



TRIUMPH

T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 18, NUMBER 12

DECEMBER, 1972

Best Wishes for 1973!

ARRC Victory to Rick Cline, GP Tullius, Fuerstenau, Have Classic Battles for Second Place



National GP Champ, Rick Cline

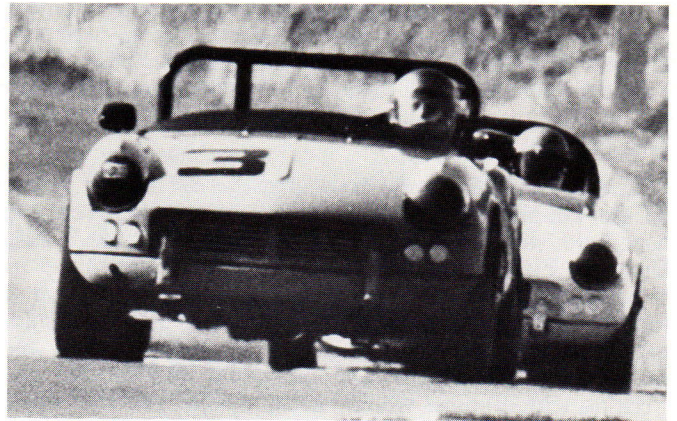
Five years of racing effort paid off at the 1972 American Road Race of Champions for Rick Cline of Gainesville, Fla. Rick, who races two Triumphs on the Southeast Division National circuit, won the G Production championship in his Spitfire with a margin of 3.8 seconds. Starting from the pole, he led all the way and became the second Spitfire driver in a row to claim the GP honors. Last year's

champ, Marshall Meyer, Livermore, California, raced in FP this year, finishing third in a Spitfire Mk IV.

Rick, who also qualified in DP with a GT-6 Mk 3, has been running a Spitfire for 3 years. His life is devoted to cars in business and weekend pleasure. His service shop in Gainesville handles many types of imports but Triumphs have a special place.

1972 was the second year of disappointment for the Spitfire drivers as an MG Midget once again led from start to finish for the national FP championship. This time, it was Jon Woodner leading while '71 champ Larry Campbell was 2nd. A strong third place finish was registered by Marshall Meyer in his first year in a Spitfire Mk 4.

The F race was run in light rain with a very wet track and the Triumph favorites, Ken Slagle from Harrisburg,



Cline leads Tom Luking's Spitfire. Luking DNF'd.

Pa., in a Mk 3 and Group 44's John Kelly in a Mk 4, never really got close to the inspired leaders.

DP was another story altogether. Run in cold but dry weather it was obvious in advance that it would be a three-way fight. On the Triumph side, two GT-6 Mk 3s, one driven by Don Devendorf of Los Angeles for Kastner-Brophy, Inc., the other by Brian Fuerstenau for Group 44. Number three in the bunch was Bob McQueen, last year's winner, in a Datsun 2000.

For the first few laps, it was anybody's race. Then, Devendorf retired, leaving Fuerstenau to swap the lead with McQueen on nearly every lap right down to the finish. For the third year in a row, it was GT-6 vs Datsun. In 1970, the Datsun driver was Jim Fitzgerald and his antagonist Carl Swanson in the Kastner prepared car. That year Carl finished second on three wheels, losing his left rear on the final lap coming downhill to the finish line. In '71,

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ARRC VICTORY TO RICK CLINE

(Continued from page 1)

it was Devendorf racing down to the wire finishing inches behind McQueen.

We have to report that, despite running a flawless race, Fuerstenau had to be a reluctant 2nd to McQueen this year. On the next to last lap, McQueen had a lead of several car-lengths and looked a certain winner. However, Brian was catching him all round the course and, on the straight, pulled up right behind him. Under the bridge and down the final hill he made the final effort to pass and finished right on the Datsun's bumper with two wheels in the red Georgia dirt.

