

# Triumph



# Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION

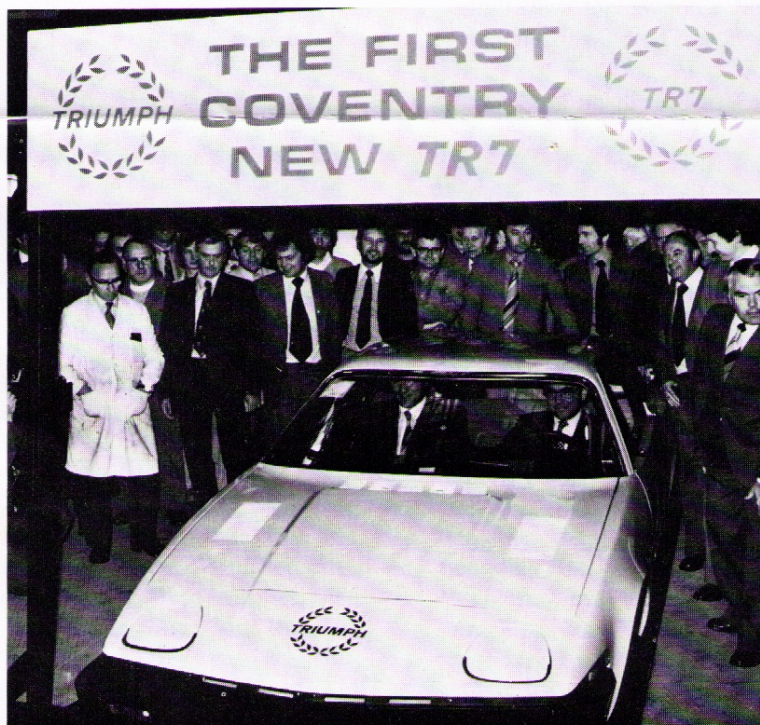


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SEPTEMBER-OCTOBER 1978

## Triumph TR7 Production Starts at Coventry



First of the new TR7 series to be assembled at the Canley plant is driven off the line by W. Pratt Thompson, managing director of Jaguar Rover Triumph Ltd.

### EDITORIAL:

Production of the TR7 coupe model was resumed on Monday October 2nd, following the transfer of the assembly line from the Speke plant near Liverpool to Canley works in Coventry, the traditional home of Triumph cars. The move has taken less than five months and is right on schedule.

"Production will be built up gradually over the next several weeks," stated Graham Whitehead, president of British Leyland Motors Inc., "and will take some time to reach full volume." It is anticipated that the first Coventry-built TR7s for the U.S. will arrive early in 1979.

The move was one of the steps in a general programme by BL Ltd. in the UK to increase efficiency and cost savings, and was reported in Triumph Newsletter March/April issue. Initial TR7 production will be for the North American market, which normally takes 80 percent of output.

## 1979 Triumph Spitfire Convertibles Announced

LEONIA, N.J.—British Leyland Motors Inc., which has become the number one importer of convertible autos, has recently announced availability of its 1979 Triumph Spitfire sports roadster at dealers.

The Spitfire is unique in several areas. As a folding top sports car it is in that increasingly rare category of convertible models, one of only eight still on the market. It has the shortest turning circle of any car on the road, only 24 feet, making for excellent maneuverability and parking. Its hood and front fenders are a single assembly which hinges forward, giving unparalleled access to the engine compartment, steering and front suspension.

Other Spitfire features include a new for 1979 three-spoked 13½ in. diameter competition-style steering wheel, wider 5 in. rim road wheels, and 155 SR 13 radial tires as standard. The Spitfire has a backbone chassis frame with

## 1979 TRIUMPH SPITFIRE CONVERTIBLES ANNOUNCED (continued)

fully independent suspension, rack and pinion steering, and front disc brakes. The race-proven 91 cu. in. (1493cc) four-cylinder engine gives an economical 35mpg on the highway with overdrive (33mpg in California with overdrive). The EPA city figure is 22mpg with overdrive (21mpg in California).

