

# Triumph Newsletter



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 27, NUMBER 4

600 Willow Tree Road • Leonia, New Jersey 07605

OCT.-DEC. 1981

## TSOA to be Merged into Vintage Triumph Register

### VALEDICTORY

#### The Editor Bids Farewell to Triumph Newsletter

We'll try not to be sad, but with this issue The Triumph Newsletter ceases to be the official voice on Triumph cars from Jaguar Rover Triumph Inc. One might well have deep regrets. TN was founded 26 years ago in 1956 and Triumph sports cars have been marketed actively in the U.S. for one year more. The Newsletter actually started as a sales tool. For years it was sent free to every new Triumph owner and at one time they tell me got up to 40,000 circulation. Later it developed a much more realistic paid subscription list in support of the owner clubs, but it continued also to go out to BL staff, the dealers and the press.



John F. Dugdale

We want to be positive about Triumph's real achievements in America over a quarter of a century. In its palmy days Triumph shipped in just over 30,000 cars a year. Its big competition was always MG, even when both makes were merged into the same company. Triumph never quite made 1st place but came close, with 29,258 sales in 1977. Triumph Newsletter acted as a unifying force for the clubs and just as important—as the sole record of Triumph history in the U.S. The publication has been a modest enough effort, either as a 4-page monthly, or as a 6- to 8-page bi-monthly in more recent years. But the main events have all been there and those who have been keen and organised enough to retain their copies over the years, hold a unique record about new Triumph models, their racing successes and about the big club events. These things tend to become blurred in future books.

Basically, your editor was a Jaguar man, joining British Leyland from that company. In 1970 he was appointed national advertising manager for Triumph and Rover. The impressive model line was Spitfire, GT6, TR6, and Stag V8! Each was becoming better looking every year under the brilliant re-styling of Michellotti. Sales were booming and your editor had enormous fun running the advertising and publicity.

We appointed a bright young advertising agency—Papert, Koenig, Lois—and made a loud noise in the market place. There was the million dollar television contract when Triumph pioneered the CBS-TV series M\*A\*S\*H and held squatters rights for a decade. There were notable advertising slogans, such as "From the Land of British Racing Green..." for TR6.

(Continued on page 22)

TRIUMPH TSOA NEWSLETTER  
TRIUMPH SPORTS OWNERS ASSOCIATION  
P. O. BOX 170 RADIO CITY STATION NEW YORK 19, N. Y.  
VOL. IV NO. 5 OCTOBER 1958  
1958 RALLY PHOTO WINNERS

RALLY EAST WINNER: Bob and Jean Penny's TR adorns the Swiss landscape in front of a lovely chalet at Airolo. Photo by Jean.

RALLY WEST WINNER: Fred Zens made this shot under the forbidding towers of the ancient walled city of Carcassonne, France.

TRIUMPHS CAPTURE TOP CLASS HONORS IN LIEGE—ROME—LIEGE RALLY

Only twenty-two of ninety-eight starters were able to complete the grueling 1055 Liege-Rome-Liege Rally. Four of these finishers were Triumphs, three of which placed "in the money". Team honours in the 1600-2000 cc standard class were awarded to a special TR-3 team representing the British Army, and led by Colonel M. Crozier, O.B.E. and Major R. W. Holmes. A total of four factory entries and three Army Team cars competed in this rugged 5,265 kilometre event which is rapidly gaining the reputation of Europe's steepest test for car and driver alike.

WE'VE MOVED  
Starting 1959, our address is:  
TRIUMPH SPORTS OWNERS ASSOCIATION  
P. O. Box 170 Radio City Sta.  
New York 19, N. Y.  
Please use this address on all future correspondence. Thanks!

This is page one of the October, 1958 TSOA NEWSLETTER, first in the format which has been used through the years. Colors were red and black, the old colors of the Standard-Triumph Motor Company. Badges on the front of Triumph cars changed to blue and white with 1959 models and so did the NEWSLETTER.

### GOODBYE TSOA—HELLO VTR!

It's not really goodbye. Though the TSOA NEWSLETTER will not be published separately, the name will continue to appear, on the front page of the Vintage Triumph Register's THE ENGLISH CHANNEL. TSOA will stay alive through the continued availability of car badges and insignia. And, of course, Triumph cars will go on, even if not imported into the United States. The new Triumph Acclaim sedan is a hot seller in Great Britain and soon to enter Europe.

As I write this, I am looking at Volume IV, Number 8 of the NEWSLETTER, dated October, 1958, which was the first in the present format and the first one which I edited. I remained editor, without a break, until 1973 when John Dugdale took over. You will find his reminiscences elsewhere in this issue.

