



Triumph

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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APRIL-MAY, 1975

1975 Outlook for Triumph Racing

GROUP 44 CELEBRATES 10th ANNIVERSARY

Triumph's winning race team develops expanded programme and moves to new enlarged premises

After ten years of preparing four British Leyland race cars in a small shop located in the rear of an industrial development in Falls Church, Virginia, Group 44 has moved their headquarters to a beautiful new facility in Herndon, Va., just two miles from Dulles International Airport, near Washington, D.C.

The old shop had been quite adequate when Group 44 first opened the doors in 1965, but as they expanded their activities and added more race cars, more equipment, and more people, space became a major problem.

With the start of the Jaguar V12 project last spring, the crisis reached a peak. The Jaguar seeming to take up the equal of two Spitfires in size and it became virtually impossible to bring all four cars inside the shop at the same time.

So on February 1st, Group 44 moved to new quarters in Herndon. The new shop offers four-times the floor space and greatly improved efficiency. There are eight service bays, a wash bay, a formal body shop and an engine dynamometer cell complete with Go-Power dyno. In addition to the press, lathe, valve grinder, distributor machine, drill press, magnaflux, and oxy-acetylene equipment brought from the old shop, they have added a band saw, heliarc welder, two metal brakes, a metal roller, and a metal shear to the machine shop. They now have a separate and better organized parts storage area, something there was never room for in the old shop, and improved front office.

In addition to the increased efficiency in the day-to-day race car preparation activities, they now have the facilities to expand into more product research, development, and testing for British Leyland and Quaker State. This also gives Group 44 the potential for commercial operations including customer race car preparation and maintenance, engine building, and a performance parts and accessories business.

P.B.



These portraits of the well known Group 44 British Leyland racing team drivers appeared on the cover of the kit given to press at the May 8 visit to their new Herndon, Va., facility. They are (from top) John Kelly, John McComb, Brian Furstenuau, and Bob Tullius, all of whom have won championships in Triumph cars over the years.

Team leader Bob marked the occasion by stating "Group 44, Inc. was incorporated over ten years ago with one basic philosophy:—the efficient, professional promotion of automobiles and related products through racing and other performance activities . . . the continuing support of our major clients, British Leyland and Quaker State, also attests to that philosophy, and our ability to implement our ideas."

Inauguration of the new building attracted not only the Washington, D.C. area press but also a party of auto editors who flew down from the New York area.



Group 44's new facility, front view. A Corvette seems to have crept in with the TR7, MGB/GT and Marina.

1975 Outlook for Triumph Racing

Group 44 heads for Mid-America Raceway near St. Louis the weekend of May 17/18 for their first SCCA National of the 1975 season. After MAR, Group 44's schedule will be as follows:

- | | |
|----------------------------------|-------------------------------------|
| June 7/8—Nelson Ledges, Ohio | Aug. 9/10—Watkins Glen, N.Y. |
| June 21/22—Summit Point, W. Va. | Aug. 16/17—Lake Afton, Ka. |
| July 4/5—Lime Rock, Conn. | Aug. 30/31—Lime Rock, Conn. |
| July 12/13—Brainerd Intl., Minn. | Sept. 6/7—Nelson Ledges, Ohio |
| July 19/20—Mid-Ohio, Ohio | Sept. 20/21—Indy Raceway Park, Ind. |
| July 26/27—Nelson Ledges, Ohio | Oct. 31/Nov. 2—Road Atlanta CRRC |

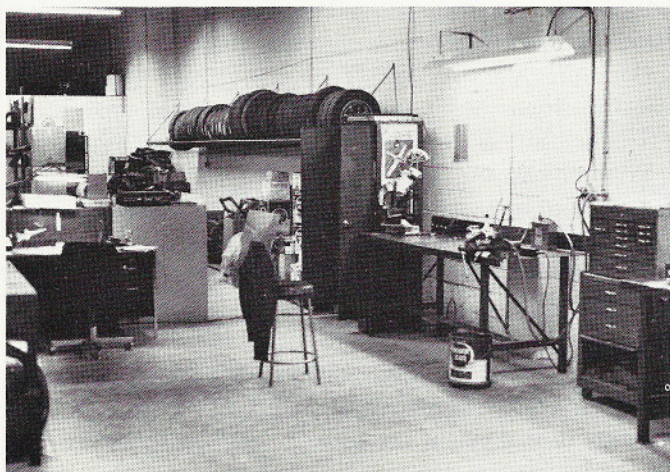
[LATE NEWS: At St. Louis, May 17-18, Group 44 gained three Firsts, with Bob Tullius (Jaguar V12) BP, John McComb (TR6) DP, and Brian Fuerstenau (MGB) EP.]