Carefully developed exterior styling by Italy's Michelotti distinguishes the Triumph Spitfire. Equal attention has been lavished on the interior styling. The dash panel is real wood finished and the reclining bucket seats are upholstered in houndstooth-check patterned brushed nylon. Other interior details include full instrumentation with matching 4 in. tachometer and speedometer, and a convenient swivelling map light mounted in the glove box. The convertible top has a zipper-opening rear window.

The 1979 Spitfire measures 13 ft. overall on an 83 in. wheelbase. A selection of seven bright exterior colors—including Vermillion and Pageant Blue new for 1979—is available, matched with beige or black interior trim. Manufacturer's suggested list price POE is \$5,795. Options include fuel-saving overdrive which gives the equivalent of five forward speeds (\$325) and steel hardtop (\$265). Special competition equipment is also offered.

The Spitfire's combination of performance and durability has made it one of the most popular Sports Car Club of America racing cars and it has garnered a total of 15 national racing championships in two racing classes since 1965. The Spitfire and other Triumph models have a total of 32 SCCA championships to their credit; more than any other make of production sports car (Corvette is second with 28; Porsche third with 26).

Triumph automobiles have been in production since 1923. Convertibles have always figured prominently in Triumph's history and its very first model line, the 10/20, included a two seat roadster. The first Spitfire model made its debut in 1963.

### 1979 Triumph Spitfire Technical Specifications

#### ENGINE

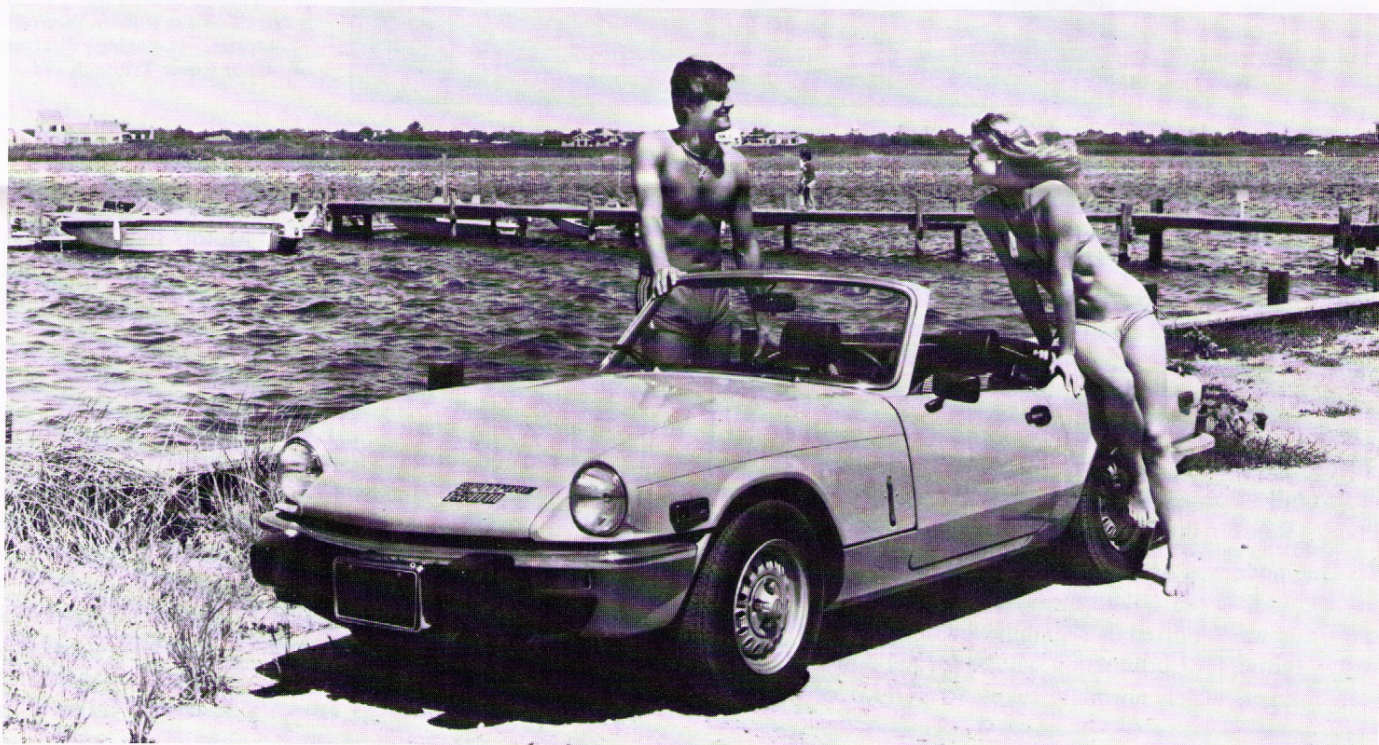
No. of Cylinders	4 ohv
Bore/Stroke	2.9/3.44 in. 73.7/87.5 mm
Displacement	91 ci/1493 cc
Compression Ratio	7.5:1
Carburetors/FI	1c
Horsepower/RPM	52.5/5,000
Torque/RPM	58.65 lb.ft./2,500

