

Established
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Zōos Nūz

February, 2001

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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

Hey, have you noticed that the days are getting longer. Could spring be far away? Let's hope Phil sees his shadow. Or is that not seeing his shadow. I'm not sure which way it is that predicts a shorter winter. Either way I have to get busy. I still have a very long list of triumph projects to get done before the driving season starts. This month has gone by quickly and we have had several excuses to get together.

We had a General Business meeting January 10 at the Fireside. We had a good turn out. Just a quick recap for the members that where unable to attend. Firstly, Jim Underwood has stepped down as Chairperson of British Car Day. Jim has been very busy at the shop and Nancy's new practice has taken up all their free time. Jim was concerned that he would be unable to give the time required as chair. I would like to thank Jim and Nancy for their years of service at this post. As for a successor, I have decided that I would serve as the Chairperson. I am looking forward to another great British Car Day and I know I can count on everyone to pitch in.

At the meeting we also met a new member, Bruce Poff. Bruce has a TR6 he is restoring. Good luck Bruce you'll need it. We discussed and decided to renew the club insurance. We had a discussion on an additional donation to the Vintage Grand Prix. After some discussion it was decided to keep the donation at the current sponsorship level which is expected to be \$4,000.00.

There was a discussion of several coming events. Bruce Stutzman talked about the Mason Dixon Trail rally. This event will be a TSD event and is being sponsored by the Mason Dixon Club. If you are interested please talk to Bruce. Also, the Pittsburgh MG Club is hosting a rally in conjunction with the Vintage Grand Prix. This event will be held the weekend before the Vintage Grand Prix. Lastly, Fred Williams brought up the idea of the club organizing a hospitality tent, flea market space, beer drinking area, and club space at the Roadster Factory's Summer Party. I think it's a great idea, if you have any suggestions for any other activities we could squeeze into the space please talk to Fred. Thanks Fred for taking the lead on this.

Also, last month we had our Holiday Party. If you where there you know what a great time it was. I can't thank Dave and Kit Jerman enough for the great job they have done. Everything was perfect except the weather. It is amazing that the weather forecast can be that wrong. The forecasted maybe 1" turned into a reality of 7". I hope everyone made it home fine.

As I said that evening I would like to thank everyone that helped out last year. Thanks to Doug Foyle for hosting the Tune Up Clinic, and Roy Miller for use of his garage; Ed Major and Jim Shaw for their work at Carlisle; Wil and Linda Schweitzer for the Run to Dover; Bud Osbourne and the MG Club for inviting us to the Steak and Lube event; special thanks to everyone that

showed up at British Car Day but special thanks to Jim and Nancy Underwood, Dan and Dolly Coughenour, Deb Gawlas, and Beki Jones; Ed Major and Bruce Stutzman for the Anniversary Run; Mark and Megan Tweist for hosting the Fall Leaf Tour; and lastly special thanks go out to Charles Runyan, John Swauger and the entire TRF staff for their continued support and dedication to helping us keep these cars on the road. Thanks to one and all. I am looking forward to this year.

This month we have a General Business meeting scheduled for February 7th at the Fireside again. I know we had some problems last meeting. I have talked to the manager and they are very glad to have us and do not want to lose our business. They are going to set up a reserved section so we can have a meeting without taking over the entire room. We have heard this before; we'll see how it goes this month. If you have any complaints please let me know.

Coming soon is our annual Penn Brewery event. We are still finalizing the menu but be sure it will be great. It is scheduled for March 24, 2001. It will run pretty much as years past; cash bar will open at 12:30 with lunch served at 1:30. We are holding the price at \$15.00 per person. I will need you check no later than March 21st. Send payment made out to: WPTA c/o Mark D. Phillips 647 Royce Ave. Pittsburgh PA 15243-1149

Lastly, this month I am calling a Steering Committee meeting. It is scheduled for Saturday, February 24th at 7:30. All current officers, past presidents, and event hosts are asked to attend. If you do not fit into any of those groups but wish to attend drop me a note and let me know that you will be coming. The meeting will be at our home, 647 Royce Ave in Mt Lebanon. Those of you familiar with the area Royce is off RT 19 between Beverley Rd (RT 19) and Bower Hill Rd. If you are traveling south on RT 19 make a right on Royce Ave. We are located at the top of the hill on the left. If you need more specific direction please give me a call. See ya soon.



Special Notice for:

Rooms at Carlisle

by Ed Major

This year I am changing the way you reserve a room for Import Carlisle. WPTA has a block of 15 rooms 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. It is very important to mention you are with the W. Pa. Triumph Asso. in order to get the \$60 rate. I suggest you call your roommate from last year or come to a meeting soon to talk it up so you can share a room and only have to pay \$30 per night. The Inn will only hold our block until April 19th so make your reservations early.

