



Restoration and Maintenance of the TR Series

“A HOBBY SECOND TO NONE”...

Reader Jack R. Strosnider Sr. of St. Louis tells how he transformed a \$325 used 1963 TR-4 into a new car for some \$2,000 and 18 months of spare time work.

These pictures, taken during the restoration of our 1963 TR-4, show some of the rework. We bought the car in July of 1974 for \$325. Approximately eighteen months and \$2,000 later, we became the proud owners of the neat new-looking machine shown on this page in the appropriate setting of the St. Louis Art Museum.

We drive it only in fair weather and never on rocky roads. It is a real joy to own and to drive, but it is also a real joy to keep it in very nice condition. We have driven it less than 2,500 miles since restoration, and it has yet to be rained on.

The old TR-4 had been parked in a carport for four years, and used as a miscellaneous storage locker. The speedometer showed about 35,000 miles at that time. The seller provided a usable battery, I started the car and drove it home, some 25 miles distant (no brakes). I put it in my garage, and then the fun began.

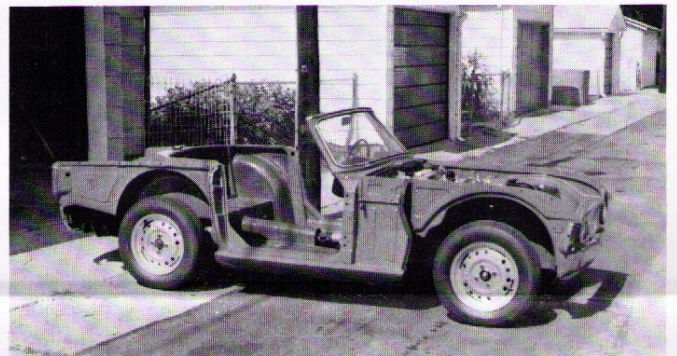
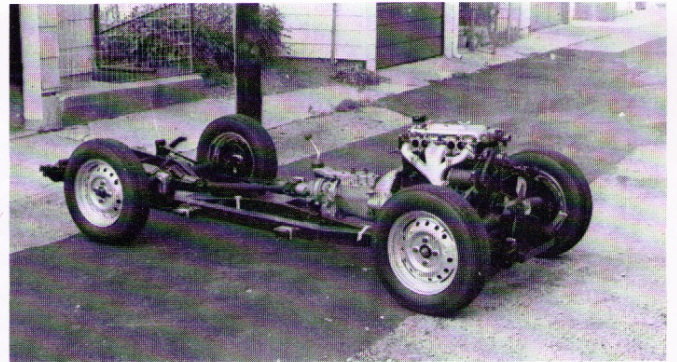
Complete Restoration

Like many people, I had long had the desire to completely restore such an automobile, and that is just what I did. All the work was done by myself, just a little help in lifting the body off and on and moving the engine about. I completely disassembled the car, and reconditioned each part from the engine to the rear axle. The threads were chased on each nut and bolt, and the bolts that were not reusable I replaced with original TR-4 bolts which I obtained from a local salvage yard.

As each individual part was redone, I put it in a plastic bag with the necessary mounting bolts, etc. I painted the body and all sheet metal parts inside and outside with the original bright red finish. Every effort was made to keep the car original as possible, although the new interior (upholstery and carpets) are from Amco.

When all the parts were ready, and all the paint was thoroughly dry, the assembly began, and in less than two weeks the car was ready for the state inspection which is required for licensing in Missouri. The complete restoration took most of my spare time from July 1974 until October 1975, and a little over \$2000 in parts and materials.

I work as a tool designer at McDonnell Douglas Aircraft



Three stages of Jack Strosnider's restoration. (Top) After stripping down the complete car, the engine was dropped back into the TR-4's handsome basic chassis frame. (Centre) All sheet metal parts were re-painted with the original bright red finish; until (Bottom) the TR-4 was restored in its original glory and posed as a work of art outside the St. Louis museum.