(Continued on page 22)



Michael L. Cook

## TSOA (Continued from page 21)

What we are all most proud of is the record of continuous publication which the NEWSLETTER has achieved. There have been delayed issues but never a serious lapse. We have always managed to provide something of interest for the technician in each issue, a human interest piece, racing stories and all of the other items which make a one-marque publication exciting for the enthusiast.

It has been fun. And, I have been promised the opportunity to do some writing for THE ENGLISH CHANNEL as well. In fact, the agreement under which TSOA operations have been transferred to VTR affirms the availability of research and product information from Jaguar Rover Triumph Inc. The company will not sever all ties to Triumph owners.

So, we come to the end of a publication which has been going for 26 years. Does anyone have any of those early issues from 1956? They were type-written, had no photos and were even a bit hard to read at times but they had all the essential elements—information about our favorite cars, stories about driving them and details of how and where to get together with other people who shared the same enthusiasms. In another 26 years, most of us will be reading some Triumph publications which still provide that highly satisfying sort of material. And that's the way it should be.

Drive your Triumph. Take care of it. Enjoy. I certainly have.

MICHAEL COOK

## HOW TO JOIN VTR

After more than a quarter-century as a separate organization, effective immediately the TSOA will become part of the Vintage Triumph Register, a club first established to cater to owners of older TRs but now encompassing enthusiasts of all models.

VTR publishes a bi-monthly newsletter called THE ENGLISH CHANNEL. Many of you will be familiar with it as there appears to be a large overlap in membership between the two clubs. A copy of the Jan.-Feb. edition is enclosed. In addition, there is a quarterly magazine which includes some four-color illustrations and has lengthy articles about famous Triumphs, how to service, repair and restore various models, etc.

Just as with TSOA, VTR has many local member clubs which offer competitive events and socializing for the enthusiast. Any current TSOA member can take advantage of VTR membership *at a discount*. Here is how it works:

VTR dues are \$15 per year. If you wish to join VTR, send a check for \$12 in the enclosed post-paid envelope. TSOA will supply the additional \$3 for any current member, *even if your subscription is about to expire*. **Checks should be made out to TSOA.**

This offer does not apply for TSOA members who already belong to VTR. **If you are a VTR member or if you do not wish to take advantage of VTR membership, check the other box on the envelope and TSOA will send you a check for \$3.00.** This offer will expire on April 30, 1982, so please do not delay in replying.

Items in the TSOA Supermarket will continue to be available through VTR.

For your reference, the VTR address is:  
VINTAGE TRIUMPH REGISTER  
P.O. Box 36477  
Grosse Point, Mich. 48236

## Valedictory (Continued from page 21)

Ken Dallison, best car artist in the business, drew us a 50th anniversary poster which has not been bettered. Massimo Vignelli produced the sales literature. Ivan Chermayeff devised our international show exhibits. The racing Group 44, led by ever-green Bob Tullius, took Triumph to sports car championships year after year. Film star Paul Newman, driving the ex-factory team TR6, won an SCCA national championship. When Bob wound the TR8 up to 175 mph at Daytona, we headlined it, "World's Fastest Triumph"

Another color poster recorded Jim Connors and Chris Evert with their Triumph TR6s, in the year they both won at Wimbledon. Yet another showed actor Alan Alda with his TR6 in the days when he did a promo film for our sales meetings. TR7 and TR8 both won championships at Atlanta. John Buffum led in professional rallying with TR7 and TR8 and so we made a TV film called "Buffum & Co." Triumph's racing lives on in several other films made available to clubs.

They were glory days in the fascinating, volatile, always optimistic automobile business.

\* \* \*

And what of you Triumph owners? Well my colleague Mike Cook will tell you about the future of the club organisation. Triumph is not dead. In Britain now the new Triumph Acclaim sedan has had a successful launch and who knows what models lie ahead, even for America? Hang in there, better days are ahead!

We did our best to develop the Triumph clubs through the Newsletter. By 1978 we reported over 40 clubs. We always stressed the importance of the clubs building major annual events and staying with them. That is precisely what such large clubs as the Vintage Triumph Register, The Triumph Register of America, and the Detroit Triumph SCC have done. Each year they pull in over 100 entries for their big annuals. We hope they continue from strength to strength and help bring about the rebirth of Triumph in America one day.

JOHN F. DUGDALE

## IMPORT CAR REPAIR MANUAL

The redesigned and expanded sixth edition of Chilton's Import Car Repair Manual costs \$19.95 from Chilton Book Company, Radnor, PA 19089 or from most bookstores or auto supply stores. Illustrated with thousands of explanatory pictures, it covers basic maintenance, complete tune-up, trouble shooting, diagnosis, engine rebuilding, etc. Individual services for Triumph cars are offered, among other makes, but the actual models are not listed.