John McComb will be back in the driver's seat of Group 44's only Triumph this year—the TR-6. For years the TR-6 has competed successfully against the Datsuns and Porsches in C-Production, but for 1975 the rules have been changed. The TR-6 has been re-classified as a D-Production car, and will be equipped with the two 1 $\frac{3}{4}$ " standard equipment Stromberg carburetors rather than the Lucas mechanical fuel injection.

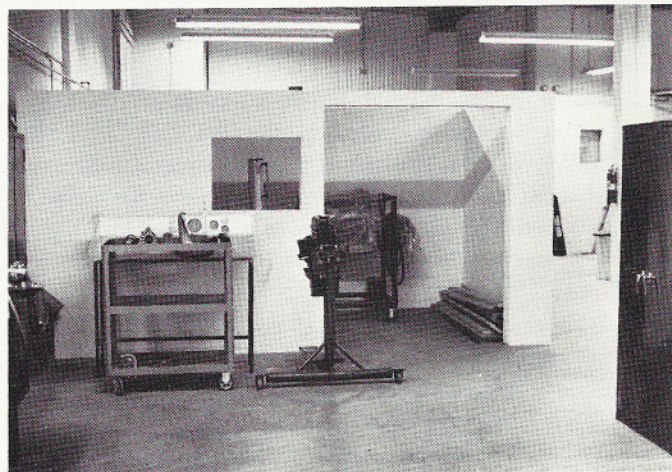
The combination of McComb, who has a great deal of experience in D-Production having driven Group 44's GT-6 to ten National wins in '73, and the 2 $\frac{1}{2}$ litre TR-6, with its strong engine and superb handling and braking, should be extremely competitive against the D-Production Jensen-Healeys, Porsches, and Datsuns.

After driving Triumph Spitfires for the past six years, John Kelly is switching to Group 44's newest race car—a 1975 MG Midget 1500. The Midget is powered by the same engine as the Spitfire, and competes in F-Production, a class Kelly is very familiar with, having won National titles in 1970 and 1973. Triumph Spitfire will be well represented, however, as Kelly's main competition will come from such prominent independent Triumph drivers as Pete van der Vate, Ken Slagle, and Rick Cline.

The rest of Group 44's line-up includes Bob Tullius back at the wheel of the B-Production V-12 Jaguar that he drove to a second place finish and new lap record at the Atlanta run-offs in it's first year of competition. Also Brian Fuerstenau will again be piloting the Quaker State MGB that carried him to an E-Production National Championship in '73, and second place and a new track record at Atlanta in '74.



This is Brian Fuerstenau's (chief engineer and partner in Group 44) own work space.



There are many new improved facilities, including engine dynamometer (not completely installed in this photo).

TRIUMPH'S INDEPENDENT CHAMPION

Rick Cline—one-man race team—prepares three Triumphs for his 1975 racing

[Just to keep his hand in, Rick Cline early in May won a somewhat offbeat victory in the 1975 "Cannon Ball Baker Sea-to-Shining Sea" race, driving a Ferrari Dino from New York to Redondo Beach at an unmentionable average speed.]

Of all the sports car racing drivers in the U.S., Rick Cline of Gainesville, Fla., may be the hardest working. Over the past two seasons, Cline, 35, has regularly raced three different Triumph sports cars in three Sports Car Club of America classes and has won three successive SCCA National Championships.

