

Established
1977



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President Mark Phillips 412-561-5972
Vice President Dave Jerman 724-349-6639
Treasurer Bruce Stutzman 412-831-8884

Recording Secretary Gary Fredo 412-825-3893
Membership Chairperson Ed Woods 412-486-4294
Newsletter Editor

Business and/or social meetings are held monthly close to the middle of the month. Please refer to newsletter for the time and location.

On The Mark

Well it's hard to believe that spring is officially here, but then what is all this talk about more white stuff? This weather is going to have to surrender to the calendar eventually. We can hope before too long we'll be blasting along our favorite roads with the top down. I hope.

This past weekend was our annual Penn Brewery event. This is one of best-attended events. It is really great to see so many Triumph people together. This year we had 54 attend, which is an increase over the past few years. Thanks to one and all for coming out. The food was excellent and the beer cold. What else do you need? I know I had a good time. I hope everybody else did. I would like to ask that everyone who attended this event try to attend at least one driving event this coming year. It would be nice to have several events where we could have 20-25 cars. I know that getting out to every event is too much to ask, but if you could pick one of our driving events on the calendar this year and come out that would be great.



At the Brewery event it was nice to talk to several members about what is going on, spring is definitely on the way. Bill Emery is getting the racecar ready. Bill had a little bad luck at the end of last season but he said that he'd be ready to go. Go get'em Bill! Ed Major is getting ready to receive a painted TR250 body shell. I have already warned Ed that there is a garage tour scheduled to off load the 250. That will be an exciting day. Wil Schweitzer is talking about finally rebuilding the Roadster engine. It seemed that everybody was getting ready for the season. I can hardly wait! Sounds like a pretty exciting year for the WPTA. Get those cars ready.

Coming up this month, I had scheduled a General Business meeting for April 11th, but I am going to cancel this meeting. I had hoped to have a new location for our meetings by now but I have to apologize. I have not had the opportunity to check out several potential locations given me by some of the membership. I will try to get something pulled together and in our next newsletter for the May 9th meeting. These monthly meetings have turned out better than I anticipated and I hope to continue them every month. We just have to find the right place. I have several places to check out, but as always if you know of a place please feel free to check it out. We are looking for a place that can accommodate our group of 15-30 without a guarantee on meals or having to rent a space. Our meetings are held the second Wednesday of each month. All we need is a place that will let us order off the menu and have a quiet area where we can have a meeting for 30-45 minutes. If you know of such a place drop me a note.

Coming up is our Tune Up Clinic, May 5th. Start planning your tune up projects. Doug Foyle had an article in last month's newsletter. If you need help with whatever you're

planning to do at the Clinic, please notify Doug. He can try to line up some help for you if you can't line up the required expertise. Also, coming soon is our annual trek to Mecca: Import Carlisle. I can't wait! I have on many occasions tried to explain to Sherry what we do there and she just doesn't see the adventure. "You just sit around and drink beer in the rain and watch Jim Shaw eat chocolate ice cream for breakfast". Yes that is what we do. It really doesn't sound very exciting but it is one of those things that is actually better in person. I think part of it is the thrill of the hunt that makes it exciting. You never know what you're going to find.

Also, coming up is our first driving event. "Yes dear, the car will be back together by then." Wil and Linda Schweitzer are hosting the first driving event again this year. Mark your calendar for June 2nd. See Wil's article inside. It sounds great! Please plan to attend.

Also, just so everyone knows we have had our first meeting about "British Car Day". The club has made its sponsorship payment and we are working to get the registration pamphlets printed by our first rate printer. British Car Day will be here before you know it.

As for my projects, not much has changed. I'm way behind, still. I was able to spend almost an entire Saturday in the garage a week or so ago. I made a little progress in getting the TR6 ready to receive the overdrive. I also took a drive out to the Roadster Factory to pick up a rebuilt head for Sherry's TR4. What a deal! If you were in need of a head rebuilt and didn't take advantage of the rebuild sale at the Roadster Factory. You missed it. The sale price was almost too good to be true and the workmanship excellent. I can now get started on the TR4 engine rebuild. It was a pleasant drive out to TRF and it was nice to see John, Dolly and the rest of the TRF crew. That was about all I got done last month. I better get down to the garage now and get going. Well hope to see ya soon.



A Day in April On The River

by Fred and Ed

Since Mark has canceled the April Meeting and the Tune up Clinic isn't until May we're taking this opportunity to do something we've talked about for years but never have had the opportunity. Namely an afternoon meet at the Crows Nest on the river with the possibility of spending some time on their outside deck. Just show up on Saturday afternoon on April 21st at 2pm, have a sandwich and a beverage and enjoy the Allegheny river.

Triumphs In Competition: The TR4 and TR4A

By Bruce Stutzman

The factory reopened its competition department in 1962 with Graham Robson in charge. Robson immediately began preparing four TR4's for rallying. He was shocked to learn, however, that there had never been any engine tuning done by Ken Richardson to increase engine power. The Austin Healey rally cars were now producing 210 hp while the TR3 engine was still producing 100 hp.

