



Triumph

TSOA

NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

VOLUME 20, NUMBER 11

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

NOVEMBER, 1974

Profile of RICK CLINE

Triumph's Hero at Atlanta by Lyman Gaylord



To Rick Cline, winning the outstanding Mechanic of the Year Award at the Champion Spark Plug Road Racing Classic meant more than winning the F-Production race, almost winning the G-Production race and running a strong second in the D-Production race.

"I've wanted a top mechanic's award since I was 12 years old," says Cline. That's when he rebuilt his first engine—21 years ago—in his father's body shop in Freeport, Pa. Since then, Rick has rebuilt hundreds of engines, most of them Triumph engines. All of them fast.

He really got going as a mechanic in 1964 when he was operating a truck stop in Sanford, Florida. In 1969, he moved to Gainesville, Florida and incorporated his business as Sports Car Specialties. Rick figures that he's supplied engine or suspension parts for or tuned 80 percent of the hottest Triumphs within a 100 mile radius of Gainesville. This year, he machined 30 to 40 cylinder heads and supplied over 60 camshafts of his special design. Rick doesn't limit his business to the Southeast. "Man, I'll sell hot cams and heads to anyone anywhere," he says.

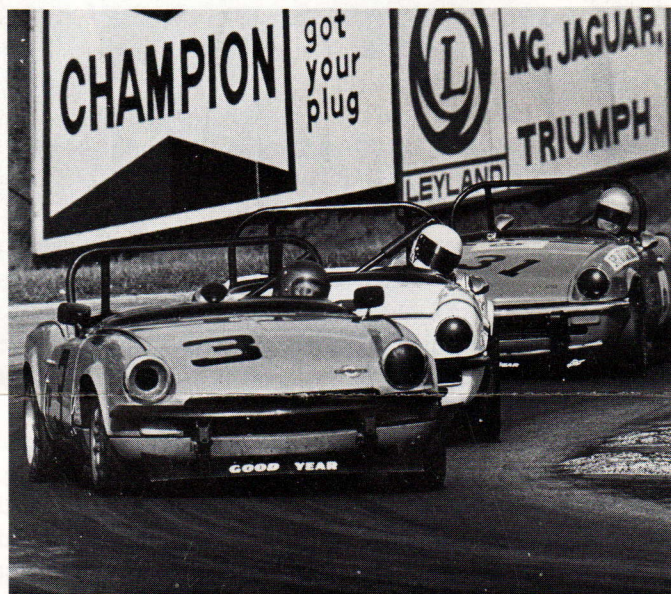
In addition to the three cars Cline himself raced at Road Atlanta (FP Spitfire Mk. III, GP Spitfire and DP GT-6), he built Rodger Cook's B Sedan Triumph Vitesse and Rob Hoskins' GP Spitfire. There was a lot of Cline blood, sweat and tears in four other cars at the CSPRRC, Bud Taylor's FP Spitfire, Gary Mesnick's Austin Sprite and Dana Rohrig's Sprite (both in HP) and Jack Rynerson's C Sedan Austin Mini Cooper.

The FP victory at Road Atlanta gave Cline his third straight national championship. He took GP honors both last year and the year before. In this year's GP race he had the pole position with his older Spitfire, dropped to ninth in a first lap shunt, regained the lead (setting a lap record in the process) and then was forced to retire when his oil filter came loose. "Result of the first lap fun and games," says Rick.

How'd Cline manage to make a 1300cc MK III Spitfire keep ahead of the Group 44 1500cc model? "Super hot cam," says Cline. "A one race stick, but wow!" Next year, Rick will be at the wheel of a new 1500 Spitfire in FP. Given what he knows about camshaft design and the 1500's extra cubes, he'll be something to watch.

[Lyman Gaylord, a public relations professional, has always been a keen sports car racing and camera fan. He got into the game with Rootes Motors (Sunbeams) and is now account executive at The Rowland Company of New York, representing Austin, Jaguar, MG and Triumph.]