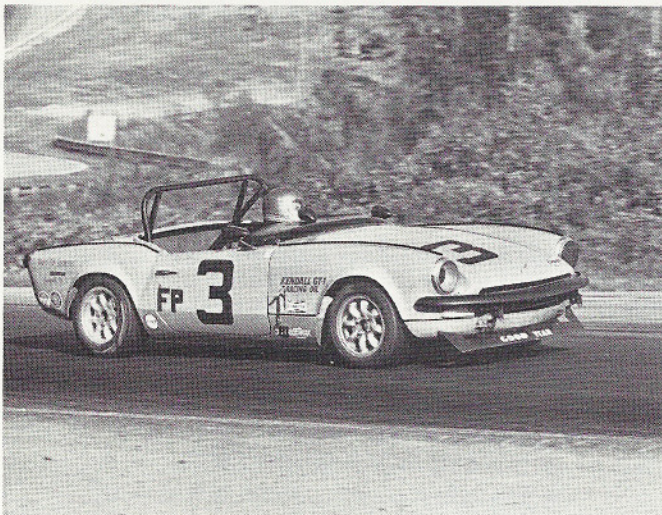
In 1973, Cline became the first driver in SCCA history to qualify three production sports cars for the club's championship run offs which are held yearly at the Road Atlanta race track near Atlanta, Ga.

Cline, who is virtually a full scale racing team all by himself, this year heads a four car, three driver team,

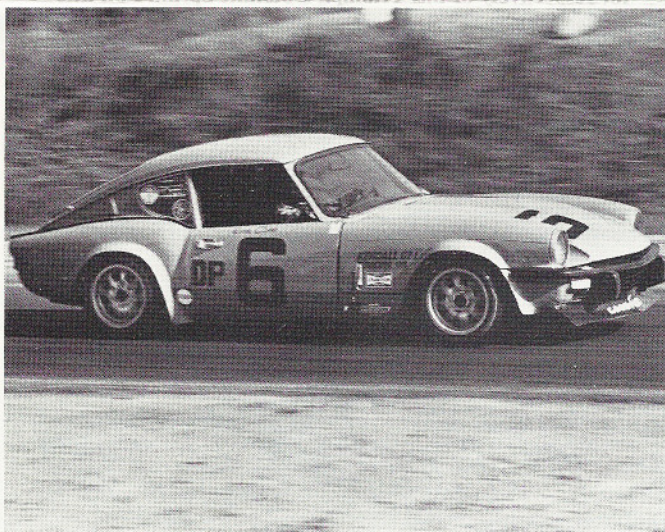
called RC Racing. Cline is driving the 1300 cc Triumph Spitfire with which he won the F-Production SCCA National Championship in 1974 along with the D-Production Triumph GT-6 in which he finished second in the championship run-offs. Cline is presently preparing a brand new 1500 cc Triumph Spitfire, the latest model, for F-Production and expects to finish the season behind its wheel.

Rob Hoskins of Winter Haven, Fla. is handling the older model Spitfire with which Cline won the championship in 1972 and Rodger Cook, also of Gainesville, is piloting a Triumph Vitesse in class B Sedan. An unofficial fourth member is Jack May of Gainesville, who is competing in F-Production in a Spitfire.