#### CHASSIS

Transmission	M4
Rear Axle Ratio	3.89:1
Suspension Front/Rear	Ind coil/ind tsr leaf
Wheels and Tires (in.)	13x5J 155 SR 13
Braking System, Front/Rear	Disc/drum

#### DIMENSIONS & CAPACITIES

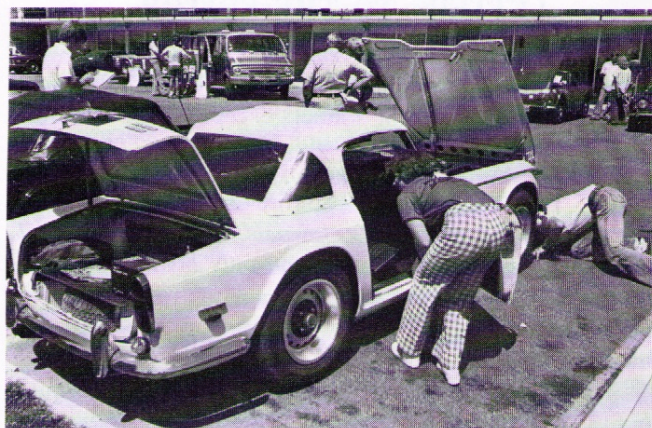
Curb Weight (lb.)	1,856
Wheelbase (in.)	83
Track (Front/Rear in.)	49/50
Overall Length (in.)	156.3
Overall Width (in.)	58.5
Overall Height (in.)	45.6
Ground Clearance (in.)	4.4
Trunk Capacity (cu.ft.)	7
Turning Circle (ft.)	24
Fuel Tank Capacity (gal.)	8.75
EPA MPG Highway/City	32/21; 31/21 Calif. 35/22 OD; 33/21 OD Calif.



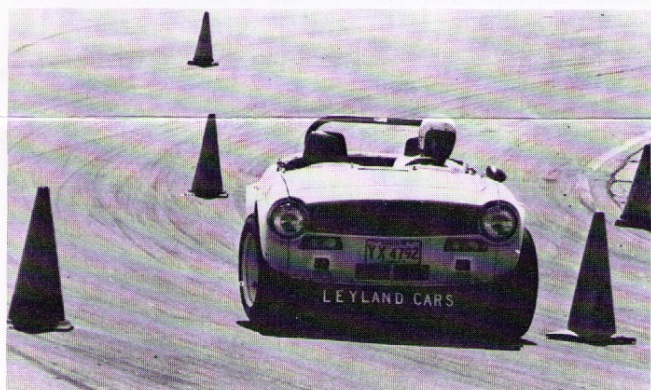
The pleasures of open air motoring are offered by the 1979 Triumph Spitfire roadster, one of only eight convertible models still on the market.