European Rallies were getting more and more difficult and becoming very hard on the cars because of the rugged unpaved roads. To be successful, the cars needed a lot of suspension travel; clearly not the TR4's strong suit.

In preparing his team of four TR4's, Robson chose powder blue cars. He strengthened the frames and painted them white so he could find cracks. He installed aluminum body panels and plastic windows. He also fitted the cars with the new surrey tops and 4.55:1 differentials. He changed frames after each rally.

Robson entered the 1962 Tully Rally. The TR4's proved to be very reliable but were beaten by a works MGA. Clearly the engine needed development.

Robson turned to aftermarket engine tuners for engine mods and developed 130 hp from the 2.2-liter engine. This made the TR4's significantly faster but still not very competitive.

Robson rebuilt three of the rally cars converting them to left hand drive and shipped them to Kas Kastner for the 1964 Canadian Shell Rally where they all finished and won a team prize. The cars were then sold and the works turned its attention to spitfires.

In the U.S., however, it was a different story. The glory days for TR4's were just beginning. Bob Tullius talked Triumph USA into giving him a new TR4 to race. This was the beginning of an almost twenty-year relationship between Tullius' Group 44 and Triumph. Group 44 became Triumph's official factory team in 1965. Tullius won four straight SCCA national championships between 1962 and 1965, driving a TR4.

Kas Kastner, Triumph's new competition manager, started a competition support program giving cash awards to TR drivers who finished in the top three in SCCA races. He also developed a broad range of competition parts and wrote the well-known competition preparation manual for TR4's. Although the TR4 was moved from E production to D production in 1963 it didn't matter. Kastner saw to it that TR4's just kept getting faster.

Kastner entered three TR4's in the 1963 Sebring twelve-hour race. These surrey-topped cars with 140-145 hp engines finished 1st, 2nd and 4th in class. This was accomplished without factory support. Kastner knew more about making TR4's go fast than anyone at the factory did.

1965, of course, saw the introduction of the TR4A. With the IRS, Kastner was able to make it even faster than the TR4.

Kastner prepared a team of TR4A's for the 1966 Sebring race. Although they all broke the teeth off their pinion gears they, nevertheless, finished 1st, 2nd and 3rd in class.

Kastner then prepared a TR4A to run at Bonneville. This car with the same 145 hp as his long distance racers, a 3.70:1 rearend and no body modifications to streamline the car ran over 128 mph. Kastner then changed to a 4.10:1 and ran the quarter mile at a drag strip in slightly over 15 seconds.

Next month The Spitfires.

Ed. Note: We included the photo of Bruce Stutzman and Bill Fornwalt because they were fairly legendary in the early days of the vintage racing scene. Bill also had an offer to drive a TR4 for Bob Tullius

Last Chance For a Room at Carlisle

by Ed Major

Don't forget that reserving a room for Import Carlisle has changed and time is running out. A block of 15 rooms was reserved at the "Best Western Carlisle" Motel for the nights of May 18 and 19, 2001, the cost is \$60 per night. You will have to pair up with someone then call the Inn directly to place your reservation, Call 1-717-243-5411 and tell them your with the "Western Pa Triumph Association. The Inn will only hold our block until April 19th so make your reservations today.

Factory
TR4
Rallye
Car



Original
Group 44
TR4

Kas Kastner's
Bonneville
TR4A



Bill &
Bruce
with
their
1962
TR4

Run To New Philadelphia

by Wil Schweitzer

On Saturday, June 2nd, an all day event is planned. Mark your calendar, if you haven't already done so. The day will start with pastries and beverages at Wil and Linda Schweitzer's home in Hickory. Leaving at 10:30, we will take about a ninety-minute drive to Tappan Lake for lunch. After lunch, a short drive will bring us to Schoenbrunn Village in New Philadelphia. When we are finished with our visit with history, we can take a short drive to an Amish winery and cheese house, or if pressed for time, drive directly to Bluebird Farm Estate in Carrollton, Ohio, for another visit with history and dinner. Check out Bluebird Farm on the web at www.eohio.net/bluebird. Carrollton is along the route home, although a different route than we will take going to New Philadelphia. Dinner is scheduled for 5:30 P.M., which should allow almost everyone to reach his or her home before dark. The price for dinner is \$17.00 (includes tax and tip) per person, by reservation, and limited to thirty persons. Send your check made payable to WPTA to Wil Schweitzer, 20 Grandview Ave., Hickory, PA 15340. Please include a note with your choice of dinner entree; grilled salmon or 6 oz. fillet Mignon.

Last year some members participated only in the start at the Schweitzer's home and some left for home before dinner. Everyone is welcome to take part in any or all parts of this event. Total round-trip mileage from Hickory is about 190 miles.



Photo from the Penn Brewery, courtesy Ed Woods

A TR3 In The Snow

By: Bruce Stutzman

If you haven't read Peter Egan's column in the April edition of *Road & Track* yet make sure you do. This one is a must read!