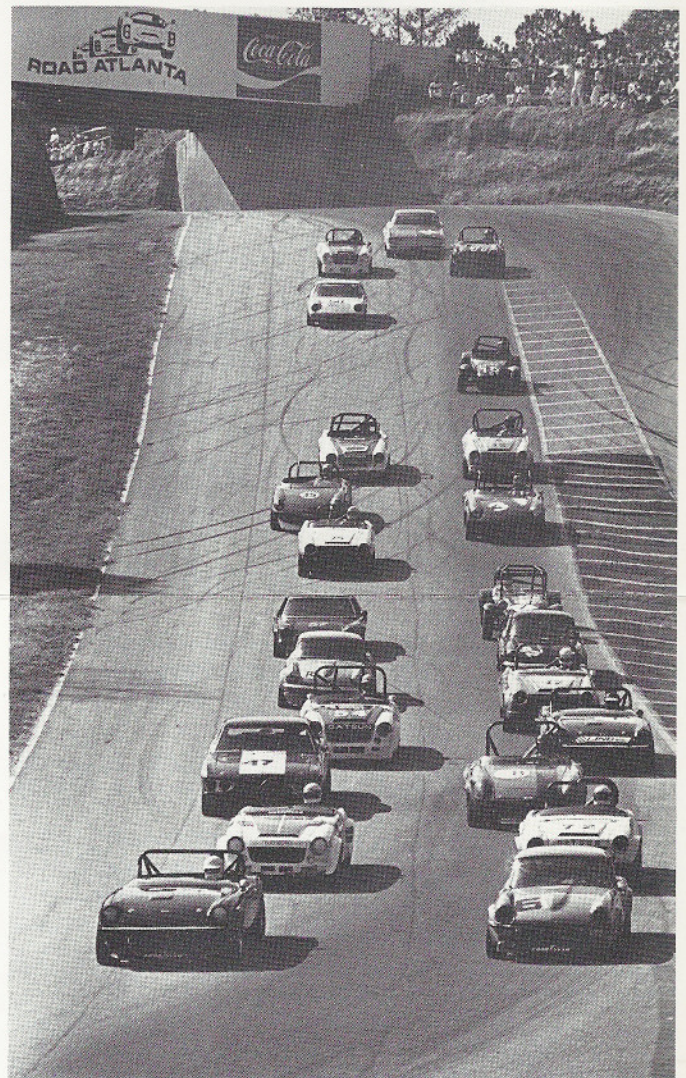
When he's not out on the race track, Cline is fabricating competition parts such as super hot cam shafts for other Triumph drivers in his role as co-owner of Sports Car Specialties, Inc., of Gainesville. He estimates that 40 to 50 Triumph racers are using components he's supplied.



This is Rick in his 1300cc MKIII Spitfire (F-Production), with which he won his national championship last year.

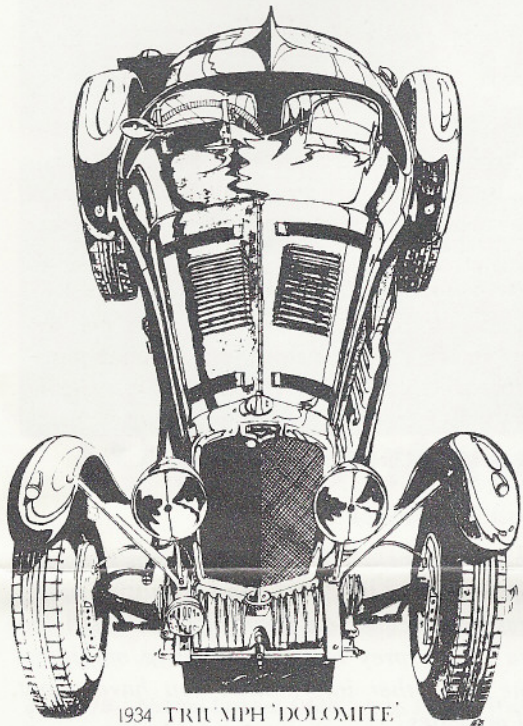


And here's Rick again in his GT6 (D-Production), in which he placed second in class at Atlanta.



A great photograph of the D-Production race start at the 1974 Atlanta championships. Outside car in Row One is Rick Cline's GT6, which was only beaten in a field of 23 by Lee Mueller's Jensen Healey, in the pole position.

CLUB NEWS



1934 TRIUMPH 'DOLOMITE'

Pre-1940 Triumph Club in England

This nice sketch of the legendary 1934 Triumph Straight Eight Dolomite is from the newsletter cover of the Pre-1940 Triumph Owners Club based on Cheltenham, England.

We had appealed to them for news of their big annual event last year called National Triumph Day but none got through. But their newsletter is an interesting one. They have scooped us by finding in Florida a pre-war Triumph 11.9 with Aston Martin Ulster body. The chassis is from a Gloria 12 series and the engine from the rare CX series. Now the owner wants a Triumph body and an Aston Martin chassis!

New Georgia Club Has First Meeting

Rick Grodzicki, leading light of the new Triumph owners club forming in Georgia, tells us that they held their first meeting March 5, with twenty five enthusiasts attending. He asks that anyone interested in joining him should write or telephone: Rick Grodzicki, 846 Dunleith Court, Stone Mountain, Georgia 30083. Telephone: 658-5105 (day), 296-4317 (night).