The last Triumph race of the ARRC weekend was C Production and again it was TR vs Datsun with a Porsche 914/6 or two thrown in to spice the conflict. Bob Tullius, fresh from breaking records at Silverstone and now fully recovered from injuries suffered early this year, set out in pursuit of Bob Sharp's 240Z. The Datsun had an edge on the straight but the TR-6, set up to absolute perfection by Brian Fuerstenau and the Group 44 crew, was superior in cornering.

Tullius drove the race of his career, passing Sharp regularly and leading the race on several laps. His tactics in turn one at the end of the pit straight were a heart-stopping demonstration of how to handle a racing car and it was obvious that he was perfectly in command of the TR-6.

But, the Datsun's horsepower advantage finally won out and Bob, easing his pace late in the race to save the car, finished 2nd, less than four seconds behind. Other TR-6 finishers included Carl Swanson in the Kastner-Brophy car, in 6th place and Stan Trumbower, Midwest CP champion in 11th.

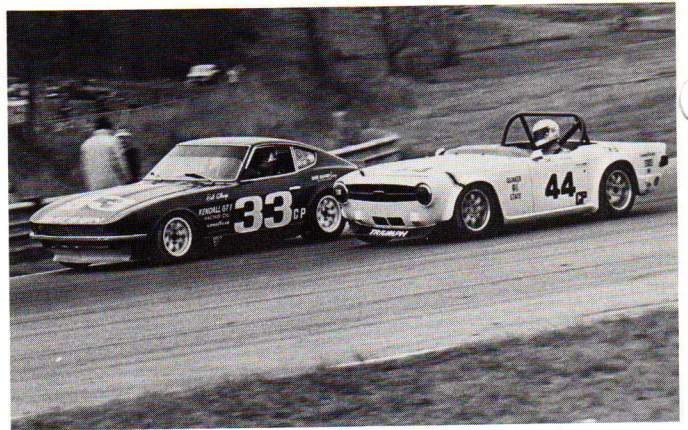
The 1972 ARRC was, hopefully, the last one to be run on the Thanksgiving weekend. In the years the event has been held, no matter what the location, Riverside, Calif., Daytona, Fla. or Atlanta, the weather has seldom lived up to predictions or expectations. The end of November is too late and the SCCA is now considering plans for holding the ARRC a few weeks earlier to avoid the cold and rain which accompanied the '72 event and the ice and freezing temperatures which has hampered previous ones.

The TSOA offers congratulations to the Triumph drivers who competed this year and wishes all the best for the '73 season to everyone racing a TR.

SCCA ANNOUNCES SHOWROOM STOCK SPORTS CAR CLASS 2 TRIUMPHS ELIGIBLE

Following the success of the Showroom Stock Sedan category, established at the beginning of the 1972 season, the SCCA Board of Governors has established a Showroom Stock Sports Car class to be run under generally the same rules. The following models are recognized for competition: Fiat 124, MGB and MGB/GT, MG Midget 1275, Triumph Spitfire 1500, Triumph GT-6 Mk 3 and VW Karmann Ghia. There now, we've told you what the '73 Spitfire will be!

The new SSSC class will race with the SS sedans but for separate trophies. Only current year and one-year-old cars are eligible so unless you have a '72, you'll have to buy a '73!



Tullius makes a try at passing Sharp in turn one.



Fuerstenau is ahead of McQueen here . . . the Datsun's victory margin was no larger.



The Spitfire FP group splashing through turn one. Slagle #1, O'Connor #19, Kelly #4.



SCCA and race officials drove Spitfires provided by British Leyland.



He made it! Tullius led the CP race several times, only losing to the 240Z by 3.8 seconds.



What it's all about — Bill Bartlett on a victory lap at Lime Rock.

TR-4 IS NO. ATLANTIC CHAMP

It can happen! A TR-4 can be happy as the D Production North Atlantic Road Racing Champion. After racing only a couple of races a year to keep his license Bill Bartlett of New Milford, Connecticut began the 1972 season at Lime Rock April 29 and by sliding by another Triumph in the last lap took his first win in the no. 9 car.