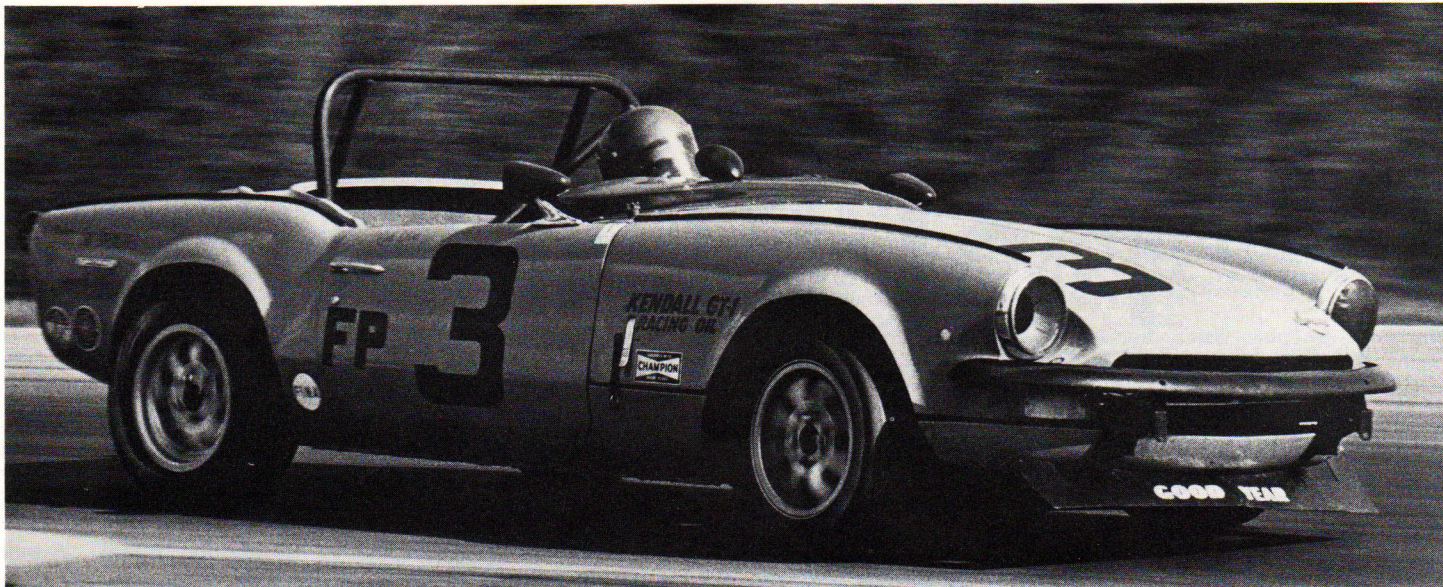
ROAD ATLANTA WRAP-UP More Than One Surprise



A Summary of How Triumph Drivers Fared in 5 Different Classes at the SCCA Championships by Mike Cook

Qualifying sessions for the Champion Road Racing Classic at Road Atlanta indicated predictable results in G-production with 1973 champion Rick Cline on the pole followed by Joe Hauser in a Sprite, Tom McCarthy in a Spitfire, and Haskell Royer in a Spitfire. In fifth spot was Rob Hoskins, Cline's teammate, in a car identical to Rick's save for some stripes and the number.

But predictions went out the window when the flag fell



Triumph owner Rick Cline (Spitfire Mk III) won both championship and special award for his outstanding driving and car preparation.

as Royer lost control of his car and moved into the driver's side of Cline's Spitfire forcing him off the course and eventually spinning out in front of him, turning over into a small creek. Royer was unhurt and Cline rejoined the race dead last.

The first place battle was between Hauser and Hoskins for several laps while Cline made his way through the field setting a new lap record at 1 min. 41.26 sec.

Cline took over the lead about two thirds of the way through the race and was pulling away when loss of oil pressure forced him to make a pit stop. The oil filter had been loosened in the first lap crash and the oil pan was empty. After adding oil, Rick attempted to restart but the overheated engine had seized.

Hoskins carried Cline's colors well for the balance of the race but finished 1/10th of a second behind the experienced Sprite driver.

\* \* \*

**F-production** promised to be a Spitfires-only contest with the first four qualifiers less than two seconds apart in practice and all very competitive. Ken Slagle held the pole in his 1500 with Cline right behind in a Mk III. In the second row were John Kelly of Group 44 and Pete van der Vate both in 1500's.

Kelly is a remarkable starter and took the lead on the first lap closely followed by Cline, van der Vate, and Slagle. On the fourth lap an accident at the bridge eliminated van der Vate, Slagle, and Gary Ouellette, leaving Cline and Kelly to their own race about half a lap ahead of the rest of the field. Both were doing a remarkable job of driving. Cline's car had the edge on power, and Kelly had to settle for second, 6/10ths of a second behind.

\* \* \*

There was far less drama in the **D-production** race which was won by Lee Mueller in a Jensen Healey. Mueller started from the pole and once again Rick Cline (GT 6 Mk III) was in the line-up in third spot behind James Reeve in a Yenko Stinger. Following the retirement of the Stinger, Rick drove to a fine second place finish, the best Atlanta performance he has ever put up in D-production.

