



Triumph

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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SPITFIRES WIN TWO NATIONAL CHAMPIONSHIPS AT ATLANTA



The F-Production field on the pace lap. John Kelly, the winner on the pole, Ken Slagle (No. 1) next, Rick Cline in No. 9 and Gary Ouellette in No. 2. It was a great Spitfire day.

A COMMENTARY ON HOW THE TRIUMPH RACE DRIVERS FARED

AFTER two years mostly out of the luck, Spitfires made a triumphant comeback at the 1973 Champion Road Racing Classic, winning both F-Production and G-Production national championships of the SCCA.

Weather made a comeback too. For three years, leads on stories about the annual Championship event at Atlanta, Ga. have included the words "rain" and "chilly" or even "fog and ice". 1973 had rain, true. But it spoiled only one day of qualifying. Otherwise, it was dry, if not clear, and the three racing days were all sunny and warm.

Day 1 was Friday, Nov. 2nd. Rick Cline, 1972 National G-Production champion, was gridded eleventh, hardly a spot for the reigning driver to hold. But, he looked cheerful. Two laps into the race, he passed the leaders and went on to stretch out a 23.5 sec. margin, averaging 84.18 mph. For the second year in a row Rick would be taking the G-Production honors home to Gainesville, Fla.

The new lap record 1 min. 45.6 sec. did not go to the champ . . . it went to the Spitfire of Tom McCarthy, Santa Clara, Calif.

Second in G-Production went to an MG Midget driven by Tom Tuttle. Third, however, also went to a Floridian,

Rob Hoskins of Winter Haven, a team-mate of Cline's. It was a fine drive for Rob who is newly-returned to Triumph competition after several years' absence.

F-Production was set for after lunch on Saturday, Nov. 3rd. The starting grid resembled a Triumph showroom with Group 44's John Kelly on the pole in a '73 1500, followed by Ken Slagle in a Mk 3, Rick Cline's Mk 3 (Rick's the one with *three* cars qualified), Gary Ouellette's Mk 3 and then 1972 champion Jon Woodner in an MG Midget.

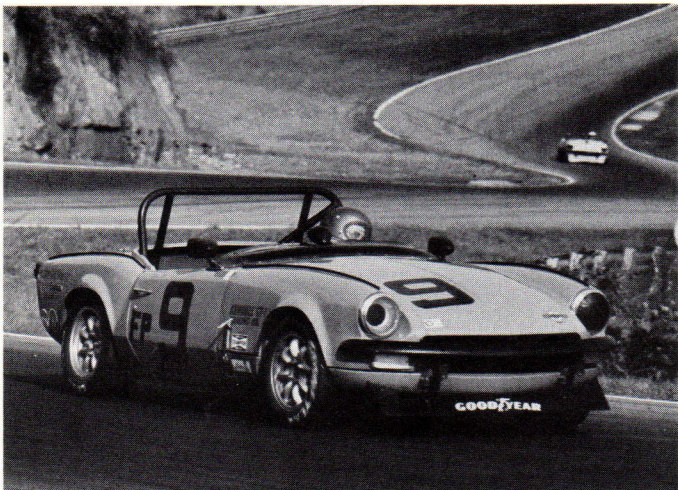
Kelly stormed away from the flag and ran the sort of race that proves the merits of a new car. The 1500 would appear to be the one to beat next year. Cline, driving with the same smooth dexterity that had characterized his Friday victory, came in 2nd with Ken Slagle 3rd. Battle of the day was for 4th, between Woodner and Larry Campbell in another Midget, Woodner ending up ahead.

John Kelly, a superb driver, now owns the F-Production lap record at Road Atlanta at 1 min. 41.6 sec., actually .11 sec. slower than his qualifying speed. Race average, 88.61 mph. Lead, 18.1 sec. Good job for John.