By May 21 Bartlett had two more wins on record as well as sponsors—Continental Brakes and Mark Imported Auto Parts, Inc. were to pay for entry fees and some parts. Racing all season suddenly seemed like a great idea. Even though overdrive problems at Thompson in June and July resulted in 2 fourths and a fifth at the Lime Rock Fourth of July National, another win at Lime Rock on July 22 gave the Triumph driver and crew hope for the remainder of the season. In August, however, the overdrive caused problems again to hold no. 9 to a third and fourth at Lime Rock and a second at Bridgehampton — disappointing because only two cars started.

Back at Thompson on September 9 the TR-4 had its first and only DNF of the season with the engine blowing in practice. Finishing 13 of 14 races is pretty dependable. Ask any of the competitors. Checkered flags remained elusive, but three more seconds at Lime Rock and Bridgehampton clinched the championship title to end a fun season on October 14 at the CAR AND DRIVER Challenge. Yes, racing in a TR-4 can be fun!

RECORD NOVEMBER SALES

Retail sales of Jaguar, Triumph and MG models were nearly 10 percent higher this November than in the same month a year ago, it was reported by British Leyland Motors Inc. which markets the cars in the U.S.

The sales figure for the three makes combined was 3,764 in November 1972 and 3,435 in November 1971.

Biggest sales gainer for the period was Triumph with 1,442 sales, a 14 percent gain over November 1971. This was the best November ever recorded by Triumph. The previous high mark was set in 1959.

SERVICE BULLETIN

A few TR-6 vehicles have been fitted with an AC Delco Alternator, part number 218042.

This unit is interchangeable with the Lucas Alternator type 17ACR, part number 23635/R providing it is exchanged as a complete assembly.

In order to do this, the Lucas pulley, part number 54200433 and cooling fan, part number 54217652 is required.

Harness connections are the same for both the Lucas and AC Alternators.

SPITFIRE RECALL

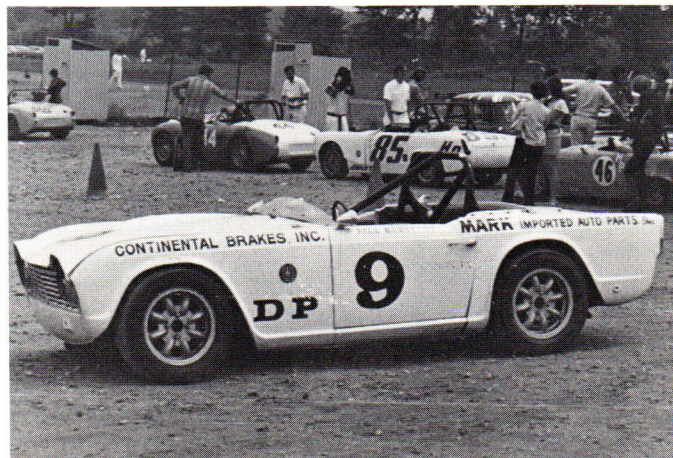
British Leyland Motors Inc. is recalling one hundred and eleven of its 1972 Triumph Spitfires for a check of the rear universal joint carrier.

The possibility exists that a part of the carrier can fracture. This would result in severe vibration and possible universal joint failure. Only cars made in July and August of 1972 are in question.

OLD TRIUMPHS NEVER DIE

They just go away and win — The Pennsylvania Hill-climb Association Championship.

Congratulations to Vincent Hock, Marc Gerstein and Dennis Hall, who finished 1st, 2nd and 3rd respectively in 'E' Production II driving their Triumph TR-3s and Bob Snyder and William Sia who took 2nd and 3rd in D Production in this hotly contested series!



What a well-prepared TR-4 should look like after passing tech.

CLASSIC CAR MUSEUM

8th November 1972

Triumph Sports Owners Assn.

Gentlemen,

Please find enclosed a brochure of the Classic Car Museum, Victoria, Canada. We read of your car club and feel that our Museum contains many cars in which your members would be interested.

The collection of over 40 cars is valued at around \$1,000,000 with a handsome setting of antiques and car accessories. The display includes wax figures of the Royal Family, famous political dignitaries and film stars; for instance, Clark Gable can be seen in his '41 Bohman & Schwartz super 8 Packard.

