

# Triumph



# Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



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MAY-JUNE 1978



*It's that time of year when car heaters have given way to air conditioners and winter coats have been stripped off in favour of swim suits. So Triumph Newsletter offers a couple of seasonal pictures comparing the beach style of 1978 (above) with that of sixteen years ago when we introduced the very first Triumph Spitfire at the 1962 London show. (right).*

*Our contemporary photo above was taken by British photographer John Clark on some North African shore. His English model, whose name is not available, is posed in profile alongside another admirable profile, Triumph's TR7, which incidentally has one of the best air conditioners in the business—optional extra.*





# The Sport

A new commentary on Triumph's world of motor sport

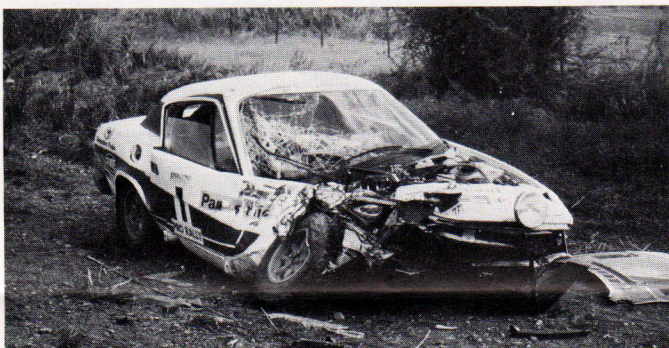


BY VISOR

## BUFFUM BOUNCES BACK

To follow up on our last report in the March/April issue, rally champ John Buffum scored his first win in the NARRA series May 28 finishing first with new co-driver Doug Shepherd in the Olympus Rally held in the far Northwest of Washington state. In spite of fog on the forest logging roads, they won well, by no fewer than 13 minutes over Buffum's long-time rival Henrick Blok in a Plymouth Arrow.

You will recall that JB already has two wins in the SCCA pro rally series, the February "Borax Bill" (California) and the March "100 Acre Wood" (Missouri). It must take quite a bit to shake our John as was well-demonstrated after his drastic shunt in a NARRA rally in Puerto Rico late in March. He has sent us some snapshots in which the TR7 looks as if it had just had an argument with a 50-ton truck. Actually it was a military truck. Somebody forgot to tell the Army that the roads were closed or at least word never reached that truck driver. Anyway, it says a lot for the TR7's unit construction that Buffum and Shepherd could walk away from that crunch.



... the perils of high performance rallying ...

There was great excitement at NARRA when the Montgomery Ward Auto Club came in as a major sponsor, much to the delight of national director Dave Ash and publicity chief Tom Grimshaw. MWAC is following up on British Leyland's successful 1977 film "Buffum & Co." (now in syndication) with a 1978 update. They had three crews out at the 20-Stages in Grayling, Mich. May 21. Vicki Gauntlett, Buffum's co-driver in the TR7 last year, has been named national spokeswoman on safety and rallying for MWAC.

Dick Bauer of Kleber Tires reminds us that John Buffum has switched to the French tire for 1978. Kleber claims it is the fourth largest tire company in Europe but it only started imports to the States two years ago. John's competition in the form of Hendrick Blok continues on Klebers.

## FILM PREMIERE IN THE WEST

Talking about films, there was a send off for both "Buffum & Co." and the BL 1977 Grand Prix film "Challenge for the Championship" in Beverly Hills at the Los Angeles auto show at the end of April. Joe Huffaker came along with Lee Mueller, his lead driver, and outlined plans for the Huffaker Engineering race cars this season. Terry Visger, of course, missed it, as he was in the hospital after his Formula Atlantic race car crash in British Columbia. He broke several bones but happily is on the mend. Joe has named his former SCCA champion driver Jon Woodner to take over the MGB. Lee continues to drive the TR7 with which he won the Northern Pacific championship last year. They met several old friends from the press including Shav Glick of the Los Angeles Times; a whole party from Motor Trend—Chuck Nerpel, Joe Scalzo, Peter Frey and bearded Leon Mandel who flew in from Reno. Leon is a newly appointed senior contributor to the big West Coast magazine and is always noted for his lively commentaries. He will continue to run his TV show out of Reno where he lives. From the CBS/Road and Track/PV4 group there were Cam Warren and Su Kemper. From Formula magazine, Jim McQueen and Pete Lyons. Chic Perkins came for the L.A. Herald Examiner, Bill Quinn for Road Test, Dave Hedrich for Motorsports Weekly, Dan Connelly for Western Racing News, Jean Calvin for Four Wheeler and Isabelle Capuchi for Capitol News Service.