## DEVELOPMENTS AT CANLEY, COVENTRY

Canley, the former Triumph factory in Coventry, England, for many years, and which was threatened to be sold, has now been formed into a major engineering research centre by BL in England. Development work will concentrate on BL's new LC10 range of medium-sized sedans and on the next generation of the successful Mini Metro. Production of Triumph Spitfires and Dolomites ended at Canley in August 1980. The new Triumph Acclaim in England is now manufactured at Cowley, Oxford.

## 1981 TRIUMPH RACING WRAP-UP

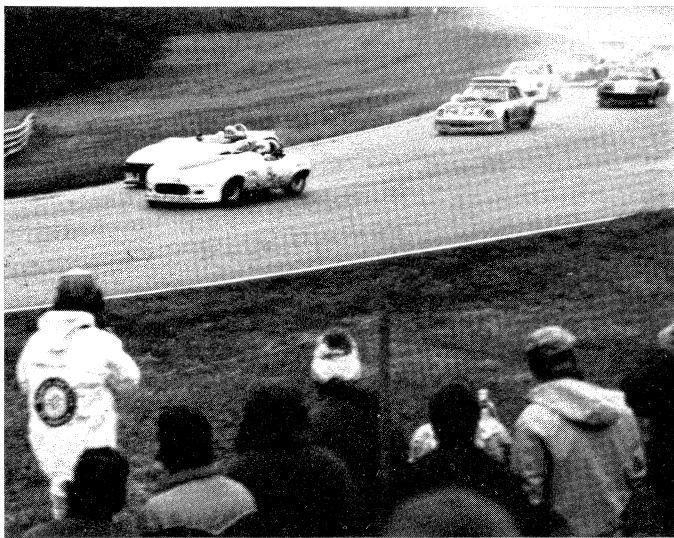
The 1981 Sports Car Club of America racing season came to its end last October with the Champion Spark Plug Road Racing Classic at Road Atlanta. Some season highlights:

At Road Atlanta, Ken Slagle won the C Production National Championship with a Triumph TR8. Slagle's victory gave him his second national title. The first was in 1975 when he took F Production honors with a Spitfire.

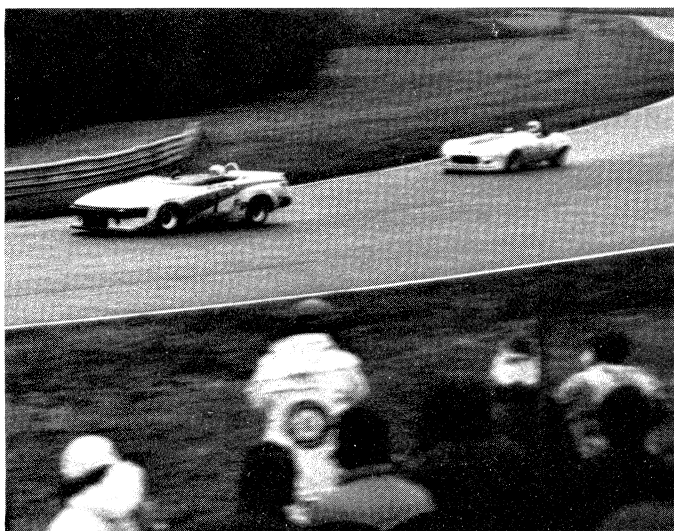
Triumph TR6 driver Dennis Wilson thrilled Road Atlanta fans with a heroic challenge for second in D Production. A last lap spin due to a blown engine on a rain drenched track dropped him from contention.

The TR8 was put into class Showroom Stock A and TR8 drivers reeled off 22 wins at 18 different race tracks with three TR8 drivers winning divisional championships.

The two national racing Championships won at Road Atlanta by Slagle and Crisenberry (F Production MG Midget) brings the total for JRT cars to 89 since 1952.



The race of the day at Road Atlanta started with Ken Slagle and Fred Baker on the front row. Baker's Jaguar was slightly ahead going into turn one. The track was wet but the rain had subsided.



On lap two, Slagle had clearly established a lead while the rest of the field was already barely in sight. Unfortunately, Baker slid the Jaguar off the track on this lap, leaving Ken to cruise to victory.



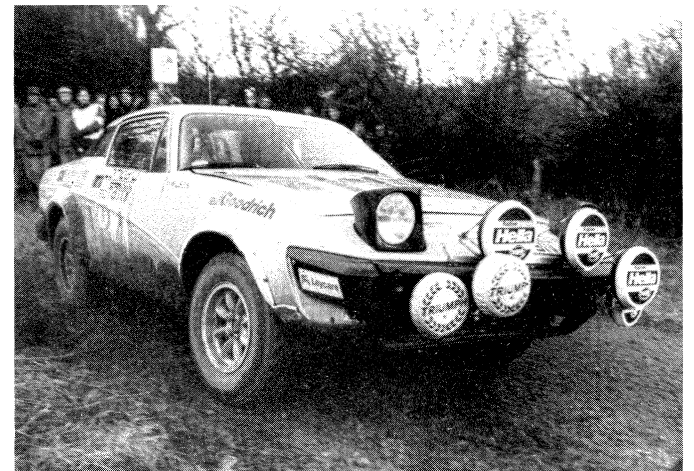
Slagle and crew returning from the victory lap, after winning the 1981 SCCA DP Championship, all smiles despite the cold, damp weather.