We would be pleased to forward you a greater number of brochures for your members and to offer special rates: car club members and families, 75 cents each, with 10 or more people; individuals \$1.00 with membership card; normal year round rate \$1.50 for general public.

Classic Car Museum
813 Douglas Street (at Humboldt)
Victoria, British Columbia

Yours very truly,
Murray Gammon.

Roger D. Clay - Apt 9
1039 Chipeta Avenue
Grand Junction, Colorado 81501

Dear Mr. Cook:

Colorado is a beautiful state and I have re-explored the many areas I visited in my youth. In the year of ownership of the TR-6, I have traveled some 20,000 miles in all types of weather — as can be seen in these photos. The TR-6 is complete with wire wheels, overdrive, Michelins, and for winter use, a fiberglass hardtop and tire chains. These options make the car live up to its designation: Touring Roadster. Winter use is fantastic with no difficulty in Colorado's plus 12,000 feet high mountain passes. Summer use finds the car happy at 60MPH giving an average of 35MPG for trips and a cruising range of over four hundred miles!!!

sincerely,
Roger D. Clay



This shot of Roger Clay's TR-6 was taken in December 1971 during a drive from Grand Junction to Denver over Vail Pass (10,600 ft) and Loveland Pass (11,900 ft). Photo taken at Clear Creek Pass about 30 miles west of Denver. Note the fiberglass hardtop and lack of either snow tires or chains.

CLASSIFIED

ITEMS FOR SALE

1(one) nose piece with small grille for circa 1957 TR-3. Grille excellent, nose sound. One complete third member, hub to hub and with springs, even yet 1(one) pair white side curtains, fair shape. 1(one) diff. cage. 1(one) windshield good condition. Two(2) heaters. A few doors, various other miscellaneous parts. Paul W. Cranston, 951 W. 43 St., Houston, Texas 77018 (713) 686-8054.

Many new parts for out of production Triumph sports cars and sedans. Everything from early Herald to TR-250. New Judson Supercharger for TR-3 or TR-4. Write or call after 6:30 p.m. Bill Boemler, 9103 E. Milton, Overland, Mo. 63114 (314) HA 8-4877.

Triumph TR-3, restored, immaculate. Small grille front, radials, all-synchro trans., etc. Has been garaged for the past year. Everything has been done from the ground up. Roll bar, wooden dash, wire wheels . . . Christopher W. Traugher, 6633 Trigo Road, Goleta, California 93017 \$1,000 firm.

TR-2000 new short block disassembled, balanced and O-ringed, \$125. 1(one) new TR-6 cylinderhead, \$125. 1(one) new GT-6 intake manifold, \$20. TR-3-4-4A intake manifolds, used, \$12.50 each. TR-3-4-4A tonneau covers, used, \$15 each. TR 4A seats, good, used \$40 each. Dick Stockton, 556 Davisville Road, Willow Grove, Pa. 19090 (215) 659-1690.

ITEMS WANTED



Parts for early post-World War Two Standard 8 drop-head coupe. Anyone else have a Standard? J. L. Killian, 322 Butterfield Hall, University of Rhode Island, Kingston, R. I. 02840

1(one) TR-4A ('67) tonneau, prefer black. C. Suske, Box 60, Fairfield, Maine 04937 (207) 453-2200.

Set of Triumph TR-3 racing windscreens, and set of TR-3 aluminum finned brake drums. Jon E. Hardgrove, Route 2, Box 551B, Lot 108, Cape Girardeau, Missouri 63701.

Front bumper and uprights to fit a 1960 TR-3A. Bumper and uprights must be perfect or straight and able to be re-chromed. Also a set of headlight trim rings. John A. Taylor, 14 Miner Street, Greenfield, Mass. 01301.

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	\$1.00
TSOA Handbook, 2nd Edition	\$2.00
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual	\$2.50
TR-4/TR-4A Competition Preparation Manual	\$2.50
SPITFIRE Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual	\$2.50
GT-6+ Competition Preparation Manual	\$2.50
Complete list of Competition Parts for all Triumphs	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

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

Please make checks payable to Triumph Sports Owners Association.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N. J. 07605. TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 membership in the Club.

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