... Joe Huffaker (left) came along with Lee Mueller, his lead driver ...

## A LOOK AHEAD

It's hard to realise that by July/August, the 1978 rally season will not even be at the half way point. NARRA has MWAC events scheduled into early December. The SCCA's final pro rally, the Press On Regardless, isn't until November 3.

It's quite different with the Trans-Am sports car racing series which will be winding down by then with the final race scheduled for Nelson Ledges in Ohio on September 10.

The final Super National is also scheduled for Sept. 10, at Mid-America near St. Louis. The regular SCCA national season (renamed "U.S. Road Racing Championship" series for 1978) ends the following weekend, with the Atlanta championship finals due October 22/29.

## Triumph's Win Super Nationals

The SCCA's new Super National races have been well received by entrants and fans alike. The drivers like them



## THE SPORT, by Visor (continued)

because of the bonus points—15 for first vs. the usual nine, etc. This has resulted generally in big entry lists which benefits the spectators. Triumph has had its share of winners at these races: Lee Mueller, TR7, and Tom Luking, Spitfire, at Portland, June 11; Jerry Barker, Spitfire, at Riverside, May 29; Peter Law, Spitfire, at Texas World Speedway, April 29 and Ken Slagle, TR7, and Jim Newcombe, Spitfire at Charlotte, N.C. April 16.

### 1978 RACING BONUS PAYMENTS

For the SCCA Super Nationals, British Leyland is offering a bonus in its 1978 racing awards program. This is the annual program that pays successful race drivers from \$200 to \$25 depending on finishing position, car year, and racing class. Super Nationals get a 50-percent increase. If you win an SCCA Division Championship, there's a \$200 bonus and the top three in each division are eligible for tow money payments to the Road Atlanta finals.

### SEE POCONO AT DISCOUNT RATES

Another money-saver is the British Leyland-Pocono ticket discount plan. Participating dealers in the Northeast offer discount tickets for all scheduled pro races such as the July 30 500-mile Coca-Cola (NASCAR) event, the August 13 motorcycle championship, the Sept. 10 Mini Stock Car Championship, and the Sept. 24 modified stock car race. BL has quite a stake at the big Pocono track, with a no-charge infield car park and all the pace cars.

### SERVICE TRUCKS AT THE RACES

A smart new mobile speed-shop truck will be seen at Northeast race tracks this year. It's operated by Team Spreen Racing (TSR), of Hackensack, New Jersey, under contract with British Leyland. So drivers of Triumphs, as well as MGs, Jaguars, Austins and Mini Coopers, will be able to buy a full range of competition parts, even back to Mark I Sprites and Spitfires. The truck carries welding equipment, electric winch and electronic ignition test equipment and you can use your CB radios to check parts availability over Channel 10. In the West, Huffaker Engineering offers a somewhat similar regular service from its race car transporter. So if you need help, you know where to find it.



... This mobile speed shop will service Triumph SCCA racers in the North East ...

## CLUB NEWS

### Triumph Club Wanted in Hampton/Norfolk, Virginia area

We have received correspondence from the Hampton/Norfolk area in Virginia from a Spitfire owner who would like to organize a Triumph club there. Some of his problems are the time needed to get the club rolling, the high cost of sports car club insurance, and limited availability of autocross lots in that area. Maybe with the help and advice of other Triumph owners in Virginia some progress can be made, especially if other experienced club people will join in.

The instigator is Charles D. Edmonson of 118 Braddock Road, Hampton, Virginia 23661, who is actually secretary of the active Penninsula Sports Car Club which runs 7 autocross and 6 rallies a year. But Charles says he sees so many Triumphs on the road and because there is no local Triumph club near him, that he is sure there is room for a real TSOA affiliate. In any case the PSCC will welcome more Triumphs in competition in the meantime.

### Vintage Triumphs Can Enter Big Antique Auto Fair in Michigan, Aug. 18/19

Triumph clubs and their members are cordially invited to participate in the annual Vintage Car Club auto show at Holland, Michigan, to be held in the Ottawa County Fair Grounds, Friday and Saturday, August 18/19th.

Last year over 300 cars participated and the organisers are keen to attract more imports. There are no fewer than 22 classes, each with three awards, and for cars ranging from pre-world I through Special Interest up to 1970, so there should be room for true vintage Triumphs.