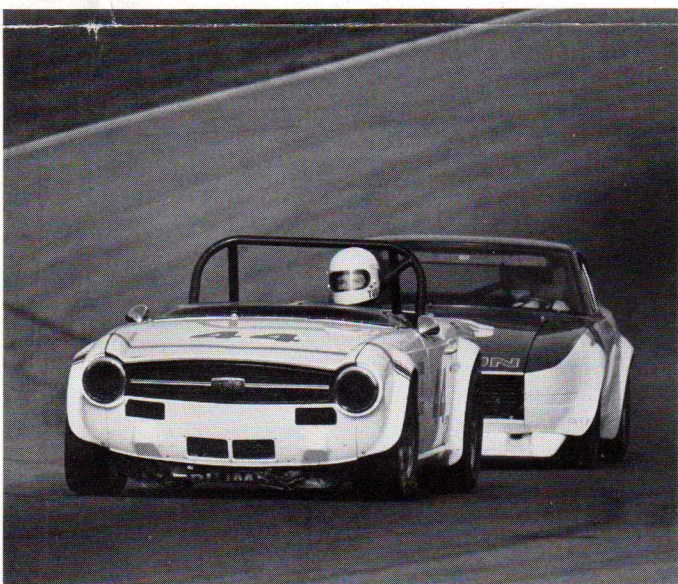
Was there a Triumph in E-Production? Yes, Louis Gigliotti of Geneva, N.Y. Though a non-finisher, Lou's right-hand-drive green and yellow beast looked good and was by no means last when he retired with a great deal of smoke from the back.

Let's spend a moment with B-Sedan. An unusual place

Continued on page 2



G-Production winner Rick Cline also placed second in F-Production with this Spitfire MK3.



Bob Tullius had a battle with Logan Blackburn in the 240Z during the C-Production race but was forced to retire with brake failure. His spoiler was the victim of an off-course excursion



John Kelly won F-Production with an 18-second lead and took a well-deserved victory lap with friend Winifred.

NATIONAL CHAMPIONSHIPS (Continued)

(continued from page 1)

for a Triumph in SCCA racing but, this year, two Vitesse 2-litre sedans have been running in the farthest opposite corners of the country. One, from Seattle and driven by Mike Rockett, won the Northern Pacific championship. The other, handled by Roger Cook of Gainesville, Fla., and prepared at Rick Cline's shop, was second in Southeast. Racing together most of the time, after starting 7th and 8th, Mike and Roger did a workmanlike job, Mike finishing 6th and Roger 10th. These small six-cylinder versions of a Triumph Herald, have basically a GT-6 Plus suspension and engine. For racing, they sport a triple-Weber set-up and an unearthly screaming exhaust note. Oh yes, this Sunday event was won by Dave Frelsen in a Datsun 510.

The weather held. Sunday was even warmer than Saturday and hopes were high for John McComb in the Group 44 GT-6 Mk 3 as the D-Production field followed the Jaguar V-12 pace car. John's tiny white car sat firmly on the pole with a time of 1 min. 38.6 sec. But, when the flag dropped events rapidly turned against the GT-6. Bursting through the field came Lee Mueller, former F-Production champ in 1969 in a Spitfire, now driving a Jensen-Healey. Mueller took the lead, never to be headed or even approached.

Meanwhile, McComb fought it out for second with the Yenko Stinger driven by James Reeve. The GT's engine expired after 14 laps, leaving the Stinger to finish 2nd and Dan Parkinson, in a Datsun 2000, 3rd. Ironically, the car which John had fought so hard to pass, the Stinger, was later disqualified. Top finishing GT-6 was Dave Dooley who drove well to 7th place.

While the crowd was still getting its breath from DP, the C-Production race was flagged off with three TR-6s prepared to take on a horde of 240Zs. Bob Tullius, gridded 3rd, was poised behind Bob Sharp and Walt Maas. Jim Ray, Southwest C-Production winner, was a couple of rows back and J. K. Jackson of Tallahassee was further back. As it turned out, Jim was the only TR finisher, in 7th. Tullius, after a terrific duel with Logan Blackburn, retired with the brakes just about in flames and Jackson's engine gave up.

The C-Production race very nearly went to Gary Rodrigues of Lomita, Calif., in a Lotus Europa who harrassed Bob Sharp unmercifully and was within a few feet of passing the Datsun at the end of the race.

So, it's once again cheers for the Spitfires which really came through. Congratulations to John Kelly and Rick Cline and to all the other Triumph pilots who qualified for this year's Champion Classic. The 1974 British Leyland Competition Support Program will be announced soon and we hope you'll be participating again.

One word must be said about this years' run-offs. The organization was excellent, the officiating good and the competition top notch. Congratulations to the Champion Spark Plug Company for signing a five-year contract to sponsor the race and to the Road Atlanta and SCCA staffs who did such a good job of running the '73 races.