North New Jersey Rally Results

Here are the results of the April 18 Easter Egg Escapade Rally of the Triumph Sports Car Club of New Jersey. Among finishing Triumphs these were the leaders.

1. Keith Tanski/Marianne Grasso (TR6), West Paterson, N.J.
2. Jim Bailey/Barbara Bailey (TR4) Rahway, N.J.
3. Frank Suttin/Kent Potter (TR6) Wallington & Westwood, N.J.

ENGLISH GIRL RACER: This is Gillian Fortescue-Thomas, 26 year old farmer's wife and racing driver from Devon, England, who not only drove a Triumph Dolomite Sprint at Silverstone in April but is now competing in the British Touring Car Championship. Gillian is also a successful point-to-point race horse rider.



ENGLISH DOLOMITE RALLY EXPERTS

Shown above with their latest rally car are Brian Culcheth (left) and Johnstone Syer, professional driver and navigator respectively of this Triumph Dolomite Sprint. Full title is the Team Unipart—Castrol Dolomite Sprint Group I, since Castrol Oil has again linked up in England with British Leyland's rally team, supported also by the BL Unipart organisation. A full program of RAC championship rallies is being undertaken for 1975. The popular Brian and Johnstone came over to the USA and Canada last year for the ill-fated Press-on-Regardless rally, entering an Austin Marina. The Triumph Sprint sedan is not marketed in the U.S.

News from the Northwest

Roger Brown of the Tye Club based on Seattle writes Triumph Newsletter as follows:

"We are all still alive and active out here in the rainy Pacific Northwest, with webs between our toes and umbrellas in our hands. We even held an election for the 1975 officers of Tye Triumph Club. The results were:

President: Duffie Lowery

Vice-President: Paul Holmquist

(Continued)

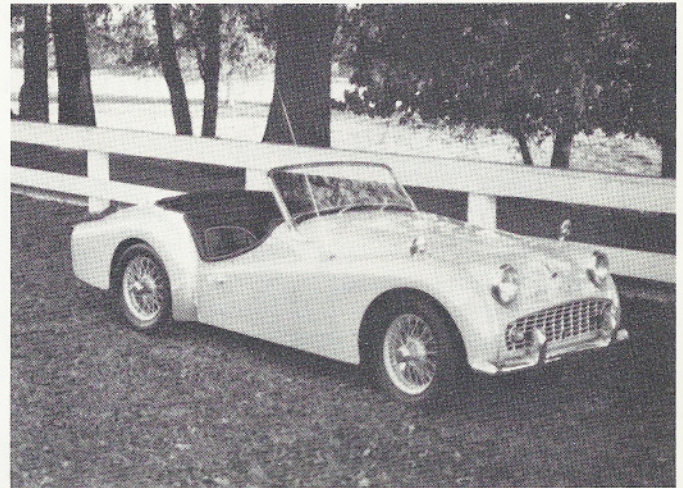
Club News (Continued)

Secretary: Annie Brown
Treasurer: Charlie Campbell
Board Member-at-Large: Bruce Barnes

"In addition, the 1974 president and vice-president, who automatically became carry-over board members, are Ira Sleasman and Jack Rusden, respectively. Garry Garber is the Competition Chairman, Patty Woock is the Newsletter Editress, and Roger Brown is the Tour Director.

"The sports car community, and especially Tyee, is planning a very busy year with autocrosses, rallies, tours, etc. Just because this year's Porsche Parade is being held in the Seattle area is no reason to ignore the rest of us either."

—Roger A. Brown



A careful TR3 restoration (see letter).

TR3 West Coast Restoration Job

"Enclosed is a picture of a '59 TR3 that I am restoring (slowly). Not everyone on the West coast is putting mags, wide tires, flares and lacquer on their TR3's, though too many TR's are falling prey to unappreciative modifiers. Please send me any other information you have about your Club and activities."

—Nate Pauls, Reedley, Calif.

(We recently enrolled Nate Pauls in TSOA. He seems a good candidate to join a local California Triumph club too—Ed.)