This is also the 5th annual Antique Auto Fair, which includes a flea market and swap meet. For the car show contact: Vern Becksford, 164 Elemeda Street, Holland, Mich. 49423 (616-399-2421).

### Triumph Club Member from England to Attend Big Illinois Triumph Rally in August

In the December 1977 issue of TN, we published a letter from Spitfire owner Keith E. Redhead of Bolton, England, who said he was coming to the USA on holiday this summer and wanted to contact Triumph clubs. Now we hear he has arranged it all and his trip is as follows:

Keith is taking advantage of the trans-Atlantic Sky-Train air service to fly over August 12th and return on the 28th. His main invitation came from the go-ahead Illinois Sports Owners Association at whose North America Triumph Challenge III rally August 18th/20th he will be a speaker; and also at a Long Island Triumph Association evening gathering. He is bringing with him a film of his own club's (the Triumph Sporting Owners Club) speed hill climbs and auto test in England. In between he hopes to see something of the eastern States.



## TRIUMPH NEWS

### Tennis Champion Chris Evert's TR6

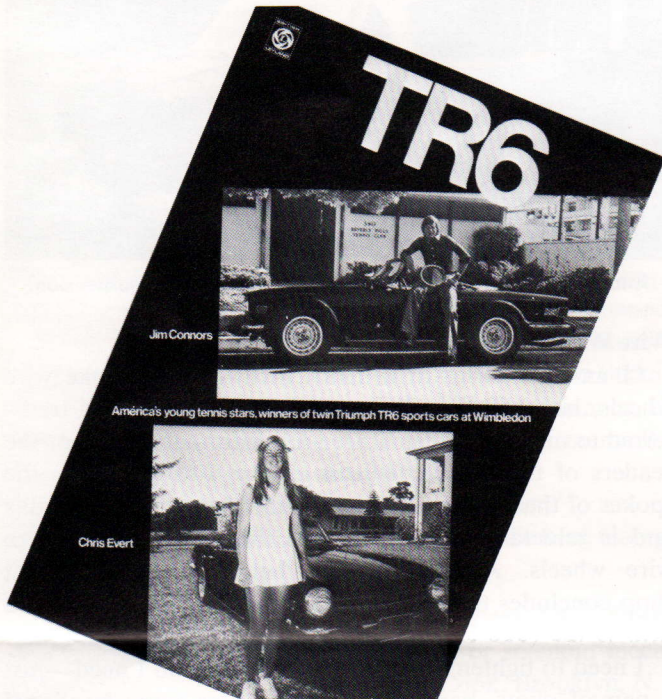
Below is an extract from The New York Times published during April. Remember the Triumph TR6 poster of 1974?

### "3-Car Family"

"For some reason, the image persists: a glut of automobiles on Chris Evert's driveway in Fort Lauderdale, Fla., and more cars strung out along the curb, reaching Miami Beach.

"It's not like that at all," said Chris's mother, Colette. "Chris has won a lot of cars—I don't know just how many—but she sells them at the wholesale price." In fact, says Mrs. Evert, there are only three cars in the family: the two that she and her husband drive and one in their son Drew's name which he keeps at college in Alabama.

"The only one that Chrissie kept," she added, "was the first red Triumph she won at Wimbledon."



Our 1974 poster featured the then Wimbledon tennis champions Jim Connors and Chris Evert with the Triumph TR6 models they were awarded. For 1978 they both made the Wimbledon finals again (see news item above).

### Round-The-Houses Racing in Canada

Vintage Triumph models (from 1941 to 1959) are eligible to compete in the Vintage Car Race event to be held at Hamilton, Ontario, in Canada the weekend of Saturday, August 5th. The course is a new one, measuring 1.8 miles, set in the heart of the city passing by City Hall and a public square or two. Main race is for Formula Atlantic cars. For more details write Racing Hamilton, c/o Triess Promotions Ltd., MPO Box 1040, Hamilton, Ontario, L8N 9Z9, Canada. This information comes thanks to TSOA member Jaak Virland of 482 Dorset Avenue, Burlington, Ontario L7T 2W2, who may have more news also.

## LETTERS TO THE EDITOR

*[We receive an increasing number of letters from Triumph enthusiasts, and especially welcome those with photographs or with maintenance and restoration tips.]*

### Spitfire Showroom—Stock Racer

"I thought this clipping from our local newspaper may be of some interest to you and your readers.

The Triumph Spitfire is indeed a marvelous car and we intend to uphold its good name on the track.