Farther down the field were GT6 drivers Harvey Thomp-

son and Dave Dooley, who finished seventh and eighth respectively. A bit of nostalgia was provided by Denny Wilson who drove a steady race in his TR4.

\* \* \*

In **C-production** the field was crammed with Datsun 260Z's. John McComb's fourth place on the grid was well earned. He drove a steady race in the Group 44 TR6 finishing fourth behind Walt Maas, Logan Blackburn, and Bob Sharpe, and ahead of 260Z's driven by Don Kearney and Jim Fitzgerald.

\* \* \*

Two unfamiliar looking Triumph sedans qualified in the top ten in **B-sedan**. Both were Triumph Vitesse and both were divisional champs. One was driven by Mike Rockett, BS winner from the Northern Pacific Division, and the other was in the familiar saffron color of Rick Cline racing and was driven by South East Division champion Rodger Cook.

While Dave Frelsen was winning the race from Bob Sharp, both in Datsuns, Rockett finished a respectable fourth but Cook was forced out with a short circuit.

\* \* \*

The entire week of the Champion Classic was quite clear and devoid of serious accidents. Several drivers crashed but only one remained in the hospital after the event and was well out of danger. The organization was as good as the weather and the crowd was the largest ever at Road Atlanta, proving that good weather and good racing continue to have popular appeal. The Road Atlanta management has proved the worth of the idea of a permanent location for the annual championships as they continue to improve their facilities and their capabilities in handling entrants and spectators.

We would once again like to congratulate the Triumph drivers and other British Leyland racers who qualified for the Champion Classic and wish you a successful 1975 season.

*[Mike Cook is a great Triumph enthusiast who raced his own Spitfire 1970/1972. He first joined Triumph in 1958, when he ran the Newsletter for many years. After a spell at Mobil, he rejoined British Leyland at the time of the merger and is corporate public relations manager.]*

## LETTERS TO THE EDITOR

### 80,000 Miles in TR6

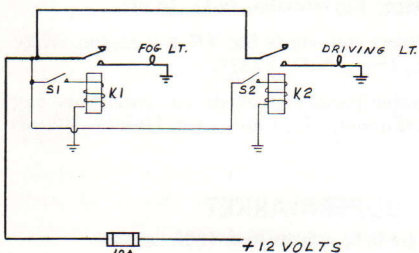
"A note in reply to the request in a recent Newsletter for gas mileage figures on TR6's.

My 1970 TR6 has returned figures ranging from 24 m.p.g. to 38 m.p.g. Canadian gallons under the following conditions: In town, 24-26 m.p.g.; Highway, 29-33 m.p.g.; Icy conditions, 38 m.p.g. The average m.p.g. in U.S.A. figures would be: In town, 20 m.p.g.; Highway, 24-25 m.p.g.

These mileages have remained consistent over the 80,000 miles I have had the car (from new).

Of general interest the car has been equipped with a roll bar and been used in Slaloms, Rallies, Hillclimbs, Ice Dices and a Racing School with some success and is presently undergoing motor and suspension modifications to make it more competitive in Hillclimbs and the local Slalom series."

R. G. Martin, Calgary, Alberta



RELAY CONTROLLED DRIVING  
LAMPS - TRIUMPH TR-6

#### NOTES

LUCAS LR8's 55WATTS EACH (4.58AMPS)  
K1, K2 - SPDT RELAYS - SAMP CONTACTS  
COIL PULL-IN CURRENT: 0.10A @ 12V.  
HEAVY LINES - No. 14 GA. BUS  
LIGHT LINES - No. 24 GA. CONTROL CIRCUIT  
IN THIS CASE, 4 COND. PHONE CABLE  
S1, S2 - SPST CONTROL SWITCH

8-4-74

Reader Nick Tusa explains in his letter below how he mounted a pair of Lucas LR8 driving lights on his TR6.

### Badges and Lights on 1974 TR-6

"Just thought to drop you a line and let you know how much I enjoy the TSOA Newsletter. I find it quite informative—only wish it was longer!!

Enclosed you will find several pics of my 1974 TR-6 which I obtained in February. I elected to mount the badges on the rear of the car. To my surprise they generate quite a few queries from passing TRs. Not many TR owners down here know about the TSOA.

You will note in the engine compartment pic that there is a small grey box mounted on the left inner wheelarch adjacent to the alternator. This houses the relays used to operate the Lucas LR8 driving lights. In this way I was able to mount two miniature SPST switches on the facia

### TR6 Gas Mileage

"Several items have appeared in your TSOA Newsletter regarding Triumph gasoline mileage. I drive a 1973 TR-6 with overdrive and have obtained 27-28 mpg for freeway driving and 21-22 mpg for city and mountain driving. Having put 22,000 miles on my TR-6 in one year, I have verified the consistency of my figures. I enjoy your Newsletter. Keep up the good work."