MIKE COOK

ATLANTA RESULTS

G-PRODUCTION NATIONAL CHAMPIONSHIP

- | | | |
|------------------------------------|------------------|-----------|
| 1. Rick Cline, Gainesville, Fla. | Triumph Spitfire | 84.18 mph |
| 2. Thomas Tuttle, San Bruno, Calif | MG Midget | |
| 3. Rob Hoskins, Winter Haven, Fla. | Triumph Spitfire | |

F-PRODUCTION NATIONAL CHAMPIONSHIP

- | | | |
|----------------------------------|------------------|-----------|
| 1. John Kelly, Rockville, Md. | Triumph Spitfire | 88.61 mph |
| 2. Rick Cline, Gainesville, Fla. | Triumph Spitfire | |
| 3. Ken Slagle, Harrisburg, Pa. | Triumph Spitfire | |



Tracy Bird, executive director of SCCA, tosses huge coin to determine who gets which car.



The Male Chauvinist Pig Trophy. Will it be best two out of three?



Women's Libbers "attacked" the race starter for allegedly flagging Bob too soon.

THE GREAT SPITFIRE CHALLENGE RACE

MUCH PUBLICISED DASH FOR THE 'MALE CHAUVINIST PIG' TROPHY

The scene was like something from a Hollywood opening. Cameramen crowded in from every angle. TV and radio announcers squeezed their way through openings in the crowd, mikes reached ahead to catch every word of the two principal characters. Notebooks were poised and, over the local racket, the public address system proclaimed the event to a crowd of 25,000.

What in the world was going on in front of the tower at Road Atlanta, Sunday, November 4th? It was the pre-race ceremonies attendant on the match race between Bob Tullius of Group 44 and Stephanie Ruys de Perez, Canadian racing driver. A challenge issued at the Bryar National on Labor Day weekend was about to be contested.

Matched Spitfire 1500s stood at start-finish. The green car bore No. 44 plus a rather special class sign . . . a circle with an arrow . . . universal sign for the male. The blue one, also No. 44, had the female insignia, a circle with a cross. Moments before, Tracy Bird, executive director of the Sports Car Club of America, had tossed the coin for the two drivers. Toss-winner Tullius had elected the green car.

One lap behind the Jaguar V-12 pace car and the race

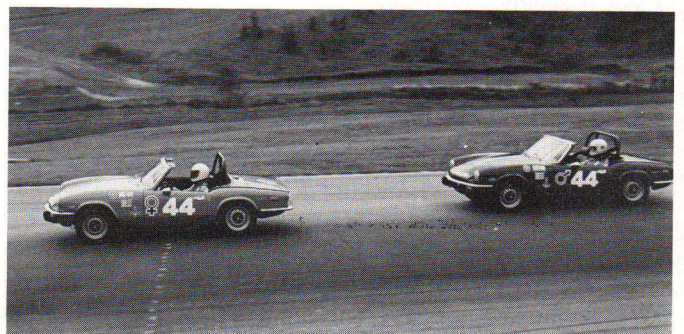
was on. Qualifying had gone to Tullius but only by a margin of a few tenths of a second. Now, as the two cars zipped into turn one, it looked as if there would be some real racing in the five laps allotted. After lap 1, the two came round side by side. Lap 2 saw Stephanie ahead. Lap 3 was undetermined as the two exchanged the lead all round the course, and Lap 4 was the same.

But, as the Spitfires appeared under the bridge at the end of the final lap five, it was Tullius in the lead and he crossed the finish 1.8 sec. ahead. As a reward he received the "Male Chauvinist Pig" Trophy, a splendid silver-plated item crowned with a healthy-looking porker. While he was accepting, several Women's Lib activists attacked the starter for, allegedly, giving Bob the checkered flag a lap too soon. Though he was pummeled and had a bucket of water thrown at him, the starter emerged unhurt, the crowd dispersed and the rest of the race program began.

Whether this was a victory for male supremacy is open to question. Next season, Bob will return to his TR-6 and Stephanie to her Mini. The various public relations people, liberationists, chauvinists, etc., have retired for now but there is talk of a rematch in Canada!



Action on Lap 1 at turn 5. Tullius slightly ahead of Stephanie.



Stephanie in the lead at the start/finish line.

CLASSIFIED

ITEMS FOR SALE:

Triumph TR2, 1954 serial number L-TS1346L. Partially disassembled, body has been stripped and primed, have shop manual and other original literature. I am unable to complete restoration, will sell at highest offer—Gregory Pataki, 910 So. Main St., Manville, N.J. 08835.

1961 TR-3A, 45,000 miles, in original condition. Never raced, wrecked, rusted or modified. BRG and black, wire wheels; tonneau never used, top and seats nearly as new. \$1750. T. F. Robertson, 129 Gibbs St., Newton Center, Mass. 02159. 617-969-8866.