We have been more than satisfied with the initial results, but soon aim to find our way into the winner's circle.

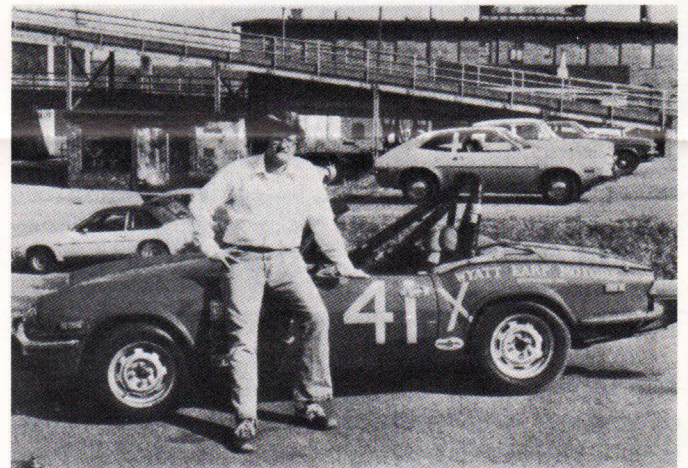
Any suggestions or information from you or your readers concerning racing of the Spitfire will be graciously accepted."

—S. Ray Earp, Wyatt Earp Motors, Inc.  
315 Wilson St., Danville, Va. 24541

(Ray Earp, vice president of the British Leyland dealership in Danville, Virginia, sent us a clipping from his local newspaper about the exploits of John Champion who races a Spitfire prepared by Wyatt Earp Motors. Champion competes in the SCCA showroom stock class, which permits only minimal car modifications, and has high hopes of graduating to even faster types of road racing.

Mike Barratt, BLs Competition Technical Advisor (East) comments;

"While we have a tremendous amount of information regarding racing Spitfires, there is very little available to date applicable to Showroom Stock. One suggestion is to run with about 34-psi tire pressure and, if you have tire skimming facilities, skim them to give the widest profile with the minimum legally permissible tread."—Editor)



John Champion from Danville, Va., with his racing Spitfire.

### The TR6 as an Investment

"I have a 1976 Triumph (TR6) which I have maintained in mint shape. Friends tell me I should regard the vehicle as an investment and put the car up and not use it at all except as part of its maintenance. I would be able to do this, as I have other transportation. But I wonder what British



## LETTERS TO THE EDITOR (continued)

Leyland thinks of the possibility of the TR6 species becoming a classic sports car in the future. Thanks for your thoughts."

—Robert J. Anderson Jr.

Center Harbor, New Hampshire

[Our reply; This car could certainly turn out to be an investment but it would be a pity not to continue to drive it. Also the historic car racing movement is expanding rapidly and the various car clubs. You could join these and have some fun.—Editor]

### GT6 Enthusiast

Reference to letter (TN Jan./Feb. '78) from Michael Forham;

"Yes there are people who appreciate the unique qualities possessed by the GT6. I own a 1970 GT6+ that has performed for me very well. Enclosed is a photograph of my wife and my car taken on one of the long distance tours we have taken in it. Its ability to sustain high speeds and excellent handling and road feel make it a car with which one can spend hour after hour of pleasure-filled driving.

Thanks to your paper for giving me the solace that there are other GT6 fanatics. A well-done is deserved for an excellent and informative publication."

—Phillip Knapp, Grand Rapids, Michigan



Mr. and Mrs. Phillip Knapp's GT6+, which has given them "hour after hour of pleasure-filled driving."

### TR4A Lover

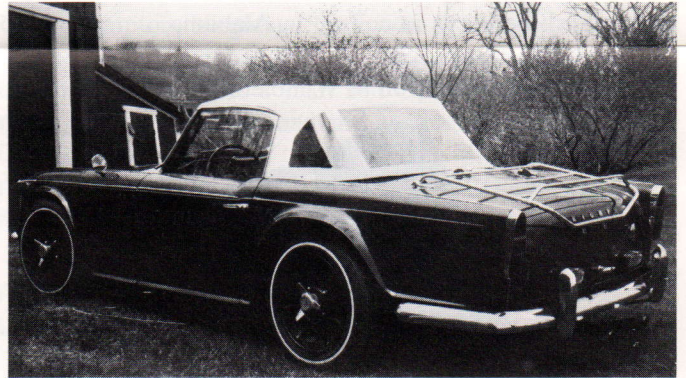
"I was first introduced to Triumphs in 1959 when I exchanged a 1968 Peerless G.T. 2-liter for a TR3A. (The body of the Peerless was poorly made, however, the Triumph components—engine, overdrive gearbox and other bits like instruments and brakes—had given no trouble which was why I felt it best to have an all Triumph car next time, and I got the 1959 TR3A.) It was certainly a good move; the overdrive gearbox being a delight to use.