Weather was perfect for the Sunday Concours.



Concours judges peering into every corner of Greg Stangl's TR250.



Rich Grotmeyer's 1969 TR6 negotiates the pylons in the Slalom.



Slalom chairman Bill McCarthy covers rules and regulations.

## Illinois Annual Rally—A Great Success in 3rd Year

The North American Triumph Challenge III turned out to be an event worthy of that proud title! Held in Joliet, Ill. this year (the event rotates between Michigan and Illinois every year) the three-day Triumph weekend drew nearly 60 cars and over 100 people.

The Challenge is the brainchild of the Illinois Sports Owners Association and the Detroit Triumph Sportcar Club. Billed as "a weekend dedicated to the Triumph motorcar", owners participated in four different type events.

Held in and around the Holiday Inn East in Joliet, cars trickled in all Friday afternoon. By evening, the parking lot was full of Triumphs, owners, co-drivers, and gawkers. Information, gossip, and parts were traded while some chose to spend the time cleaning and waxing for the concours.

### Evening Rallye

The evening rallye started at the Inn parking lot with the first car leaving at 7:01 p.m. Bob Swafford, rallye master from ISOA, described the course as a beginner's run with few tricks or snags. "I was pleased to see 20 cars participate," he said. "It was a clean, very clean run." The course ran for 68 miles over flat Illinois farmland. Ann and George Gelehrter, in a 1974 Spitfire, won the event with 782 points. They won last year's Rallye in Detroit in their TR7. The last car returned at 9:20 p.m. when the cars were put to rest and the drivers and navigators began to gather about the hospitality suite.

### Economy Run

The first event of Saturday, for those who did not care to race, was the Economy Run.

Drivers could be seen installing new spark plugs and icing down their fuel tanks. Weight was removed from the cars in the form of spare tires and spare passengers. The tour ran over Illinois countryside and included a stop at beautiful Starved Rock State Park. A variety of cars competed, including some TR-4s, GT-6s, and even a TR 2000. The best overall mileage of the day was recorded by Jerry and Ronnie Kostuck in their TR7 with a fine 50 m.p.g. The best mileage in the 6-cylinder class was recorded by Mark and Sherry Hardebeck with 31.6 m.p.g. in their TR6.

### Saturday Slalom

The Saturday Slalom was held at the Grundy County Fair Grounds race track, an old stock car track, newly-resurfaced with an asphalt and granite binder which proved very smooth. 45 cars raced in 7 categories. Rick Torres from the Detroit club had the fastest time of the day in his full race Spitfire. He zipped around the track in a splendid 36.04 sec.

### Evening Banquet

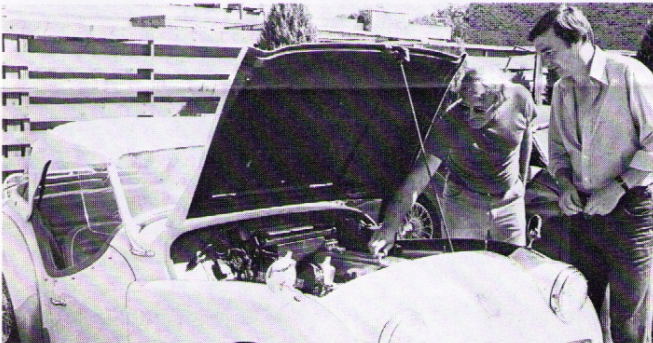
The Saturday evening banquet began with a cocktail party at 6:30. Stories, jokes, and occasionally spares were traded. Door prizes included some snappy quartz iodine headlights, waxes, oils, and Triumph posters. The guest speaker was Keith Redhead from Manchester, England.



Fastest in the Slalom was Rich Torres (right) in his race-class Spitfire. Friend Jill Popiolek won the ladies division.



Off into the sunset for the evening Rallye, assorted TR6s and GT-6s are seen starting their navigation test.



Keith Redhead from Manchester, England (right) with Donald Koutny, owner of this 1960 TR-3.