100,000 Miles Plus by TR6

"I thought I'd drop you a note and let you know that I enjoy your informative Newsletter. Enclosed you will find a snap shot of my 100,000 plus (miles) 1969 TR6. My father is in the autobody repair business and we recently spent some spare moments on refinishing my TR. After sanding, priming and sealing we applied several coats of Florentine lacquer.

"The installation of a roll bar was next and then we installed a new black top. Besides the exterior work, the engine, which now has 3000 miles was professionally remanufactured, assembled by me and Dyno-tuned. After

LETTERS TO THE EDITOR

Enthusiast from North Hollywood

"Keep up the good work in your newsletter. I now own a TR4A, after recently selling my 1973 Spitfire 1500, which got 30+mpg."

—Pat Salter, North Hollywood, Calif.

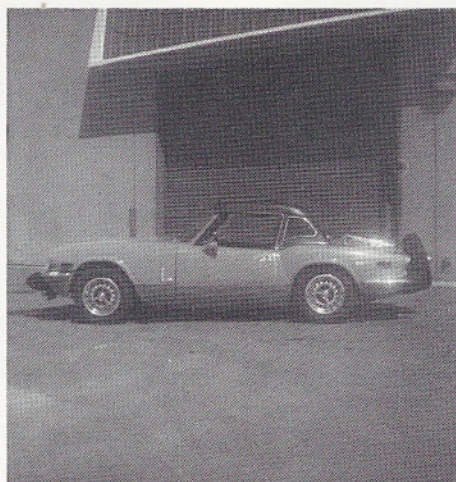
(Pat makes quite a hobby evidently out of classic Triumphs because he's also advertising TR3A parts in Classified (see page 18)—Ed.)

Continental Spitfire

"Is this a Triumph? It sure is. My '74 Spitfire with some of the accessories installed—Hard top, Luggage rack, Continental kit, Wheel spinners, Fog lights, Dual ignition, Compass, and Burglar alarm—and more to come. Note TSOA badge. One question? Is there a competition preparation manual for the '74 Spit?"

—William J. Drapeau, Lemoore, Calif.

(For current availability of competition manuals, see TSOA Supermarket, page 18.—Ed.)



A California customised—1974 Spitfire by Bill Drapeau of Lemoore.

Letters to the Editor (Continued)



This 6-year-old TR6 looks great after 100,000 miles.

installing a new clutch assembly attention was also given to the exhaust, hydraulics, driveline and suspension systems. The front bumper was removed for foglight mounting, allowing for proper light adjustment and hood opening. My TSOA badge was mounted on the license plate. I am both proud of owning a Triumph and being a TSOA member."

—David J. Salton, Cohoes, New York

CLASSIFIED

FOR SALE

TR4—for autocross/time trials. Competition motor, F cam, sway bars, 4.56 locked rear, overdrive, Koni shocks, J.A.P. wheels, Good-year slicks, lowered with flair fenders, competition clutch, lightened flywheel. Set up for flat towing with free wheeling hubs. \$1200 or offer. **Ciro D. Casa, (212) 386-3264.**

1972 Triumph TR6, only 1078 miles. Black hardtop, quartz driving lamps, PL700 headlamps, luggage rack, Abarth exhaust, Koni shocks, competition rear sway bar, AM/FM, wood wheel, competition seat belts, etc. British racing green/black. Gorgeous condition. Make offer to **K. Haverly, P.O. Box 293, Flint, Mich. 48501.**

1958 TR-3 completely overhauled, new interior, new top, majority of body work completed, new tires. Excellent running condition, 75% restored. Best reasonable offer accepted. **John M. Ratelle, P.O. Box 686, Soledad, California 93960.**

TR-4, full race prepared, fast and reliable, excellent condition. Will deliver. \$995. **Ciro Casa, 1701 Woodbine St., Ridgewood, N.Y. 11227. (212) 386-3264.**

Have very nice original low mi. '64 TR4. Will take lesser TR5 or MGs on trade. **Bob Snyder, 1975 Michigan Ave., Olean, N.Y. 14760.**

SPARE PARTS

TR6 Factory hardtop with all mounting hardware. Imperial blue w/white interior. \$350. **David Southerlin, P.O. Box 511, Wilmington, Vt. 05363.**