We decided to move up into the car pictured (1965 TR4A IRS) which we took delivery of through S.A.H. Accessories Ltd., Leighton Buzzard, Beds. who "tweaked" the engine, blue-printing it, highlift cam, oil cooler, sports coil, etc. to the extent of 135 bhp. It is very smooth, quieter than stock and easy on fuel with consumption in the mid-30's turning a mere 2800 RPM in overdrive 4th at 70 m.p.h. When I got it home, I fitted a Girling Power Stop to cope with the increased urge and later when the wire wheels gave trouble, they were replaced with J.A. Pierce Knock Off Magna Wheels (5) which I like very much.

This car has been carefully stored in winter and run only in good weather. It has yet to see 50,000 miles!

It has been very reliable and much loved, though the engine had a complete rebuild when an oil line broke (no fault of Triumph's). It is mechanically and visually very sanitary as the pictures show. The Sears Michelin tires are lasting well and when some rust did appear on the rear fenders, all four fenders were replaced in fiberglass plus two new rocker panels and of course a complete repaint. New top and carpets complete the job. I never thought I'd sell this car but with retirement imminent, it makes sense to cut our four-car stable to two. The Triumph as the oldest must go. We'll still be with British Leyland at least as we are keeping our 1974 Land Rover for winter use with a 220D to run in good weather. There will still be a Triumph in the family as a married daughter still has her Spitfire."

—Emmet C. Morton, Jr., Ticonderoga, N.Y. 12883



Emmet Morton's 1965 TR4A with independent rear suspension.

### Wire Wheel Maintenance

"I am the owner of a 1973 TR6 with 72-spoke wire wheels, bought originally new with a '70 TR6 and transferred to my present car. I need any information you or the readers of the Newsletter can give on—how to *tune* the spokes of the wheels. The local dealership does not do this and is reluctant to even balance them because they are wire wheels. An independent balancing-and-alignment shop concludes that "one of the wheels is not round" and therefore cannot be balanced by conventioned techniques.

I need to tighten the spokes. What tools do I need—just a pair of pliers, banging the spoke after every fractional turn and comparing its sound to that of the others? A torque wrench?

By the way, my car, rescued in stripped condition from an auto theft and fitted with my '70 model's interior and a nearly-mint '74 motor (also from a parts yard) runs like a top."

—David Latta, Cambridge, Ma. 02140

[We referred David Latta to the Triumph Sports Owners Association (TSOA) Handbook (2nd Edition). This has 3 pages on Wire Wheel Maintenance. —Editor]

### Restoring Cracked Leather

"Last year I believe you had an article on a Concours and present there was a man who spoke on how to restore leather or vinyl seats. My problem is that my seats in my



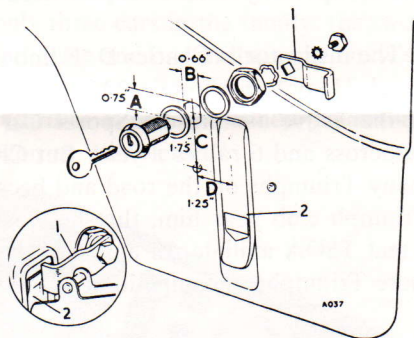
**LETTERS TO THE EDITOR** (continued)

'69 TR6 have begun to crack and I would like to fix them. Would it be possible to get that person's address so that I could write to him for some information. In passing I would like to say that I find the Newsletter to be very interesting and very well put together. I find the articles about technical points the most interesting and would like to see more of these than race news. I've been receiving the Newsletter since 1969 and I'm still always anxious to read it when it arrives."

—Gerard Tardif, Toronto, Ontario

[It was George Pavlisko of New Jersey who recommended Leatherique conditioning oil, at a seminar at the Standard Triumph International Rally in June 1977. —Editor]

A 'bonnet' lock can be fitted to GT6 and Spitfire.



**GT6 Bonnet Lock—Fantastic**

"After 15 years of only Triumphs and MGs, I now own a Porsche and an Audi. This is by no means to construe I have lost my first love . . . I do not plan to remain Triumphless forever but as the shortest length of time I've owned a car has been 5 years, I don't see one in the near future.