The winner gets the girl, at least temporarily, on the victory stand. Bearded Ken Slagle accepts the applause in the company of Miss Georgia and Miss Road Atlanta.

## Buffum's Final TR8 Rally

One of the side results of the cessation of Triumph sports car production, is the end of the international rally program, on which John Buffum has been so successful in recent years. Here in one of his last rallies with TR8, the 1981 RAC event in England, he was using no fewer than eight front lights!





**DOWN UNDER IN AUSTRALIA** They have been having some very close racing with "standard stock" TR7 coupes, driven by both professional and amateur racers. Called the Barclays TR7 Pro-Am series, this photo

gives a good idea of the exciting racing as eight Triumph TR7s sweep into a corner in close company. Sponsors of the series are Barclays Bank and Castrol oil in Australia.

## How to Form a Triumph Club

A prominent club man gives some basic advice on getting your new club off to a good start

You say your fledgling TSOA chapter is going nowhere? You planned a great meeting, cut the grass, made room for a dozen Triumphs; your spouse made neat little sandwiches and you laid in a case of beer—and nobody came? Is that what's troubling you?

Many of us have been in the same boat.

The first chapter meeting I organized (for, heaven forgive me, the Kaiser-Frazer Owners Club) was an absolute disaster. We ended up with three cars and five people, and nothing to do except diagnose the reason why a 1951 Kaiser Dragon vapor-locked (a routine occupation among Kaiser owners). The last chapter meeting we organized found a house stuffed full, a driveway likewise, and a roaring good start to a Triumph organization that's still going strong today. Manifestly, we must have learned something in between.

If you're interested in starting a local Triumph owners club, the first thing to do is to check if one already exists in your area. Now that TSOA affairs will be administered by the Vintage Triumph Register, the man to contact is Bill Sohl, 29 Netcong Rd., Budd Lake, N.J. 07828. Bill will have the information. If no chapter exists or is in formation, he will give you the green light and you're on your way!

The first thing you need is lead time—about two months to begin with, because that's the lead time publications like the *VTR English Channel* require. You shouldn't even think about

summoning the troops without pre-publicity. At the same time, send your plans to any other publications that might include Triumph owners among their readership. *Hemmings Motor News* (Box 380, Bennington VT 05201) reaches nearly 200,000 readers and will list your event free, but it needs a good two months to get into print. With a month to go, notify *Old Cars Weekly* (Iola, WI 54945). With its 7-day lead time, the word will appear promptly. With two weeks to go, advise your local newspapers—that's where most of your interested parties will come from.

A press release announcing an organizational meeting should be only one page double-spaced, but cover all the bases. "Triumph Sports Car Club—We invite all Triumph car owners to a first organizational meeting on Sunday, May 3rd at 12 noon. We plan to enlist owners of Triumphs old and new, in an ambitious program of technical sessions, rallies, Concours d'elégance and social events supported by a Newsletter. The meet will be held at (location) and refreshments will be provided. Pre-registration is requested, plus \$1 per person to help cover costs. Please telephone 123-4567 to pre-register."

By its brevity, this message is almost guaranteed publication in your local newspaper. By its content, it answers most questions your fellow enthusiasts might have. Requesting people to phone or write in advance to pre-register and put up a buck apiece to help cover costs is, in my experience, a good idea. If they don't have to *do* anything, they might forget to come. By commu-

nicating their interest they commit themselves—and give you an idea of how many to expect. The buck probably won't cover your refreshment costs, but it does help convince people that you're running a genuine event. (Incidentally, it may also pay to suggest they bring their own booze. The last time I provided a keg, it was gone in an hour or two and the "contribution box" failed to produce enough to pay for it.)

At your first club meeting, be sure to have name tags for everybody, and get legible names and addresses of all participants for your mailing list. Be sure married couples are registered by both their names. Aside from making your list look bigger, and women's lib aside, *she* may be the Triumph enthusiast. Settle on and collect annual dues (make it an affordable figure). Without a treasury you won't be able to pay for your Newsletter. Try to have pictures, literature, parts books and cars available in quantity for perusing. Ask everyone to bring along their own collections and be sure they bring their cars. And please don't forget to hand out membership application forms.