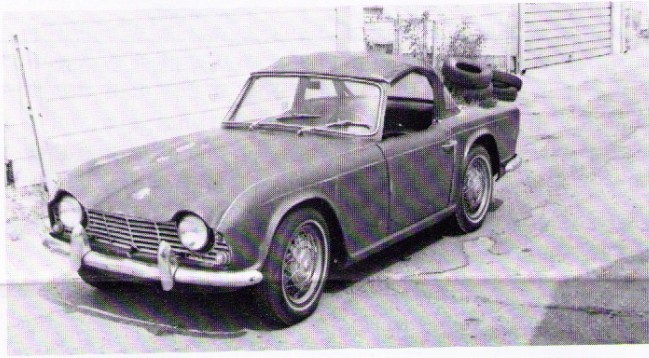
RESTORATION AND MAINTENANCE OF THE TR SERIES (continued)

Co. and it was my original intent to use the car for transportation to and from work, some 25 miles each way. However, I just could not subject the car to such abuse. Parking it on a lot full of door bangers was unthinkable. I solved the problem when I bought a 1971 TR6 to drive to work and back. I maintain this car in excellent condition but I am cautious not to make it too nice so that I will not mind using it for every-day transportation.

A common salutation among Triumph owners at McDonnell Douglas is "TR'S FOREVER". Triumphs are a joy to own and to drive, and the maintenance of these cars is a 'hobby' second to none.

My son Jack Jr., who lives in Kensington, Maryland, caught the Triumph fever last spring and now owns a Spitfire.

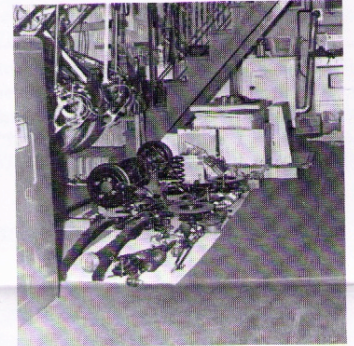
Jack R. Strosnider Jr.



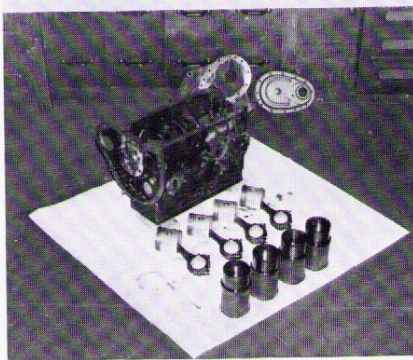
The Triumph TR-4 "before", having been parked for four years in a carport and fitted with wheel covers.



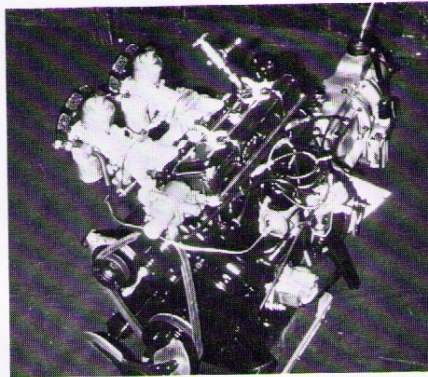
Everything was stripped down to the bare chassis.



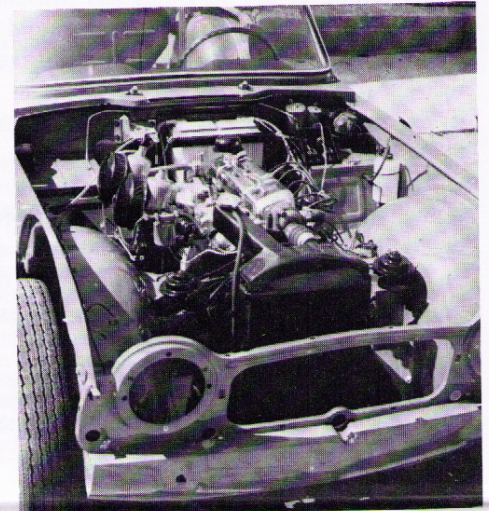
Reconditioned suspension, steering and brake parts were stored in the Strosnider basement.



Cylinder block, pistons, rods and liners laid out with loving care after checking and before reassembly.



The finished power unit with polished carburetors and brightly painted engine was brought up to auto show condition.



At last the beautifully finished engine could be re-assembled into the body/frame.



The "new" TR-4 completed, a very competent reconstruction by an aircraft industry tool designer.



Ruth Strosnider gets to drive the precious car (used only in fair weather). She is shown here during a Sunday morning outing along the Illinois River.