Peter is enduring an old fashioned Wisconsin winter and his mind takes him back 40 years to a time when sports cars were driven in the winter and his first ride in a TR3.

Peter's description of this event is classic. The purr of the exhaust note blending with the dry crunch of the snow and the wire wheels packed with snow. If you have been there, as I have, I guarantee this article will take you back.

I flashback to the winter of 1960, my small mouth TR3 is sporting a new set of knobby snow tires that barely fit inside the wheel wells. I'm totally confident of my and the TR's invincibility in the snow. I'm freezing my a-- off. The temperature inside the TR is the same as the temperature outside, although I must admit, there is a reduced wind-chill factor. I'm driving up a Pittsburgh hill after a new fallen snow; my new snow tires start to spin and I realize I'm on trolley tracks. The TR3's track is the same width as the track of a Pittsburgh trolley (a little known fact that I learned much to my chagrin). I can't get off the tracks and I can't move forward. A pickup truck comes up behind me, and without stopping, pushes me up the hill. I appreciate this gesture of goodwill even though TR3's don't have rear bumpers. After all, the overrides were meant to be bent.

I return to the winter of 2001 and realize that the front suspension and brakes are off my TR4. I had better head for the garage; I have got work to do.

Tune'n In

by Doug Foyle

Sat., May 5th, Roy Miller's garage at 8:00 AM, free Castrol 20w-50; and John Swauger will be there from The Roadster Factory with a fine display of tune-up parts for purchase. All projects must be completed by 5:00 PM. All projects need to be lined up with Doug Foyle(724)452-5218 If you should need parts from The Roadster Factory that extend beyond tune-up, just call them and designate the order for the WPTA Tune up clinic; and it will be delivered freight free to the event. Please take into consideration that John will be coming in on a Triumph Bonneville w/ sidecar so space is a factor.

~ Classified ~

For Sale '60 TR3A. 23,000 miles, rust free, not a dent. \$6750. Ed or Harvey Woods; 486-4294 or 486-2549.

For Sale: 1972 TR6, 2nd owner, 70,408 original miles. Nice cond. great runner, a real head turner, always garaged, can be seen in Peters Township, \$4400. Call Chip at 1-724-941-8773.

Quote of the Month

"A true sign of your aging is when the small package beside your bed is Tums!"

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1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

647 Royce Avenue, Pittsburgh PA 15243

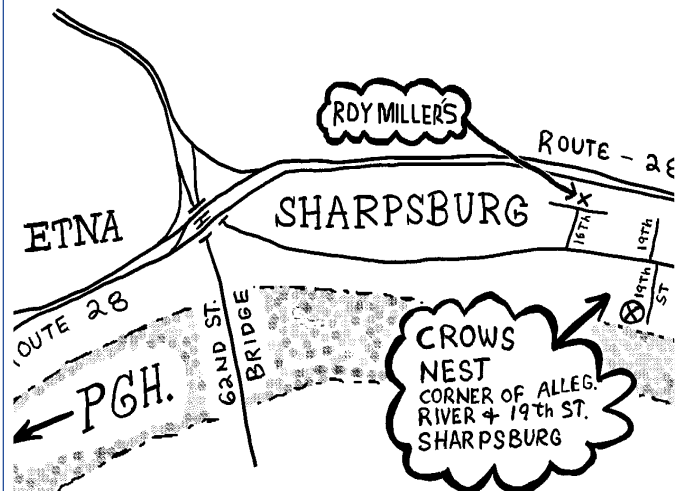
A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
A CENTER OF THE TRIUMPH REGISTER OF AMERICA

**April, 2001
Issue of the
Dzus Dnuz**

**Saturday, May 5, 2001 at Roy
Miller Plumbing**

Tune Up Clinic

**Also Saturday, April 21, 2001 -
Crows Nest Gettogether at 2 pm**



~WPTA~ Calendar of Events

- April 21** **Impromptu Gathering at The Crows Nest**
2:00 pm Meet Outside on the Deck if
Weather Permits
- April 30** **Newsletter Meeting,**
5 pm-Typecraft/6 pm-Michael's Pizza Bar
- May 5** **Tune Up Clinic**
Roy Miller Plumbing-Sharpsburg, 8:00 AM
- May ??** **Spring Drive In**
The Roadster Factory
- May 9** **General Business Meeting,**
8:00 pm Fireside Inn, Mark D. Phillips
- May 18-20** **Import Carlisle,**
Parts sales: Jim Shaw 412-262-3878
Rooms: Ed Major 412-488-1600
- May 28** **Newsletter Meeting,**
5pm-Typecraft/6pm-Michael's Pizza Bar
- June 2** **Event to be Named**
Wil and Linda Schweitzer
- June 13** **General Business Meeting,**

~ Of Other Interest ~

- June ??** **British Car Day**
Bowie Maryland
- June ??** **Pittsburgh Parts-A-Rama**
- June 21-24** **TRA**
- June 22nd** **Vintage Races mid Ohio**