Sponsor Stroh's Brewery provided special T-shirts and brew. Irv Korey (left) ISOA president, with Ed Kopecky of Stroh's.

Keith is the competition secretary for the Triumph Sporting Owners Club based there. He showed several movies illustrating racing in England. Keith, who races a Spitfire himself, then entertained questions. The audience thoroughly enjoyed that part of the show and asked question after question. Things like the availability of parts and Triumph handling were discussed. Keith said that he was surprised at the variety and beauty of the Triumphs he had seen at the meet.

\* \* \*

### Concours Judging

By 6 a.m. Sunday, the owners were already in the parking lot polishing and cleaning their cars with a glass of orange juice in one hand and perhaps a bottle of aspirin in the other. This writer witnessed steering wheels and trim rings being passed back and forth as people loaned parts from their cars to help a friend's car look better. Everyone helped everyone else shine and wipe Triumphs knowing full well that in a matter of hours they would be competing.

The Concours judging began at 12 noon. Held once again in the Inn parking lot, cars were lined up according to style and model. A parts vendor pulled up in a van with a race car in tow (a TR6) and a carnival atmosphere pervaded. Judges were selected from owners, however one could not judge his or her own car. Points were awarded according to a 400-point system. Don Koutny's immaculate TR-3 not only won in his class, but took honors as the "Peoples Choice" for the favorite car of the day.

GREG STANGL

### ECONO RUN

4 cyl.: 1. Jerry & Ronnie Kostuck (TR7) 50mpg, 2. Art Last (TR7) 30mpg, 3. Nancy Budd (TR-4A) 28.6mpg.

6 cyl.: 1. Mark & Sherry Hardebeck (TR6) 31.6mpg, 2. Harvey Bally & Pat Maggio (TR6) 30mpg, 3. Kent & Joan Martin (TR6) 28.7mpg.

Overdrive: 1. Doug Mitchell (Spitfire) 42.8mpg, 2. Bob Erickson (TR250) 37.5mpg, 3. Dennis & Cindy Coons (GT-6) 25mpg.

Rallye: 1. Ann & George Gelehrter (Spitfire), 2. Mike Bilyk & Bill Smith (Spitfire), 3. Jim Garramone & Peter Proost (Stag).

### SLALOM

Prepared TR7: 1. Gil Parker, 37.73sec., 2. Mark Hopkins, 38.19sec., 3. Richard Lamb, 39.53sec.

Prepared TR-4 & TR6: 1. Lee Matas (TR6), 36.47sec., 2. Lynn Vogel (TR6), 38.15sec., 3. Bob Kester (TR-4), 38.37sec.

Stock TR-4, TR6, TR7 & Stag: 1. Russ Brownfiel (TR6), 39.91sec., 2. Mark Riberg (TR7), 40.40sec., 3. John Gray (TR7), 40.65sec.

Prepared GT-6 & Spitfire: 1. Mike Bilyk (GT-6), 37.72sec., 2. Mike Zamarocky (GT-6), 38.19sec.

Stock Spitfire: 1. Bill Smith, 39.32sec.

Ladies: 1. Jill Popiolek (Spitfire), 37.54sec., 2. Barb Mynek (TR7), 41.12sec., 3. Cathie Sayre (Spitfire), 42.44sec.

Fastest time of day: Rick Torres (Race Spitfire), 36.04sec.

### CONCOURS

TR6: 1. Paul Harms, 2. Richard Gudmanson, 3. Kent Martin.

Modified: 1. Richard Lamb (TR7), 2. Lee Matas (TR6), 3. Tom Murry (TR6).

TR-4: 1. Nancy Budd (TR-4A), 2. Mark Phillips (TR250), 3. David Franke (TR-4).

GT-6: 1. Dave Pllum, 2. Denny Fisher, 3. Dave Kyke.

TR-3: 1. Don Koutny, 2. Michael Stello, 3. Bill Lynn.

TR7: 1. John Gray, 2. Don Ryberg, 3. Jerry Cousta.

