



TSSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 19, NUMBER 9

OCTOBER, 1973

TRIUMPHS TAKE ROAD TO ATLANTA

CLINE QUALIFIES THREE

TEN TRIUMPH DRIVERS TOP SCCA DIVISIONS

The last races of the 1973 Sports Car Club of America regular season were held on September 22nd and 23rd. When the points were totalled, 30 British Leyland drivers had clinched class championships in their divisions. Ten were driving Triumphs.

In all, 117 British Leyland cars will go to the starting line at the ARRC, about 20% of the entire field. The cars are the familiar ones you've known for years except for two . . . Triumph Vitesse two-door sedans which run in B Sedan. One, driven by Mike Rockett, Seattle, Wash., is divisional champ.

British Leyland's 1973 Triumph divisional champions are as follows:

Triumph TR-6, C Production: Jim Ray, College Station, Texas, Southwest Division.

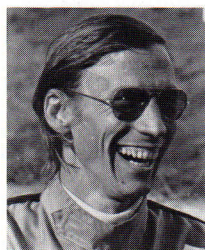
Triumph GT-6, D Production: John McComb, Falls Church, Va., Northeast.

Triumph Spitfire, F Production: Gary Ouellette, Riviera Beach, Fla., Southeast; Ken Slagle, Harrisburg, Pa., Northeast; Douglas Brown, Redondo Beach, Calif., Southern Pacific.

Triumph Spitfire, G Production: George Martin, College Station, Texas, Southwest; Rick Cline, Gainesville, Fla., Southeast; David Suiter, Waterloo, Ia., Central; Tom McCarthy, Santa Clara, Calif., Southern Pacific.

Triumph Vitesse, B Sedan: Mike Rockett, Seattle, Wash., Northern Pacific.

FLORIDA DRIVER SCORES SPORTS CAR RACING FIRST



RICK CLINE

Rick Cline of Gainesville, Fla. scored a Sports Car Club of America first with his second place finish at the club's national race at Summit Point, W. Va., Sept. 23.

The second place finish earned Cline enough additional points to qualify his Triumph Spitfire for the Nov. 2-4 American Road Race of Champions. He had already qualified two other Triumphs in two other classes. This makes him the first driver to have qualified in three production car classes for the intersectional run-offs which determine the SCAA's national championships.

Cline's other ARRC qualified cars are a D Production Triumph GT-6 and a G Production Triumph Spitfire. The class Cline qualified for at Summit Point is F Production.

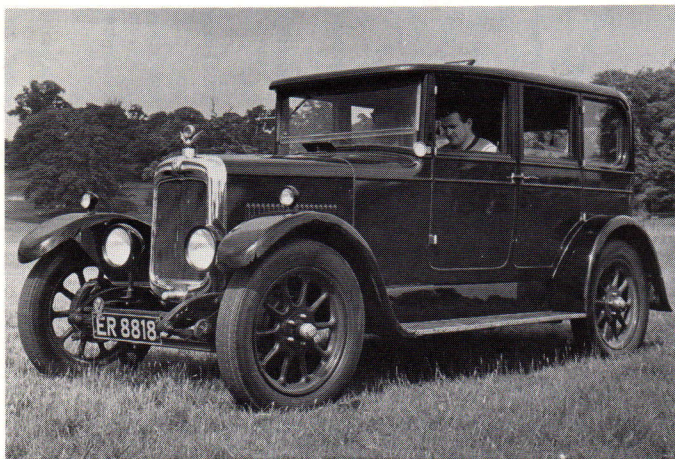
Cline, 32, won the G Production national championship at the ARRC last year and will defend that title in this year's run-offs at the Road Atlanta track, Gainesville, Ga.

Only one other driver, Jerry Hansen of Minneapolis, ever qualified three cars for the ARRC. Hansen's three cars, however, were all in different racing categories, sedan, sports/racing and production sports car.

Cline is co-owner of Sports Car Specialties, Inc. of Gainesville. The firm specializes in building and maintaining race cars and it developed all three of Cline's cars from regular street Triumphs. A fourth Triumph built by Sports Car Specialties, a Vitesse Sedan, has been qualified for the ARRC by Roger Cook, also of Gainesville.

50th ANNIVERSARY CELEBRATION AT WOBURN ABBEY, ENGLAND

by IAN ROBINSON



The oldest Triumph on display was this 1928 Fifteen, with 4-wheel Lockheed hydraulic brakes.



This 1935 Triumph Gloria Vitesse is a good example of the tremendous care and attention lavished on these cars by their owners.



Brian Culheth and Lofty Drews drove this 2.5 P.I. to a class win in the 1972 East African Safari Rally. Here it reposes in the quieter atmosphere of Woburn Abbey in England.

To celebrate fifty years of the marque Triumph, the pre-1940 TRIUMPH OWNER'S CLUB organized a special version of their premier event, the National Triumph Day at Woburn Abbey, on June 17th.