TR4, 1963, SCCA legal with front and rear bars, Konis, Comp. springs, Tires, mag rims, fully race prepared engine, O.D. electric fan, fuel pump, oil cooler, 4.55 rear, spare parts and trailer \$1200. Bill Watson, 44 Russell St., New Haven, Conn. 06513. 203-468-0051.

1963 TR3B. New top, good tires. Needs body work, some engine work. Perfect for restoring. Best offer over \$200.00. H. E. Meister, 2840 Danpatch Drive, Lexington, Ky. 40505, 606-252-0584.

1968 GT-6, 4-wire wheels, spindles and hubs. Dudley Roberts, 705 E. Broad Street, Westfield, N.J. 07090, 201-232-9424.

1969 Spitfire—Blue/Black int. 20,000 mi—Recent N.J. Inspection—2 new Dunlops up front—new front bushing job—new battery and con.—wire wheels (5). Custom dash insert/all gauges. Non factory AM & FM, elec. overdrive. Will sell best offer around \$800. Call 8 to 5—NJ (201-762-4896) (Seton Exxon), ask for Kim—or see. 456 Irvington Ave., So. Orange, N.J. (Seton Exxon).

- (1) New Goodyear G800 185 X 15 Radial Redwall \$30.00.
 - (1) Unused voltage regulator for TR-6, 2-wire type \$10.00.
 - (1) Amco ski rack—holds 2 pr. skis, \$10.00.
 - (1) New boot cover—TR-6, \$5.00.
 - (4) Factory wheels with trim—from 1972 TR-6 15 X 15½, \$80.00.
- David Southerlin, P.O. Box 511, Wilmington, Vt. 05363.

ITEMS WANTED:

Front apron ass'y for TR-3A (wide opening), front bumper and guards. Jerry Phillips, 272 S. 700 E. Clearfield, Utah 84015.

TRIUMPH 1200 must be in good condition (no rust) write to: P.O. Box 118, Brookline, Mass. 02146 or call: 617-369-5531.

TR-3 in mint condition. Write to: P.O. Box 118, Brookline, Mass. 02146 or call: 617-369-5531.

Good Overdrive unit to fit a TR-4. Unit must be complete. John A. Taylor, 133 Barton Rd., Greenfield, Mass. 01301, 413-774-4564.

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
Supplement to TSOA Handbook, 1973	\$.75
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual (Not currently available)	
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 (Not currently available)	
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, Mylar3 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.

EDITOR, JOHN F. DUGDALE



RICK CLINE qualified no fewer than three Triumphs for Road Atlanta. One failed to finish but he placed in the money with the other two, winning G-Production for the second year in a row and taking 2nd in F-Production. Rick's Spitfires and his driving skills are well-matched... smooth, efficient and effective. Here he is shown at British Leyland's Awards Cocktail Party with the special trophy honoring his qualifying feat. That's the Penthouse magazine Pet of the Year—Cherokee Barratt—with him. There's a lot of compensation in driving a race car!

SEATTLE CLUB'S 2000-MILE TOUR

This year we have had many fine tours both weekend and weeklong: the Oregon seashore, Crystal Mountain, North Cascades, Canadian, Reno and our traditional debauch and volleyball tournament at Samish Island in the San Juans. In the weeklong Canadian Tour of 1,937 miles, we visited Prince George, Jasper and Banff—and any and all stops in between—and returned via the North Cascades Highway. It was a glorious trip and a culinary delight.

The trip was a touring special with many spectacular sights and varied activities which matched the interests of the many participants: horseback riding in the rimrock area of Lake Louise; hiking with a guide in the glacial Mt. Edith Cavell area; creative Forest Service presentations; sightseeing, shopping, dining out; 'slumming' at the luxurious Banff Springs Hotel; rekindling friendships over bonfires and roasting marshmallows; and naturally talking TRIUMPH.

We hope that if there are any Triumph lovers about, that you'll stop by to say hello at our monthly meeting (the first Tuesday of each month, 8:00 p.m. at the North City Service Center, Seattle) and come join us on one of our events. And for the non-tourer, we promise a healthy diet of auto-crossing and opportunities for rallying and involvement in SCCA racing.

DORY Y. HAMLIN, Tyee Triumph Club, Seattle

SERVICE BULLETIN

Oil Filter Removal—TR-6

Due to the possibility of a short circuit occurring during the removal and/or replacement of the oil filter assembly, it is suggested that the electrical terminals attached to the oil pressure sender unit are disconnected.

The oil pressure sender unit on 1973 vehicles also incorporates a switch which activates the anti run-on device; and because of this operation, one terminal (the white and purple lead) is "live" at all times.