Special Interest: 2. Bob Erickson (TR 2000), 3. Dan Marshall (Stag).

Spitfire: 1. Ken Reader, 2. Bill Smith & Doug Mitchell, 3. Wayne Sayer.

People's Choice: Don Koutny (TR-3).

# The Sport



*Triumph's World of Motor Sport*

by *Visor*

Recent research turned up the following statistic which ought to make all Triumph owners proud. The marque has won 32 SCCA national racing championships which is more than any other car make. Corvette is second with 28 championships and Porsche third with 26. Those 32 titles are about evenly split between Spitfire and TR models.

## **SOLO II NOTES:**

Rene Dunham of Metamora, Ill. won the SCCA National Solo II Championship in Ladies Class C with a Spitfire at the recent runoffs in Hutchinson, Kansas. The event was run on an old World War II airfield.

## **RALLY NOTES:**

You have no idea how good TR7 rally ace John Buffum is until you see him in action as we did on the Sunriser 400 in Ohio Sept. 22/23. We watched as he stormed around a near-90 degree decreasing radius turn on loose gravel in a series of controlled twitches. On his left, twin perils: a long drop off and pine trees. Buffum couldn't have cared less.

We arrived at another stage late in the day while SCCA officials were setting out pylons to mark the general route through a trackless lumber yard. The top seeded TR7 was the first car due. "Let's set the pylons up to put ole' JB in the saw dust pile," joked one course worker. "Forget it," said another, "it won't faze him at all."

Also in the Sunriser, driving Buffum's last year's TR7, was MOTOR TREND feature editor Fred Stafford covering the rally from a participant's point of view. Stafford, who had never before driven a full-race TR7 rally car nor been in a professional rally, was one of the 37 to finish the Sunriser with 65 having started. Watch for his story.



... "impromptu Rally send off at Canley by managing director . . ."

Some notes about photographing high performance rallies should you spectate one. Telephoto lenses are hardly ever required. A 50mm lens on a 35mm camera is about all you need because generally you'll be close to the cars. And because you'll be so close, use the fastest possible shutter speed. A 1000th of a second is best. With color film, carry those with ASA ratings of 200 or 400.

## **25 YEARS OF TR SPORTS CARS**

We received some photos from England of the 25th Anniversary Round-Britain Rally of the Triumph TR Register there, the founding club which has many American affiliates. The event finished at the revived Donington Park track near Derby, with a gathering of over 1000 TRs, if you can believe it.

They had an impromptu send off from the works at Canley from Geoffrey Herbert, managing director Rover-Triumph. There were some immaculate early cars competing.



... "Guess Who? Triumph Newsletter's mystery car . . ."

Then there is our "Guess Who" mystery contest photo—sorry no prizes, just the glory. That car No. 75 is a 2.5 litre PI Triumph sedan, a model never marketed in the USA. PI stands for Petrol Injection and this car had just been driven to victory in its first American race by none other than that Triumph enthusiast and star of screen and track Paul L. Newman of Hollywood. This was at Nelson Ledges last June and Paul cleverly started out on rain tires before the rain actually fell. When it did, many of the leaders were eliminated in a spectacular crash and Newman went on to win.

Newman's regular mount you will recall is one of Bob Sharp Racing's Datsuns in B Sedan; but Paul insisted on getting this offbeat Triumph mount and is having a load of fun with it.

## **CLUB NEWS**

### **Triumph Register Meet in Los Angeles**

The new West meeting of the Triumph Register of Southern California duly took place August 19th, with some sixteen beautiful TR-2 and TR-3 models on display at the Atlantic Richfield Shopping Center in Los Angeles.

Judging was not easy as every car was in great shape and it is now hoped to build this "TRA West" into an increasingly important annual event.