Vintage Triumphs Rally to Indianapolis Speedway

Report and Photos: DENNIS PHLEEGER

For its fourth annual National Meet the Vintage Triumph Register returned to the world-famous "500" track in Indianapolis, Indiana. The event was held in conjunction with the Grand National staged by the Milestone Car Society. This year M.C.S. paid special tribute to Triumph owners by including the TR2/3 series as one of its "featured cars."

Demonstrating that this recognition was not misplaced, V.T.R. gathered a greater number of cars than the other two featured marques combined. With some 180 automobiles entered in the event, better than one in six was a vintage Triumph!

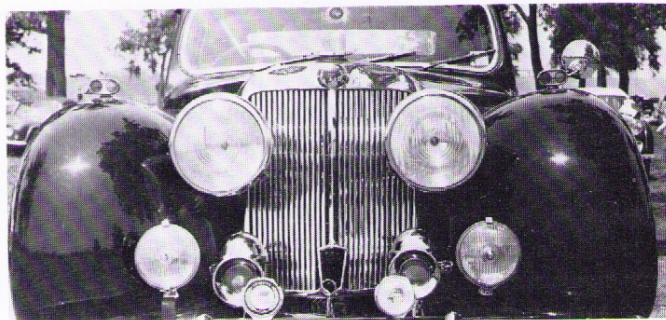
The weekend of closely scheduled activities began on Friday afternoon with a tech seminar at which V.T.R. Director Steve Rossi discussed the eccentricities of SU carburetors. A "get-acquainted" cocktail party followed in the Speedway Clubhouse overlooking the "500" course. After dinner and a general business meeting, a party in the V.T.R. hospitality suite closed the day's activities with free refreshments and a slide presentation of past meets.

Saturday morning saw acres of antiseptic autos assembled on the "500" infield for judging. This lengthy process allowed the owners plenty of time to take pictures and swap stories. At the conclusion of the judging each entrant was permitted several laps around the track. As a featured car the Triumphs were privileged to go first, but with this preferential treatment came the disadvantage of following a rather pokey pace car. Each driver was presented a large brass plaque proclaiming: "THIS CAR HAS TOURED THE INDIANAPOLIS SPEEDWAY."

Later that night at the awards banquet V.T.R. presented trophies—furnished through the generosity of British Leyland and T.S.O.A.—to the Concours winners. Results of the Concours were published in the July/Aug. 1978 Triumph Newsletter (page 21).

A complimentary tour of the Speedway Museum and a farewell brunch on Sunday morning rounded out the weekend.

Next year's V.T.R. National Meet will be held at Greenfield Village in Dearborn, Michigan on Sept. 14-17 in conjunction with the Standard-Triumph International Rally. Those interested in joining our British cousins, many of whom have already promised to attend, can obtain further information by writing: Bill Smith, S.T.I.R. IV Coordinator, Vintage Triumph Register, P.O. Box 36477, Grosse Pointe, Michigan 48236.



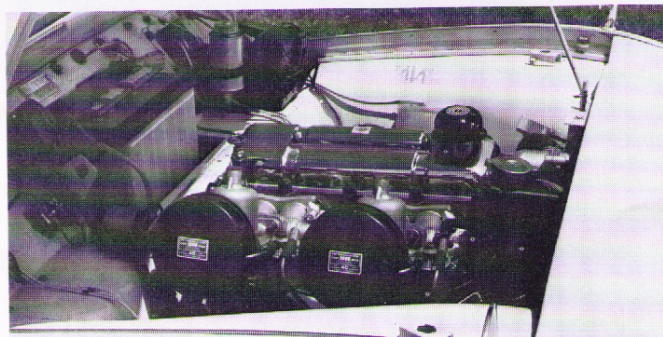
Wil Schweitzer, of Bethel Park, Pa. won the Roadster class with his immaculate 1949 2000.



Best in show and first in the TR4/GT6 class was Nancy Budd's 1967 TR4.

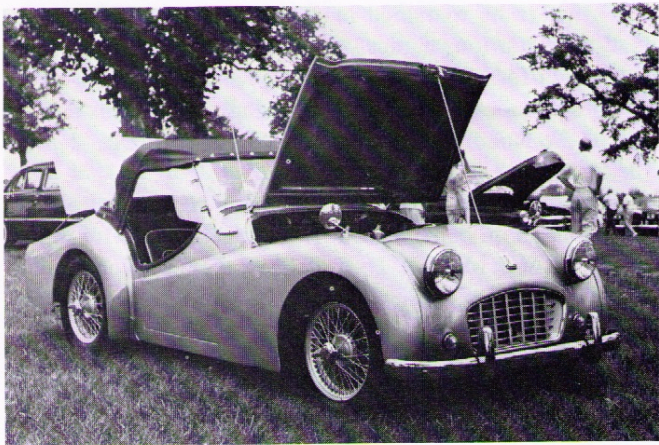


A close second in class (TR4/GT6) was Dave Pelham's 1967 GT6.



