

Triumph Newsletter



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION

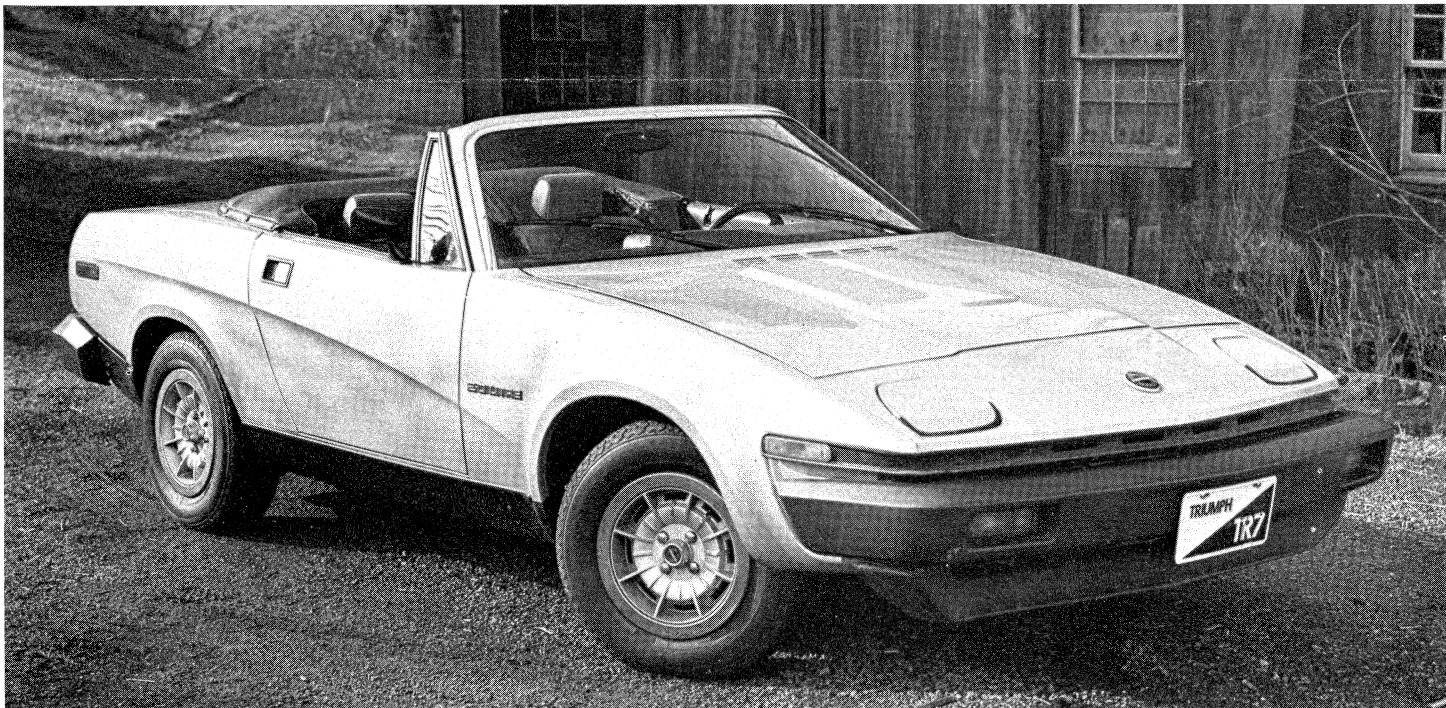


VOLUME 27, NUMBER 2

600 Willow Tree Road • Leonia, New Jersey 07605

MARCH-JUNE 1981

Triumph TR7 Adds Fuel Injection for 1981



Most handsome of all the TR7s is the 1981 convertible, now with new wheel design and interiors co-ordinated with tan or blue matching folding tops.

EDITORIAL:

Many readers will have seen from the press that production of the Triumph TR Series of sports cars is to cease with the current 1981 model year. This has caused understandable dismay among enthusiasts and club members. In fact some of the latter have assumed that the Triumph marque will now disappear altogether. This is not so. The famous name is to be carried on immediately with the introduction of the new 1982 Triumph Acclaim sedan at the October motor show in England; but it is for Europe only. When or whether a new sports car is also to be planned is not stated and so one must assume that this will await a better turn in BL Limited's finances, in view of the heavy capital expenditure which will be involved. The company's official statement is given on a later page.