**RESULTS: Triumph Register of Southern California  
Arco Plaza, Los Angeles, Concours 19 August 1978**

**TR-2/3: 1. Bob & Regina Debock. 2. Steve & Cathy Melton. 3. Paul Bukowski.**

**TR-3A/B: 1. Charles & Joan Russell. 2. Jim & Carol Matthews. 3. Tom & Cathy Alton.**

**Best of Show: Ken & Helen Gillanders (TR-2, red)**

**People's Choice: Tim & Carol Matthews (TR-3A, yellow)**

## LETTERS TO THE EDITOR

### Spitfires Ignored—For Shame!

Wait a minute, on the Long Island Triumph Assoc. Concours you listed all the winners except for the Spitfires. They were:

1. Clare McCarthy. 2. Jaime Pena. 3. Doug Hitzig.

—Spitfire Owner from L.I.T.A.

[Our apologies to the Spitfire owners of L.I.T.A. Several readers have written in and we can only blame "printer's pie"—Editor]

### One-of-a-Kind

"When I bought this TR6, I told my wife that it would void the warranty if she drove it.

She then bought me the special license plates as shown in the photo."

—William G. Gross, Fullerton, Calif.



### "That Front Cover—The Controversy Rages On..."

"... male chauvinist Newsletter ..."

—Juanita Dugdale (TR7)

Yale University, New Haven, Conn.

"I read with interest all the comments relative to the previous issue's color cover. I must admit that I agree with all the statements made in praise of this issue.

Please send me a copy of this photo as offered for the faithful. I own a 1972 TR6, and have been the owner of a TR-4, and 4-A as well. My TR6 is approaching 80,000 miles with no serious problems. I wish I had bought a couple more of them to put in storage until I needed them! P.S. Do not let my wife know about this."

(Name withheld by request)

"Please send me one of the posters of the red TR7 and John Clark's tan British model posted in Africa. Delightful, beautiful... I am beginning to really like the look of the TR7 (and have always liked the look of a good looking girl) so your poster is a knockout. The composition of that picture is really stunning."

—Kent Martin, Aurora, Ill.

"I have been a member since December 1974 and have enjoyed "our" newsletter very much, as I have my TR6.

With this in mind, I would appreciate a copy of "the girl-in-the-bikini with her TR7." You are correct when you say you "do cram" a lot of info into each volume, but our May-June, 1978 issue was uniquely different.

—Charles W. Hervey (TR6) Aloha, Oregon



## CLASSIFIED

### FOR SALE

Classic TR-3, 1959, powder blue with white top and side curtains, white interior and tonneau cover. Restored to show condition over last five years. Absolutely beautiful inside and out. Runs and looks like new. Manufactured June 10, 1959. Must sell \$3,950. Contact: Larry Smith, P.O. Box 27225, Houston, TX 77027. (713) 376-1127.

All running gear from 1971 TR6, engine, transmission w/OD, rear, etc. all in good cond. Also many Spitfire parts, single carbs, heads, rear, front end, etc. Gary M. Goodman, 520 East Wenger Road, Englewood, Ohio 45322. (513) 836-5637.

1973 Triumph Stag engine (40,000 miles). New water pump. All new ignition parts. Carburetors recently rebuilt. Heads bad. Also, Model 35 Borg Warner automatic transmission—excellent condition. Will consider reasonable offer. Contact Frank Morse, 4911B River Vista Court, Tampa, Florida 33617. Telephone: home (813) 985-1125 or work (813) 224-4612.

1972 TR6 in the process of being restored. Clean tan interior, new fenders, hood, nose, rocker panels (Perfect Plastics molded fiberglass), new tires, AM/FM, some new spare parts. Call or write for descriptive letter and photograph. Bill Cox, P.O. Box 36, Villa Park, Illinois 60181. (312) 279-4077.

### WANTED

Rebuildable 250. Contact Gary M. Goodman, 520 E. Wenger Rd., Englewood, Ohio 45322. (513) 836-5627.

Back issues of TSOA Newsletter 1967-1974. Reasonable. Contact: M. S. Moore, 1717 Mosstree Rd., Apt. 13, Charleston, S.C. 29406. (803) 747-6147.

## 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.

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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