As well as a magnificent entry of pre-1940 Triumphs, invitations were also sent to the Standard Register, T.R. Register, Triumph Roadster Club, and the newly formed Razoredge Register. The gathering therefore included all the well known post war Triumph models, and some very fine Standards. The Triumph Company having been reformed under Standard control in 1945, it was appropriate that the two marques should celebrate their respective anniversaries together; the first Standard car being produced 70 years ago in 1903.

Of the Triumphs that appeared, a nice example of the 1928 Fifteen was the oldest Triumph on parade. Post Vintage Triumphs included a superb Gloria Vitesse of 1935 finished in blue and black, and a 1937 Dolomite Roadster, the owner of which had driven all the way from Stockport in Cheshire, this being one of many Dolomites in attendance.

Examples of Triumph 1800 and 2000 Roadsters, and 2000, Renown, and Mayflower 'Razoredge' saloons were among the post-war cars, but the most prolific models were undoubtedly the T.R.'s. There were examples of the earliest T.R. 2's through T.R.3, 4, and 5. Chris Sergison added yet another Concours prize to his collection with his immaculate T.R.2 of 1954. Rarities included a British registered left hand drive T.R.3B, of which only a handful were built for the U.S.A. at the time of the introduction of the T.R.4. Not actually taking part, but spotted in the car park, were a Dove G.T.R.4, a T.R.4 based G.T. Saloon marketed by L. F. Dove of Wimbledon in London around 1963, and one of the extremely rare Triumph Italia 2000's, a Michelotti designed, Vignale built G.T. car on the T.R.3 chassis.

The day was concluded by a series of driving tests, which proved to be great fun. I had driven the 1972 class winning East African Safari 2.5 P.I. down from Coventry for the event and it was a popular addition to the historic line-up.

Prize for the most ingenious method of tackling the driving tests must go to Patrick Holland of Triumph Service Division, who conducted the 1913 Standard Cabriolet in every direction imaginable, including backwards, steering it like a ship!

NEW EDITOR NAMED

Beginning with the November issue, the editor for the TSOA NEWSLETTER will be John Dugdale. John is Product Publicity Manager for British Leyland and has many credentials in the advertising and publicity fields. Never mind that . . . he knows a lot about cars in general, having begun his career as a staff writer for AUTOCAR, the British motoring magazine.

Like your present editor, John will be looking to the membership for contributions to make the NEWSLETTER interesting to members everywhere. Let's keep the material coming!

We've tried to keep the NEWSLETTER on top of the Triumph scene for quite a few years. We hope you've enjoyed it and we are sure it will continue!

MIKE COOK

TSOA ADMINISTRATOR

Membership administration of the TSOA has now been assigned to Fred Horner. Already familiar with other British Leyland marque clubs, Fred will smooth the way for new members and is ready to answer questions from members and assist the various local clubs. Among other items on his desk, Fred will be studying the organization of TSOA and would appreciate your comments. To start things off, we are reproducing a portion of the Triumph Touring Club of Rochester membership form, detailing categories of membership. What do you think of these guidelines for all TSOA clubs? Just drop a note to Fred.

There are three classes of membership in the TRIUMPH TOURING CLUB OF ROCHESTER, INC. as set up by the Constitution.

1. **SUSTAINING MEMBERSHIP:** Any person who is the principal operator or owner of a motor vehicle who shall by written application declare an active interest in the purpose of the organization shall be eligible for membership as a sustaining member. (Limited to owners of Triumph sports cars.)
2. **PROVISIONAL MEMBERSHIP:** Any person who is the principal operator or owner of a motor vehicle other than a Triumph sports car who shall by written application declare an active interest in the purposes of the organization shall be eligible for membership as a provisional member.
3. **ASSOCIATE MEMBERSHIP:** Any person other than one qualified to be a sustaining member as above defined, who is of the minimum age of sixteen years old and who is sponsored by a sustaining member and who further declares an active interest in the purposes of the organization, shall be eligible for membership as an associate member. (Limited to a relative of either Sustaining or Provisional Member.)

SUSTAINING OR PROVISIONAL MEMBERSHIP: Initiation Fee \$3.00 (one-time fee); Annual Dues \$7.00 (April 1—March 31); Half-year Dues (October 1—March 31) \$3.50.

ASSOCIATE MEMBERSHIP: Initiation Fee \$3.00 (one-time fee); Annual Dues \$3.00; Half-year Dues \$1.50.

The name and address of the applicant shall be published in the official publication of the organization not less than two weeks prior to election to membership which shall require affirmative approval of not less than six members of the Board of Directors.

JUST A FEW GOOD PHOTOS



Arthur De Leon, East Hartford, Conn., has a 1971 TR-6 but, like a few other owners we know, he likes his car just a little different. Badge in grille center, spoiler color (red) matching the body, Lucas lights . . . a very neat machine.