The most important thing to do at your first club meeting is to ascertain people's interests and to schedule events for the coming year. Get people talking about what they like to do with their cars: rally, attend races, form a Triumph section at a popular

local Concours or run off to the countryside somewhere for a bread and cheese picnic punctuated by some good English ale. One of the high points in my own club's annual events was an October English pub meeting, where we provided authentic ploughman's lunches (bread, Cheddar, Stilton, pickled onions, lettuce and tomatoes) and genuine British beer for around \$4 per head, which covered the cost.

At the first meeting or the second, you'll want to elect officers. Don't weigh your club down with too many chiefs—you won't believe the muddle they'll cause if they all get different ideas at once. You need (a) a chairman or president (b) a treasurer and (c) a newsletter editor.

The chairman is really a figurehead job in the beginning, so look around for a personable leader at meeting No. 1. You yourself should take on the treasury, unless one of those in attendance is known to you, and reliable. Never risk the club treasury in the hands of someone you don't know. Not that they'll steal it—but they may not be prompt in writing checks and reliable in keeping records. You can do without that!

*Richard M. Langworth*



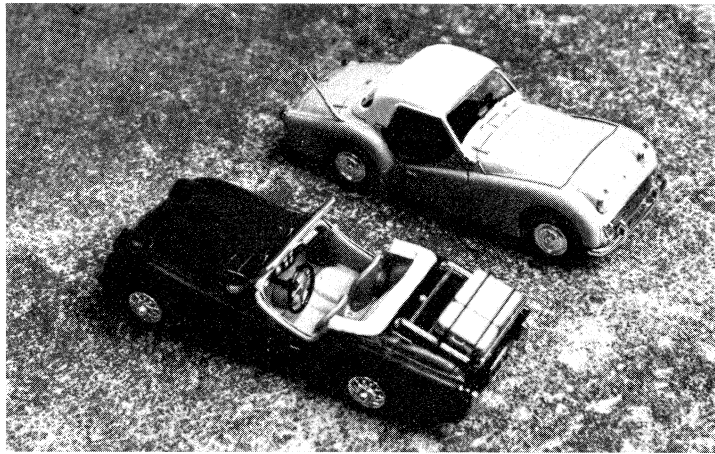
Part of the throng at our English pub lunch organizational meeting for Delaware Valley Triumphs in Hopewell, N.J. A little beer, some ploughman's

lunches, a Union Jack and voila! (Cars in foreground are an 1800 Roadster, far right, and a 1938 Dolomite six.)

# Lesser Triumphs

How to Assemble and Finish a Model Triumph Sports Car

By Michael R. Zimmerman



The TR3 can be built open or closed, and with a variety of accessories.

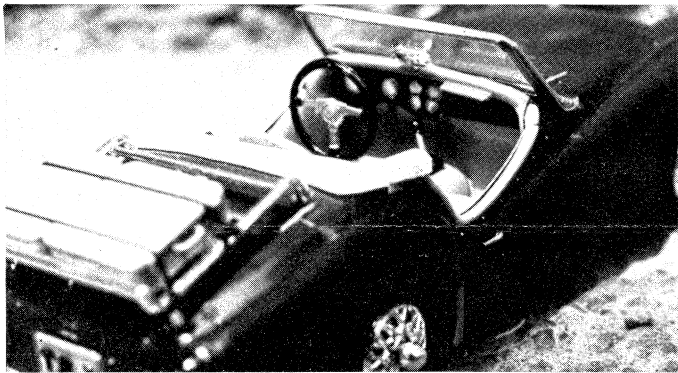
While a few TR2s came to the United States, the TR3 made the major impression on these shores, almost 50,000 arriving between 1955 and 1963. We are fortunate to have a model of this trend-setting sports car available, in Entex's 1/24th scale #9112. The model is of a TR3A or B, although the box and instructions simply refer to a TR3.

The model is very easy to build, with clear instructions and only three major pieces, the chassis, body and interior. The hood does not open, so engine detail is limited to that molded in the underside of the chassis. A little creative painting is in order here. The chassis is painted gloss black, and the drive-train, exhaust and rear springs silver. Flat black around these

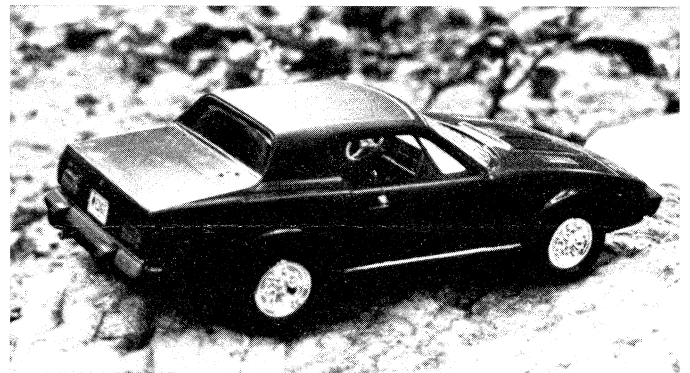
components helps define them. Of course, a full size car doesn't have a glossy chassis, but flat black on a model tends toward the invisible; its use should be restricted to special applications.