Spotless engine compartment in Marlin Bell's 1960 TR3A, a good third in the big TR3 class.

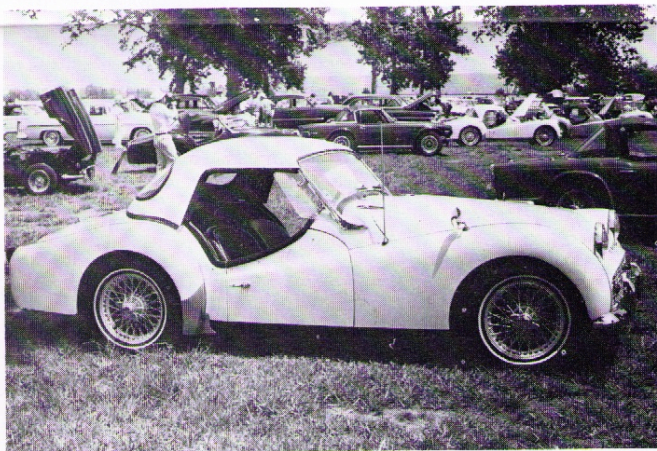
Vintage Triumph Rally (continued)



A beautifully restored 1957 TR3, property of Paul McBride.



A judging team, (L to R) Charles Barr, David Bush, chief judge Randy Mason, Bill Smith and Mike Stello.



John Ewell, from Indianapolis, showed a handsome 1963 TR3A complete with hardtop.



First in the non-Triumph class was Frank Feighery's Amphicar; but it has a Triumph engine.



General view of the VTR Concours inside the famous Indianapolis Speedway.

The Sport



Triumph's World of Motor Sport

by Visor

Triple Rally Crown for Triumph

The big news for Triumph on the sports side is John Buffum winning high performance rallying's triple crown in the British Leyland TR7 with co-driver Doug Shepherd.

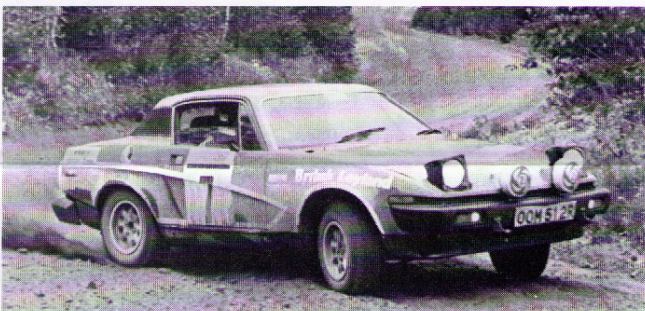
Together, the pair won the driver's and co-driver's titles in the Sports Car Club of America Pro Rally series, the SCCA/Canadian Auto Sports Club North American Championship series and the North American Rally & Racing Association's Montgomery Ward Auto Club Challenge.

Buffum/Shepherd also gave Triumph its first ever manufacturer's championship in a rally series, by heading Mazda in NARRA standings.

Despite many class wins in major European rallies since World War II, Triumph teams were not previously able to accumulate enough points to win a make's title.

Buffum/Shepherd are the first team to win all three major North American championships. They did it by winning three of the seven NARRA events in which they competed; four of six in SCCA and one of three Canadian contests. No other team came close to that kind of record in 1978.

The following postscript will give you an idea of just how good Buffum is. He's won the SCCA/CASC title three times in a row; he's won three SCCA championships in four years time and has taken two out of three NARRA championships.



John Buffum's triple rally crown was gained partly with this experimental V8, seen in Quebec.

Spitfire National Champ Again

In the Road Atlanta run-offs in late October, a Triumph Spitfire driven by Jack May of Gainesville, Fla., won the make's eighth SCCA National Championship in F Production.

May, a 41-year-old investor and West Point graduate, was driving a car prepared for him by TR specialist Rick Cline, also of Gainesville. Cline knows something about championship Spitfires—he won three SCCA titles with them, two in G Production and one in FP.