LEONIA, NJ, June, 1981:—The 1981 Triumph TR7 convertible sports car is on sale with the new model featuring electronic fuel injection for a 14 percent improvement in highway fuel mileage and a 12 percent gain in city driving. The EPA figures for the 1981 TR7 are 37 mpg highway and 24 mpg city. Both figures are over 25 percent higher than they were two years ago.

The TR7 previously used twin Zenith carburetors. The new fuel injection system is made by Bosch. A Lambda probe continuously monitors the exhaust flow and a computer automatically adjusts the fuel/air ratio in the injection system for the best mixture.

The TR7 has a five-speed manual gear box. For 1981, fifth gear ratio has been changed to .74:1 in place of .83:1 in the interest of better fuel mileage in long distance turnpike cruising.

A host of detail changes combine to make the 1981 TR7 a substantially new car particularly with regard to appearance. There are six new colors with five of the TR7's total of 9 colors

TRIUMPH TR7 ADDS FUEL INJECTION (continued)



Feature of the TR7's all-welded unit body/frame cockpit is its generous width, with carefully built in air conditioning.

being metallic. The fabric convertible tops are now either tan or blue matching similar colored interiors. Magtype wheel covers are standard equipment. All side and front badges are chrome plated.

Other improvements include a passenger side rear view mirror, new interior door handles and door lock buttons, the provision of an intermittent windshield wiper operation mode, a new steering wheel and an easy to use push-button trunk lid lock release.

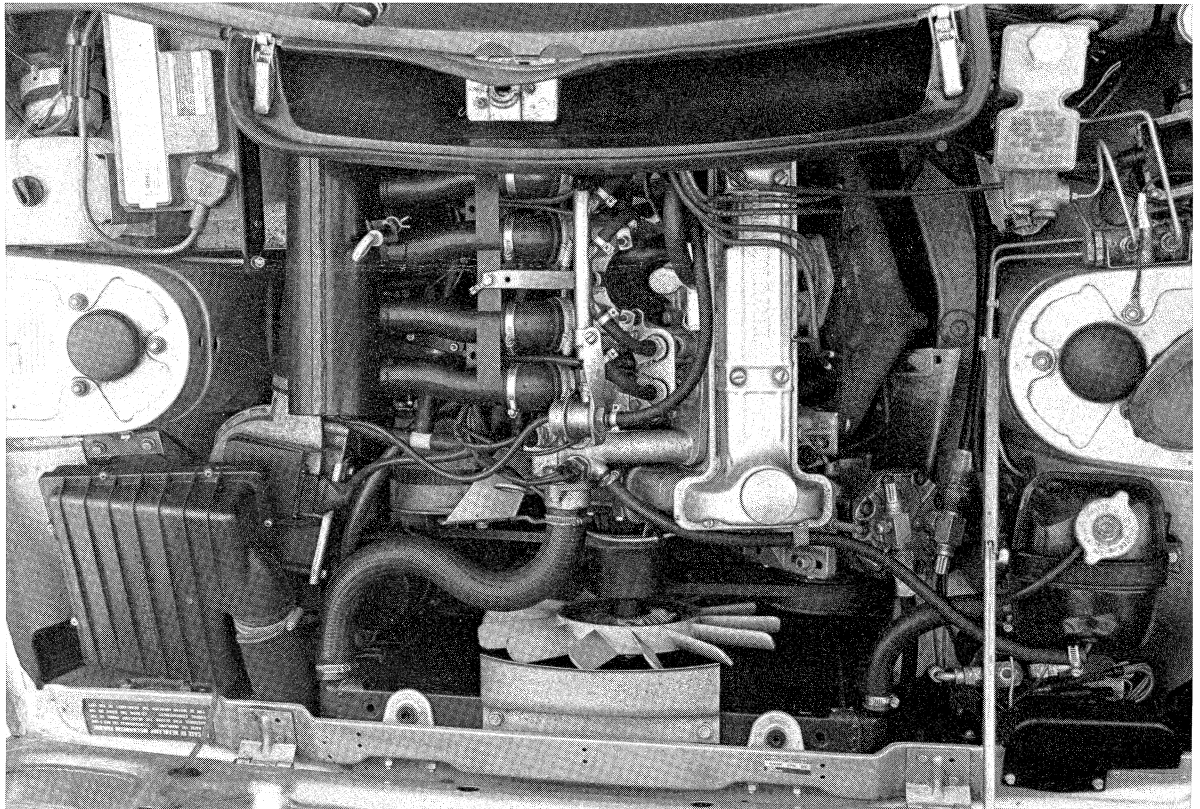
Built on an 85-inch wheelbase, the TR7 measures 165.4 inches overall. Retractable headlights and a sloped engine hood and raked windshield reduce wind resistance and give the car a distinctive wedge-shape. A front air dam also contributes to

aerodynamic stability.