The model is molded in British Racing Green, requiring several coats if you wish to change to a lighter color, such as a tan interior. Molding lines can be wet sanded with fine paper and covered with paint or clear gloss. There are two bumps at the rear of the trunk lid, which also must be removed.

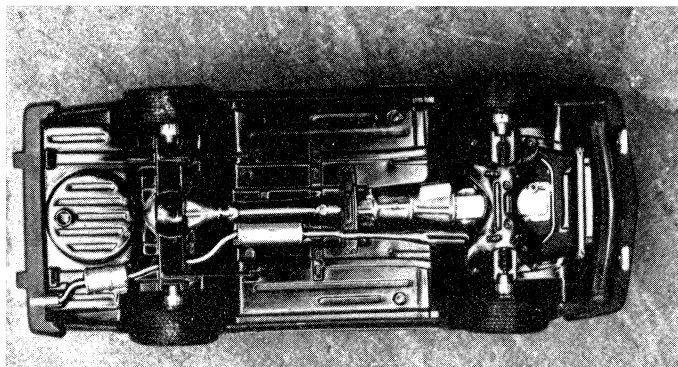
Detailing the body includes chrome silver paint for the windshield frame, door handles, trunk lid hinges and handle, emblems, etc. Using a fine knife, the chrome is scraped off the depressed areas in the grille and a coat of flat black is applied. Wiping



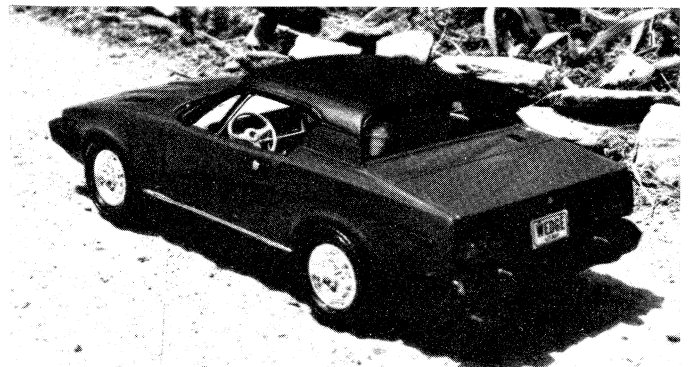
Interior detail is seen in this view.



The TR8 features a vinyl roof.



Underside chassis detail of the TR8.



Rear view shows realism.

the paint off before it dries completely, gives a most realistic appearance. After painting the body, outline the doors, hood and trunk with India Ink, using an artist's Quill Pen. The head and tail lights are painted with Glas Stain, a translucent paint available at art stores. When painted directly over chrome, these paints give a remarkably realistic look. My kits required some filing on the bottom of the right headlight, and the fit should be checked before gluing them in (from the back, using cyanoacrylate glue).

A number of accessories are included in the kit, such as three different wheel/cover combinations, antennas, mirrors, etc. If you add the luggage rack, you'll have to supply your own 1/24th Louis Vuitton luggage; I got mine from Monogram's Aston-Martin DB-4 kit (#2246).

In the past, I have found Entex quality control to be variable, and I would suggest opening the kit in the store and checking that all parts are present.

It looks as if the TR8 is the last of the sporting Triumphs. Monogram's 1/24th TR8 (#2115) maintains the high quality of this company's kits, with great accuracy of overall scale and detail, although it too lacks an opening hood. The chassis is very well done, and can be painted in the same fashion as the TR3. It seems to be impossible to mold in silver without swirls, however, and painting the body and interior is an absolute necessity. Painting instructions are included, but a current sales brochure would be of benefit.

There is little to be said about assembly, as this model is almost a snap kit. Some hints are carefully flowing glue around the inside edges of the windows to hold them in place, using glue in a brush-cap bottle, and covering the rocker panel chrome strips with Bare-Metal. This chrome foil is available at a few hobby shops or from the manufacturer (send an SASE to Bare-Metal Foil Co., 19419 Ingram, Livonia, MI 48152).

After completing your models, you will want to display them and protect them from dust. I build clear plastic cases for my collection. Most cities have plastic shops that will cut 1/8th inch sheets to your specifications. The same plastic glue can be used, with masking tape to hold the edges together till the glue dries. Three cautions: (1) allow for the thickness of the plastic in your measurements; (2) if the tape is contacted by the glue, it will flow under the tape and over the surface of the case, and; (3) make the case big enough—there are a number of Triumph models and building models is addictive!

