (Photo: Bill Sohl)

### New Jersey Spring Rally

President Bill Sohl of the North New Jersey Triumph Association reports that that club held a successful Gimmick Rally May 10 in the Parsippany, N.J. area. A total of 26 Triumphs participated over the 45-mile course. The NNJTA is one of the greater New York area clubs building up its annual events by inviting in other Triumph clubs. Entrants joined in from the Delaware Valley and Long Island clubs.

#### RESULTS

#### Gimmick Rally (North NJ TA), Parsippany, NJ, 10 May 1980.

1. Joe Mennonna (TR3)
2. John & Donna Rago (TR6)
3. Milt & Gwen Mesirov (Vitesse)

*Oldest Triumph Competing:* Joe Mennonna (TR3)

#### 14 Officers Elected to Vintage Register

A revised roster of The Vintage Triumph Register's national board of officers was confirmed at its May 20 meeting in Detroit. Steven Rossi is president; Dan Cronin, vice president; William R. Smith, Treasurer; William Lynn (membership); Barbara Ware (corresponding); David Gaitens (mail); William E. Redinger (spares); Bruce Ware (special projects); Bill Sohl (local affairs); Randy Mason (archivist); Dennis Phleeger (editor); with Terry N. Telke, Harry M. Barnes and Channing L. Bush each as a Director Emeritus. Looks like a strong slate.

#### Forthcoming Events for Triumph Owners

Aug 15/17	North American Triumph Challenge V, Rally & Concours, Ottawa, Ill. (Illinois SOA; Detroit TSCC & VTR)	Pat Murray 312-488-5776
Aug 29/ Sept 2	Lake Tahoe Tour, Nevada (TYEE TC)	Karen May 206-691-6861
Sept 21	'1st Northeast Triumph Gathering' Concours & Picnic, Schoolley's Mountain Park, Long Valley, N.J. (North NJ TA)	Bill Sohl 201-691-8116
Sept 27/28	North Cascades Tour (Autumn Leaf Festival, Leavenworth, Wash. (TYEE TC, with MG club)	Karen May 206-691-6861

### LETTERS TO THE EDITOR

#### TR6 Steering and Handling Problems

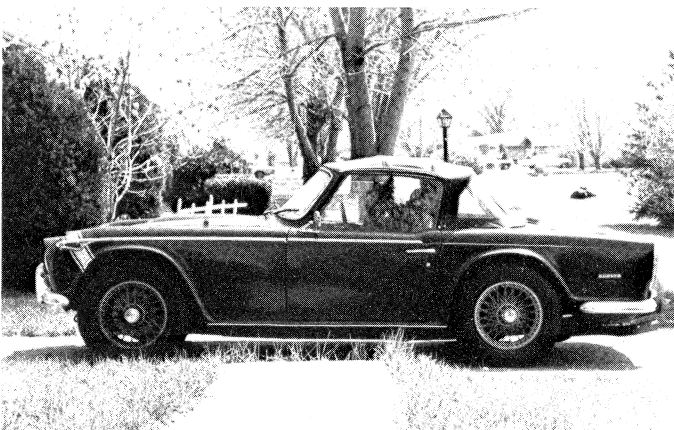
"Your Handbook Supplement #1, page 15, says to use HYPOID SAE 90 OIL instead of regular grease, because grease could affect the life of the lower steering swivel. I've called numerous TR shops and none of them have heard of using HYPOID 90 or how to get it in. Could you have meant the rack & pinion unit?"

I also have a handling problem, with my 1973 TR6. The car wanders very badly at speed over 40 mph. When I put snow tires on, it even gets worse. I've tried everything to correct it. I've had a front- and rear-end alignment, rack & pinion adjustment, new rubber bushings under the rack & pinion, U-bolts replaced and the car completely checked. But the problem is still there. I'm open to suggestions."

—R. Jabara, USN, Fort Myer, VA

*(The lower swivel you mentioned is shown in your handbook, page 55, figure 78. Directions are as follows: Remove plug, fit grease nipple, fill a grease gun with Hypoid, grease nipples as required.*

*The handling problem, you mention, could be caused by your tires. If possible, and you are in a position to do so, a switch of a complete set of wheels and tires from a known good handling car could confirm this suspicion—Tech. Ed.)*



Reader Kent Martin's beloved TR250—



Robert and Vicki Hart's handsome 1977 Spitfire, finished in Russet Brown/beige, is fitted with a nice looking roll-bar for autocross, special wheels and four pipe exhausts.

### Wanted: Triumph Club in Jacksonville, Florida

"As Triumph sport car lovers (especially Spitfires) we would like to say how much we enjoy your newsletter. Enclosed are a couple of pictures of our 1977 Spitfire which many say is the nicest one in Jacksonville. We certainly think so! We're rallye and autocross enthusiasts, and while rallies are infrequent locally, the SCCA holds a monthly autocross points series. Our Spitfire currently holds both 1st and 2nd place in the E-stock class (we both drive it).