May started the Atlanta race on the inside of the second row and worked himself up to first by the fourth lap. And that's where he remained until the checker 14 laps later. Had it been a longer race, someone else would have been the winner for May's motor expired when he came in at the end of the cool-off lap to claim the flag. He took his victory lap in the Road Atlanta MGB pace car with Bob Tullius the chauffeur.

May's average speed was 89.4 mph and his fastest lap was 90.7 mph. He finished 7.5 seconds ahead of Barry Hartzel's MG Midget. Tom Collier, the 1977 champion, destroyed his Spitfire in a third lap shunt with Jim Newcombe's Spit. Tom, however, is o.k.



Lapping at over 90 mph, Jack May's Spitfire won its national championship.

Triumphs at LeMans

Triumph cars returned to LeMans in June, for the historic car races held before the famous 24-Hour Race. We gather this information from TR Action, the big magazine (65 pages!) put out by the TR Register in England. They comment that the organizers were evidently very pro-French, as there were only about six British drivers but plenty of British cars. A 1960 TR3A finished a creditable sixth driven by Frenchman M. Cazalot. Other French Triumphs were driven by M. Marques (TR2) and R. Raymondis (1959 TR3A).

Fourth Triumph Challenge Rally Planned

An item in the Triumph Review, newsletter of the Detroit Sports Car Club, confirms that the 1979 North American Triumph Challenge IV will again be hosted by them. Planning is going ahead under Gilbert Parker with Bill Smith and Mike Bilyk heading the Rallye, Doug Mitchell the Econorun; with Randy Mason invited to chair the Concours and Barbara Mynek to be treasurer. This is the fourth in this important series of meetings held each summer in the Mid-West. Challenge III was described and photographed by Greg Stangl in the Sept./Oct. Triumph Newsletter. Rally HQ is again likely to be the Holiday Inn, at Troy, Mich.

The Vintage Triumph Magazine

Editorship of "The Vintage Triumph", magazine of the Vintage Triumph Register (VTR) has changed, with Dennis Phleeger of Minneapolis taking over from Dick Langworth. The latter has moved to New Hampshire and is working on a new Triumph car history book. The last issue got rather delayed but is now in circulation with lots of useful features. Best of luck Dennis!

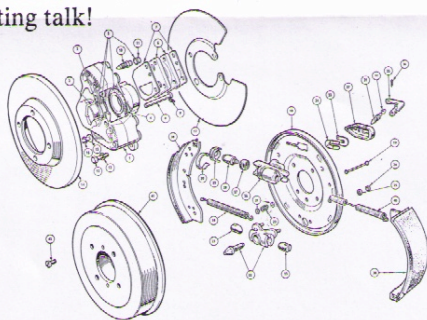
CLUB NEWS

New, New Jersey Club Planned

We hear from Bill Sohl, who was president of the Long Island club, that he has moved and wants to start up a new Triumph club in New Jersey. His address is: Bill Sohl, 29 Netcong Road, Budd Lake, New Jersey 07828. Bill should be able to get a good club humming soon.

New Washington, D.C. Club

Recently affiliated with TSOA is the newly formed Triumph Motor Club in the Washington, D.C. area. They formed on October 8th, 1978, with more than the mandatory 15 members and have already had some good events. These included a practical Tech Session Nov. 5th on Winterizing and a challenge gymkhana against the local MG club. We wonder what happened in this one because TMC went in filled with confidence. Said the first issue of the Newsletter, "We've never seen an MG Midget that can't be outperformed by a Spitfire or an MGB that will outdo a TR7." Fighting talk!



LETTERS TO THE EDITOR

Brake Conversion for Spitfire

"I have just sold the latest of several TR6's that I thoroughly enjoyed, and purchased a 1978 Spitfire with hardtop and overdrive. I wish to increase the braking power and know that there is a set of GT6 brakes (9.7 in. front discs and 8 in. rear drum) conversion kit available. What is the conversion procedure? Also will street pads be readily available? I am at this point installing 5.5 in. aluminum rims with Michelin XZX 165/70-13's for handling and for the time that larger brakes are installed.

Is it reasonably easy to mount a GT6 front hood in place of the existing Spitfire hood?"