The TR7 features MacPherson strut front suspension and there are anti-sway bars both front and rear. Steering is direct rack and pinion for responsiveness and the brakes are power assisted with discs in the front. Tires are steel belted radials. This combination plus a full eight inches of vertical suspension movement, by coil springs all around, makes the TR7 a superior handling car and a comfortable one.

The engine is an overhead-camshaft, four-cylinder unit with a displacement of 122 cubic inches (1,998 cc). With fuel injection it develops 88.6 SAE brake horsepower at 5,000 rpm.

The manufacturer's suggested retail price for the 1981 TR7 is \$10,995.



The new Bosch fuel injection system is clearly seen in this overhead view of the latest TR7's slant 2-liter 4 cyl. engine. This now gives a 25 per cent improvement in gas mileage, compared with two years ago.

TRIUMPH NEWS:

Triumph Sports Car Production to be Discontinued

Announcements to employees by BL Ltd. in recent months have reflected the success of the company's decision to concentrate manufacturing of cars at its major factory complexes and reduce or eliminate satellite plants. The Austin Metro, which went on sale last autumn, is a great success in the UK and in European countries where it has been progressively introduced since spring. The Triumph Acclaim program, a joint BL/Honda project for a new four-door sedan, is on time with hundreds of cars now produced in preparation for introduction at Motorfair in London this fall. Acclaim sedans will be sold in Europe only.

The adverse consequences of the decision to reduce the number of plants making BL cars were shown by the announcement that production of the TR7, TR8 and Rover sedan at Solihull would cease. Rover production will be transferred to Cowley but the TR7 and TR8 will not be built after September. The Rover will no longer be imported into the US.

Closing the Solihull plant will mean loss of jobs in the area and the loss of TR7/TR8 production will reduce the number of workers at the Liverpool stamping plant and the Swindon factory where the TR bodies are made. BL stated that these actions are painful but necessary if the future of the company as the major British car manufacturer is to be secured. The UK government has backed BL at a time when most public expenditures were being cut back and the corporation would have to adhere to its plan in order to obtain further financing.

The decision to stop Triumph sports car production was made because of heavy losses on sales of the cars worldwide. Jaguar Rover Triumph Inc. noted that with over 200,000 Triumph cars on the road in the U.S., parts stocks will be maintained.

TRIUMPH NEWS:

Triumph Sales Gains Jan/June 1981

Triumph car sales in the US were ahead 30 per cent in the first six months of 1981 compared with the same period last year. These gains however were supported (as are so many makes in the American market) by an attractive rebate programme of \$1,000 off each new Spitfire, TR7 and TR8. The Spitfire rebate ended June 30.

For Jan/June 1981, Triumph sales totalled 6,796 compared with 5231 in the first six months of 1980. The model breakdown was as below.

Model	Jan/June 1980	Jan/June 1981
TR7	3,500	2,429
TR8	90	656
Spitfire	1,641	3,711
Totals	5,231	6,796

Triumph cars in America both 1980 and 1981 models are still available in limited numbers. All TR7 or TR8 stocks are in dealer hands. The \$1,000 rebate applies through September on 1980 models.

Suggested retail prices (POE) for 1981 models are TR7 \$10,995 and TR8 \$12,995.

THE STORY OF TR7 & TR8

It is now six years since the original announcement of the TR7 in January 1975. Triumph Newsletter headlined its front page "Triumph's entirely new sports car..." Although there have been production problems each year and three major changes of assembly plants, more than 50,000 Triumph TR7 and TR8 models have been sold in America.

1975: The public announcement was at Boca Raton in Florida Jan. 18/24. When auto editors road tested the car for the first time, it received wide acclaim. Production started in April and by the end of the year 6,211 TR7 models had been sold in the U.S.