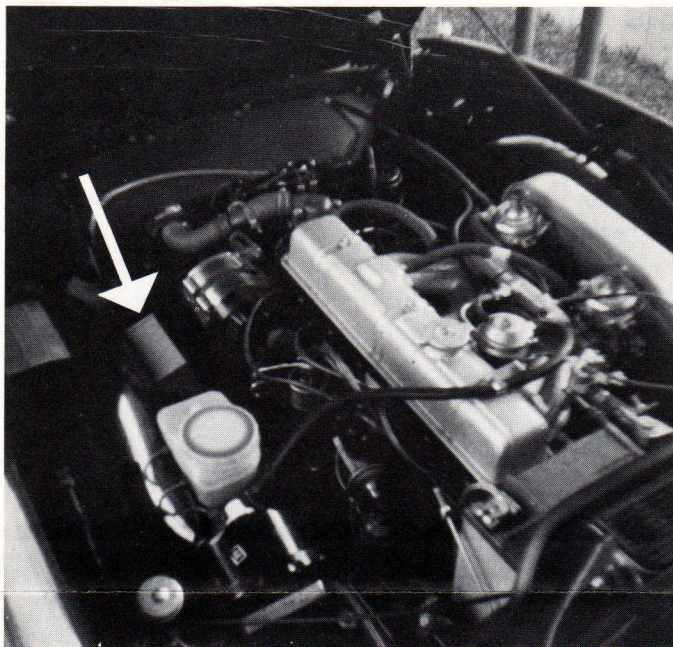
John W. Synhorst, Oakland, Calif.

### Wanted: Houston, Texas, Triumph Club

"If there is no club in the Houston area, how about running an ad to have interested people call me; O. Dean Mosley, 2321 Westcreek (Apt. 99G), Houston, Texas 77027, 627-1094 or 748-7700."

### Wanted: Atlanta, Georgia, Triumph Club

"I would appreciate your printing my request for anyone in Atlanta, Ga. area who wish to form a Triumph motor club to contact me, Rick Grodzicki, 846 Dunleith Ct., Stn. Mt., Ga. or call at 658-5105."



support bracket just below the gearshift lever. Since the relays are mounted very close to the lamps and No. 14 ga. wire was used in the high current line, there was negligible voltage drop due to long leads. The control cable which makes up the relay coil control circuit is a length of 4 conductor telephone cable, which is quite small and easy to work with. Since the relay coils need only 0.10 Amperes to operate, this type of cable is sufficient. The result was a much neater and more efficient installation. Since I am an amateur radio operator, I had most of the parts in the junk box, but I would imagine the whole thing could be built with all new parts for less than \$12."

Nick Tusa, New Orleans, La.

## LETTERS TO THE EDITOR (Cont.)

### Newsletter Subscribers

"I recently read in the TSOA Newsletter about the subscription rate. Frankly, I'm surprised it took so long. Well, your newsletter is well worth it, and enclosed is my check for \$3."

Gregory J. Kapjus, Chicago, Illinois

### Newsletter Subscribers

"I have recently joined the Triumph Sports Owners Association. The "Newsletter" is very informative . . . I will enjoy receiving the "Newsletter" for the next year. It adds to the pleasure of owning a Triumph."

Duane A. Smith, Connesville, Indiana

## TRIUMPH NEWSLETTER SUBSCRIPTION RENEWAL

In the September issue a notice was published regarding the rates for renewals of annual subscriptions to the Triumph Newsletter. If as a member of the TSOA you have now been receiving the Newsletter for one year or more (i.e., membership registration before October 1973) and you wish to ensure continuing to receive our publication, kindly send check or money order for \$3.00 payable to T.S.O.A. at 600 Willow Tree Road, Leonia, N.J. 07605. \$5.00 for non-members.

### NEWS OF THE 1975 TRIUMPHS!

In the next two issues of the Newsletter full details, specifications and illustrations will be published of the 1975 Triumph range of new models.

## CLASSIFIED

Triumph Newsletter readers and members of Triumph clubs are welcome to submit short Classified Advertisements of "Items For Sale", or "Items Wanted". However, we cannot accept responsibility in these transactions and publication is intended only as a Service, for which no cost is charged.