TR-6 parts—black conv. top, good condition. \$25; valve cover. \$10; coil (HA-12) \$5; air cleaner assembly. \$10. **Jim Freyler, 2521 N.W. 87 Ave., Sunrise, Fla. 33322; (305) 735-1980.**

TR-3 Front fenders, aprons, grilles and front and rear over rider bumpers. (All brand new) Need 6 or more people to order. About \$300 a set. For information call or write **Mitchell P. Buckley, 1168 Oxford Rd., Cleveland Hts., Ohio 44121 (216) 382-4784.**

Surrey top on 1964 TR-4. Am asking \$200 for top & body. Top in excellent shape. Also have a 1962 TR-3, engine good, body has rust areas—\$350. Have a lot of parts for TR-3. Body & other parts—extra engine, trans.

Late model TR 3-3A doors, top and misc parts. Also TR 3A engine and trans., make offer. **Patrick M. Salter, P.O. Box 4702, North Hollywood, Cal. 91606 (213) 763-4768.**

Low-mileage 1970 GT6+ for parts. Write your needs. **Ted Schumacher, RD 1, Pandora, Ohio 45877. Phone (419) 384-3033.**

New left front fender for TR4, wire wheel for TR6. Parting out 2 TR3s. **Richard Lauger, Box 89, Spring Creek, Pa. 16436.**

TR3 Parts—Have 4 which I am parting-out. Contact **Robert Saville, 904 Fifth, Lacon, Ill. 61540. Phone (309) 246-8451.**

67 TR4A—IRS—Frame and body, all TR4 body panels, 62 TR4 frame and body, IRS TR4 rear & axles, Spitfire and TR4 trans., Spitfire and GT6 engines, windshields and many other parts. Contact **Garry M. Ford, RD1, Box 27, Blue Ridge Summit, Penna. 17214. Phone (717) 794-2203.**

WANTED

For '70 Spitfire MK III. Right door w/blk upholstery, center dash panel (3-pc. dash) w/instruments, rear reflector base, also roll bar, street. **Gary Bowman, 7649 State St., Watertown, N.Y. 13601.**

1968 TR-250 or 1969 TR-6 must be in good overall shape. Write **R. Ericsson, 164 West 5th St., Erie, Pa. 16507** stating condition and price or phone (814) 459-7909.

Needed, TR4 trans, preferably overdrive, intake manifold, and pr. of carbs, SU or Strombergs. Will trade or buy. **Bob Snyder, 1975 Michigan Ave., Olean, N.Y. 14760.**

TR3 Front Bumper. **Robert Saville, 904 Fifth, Lacon, Ill. 61540. Phone (309) 246-8451.**

TR6 Disc wheels w/trim (4). Also Triumphs in need of repair—prefer TR3, TR4, Spitfire, early GT6. Will consider any. Contact **Garry M. Ford, RD1, Box 27, Blue Ridge Summit, Penna. 17214. Phone (717) 794-2203.**

Factory type 2-piece hardtop for TR4, 4A or 250. **Leon C. Schegg, P.O. Box 1356, Tahoe City, CA 95730.**

Triumph Herald Courier Van. Anything considered, prefer solid, straight car, mechanics not important. Reasonable price. Might consider Herald Estate Wagon instead. Description and price in first letter. **Andrew Mace, Thais Road, RD1, Averill Park, N.Y. 12018.**

Detroit Locked Rear End (or any brand that can be used) and competition rear leaf springs for a 1964 Triumph TR4 solid axle. Call **Glen Holloway at (303) 471-2174 or (303) 636-1333.**

Starter motor for TR2/3—rear mount type. Write **C. R. Klemmer, 152 Delp Rd., Lancaster, Pa. 17601.**

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
Triumph Automobile Association badge	\$2.50
GT-6/2000 Competition Preparation Manual	\$2.50
TR-4/TR-4A Competition Preparation Manual	\$2.50
SPITFIRE Mk-I-II-III Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual	\$2.50
GT-6+ Competition Preparation Manual	\$2.50
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	\$.50
British Leyland Competition Stickers, Mylar	3 for \$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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