1976: This was the first full year of production and marketing in the U.S. 15,696 TR7s were delivered. In 1976, an SCCA racing program was inaugurated in the East and West, Lee Mueller's Huffaker TR7 from California finishing second in the national championships.

1977: The 1977 line was announced with major advances in specification. Standard equipment was now a 5-speed transmission. Automatic was also offered. 18,068 TR7s were delivered. Once again TR7 was second (and third) in the SCCA championships. John Buffum and Vicki's TR7 won the SCCA Pro Rally Championship. A special TV film "Buffum & Co." was produced to mark this victory.

1978: Since production quality was not satisfactory at Speke, UK assembly was moved in April to Triumph's traditional factory at Canley near Coventry. Production resumed in October. This meant a gap in sales progress with deliveries reduced to 6,210.

1979: Production built up again and 1979 TR7 coupes were announced at the April New York show. TR7 now had lower rear suspension, front air dam and optional tartan trim. A convertible and a 3½-litre V8 were planned for early introduction. At the May Auto Expo in Los Angeles, the TR7 convertible was first introduced. Lee Mueller won the SCCA D production class Championship with a TR7 convertible at 93.3 mph; and John Buffum's Rally TR8 won the SCCA Pro Rally Championship. In September it was announced that Triumph car assembly at Canley, Coventry, would be moved to the Rover factory at Solihull.

1980: In April came the world introduction of TR8, with its V8 engine, giving 0 to 60 mph acceleration at 8.5 sec. TR8 was named "Best new sports car of 1980" by Road Test magazine. A Limited Edition TR7 Spider was offered in August with Black exterior/Pewter interior. Buffum was again SCCA Rally champion with TR8 and Bob Tullius with Bill Adam gained five wins in IMSA GTO races.

1981: In May/June BL announced that the 1981 model year would mark the end of Triumph TR sports car production, which would cease at Solihull. In June the 1981 TR7 convertible with fuel injection came onto the market.

CLUB NEWS:

Sunny Concours on Long Island!

Triumph enthusiasts on Long Island have now staged their fourth annual Concours and Picnic, and again were blessed with marvellous weather so that a good time was had by all, in beautiful Eisenhower Park. There was a wide range of Triumph models from Vitesse and TR3s all the way to the latest TR8 convertible, as can be seen from the official Results here and in our photos.

RESULTS

4th Annual Concours & Picnic (Long Island Triumph Assoc.), at Eisenhower Park, East Meadow; 7 June 1981.

TR3

1. Mary E. Cavallo (1963 TR3b) 89.3 pts.
2. Jack Stern (1961 TR3a) 88.6.
3. Kirk Kowalchuk (1960 TR3a) 81.8

TR4/TR4A/TR250

1. Rich & Linda Titcomb (1968 TR250) 94.0 pts.
2. Jerry Lipton (1967 TR4A) 89.4.
3. Steven Rossi (1968 TR250) 85.9.

TR6 (1969-1972)

1. Carol & Larry Fogarazzo (1970 TR6) 95.3 pts.
2. Dan & Jackie Martin (1971 TR6) 89.7.
3. Kevin DiMauro (1971 TR6) 88.9.

TR6 (1973-1976)

1. Dave Bingham (1974 TR6) 99.5 pts.
2. Charlie Buttacavoli (1976 TR6) 99.2.
3. Eric Schnall (1973 TR6) 98.5.

TR7/TR8

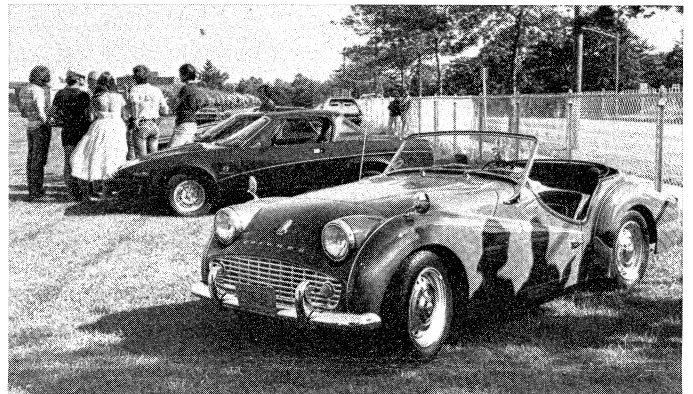
1. Susan Schwenzfeger (1980 TR8ct) 94.2 pts.
2. Paul Koutsopoulos (1980 TR7ct) 89.3.
3. George Schwenzfeger (1976 TR7ht) 79.8.