## CLUB NEWS:

### Biggest Triumph club meeting planned for Aug. 19/22, near Chicago

August 19/22, 1982 promises to offer up the largest Triumph meet yet held in the U.S.A. The Illinois Sports Owners Association, with help from the Detroit Triumph Sports Car Club, will be hosting the 1982 Vintage Triumph Register Convention and their 1982 North American Triumph Challenge as a single joint meet.

The VTR/NATC get-together will be at the Wheeling-Northbrook Holiday Inn, about 10 miles north of Chicago. The meet is open to all Triumph owners and enthusiasts, VTR membership is *not* a requirement to participate. For a copy of the registration material, write or call: J. Lynn—Chairman, 1105 Lincoln, Glenview, Illinois 60025 (Phone 312-724-1433 after 6 PM).

## FIRST CONNECTICUT CONCOURS

The very first Concours organized by the Connecticut Triumph Association was held at Wickham Park, Manchester, last fall. Owners joined in from Connecticut, New York, Massachusetts, New Jersey and New Hampshire. There were forty entries and the results are given below.

We are obliged to Paul DesRosiers, vice president of the club, for this information. For membership inquiries contact, Gary Robinson, 62 Oliver Road, Manchester, CT 06040. Meetings are held on the second Monday of each month in Avon, CT, at Mr. Steak on Rte. 44. This active club now has 85 members. Dues are \$10 per year.

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### RESULTS

1st Concours, Connecticut Triumph Assoc.:  
Wickham Park, Manchester (20 Sept. 1981)

<b>TR2/TR3</b>	<b>1973/1976 TR6</b>
1. Mary Ellen Cavallo	1. Davé Bingham
<b>TR4/TR250</b>	<b>TR7/TR8</b>
1. Bud Moraio	1. Paul & Karyl DesRosiers
<b>1969/1972 TR6</b>	<b>GT6/Spitfires</b>
1. Larry & Carol Fogarazzo	1. Thomas Coscia

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### National Meet to be held in Ohio, June 16/19

The 1982 National Meet of the Central Ohio Center of the Triumph Register of America has been set for June 16/19 at the Marriott Inn, North Columbus, Ohio. This is the well organized event which annually turns out 75 to 100 proud Triumph owners, mostly of TR2 and TR3. The program will consist as before of Funkhana, Concours, Parts Sales, and Workshops, with lots of family events including a baby sitting service.

With the VTR moving their annual to the Chicago area to join with the Detroit club's well known North American Rally Challenge, one might think the Mid-West had taken over. But for next year 1983, TRA are moving their National back east to Eastern Pennsylvania. For membership information, write Jim Farley, 1602 Ramblewood Ave., Columbus, Ohio 43220.

The TRA has a fine new format for its Newsletter, standard magazine size, and edited by Vic Nigro. There was an interesting item in their Fall issue. Quoting from *Hemmings Motor News*, bible of restorers, the following prices were being asked for Triumphs.

1961 TR3, professionally restored . . . . .	\$9750
1961 TR3A, frame-up restoration . . . . .	8000
1962 TR3A, restored ground-up . . . . .	7500
1961 TR3, 100% restored . . . . .	5900

### New Triumph Club in Massachusetts

A new Triumph club, called the Western Massachusetts TR Association has been formed and held its first Concours last year. For details write, John J. Bennett, Corinthian Yacht Club, Marblehead, MA 01945

## TECHNICAL NOTES

Complete Listing of Triumph car Owner's Handbook and Workshop Manual numbers (1963-1981). Available from JRT dealers (see note).

MODEL	YEAR	OWNER'S HANDBOOK	WORKSHOP MANUAL
TR2		NLS	88-502602 NLS
Herald 1200		NLS	88-511243 NLS
Spitfire MKI	1963-64	88-511242	88-511243 NLS
Spitfire MKII	1965-66	88-512915 NLS	88-511243 NLS
Spitfire MKIII	1967-70	88-545102	88-511243 NLS
Spitfire MKIV	1971-72	88-545189	88-545254
	1973	88-545189/73	88-545254
	1974	88-545189/74	88-545254
	1975	88-545189/75	RTC 9230/A
	1976	88-545189/76	RTC 9230/A
	1977	88-545189/77	RTC 9230/A
	1978	88-545189/78	AKM 3984
	1979-80	AKM 4126	AKM 4329
GT6	1967-68	88-512944	88-512947
	1969	88-545057	88-512947
	1970	88-545103	88-512947
GT6 MKIII	1971-73	88-545223	88-512947
Stag	1971-72	88-545105	AKM 3966
	1973	88-545106	AKM 3966
TR4	1961-64	88-510326 NLS	AKM 3646
TR4A	1965-66	88-512916 NLS	AKM 3646
TR250	1968	88-545033	AKM 3646
TR6	1969	88-545074	AKM 3529
	1970-72	88-545111/75	AKM 3529
	1973-74	88-545111/74	AKM 3529
	1975	88-545111/75	AKM 3529
	1976	88-545111/76	AKM 3529
TR7	1975	RTC 9209/76	AKM 3079/A
	1976-77	RTC 9209/77	AKM 3079/A
	1978	RTC 9209/78	AKM 3079/A
	1979	AKM 4152	AKM 3079/B
	1980	AKM 4853	AKM 3079/B
	1981	AKM 4780	AKM 3079/B
TR8	1978	AKM 3122/78	AKM 3971
	1979-80	AKM 4335	AKM 3971
	1981	AKM 4779	AKM 3971 + AKM 5015 Supp.