—Stephen D. Sharp, Salt Lake City, Utah

(Full details of brake conversions are in the 1500 Spitfire Competition Preparation Manual which costs \$3 prepaid. There is no kit available. Use stock GT6 pads and rear shoes. In reference to the GT6 hood, the GT6 Mark III hood, part #913765 would fit, but the early GT6 hood with all the louvers will only fit a Mark III Spitfire.—Tech Ed.)

CLASSIFIED

FOR SALE

One tonneau cover (black) for 1978 Spitfire (never used)—\$35. One boot cover (black w/white piping) for 1976 Spitfire (used three times)—\$15. Also, entire jack system for 1976 Spitfire in very good condition—\$10. Write Michael Wilensky, 170th MP Co., Presidio, San Francisco, Ca. 94129 or phone person-to-person (415) 561-2902.

Small truck load of TR4-4A parts including car with potential \$400 firm also 1973 Stag, auto., air, 39K, very good condition \$5,000 firm. Call (914) 255-6156 after 6 p.m. or write Peter W. Garvey, 3 Holland Lane, New Paltz, N.Y. 12561.

FOR SALE

1975 TR6 mint condition. 23,000 miles, 4 new Michelin tires plus 2 Michelin snows mounted on rims, stereo cassette radio, Lucas fog lights, American mag. racing wheels, British racing green, beige upholstery. Last of a lost breed, serious inquiries only—\$5,600. Dr. Stephen Solomon, 561 Hempstead Avenue, West Hempstead, N.Y. 11552. (516) 481-8099 or (516) 367-9418.

1958 TR3, restorable or good parts car, mostly complete, good engine, trans., windshield, etc., plus TR3A minus engine and trans., one package \$300. Write Micah Tasker, 70 Old Wakefield Rd., Rochester, N.H. 03867; or call (603) 652-9332.

TR4A 1967 engine and trans. are good—\$125 each. Wire wheels set (5) hubs, knockoffs—\$240. Other parts too numerous to list. It's a solid axle—also TR3 wheel covers. Jim Silberhorn, 116 No. Scott St., Adrian, Mich. 49221. (517) 263-2473.

Brand new 1976 TR6. This unregistered, zero mileage, classic was one of the last six TR6's to be built and is certified as such. British Racing Green with tan interior and factory hard top plus AM/FM cassette player. This car has been garaged and covered since new. Contact Patrice Choquette, 67 Treetop Circle, Nanuet, NY 10954, (914) 356-4028.

WANTED

Triumph Italia 2000, restored or restorable. Also any information on the Italia, built between 1960 and 1961, design by Michelotti, built by Vignale, on standard TR3A chassis and engine gear. Robert M. Powers, P.O. Box 11277, Denver, CO. 80211.

Factory coupe top for TR4-TR250 with removable roof lid, fabric "Surrey" insert, and bows or "sticks" for same. Also need bright metal piece that caps the windshield, to hold "Surrey" insert while erected. Must be in good condition, especially all rubber parts. Contact Kent C. Martin, 551 Lakelawn Blvd., Aurora, Illinois 60506. (312) 896-9239.

TR6 factory hardtop, any color, call collect A.C. (814) 833-6790 after 5 p.m. or write Ron Ericsson, P.O. Box 8401, Erie, PA. 16506.

TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

Local TSOA Club "Calling Cards"	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA badge	\$2.50
TSOA Handbook, 2nd Edition	\$2.50
Supplement to TSOA Handbook, 1973	\$.75
TR-4/TR-4A Competition Preparation Manual	\$3.00
SPITFIRE 1500 Competition Preparation Manual	\$3.00
TR-250/TR-6 Competition Preparation Manual	\$3.00
GT-6+ Competition Preparation Manual	\$3.00
Competition Parts list (Specify model)	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount—1 Dozen)	\$10.00
Official Triumph Jacket Emblem	\$.50
Triumph Sportscar Champions Jacket Emblem	\$1.00
British Leyland Competition Stickers, Mylar	2 for \$1.00
British Leyland Competition Patches (Helmet)	(12 for \$10.00) \$1.00
British Leyland Patches	(12 for \$10.00) \$1.00
Triumph history 34-page reprint ("Automobile Quarterly")	\$1.95
"Triumph—50 Years of Sports Car" history poster	\$3.00

Send Check or Money Order. No C.O.D.'s please.

Please make checks payable to British Leyland Motors Inc.

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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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