Herald-Based

1. Jeffrey Miller (1967 GT6) 84.9 pts.
2. Milt Mesirov (1967 Vitesse) 82.7.
3. Francis Szczesny (1980 Spitfire) 81.5.



Carol and Larry Fogarazzo, whose brown 1970 TR6 with wire wheels won one of the TR6 classes at the 4th Concours of the Long Island TA held in June.



Mary Ellen Cavallo's red 1963 TR3 placed first in class.



Dave Bingham's yellow 1974 TR6 was a class winner.



Long Island Triumph Association officials and Concours contestants: L to R) George & Susan Schwenzfeger (both placed with their TR8 & TR7); Doug Hitzig, club president; Ken Nartowicz and his wife; Carol & Larry Fogarazzo (TR6 winners); and Club Newsletter editor Joe DeStefano.

(Photos: Juanita Dugdale, 212 Associates, New Haven)

CLUB NEWS:

Triumph Racing Successes in 1981 so far

LEONIA, N.J.—The Triumph TR8 is in its first year of Show Room Stock A competition in Sports Car Club of America racing and there are already four TR8 drivers well on their way to qualifying for the SCCA run-offs, according to JRT, Inc.

Between them, the four have scored 12 wins in SSA. They are: Jack Dysart, Franklin, Wis. with victories at Brainerd and Blackhawk; Wes Kincaid, Aurora, Colo., with a win at Hallet and two at Hutchinson; Joe Locario, Houston, Texas with a win at Texas World, two at Lake Charles and one at Pueblo; Pete Paxton, Crownsville, Md., with two wins at Nelson Ledges plus victories at Watkins Glen and Summit Point. TR8 pilots Terry Colley and Alan McClain have 1 win each.

TR8s were 1st thru 5th at Pueblo with Terry Colley, Wess Kincaid, Geoff Burney and Rick Davis behind Locario in that order.

Locario also has a pair of second place finishes and Kincaid was the runner up once.

The defending national champion in SSA is Porsche 924



In a 1981 sales campaign to encourage Showroom Stock entrants to race on Continental tires, that company is supporting, among others, the two-car Triumph team driven by Bob Lower and Peter Paxton, the latter shown leading in this photo.

driver Ken Williams of Austin, Texas.

The Triumph Spitfire 1500 is the defending national championship car in F Production thanks to Jerry Barker of Cerritos, Calif. Barker has only to finish three races this season to qualify for the 1981 run-offs. Other Spitfire drivers expected on the Road Atlanta grid for the championship determining race are Ira D. Van Scyoc of Orefield, Pa, with six FP wins to date; Tim Toomey of Pittsburgh with three wins and a second and Steve Bachenberg of Dodge City, Kan. also with three wins and a second. Other multiple winners are Mark Van Orsdale of Taylors, S.C. and Glen Graham of Houston.

SOME FORTHCOMING EVENTS

Clubs are invited to send in details of their major Forthcoming Events for inclusion in this Regular Listing:

Date	Event, Club, Contact	Place
Aug 5, 1981	Concours (Triumph Travellers SSC)	San Francisco Bay area, Calif.
Aug 9	1st annual Pacific Northwest "All Triumph Drive-In" (Portland TOA)	Cottage Grove, Oregon.
Aug 13/16	North American Triumph Challenge V1 (Detroit Triumph SC & Illinois SOA) Contact: (313) 291 8204	Kingsley Inn, Bloomfield Hills, Mich.
Aug 29	Historic Car Races (for all makes)	Laguna Seca track, Monterey, Calif.
Sept 13	2nd annual Northeast Triumph Gathering, Concours & Picnic (No. New Jersey TC) Contact: (201) 691 8116 (201) 927 0386	Schooley's Mountain Park, Long Valley, N.J.

Big Triumph Meet in the Middle West

Triumph-mania reigned at the Mid-America Triumph Regional I (MATR I) June 12/13 at Blue Springs, Mo. "Kansas City Triumphs" sponsored the event which proved to be very popular and resulted in many new members for the local club.