The only (subjective) comment I would like to make is for the Newsletter to be more technical. For instance, the Bonnet Lock (p. 5.248V—GT6+ workshop manual) is fantastic. All Spit owners should know of it.

Keep up the good work . . . I plan to return."

—Mike "Dudley" Moore, Dalton, Georgia

**1972 Spitfire Trunk Lock**

"Is there any kit available to convert the 1972 Spitfire trunk lock to an inside release—cable or solenoid mechanism?"

—Bob Cook, Brooklyn, N.Y.

[The Technical Editor comments "There is no kit but if you are mechanically inclined, it would not be a difficult project to install a cable release."]

**CLASSIFIED**

**FOR SALE**

**1973 TR6 Triumph. Perfect working condition, body very good shape. New tires, low mileage. Original Triumph soft yellow color, convertible (black top, black interior). Will make a beautiful collector's item. Contact Deborah A. Brown, Main St., Downsville, New York 13755. Phone (607) 865-4502, 363-7350, or 865-5873.**

**Vitesse/Sports Six/Early GT-6 Crankshaft, cross-drilled, nitrided, 2.00" mains, 1.875" rods, \$150. Mk II Spitfire transmission \$75. Short Block \$75. Mk III Spitfire 1300 Blocks, big mains, +040, Std., \$50 each. Crankshaft, big mains, +010, +010 cross-drilled, grooved, nitrided, \$125. Pistons, forged, flat-tops, slipper skirt, +040, dykes ring lands, \$50 set of four. Con rods with stock pistons, 1300 big main, \$40 set of four. Lucas alternator, \$35. Nick Becker, 425 Gilger Avenue, Martinez, California 94553. (415) 228-1672 home, (415) 689-4005 work.**

**TR3 parts. Windscreen, L & R doors, right fenders, pair of seats, gauges, engine block, transmission, rear axle, 6 steel wheels, radiator, plus many other misc. parts. All reasonably priced. Brad Saylor, 601 Lancaster Ave., Apt. 3, Berwyn, Pa. 19312. (215) 647-3368 eves. or 644-8762 and leave name and phone.**

**1968 Sprite F Prod. Basis—beginning preparation; solid body, sound drive train, strong 1275cc stock engine. \$350 now, more as work progresses. Also will sell or trade road parts from Sprite, Spitfire, and TR4s. Especially want TR4 wire wheels and Tonneau cover—black. Bob Snyder, Rd. 2 Haskell, Cuba, N.Y. 14727. (716) 373-1019.**

**1962 TR3B. Dark apple green, sandblasted chassis. Wire wheels, new front & rear bumpers. Two Lucas Flame Throwers with stone guards. Near show condition, \$2,500. Driven 2,500 miles in 11 years. A. M. Straub, 6085 Golf Club Road, Howell, Michigan 48843. (517) 546-7486.**

**1972 Triumph GT6 Mk III. Burgundy with tan interior. AM-FM radio. Stereo 8-track tape system. Over \$1,500 spent in restoration. Immaculate. First \$2,800 takes it. John D. Clason, 70 Belvidere Way, Akron, Ohio 44302. (216) 762-7851 after 5:00 P.M. weekdays.**

**TR1800 Roadster. No engine or transmission. Have extra parts & maintenance & parts manuals. \$1,500. Rich Small, 27351 Catala Avenue, Saugus, Calif. 91350. (805) 259-9987.**

**Spitfire 1500 Top Boot Cover, black. For use with hardtop installed. Like new, \$30. Triumph Mayflower—complete parts car or difficult restoration. \$400. Mike Cook, 15 Birch Rd., Bloomingdale, N.J. 07403. (201) 838-7734.**

**WANTED**

**Black convertible top. Good condition, for 1973 TR6 Triumph. Miss D. Brown, 70 Bruce St., Walton, N.Y. 13856. (607) 865-5873.**

**TR3A or B or '63-'67 Austin Healey 3000 Mark III. Condition is unimportant but the engine must be in good drivable shape. Will pay up to \$1,500 for the right car. Contact Bob Everett, 5575 Grayton, Detroit, Michigan 48224. (313) 882-8141.**

**Set of Alfin 10" diameter rear brake drums for a Triumph TR4. Stan Thompson, Weatogue Road, Salisbury, Conn. 06068.**

**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

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Please make checks payable to British Leyland Motors Inc.

THE TRIUMPH NEWSLETTER—for Triumph enthusiasts

EDITOR: JOHN F. DUGDALE

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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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