Note: NLS means no longer serviced by Jaguar Rover Triumph. However, it may be possible to find some of these in dealer stock. In any case, orders for the books listed must be placed with your dealer. A source of excellent reprinted manuals, authorized by JRT, is Robert Bentley Inc., 872 Massachusetts Ave., Cambridge, Mass. 02139. They cover all TRs and Spitfires through 1981 except TR8.

## CLASSIFIED ADS

### FOR SALE

**Tonneau Cover for TR 6.** From my wrecked 1976 and seldom used, \$75. Front carpets from same car, \$20. each. Send money order or write to: Don Hooper, 1824 St. John's Bluff, Jacksonville, FL 32211.

**1960 TR3 TS 74368L** Very good condition. 58,000 original miles, pale yellow. \$4,300. Marlin Bell, 309 S. Third St., Shepherd, Michigan 48883 (517) 828-6116. After 6 p.m.

**1965 TR4,** California car with balanced and blue-printed engine. Body good, recent paint, new tires, top and interior fair. Asking \$3,000. All offers considered. Eric Hatscheck (212) 224-3908.

**TR3 Body and Drive Train Parts.** Included are the bonnet, front cowl, doors, transmission cover, dash, engine, transmission, rear end and many other small parts. Offers and trades will be considered. Keith Drescher, 216 Avondale Drive, Tullahoma, Tennessee, 37388 (615) 455-6781 or 455-0631 ext. 446.

**1971 TR STAG.** All luxury options including both tops and chrome wire wheels. Many new parts including shocks, brakes and heads. California car since new. Excellent, dependable condition \$7,500. Greg Presnell, 2190 East Ave., Hayward, CA 94541 (415) 886-6553.

**69 National Champion Spitfire Mk 3.** Reluctantly selling the car driven to the '69 SCCA FP crown by Lee Mueller. Built by Kas Kastner, this car has not been raced since 1972 and is essentially identical to 1969 condition except for roll bar and paint (now silver). Body and running gear excellent. Needs engine rebuild and tires. Up-date for current Production events or run Vintage as is. With spares and trailer, \$3,995. Mike Cook, 15 Birch Rd., Bloomingdale, N.J. 07403. (201) 461-7300 (days). (201) 838-7734 (eves).

### WANTED

**Have 1963 TR-3,** need N.O.S. ribbed front apron lettering as follows—letters I, M, P, H. I have 2 sets of N.O.S. letters as follows—T, R, and U. Have 1 set N.O.S. front TR-4 lettering, will consider trade. I also need owners manual, original tool kit, Badge Bar #552399, windshield washer container, cap, and pump unit. Mitchell Buckley, 38355 Pettibone Road, Solon, OH 44139. (216) 248-4132.

**Complete front license plate holder** for 1975 TR-6 parts #XKC 1748, #88614042. Early TR-6 1974 right rear corner bumper—exc. cond. only. Part # 88-910159. Center control panel cover (PLINTH ASSM.) for 1974 TR-6 dashboard, part #718-787. Call collect or write: Joe Bisanz, 1889 Stanford Ave., St. Paul, MN 55105. (612) 699-0529 after 6:00 p.m.

**Hard top kit** for 1974 TR-6 yellow (mimosa), part #88-575-646. Call collect or write: Joe Bisanz, 1889 Stanford Ave., St. Paul, MN 55105. (612) 699-0529 after 6:00 p.m.

### TSOA SUPERMARKET

#### The following items are to be ordered from TSOA Leonia

Replacement TSOA Badge .....	\$2.50
TSOA badge, new style .....	\$9.50
TSOA lapel pin, new style .....	\$2.00
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
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
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.

Make checks payable to Triumph Sports Owners Assn.

### THE TRIUMPH NEWSLETTER—for Triumph enthusiasts

(founded 1956)

EDITOR: JOHN F. DUGDALE

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### FINAL ISSUE

TSOA member functions have been taken over by the Vintage Triumph Register. See instructions elsewhere in this issue on how to join VTR.