The tech session Friday included speakers from Locktite, Amsoil and the Ethyl Corporation. Participants learned how to hold their Triumphs together and how to keep them running on today's fuels. Screening of the films "Success by Design—The TR Series" and "Buffum & Co." followed. The tour to Lake Jacomo and the Harry S. Truman Sports Complex was enjoyed by all and was worth bonus points toward the Concours judging.

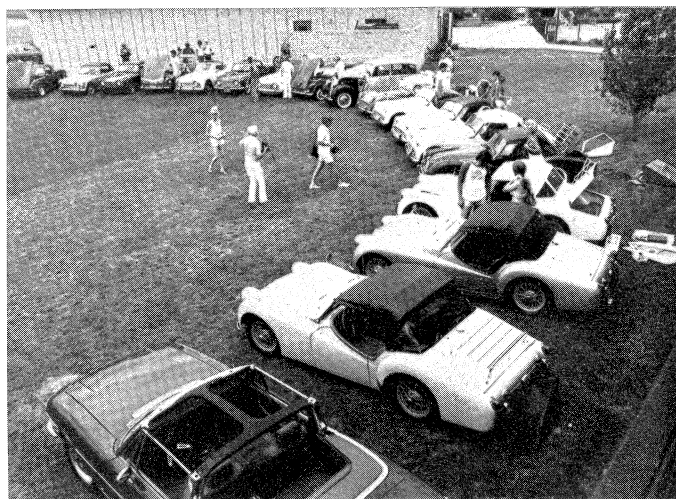
Saturday dawned with windy but beautiful weather and was highlighted by the flea market in the parking area and the Concours near the motel swimming pool.

At the awards banquet, trophies and numerous door prizes were presented, courtesy of JRT, Start Your Engines, Roadster Factory, Moss Motors, Auto-Mat, Sports and Classics, Michelin, Locktite, Victoria Parts and Torres Foreign Car Repair. Participants were especially pleased with the dash plaques and the goodie bags which bulged with products and material in itself worth the registration fee. Much admired throughout the two-day event was Bob White's "People's Choice" winner, a 1950 Renown Saloon, a very rare Triumph indeed.

Concours winners were as follows:

Rob White (1963 TR3B)
Bob White (1959 TR3A)
Gary Davis (1957 TR3)
Richard Peak (1967 TR4A)

Lori Temberg (1966 TR4A)
Robyn Cobb (1964 TR4)
Brent Harrison (1976 TR6)



An excellent gathering of Triumphs of many different models and ages was organized in June by the Kansas City Triumphs SCC at Blue Springs, Missouri. In this photo can be seen many TR3s, a Stag V8 and a rare 1950 Renown Saloon.

LETTERS TO THE EDITOR:

TR6 and Football Enthusiast

"I am a member of the Triumph Sports Owners Association and also a member of the Long Island Triumph Association. I have a 1976 TR6 that was a Concours winner, first in class, at the 1st Northeast Triumph Gathering in September 1980. My TR6 is driven year round, in rain, snow, etc, and has 36,000 miles. Enclosed is a photograph. The significance of the 'Steelers' plate is the football team in Pittsburgh."

Joe Ciulla,
Roslyn, NY



Proud owner of this Concour-winning 1976 TR6 is Joe Ciulla of Roslyn, Long Island.

Sells TR6, Restores TR250

"I was pleasantly surprised to find that you had printed an excerpt from a letter of mine some time ago in the Newsletter, with pictures (TN May/July 1980). Could you send me one more copy as I know the fellow who bought my TR6 would appreciate having one. He may even join the TSOA!"

"I am restoring my TR250 yet, so could you print some Ads for me? Thanks a lot and keep up the good work. The Newsletter has really become great lately, with its full 8 pages. Really like it?"

Kent Martin,
Aurora, Ill.

CLASSIFIED ADS FOR SALE

HARDTOP for TR6. Yellow. I never use it. It's too hot here in Texas. Phone, Stucker, (713) 324-4001 (home); (713) 428-5540 (work).

1976 TR6. White, Black interior. All original equipment. Excellent condition. 36,000 miles. AM/FM, AC, Driving lites, Ansa exhaust, hard & soft tops. \$8200. David Elliott (203) 445-2755.

USED PARTS. TR4/TR6. Also, TR4-4A Hardtop, \$200. Rebuilt transmissions, \$400. Exchange or will rebuild yours. Late model GT6 hood, \$150. GT6 axle, \$75. Rotoflex \$25. TR3 trans \$250. Two TR3 rads \$50 each. Offer restorations by Triumph racer Dave Chenoweth, 1304 Camden, Charleston, W Va 25307. (304) 342-3281.