If we could get the people together, we'd love to have a TSOA locally. We do plan on making the Triumph Challenge either this year or next. And thanks again for a newsletter dedicated to the thrill of driving Triumph sports cars."

—Robert and Vicki Hart  
1737 Dibble Circle East  
Jacksonville, Fla. 33216

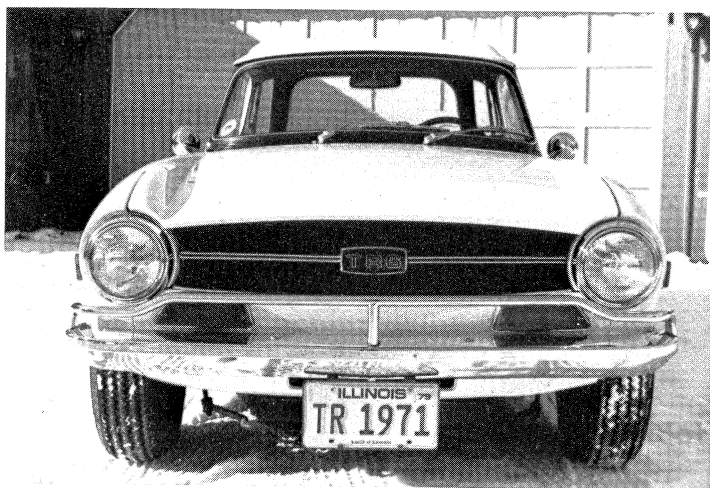
120 miles on it to the deep south Chicago suburbs and back. Before I have the car painted stock red, I have hopes of obtaining a factory surrey hardtop and wire wheels. The wires on my car, when I bought it, had worn out splines. I have been buying up all the new chrome for the car that I could find. Grill, front marker lights, side strips, windshield surround, wipers, tail lights and bumpers. Found a *brand new* door mirror, owners manual and hubcaps from "Start Your Engines", 6798 Mid Cities Ave., Beltsville, Maryland 20705. They seem to be the best Triumph specialists in America. They sell used parts also. The owner evidently goes to England and buys up what he can find.

It's hard to contain TR250 enthusiasm. By the way, the average age of 250 owners around the Chicago outskirts is about 30. I am 46 and trying to make up for not having bought one when they were new, I still have an immaculate '71 TR6 that I bought used in 71. It was 3 months old when I got it. I am going to sell it this summer in order to afford a Plus-4 Morgan. Sure will hate to see that white beauty go, but then I'll still have the 250, and after all, the Plus-4 will have a Triumph engine also."

—Kent C. Martin  
Aurora, Ill.

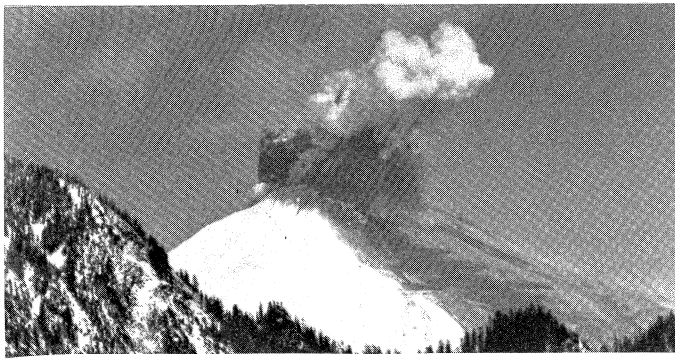
### TR250 Lover

"I am zeroed-in on the 250 and have been for the last seven years. I managed to buy three cars two years ago to build one good one. The car is not finished cosmetically yet, though I keep it drivable. In fact I just put a quick



—and his superb 1971 TR6, with appropriate license plate, not driven in the Illinois winter.





### Oregon Triumph and Racing Enthusiasts

"We enjoy the Triumph Newsletter and appreciate the 8-page format over the 6-page folder, as—in addition to more news—I keep my issues in a 3-hole punched ringbook and share with Portland Triumph Owners Association members who are not yet TSOA members.

We got off to a great Spring start on a recent tour with 11 Triumphs. We went up for a look at our smoking volcano Mt. St. Helens (photo enclosed)!

Also we all admire the recent TR advertisement and I am sure JRT is not going to pass up the opportunity to have some of these available for Triumph enthusiasts as a poster version. Would also appreciate more information on the TR8. We see Bob Tullius running at our local track."

—Don Chalmers, Rt. 4 Box 442 Troutdale, Oregon 97060  
Membership Chairman, PTOA

*(Don Chalmers letter was written before the big Mt. St. Helens eruption! Also, before publication of our March/April issue featuring TR8.—Ed.)*

### Triumph Newsletter and Racing

"I find there to be too much on racing in your magazine, at least for myself. It is far more interesting to read about new models, repairs, painting, mechanical and parts suggestions, technical notes, and club rallies, etc. Anything to keep these little monsters running. Do you really feel so much on racing is interesting? Oh well, whatever it takes to keep you writing the paper."