Harry Barnes, Sunnyvale, Calif., is a bit of a Triumph nut. He owns numerous TR-3s and is a restoration fanatic. Also in the garage is a '49 2000 Saloon. Five of his TRs are visible in this shot.



Badge entries keep coming. Here's one from Robert Fernung, Elwood, Indiana. Neat grille mounting via nuts and bolts and small brackets behind the grille.

SERVICE BULLETINS

CLUTCH PEDAL LUBRICATION—ALL MODELS

Whenever the occasion arises to replace a clutch pedal or clutch master cylinder, it is extremely important that the pedal-to-push rod fulcrum point is lubricated at the time of installation. Failure to do this can produce wear on the clutch master cylinder push rod and clevis pin in a relatively short period of time.

Lubrication of this point is equally important on brake pedals, although wear is likely to occur over a longer period of time due to the shorter pedal travel.

Please pay attention to these points during the regular 12,000 mile servicing intervals.

"J" TYPE OVERDRIVE—ALL MODELS

The Laycock de Normanville "J" Type Overdrive currently fitted to all Triumph models can be easily identified by reference to the Laycock number stamped on the manufacturer's serial number plate, located on the right-hand side of the casing. The appropriate numbers are as follows:

Model	Laycock No.	Triumph No.
Spitfire MK IV	115840	313305
GT-6	115850	313304
Stag	115837	312377
TR-6	115838	313242

You are invited to join the

PORTLAND TRIUMPH OWNER'S ASSOCIATION (P.T.O.A.)

ON OUR NEXT

TRIUMPH TOUR!

We have an initiation fee of \$5.00 with yearly dues of \$10.00... But whether or not you join, you are invited to participate with the friendly enthusiasts of the P.T.O.A.

MEETING TIME

1st Monday of each month
8 P.M. at SHAKEY'S
S.E. 51st & Foster Rd.

TRIP

Tour Cost per member car
\$1.00

Tour cost per non-member car
\$2.00

OWNER'S

FOR MORE INFORMATION

CALL:

SPIKE 233-6001 or 234-1111 • TOM 227-4411 Ext. 378

TOUR DATE

Last Sunday of each month
8 A.M. at SHAKEY'S
S.E. 51st and Foster Road

May be a bit hard to read the fine print, but you get the idea. The Portland TR Owner's Association uses this neat flyer to promote new member attendance at meetings.

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, MICHAEL L. COOK

CLASSIFIED

ITEMS FOR SALE:

1959 Triumph TR-3. Excellent body, new top. Newly rebuilt gear box, new clutch. Runs strong (lifetime battery). Extra rebuilt gear box included. \$1100.00 firm. Des Hampton, 53 Sunset Terr., Wayne, N.J., 694-4663.

Original owner wishes to sell (make offer). TR-4A—1966, 51,000 approx. miles. All original and meticulously maintained, overdrive, Amco luggage rack, Lucas Sq Eight driving lights, Elbo map light, new Abarth dual exhaust system, American 6 x 15 racing mags, new Goodyear racing tires (dry), air horns, Moto Lita wood steering wheel, upholstered trunk, new vinyl Amco seat covers, radio, and a Halda twinmaster (incompatible with racing types for accuracy). Auto is in complete Concours condition and was placed and won in many Concours Events over the past 7 years. For a small charge will send compact photo history of auto—only serious TR buffs, inquiries invited. Call or write Tom Wark, 1004 W. Kings Hwy., Haddon Hts., N.J. 08035, 609-546-9099.

Four 14 x 5½ Knock off Minilite Mags, with mounted Goodyear 500-830-14 racing tires in excellent condition. \$300, freight paid. Also other miscellaneous MGB racing parts. A. E. Breard, P.O. Box 1721, Monroe, La. 71201, Phone 318-322-5979.

Ported and milled head for TR-6. 9:1 C.R., new springs. \$100. Short block for TR-6 \$60. Tom Burke, 86-53 Dunton Street, Holliswood, N.Y. 11423, 212-465-1565.

ITEMS WANTED:

2 excellent hubcaps for '60 TR-3. Also, upholstery kit or like new upholstered rear bench for TR-3. Completing restoration. Also would like to buy back issues of TSOA Newsletter up to 1971. Richard F. Gerow, 2011B Franklin Place, Wyomissing, Pennsylvania 19610.

One TR-3A in fairly decent condition for sale within the New England-Eastern New York area. Write R. Chase, P.O. Box 31, Lincoln, Rhode Island 02865 or call weekdays 401-231-3053, 7-11 P.M.

Set of wire wheels or mags for TR-4. Must be in good condition. Charles Bolough III, 408 22nd St. NW, Canton, Ohio 44709.

Hard top for TR-6. Send adequate information. Wes Ezzell, Box 1258, Kinston, N.C. 28501.

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 Sports car 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.