TR250. Complete, little rust. Good runner—excellent restoration base. Good interior. \$1,200. Ted Schumacher, 404 Basinger Rd., Pandora, Ohio 45877. (419) 384-3022.

1975 TR6. Red Pimento Brown. AM/FM stereo cassette. Repair manual. Two new tires. Wood-rim steering wheel. Extra wheels. New top (not installed). Factory maintained car in excellent condition. Body very clean. \$4,500. Sharon McCawley, 183 Ft. Lee Rd., Teaneck, N.J. 07666. (201) 836-5790.

1976 Spitfire. 46k/mi. Piranha ignition. Ansa exhaust. Q.I. lights. Coco mats. AM/FM stereo radio with cassette deck and power booster, cleverly hidden from view. Accurate digital clock. Factory hardtop and conv. top. Tonneau and conv. boots. Full range of manuals. Trophy winner in Concours and autocross, and "Longest Distance" winner at NATC V. Doug, (516) 666-6549/9017 evs., (516) 231-6688 bus. \$3,500 neg.

Street roll bar for Spitfire Mk IV or 1500. Fits under top. \$35. Al Voorhees (201) 573-1820.

TR250 chrome trim items in good to fair condition. Yellow hood and deck emblems, front fender lights, tail lights, one very nice grill, dashboard pads with few little cracks, one dull but not rusted 250 or TR4 luggage rack, door mirror (rare factory type). Not junk stuff but removed from car in restoration. Kent Martin (312) 896-9239.

1961 TR3A partial restoration. 2.2L "D" cam engine plus spare street engine. Overdrive transmission plus spare same. Konis. Original Michelin X. Roll bar. Oil cooler, etc. plus many spare parts. Must sell the entire collection. \$1,400. Call (216) 321-8314. George Raskulinecz, 13116 Cedar Road, Cleveland Heights, Ohio 44118.

1972 Triumph GT6: 140hp STIMOLA street/race engine. Minilites. Konis. Comp. Suspension. Marchal. Carello. Roll bar. Gauges, many spares. Needs gearbox, exhaust. \$1,500, trades, or?—Roy Summer, 2021 Downsview Pike, Apt. 34, Hagerstown, Maryland 21740. (301) 733-0840.

WANTED

HARD TOP for 1976 Spitfire. Top dollar. Call Bob, (212) 355-7448.

1958/1963 TRIUMPH TR3. Just good running and no rust. Do not require excellent condition. Write or call, Bob Snyder, PO Box 105, Killington, Vt 05751. (802) 773-9231.

1975 or 1976 TR6. Prefer red with black interior and hardtop but open to all possibilities. Mike Cook, 15 Birch Rd., Bloomingdale, N.J. 07403. (201) 461-7300 (days); (201) 838-7734 (eves).

TR250 parts in perfect to nice condition. Emblems for rear fenders. Padded door top with finger groove. Both door upholstery panels and seats from 250 or 4A. Magnet type gas filler cap. Kent Martin. (312) 896-9239.

TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

Local TSOA Club "Calling Cards"	FREE
List of Triumph Dealers	FREE
Replacement TSOA Badge	\$2.50
TSOA Handbook, 2nd Edition	\$2.50
Supplement to TSOA Handbook, 1973	\$.75
SPITFIRE 1500 Competition Preparation Manual	\$5.00
TR-250/TR-6 Competition Preparation Manual	\$5.00
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
Competition Patches (Helmet)	\$1.00
Competition Decals (Helmet)	\$1.00
Triumph history 34-page reprint ("Automobile Quarterly")	\$1.95
"Triumph—50 Years of Sports Car" history poster	\$5.00

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

Please make checks payable to Jaguar Rover Triumph Inc.

THE TRIUMPH NEWSLETTER—for Triumph enthusiasts (founded 1956)

EDITOR: JOHN F. DUGDALE

Published by Jaguar Rover Triumph Inc., in cooperation with the Triumph Sports Owners Association. Yearly subscription in US and possessions is \$3 for TSOA members and \$5 for non-members. TSOA is a factory sponsored national organisation co-ordinating approved Triumph owner clubs in the USA and Canada.

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