—Richard M. Gaskill, Livonia, MI.

*(To maintain Triumph's experience and reputation as a real sports car, Jaguar Rover Triumph Inc. has an active policy of sponsoring two racing teams—West and East—in SCCA and IMSA events, both using the fast new TR8. We feel most Triumph owners wish to follow the competition progress and success of their favorite car, with the help of the Newsletter. We give equal space to rallying and there is 'The Sport' feature in each issue. We do regularly publish technical, repair and restoration information, especially when submitted by readers.—Ed.)*

### CLASSIFIED ADS

#### WANTED

**Hardtop for 1976 TR6—Prefer factory but will consider others. Write Jim Bradney, 1363 Lenox Ave., Bethlehem, PA 18018.**

**Tonneau cover, black and original for TR3A, good condition. Leo Snyder, 42001 Chalet Dr., Novi, Michigan 48050.**

**1972 through 1979 removable steel hardtop for Spitfire 1500, with hardware, contact: Bruce J. Poulton, 355 E. Xenia Dr., Fairborn, Ohio 45324.**

**Hartop for Stag, James Freyler, 9690 N.W. 25 St., Sunrise, FL 33322, (305) 742-9150.**

**TR4A or TR250. Prefer solid original or excellent restoration. Tom Georgoff, 104 S. Varsity, South Bend, IN 46615, (219) 289-8744.**

**TR3A or older Triumph wanted to restore. Automotive writer needs inexpensive but sound project car to restore. Ray I. Scroggins, 4570 Lincrest Drive, Brookfield, WI 53005. (414) 781-8263 or days (414) 259-1339.**

#### FOR SALE

**1959 TR3, wire wheels, straight body, rusted floor. Driveable—adjustable steering column. \$1200. 1963 TR3B, stored inside 10 yrs., disc wheels. Head off engine, no rust in floor or other likely areas. Some dents in body. Adjustable steering, wood wheel. Ted Schumacher, Route #1, Pandora, Ohio 45877. Business phone (419) 384-3022; after five (419) 384-3033.**

**Brand new windshield, fits TR4 & 6, \$75. TR6 rear wheel bearing ass'y, \$25. Installation instructions for air cond. for TR6, \$2. Repair instructions from kit which lengthens stroke on TR6 clutch pedal to prevent gear clash, \$2. Contact: Bruce Mann, 6315 Tampa Avenue, Reseda, California 91335.**

**Tonneau cover, black, from 1977 Spitfire. Never used; had roll bar installed in the car when new. \$50 or offers. Call (904) 641-7640 evenings, or (904) 358-3251, ext. 263, days.**

**1966 TR4A, original owner. Mint condition, show winner, however, last 7 years in storage. Equipment includes new CN 54 Pirelli radial tires, overdrive, American racing mag rims, Anco luggage rack, cockpit cover, top 3 years old. Engine and running gear and coach work top shape. Has never been bent. Asking \$3,500. Contact Tom Wark, 8C Briar Lane, Cape May, N.J. 08204. Office (609) 884-2510, Home 884-8648.**

**1969 TR6. Completely re-built and restored. Loaded w/accessories. Concours finish. Best offer. Morgan Walker, 365 W. Wilson St., Costa Mesa, CA 92627. Office (714) 632-7500. Home (714) 631-7292.**

**1973 1500 Spitfire fitted with new MKIV engine. Good general condition, almost new radials, new soft top. Price \$1,500. George Waltman, 38 N. Blvd., Great Neck, NY 11021. (516) 487-7738.**

**1948 Triumph 2000 roadster, disassembled, needs work. Asking \$1,000. Gordon Biggar, Chatham, NJ (201) 635-6825.**

**Triumph TR4A. I.R.S. Year—1966. Original owner—Roger Scofield. Good condition. Present owner: Kathy Stephenson, Red Hook Box 66, St. Thomas, Virgin Islands 00801. (809) 775-1000.**

**TR4 gear box, rear end, head milled .001", instruments, front bumper, left and right doors with windows, wheels, tonneau cover. Call (516) 261-6014 between 6-9 p.m. Howard Davis, 47 Mariners Ct., Centerport, NY 11721.**

**1961 Triumph Italia Coupe S/N TS 54739 LC, body #3. Good running condition. Needs cosmetic restoration. An unusual car with great potential. Red, black interior, wire wheels, 46,000 miles. First \$3,500. Frank Cornell, 9 Church Rd., Lebanon, CT 06249.**

THE TRIUMPH NEWSLETTER—for Triumph enthusiasts  
(Founded 1956)

EDITOR: JOHN F. DUGDALE

Regular Contributors: Mike Cook, Lyman Gaylord, Dick Langworth; Photography, Bill Oursler, Dan Rubin.

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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.

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