### ITEMS FOR SALE:

**Add H.P. Fast!** Judson supercharger for TR3/TR4, hardly used, includes carb., complete. Hard to find item. Best offer. Don Sears, 28 Claremont Terr., Swampscott, Mass. 01907; (617) 593-1103 Home, (617) 774-5553 Business.

**T & A Racing offers for sale:** 1974 Northeast Divisional Champion, Triumph GT-6+. Completely rebuilt for CSPRR—car, trailer, and all spares. Call: John F. Adams (203) 426-3232 or Harvey Thompson (203) 735-5229.

**1971 Triumph Stag, perfect condition, 4-speed, air-cond., wire wheels, AM-FM radio, power steering & windows. Immaculate interior, brand new paint and no rust. A classic looking luxury automobile, \$3,100. Contact: Richard Green, 92 Chapin Terr., Springfield, Mass. 01107; (413) 736-5145.**

**1971 Stag: 4-speed, air, all power, both tops, excellent condition, one owner. \$3,750. Reid Friedman, P.O. Box 21586, Atlanta, Ga. 30322; (404) 373-9026.**

**1964 TR-4, near mint, under 25,000 miles, Lucas driving lights and many AMCO accessories. Want \$2,000 or will trade up or down for interesting TR-3, MGA, or Healey. Especially looking for good 1954 Sunbeam Alpine. Also have large collection of road & competition TR-4 parts for sale. Write Bob Snyder, 1975 Mich. O'Lean, N.Y. 14760.**

**1963 TR4 with Surrey style top, never marketed in U.S.A., only one or two here, metal and canvas top, British racing green body and engine in good condition, \$2,000. J. W. Porter, Jr., 407 Sharondale Road, Savannah, Georgia 31406; (912) 354-0943 after 6:00 P.M.**

**1961 TR-3A, engine perfect, new brakes & shocks. Many extra parts: carbs, axles, etc. Good for restoring or parts for same. \$900 or best offer. Will be sold 45 days from ad date. Arthur Lee Price, P.O. Box 46, Ehrenberg, Arizona 85334; (714) 539-2346.**

**1957 Small-grilled TR-3, comm. no. TS10948L. Overall excellent condition; new top, tires, interior, brakes, gauges, etc., has wire wheels and many extra parts. Needs minor work to complete restoration. Make offer. Vincent Whalen, 310 Warren Road, Hatboro, Pennsylvania 19040; (215) 674-0904.**

**Have knowledge of TR-2 in junkyard—fairly complete—front end damaged. If interested write K. Taylor, 39 Birchwood Ave., Longmeadow, Mass. 01106 or call (413) 567-8772 evenings after 6, before 9:30 or weekends.**

**Spitfire hardtop (fiberglass), will fit '68-'69-'70. Perfect condition (was used only 3 mos.), \$125 or best offer. Contact: Barry Zeidwig, Wizard Auto Repair, Inc., 87-04 Liberty Ave., Ozone Park, N.Y. 11417 or Barbara Zeidwig, Akron Ohio; (216) 923-6869 or (216) 375-7430.**

### ITEMS WANTED:

**Trans., TR4 (early model) or TR3 w/OD. Valve & Pan (Alum.) TR3A. Larry Evans, 2293 Santa Ynez, San Luis Obispo, Calif. 93401; (805) 544-7719.**

**Front bumper, wind screen (glass only), letters for front and original finder rear view mirror. These items are for a 1960 TR-3. Donald T. Loehrke, 7830 36th Ave., Kenosha, Wisc. 53140.**

**Bonnet (hood) for 1973 Spitfire 1500. Martin H. Greene, 498 N.E. 36 St., Boca Raton, Fla. 33432; phone 1-305-395-0350.**

**White Tonneau Cover (mint). Donald T. Loehrke, 7830 36th Ave., Kenosha, Wisc. 53140.**

**Back window for TR3 (1960) hardtop, or info as to where to buy window. Wiring harness for front directionals & parking lights, hood hinges, gear shift knob, hand crank & original jack. Don Sears, 28 Claremont Terr., Swampscott, Mass. 01907; (617) 593-1103 Home, (617) 774-5553 Business.**

**Differential with 3.89 gear ratio from 1970 or later Triumph GT-6. This unit is fitted to GT-6's with overdrive. Please contact Jim Woods, 611-H Brittany Place, Fayetteville, N.C. 28304.**

**Need Type D grind street/race camshaft for TR-4A engine. Mike Thompson, P.O. Box 221, Troy, N.C. 27371.**

**Hardtop for 1969 TR6. Prefer factory steel, decent condition, any color. Write or call, Bill Hoffmann, 125 South 14th, Quincy, Illinois 62301; (217) 223-6796.**

## 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.

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.

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