Triumphs In Competition:

The TR3

By: Bruce Stutzman

Things were surely looking rosy at Standard Triumph in 1956. The TR2 had proven to be a great success both commercially and in competition and the newly introduced TR3 was even going to be better. That this would all change by late 1960 with Triumph awash in red ink shows how quickly things were changing in the automobile world in those days.

The newly introduced TR3 received all the mechanical improvements that were developed through competition with the TR2: a stronger differential, disc brakes and more horsepower with the 1 3/4 carbs, Le Mans head and, a little later, the high port head. But, that was as far as engine development was going to go except for the introduction of the 86mm kit first used in the 1958 Alpine Rally.

Ken Richardson introduced the GT Kit on 1956 Works Rally Cars. This consisted of a steel hardtop and door handles. With this kit fitted to the cars they could compete in the GT class which they often did very successfully: they won the Manufacturers Team Prize in the Alpine Rally in 1956 and the Manufacturers Team Prize in the Leige-Paris-Leige Rally in 1957.

Ken Richardson refurbished three of the 1956 Works Rally Cars and sent them to the US to compete in the 1957 Twelve hours of Sebring race. These cars, fitted with the GT Kits finished 1st and 2nd in class. Richardson also entered a car in the 1957 Mille Miglia. This car did not finish, however, because of a punctured radiator.

Ken Richardson introduced the 86mm kit in 1958 rally cars, but they needed more tuning than that. The TR3A's were starting to be beaten by Austin Healeys, which were producing 140 HP. In 1959, rally rules permitted the use of many performance enhancing parts including different carburation and aluminum bodies. BMC took advantage of these rules and developed substantially lighter better handling Austin Healeys with 180HP. Triumph did none of this. Nevertheless, a TR3 in the 1959 Alpine Rally won its class.

Richardson started using Harolds more and more often in the Triumph rally program. He was also kept very busy developing the special cars that raced at Le Mans in 1959, 60 and 61 using the Sabrina twin cam engine.

In the U.S. things were also looking rosy for Triumph in 1956. The new TR3's were dominating The SCCA E production class. The arrival of the Ace Bristol in 1957, however, changed that. This limited production aluminum bodied lightweight with IRS and 130HP hemi head 6 cylinder engine won the E production class in 1957-58 and 59. It was bumped to D production in 1960 and to C production a year later. Only 465 Ace Bristols were made.

Two people who were critical to the continuing success of Triumph in competition in the US came onto the scene, both racing TR3's, Kas Kastner on the West Coast and Bob Tullius on the East Coast. Even though the mass produced TR3 was no match for the Ace Bristol, Kastner was the Pacific Coast EP Champion in 1959, a testament to his determination.

Kastner, who later became Triumph's competition manager, developed the TR3, well beyond anything even considered by Ken Richardson. Richardson's competition cars were nothing but well prepared standard cars. He believed that additional power would render the engine unreliable in Europe's long distance events. Kastner had no such hang-ups. He, of course, was developing TR's for a vastly different type of competition. SCCA races lasted about a half-hour compared to the 24 hours of Le Mans or rallies that lasted several days.

Bob Tullius bought a TR3 and started racing it in 1961; he was an immediate success. His relationship with Triumph and British Leyland would continue through the TR8.

Next issue the Sabrina engined Le Mans race cars.



1957 Sebring



1958
Monte Carlo
Rallye



Original Bill Fornwalt Drawing



Ken Mikos, Gary Fredo & Dave Jerman enjoying the great weather at OhioPyle last year, not sure what run.

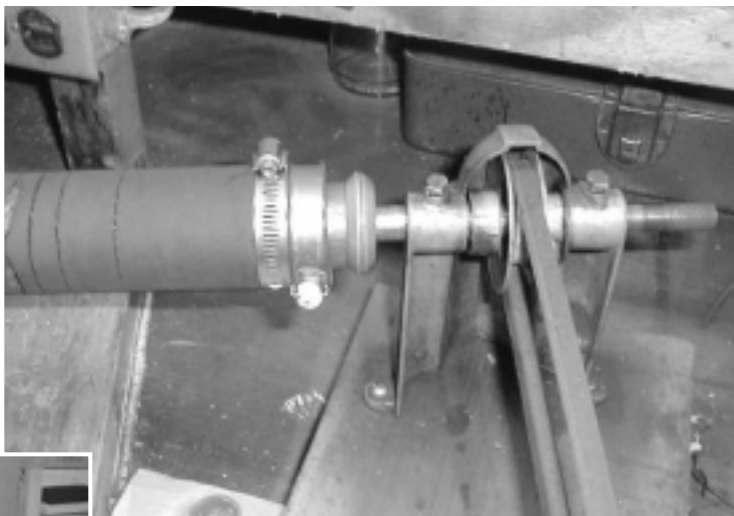
Overdrive Test Stand

by Ed Woods

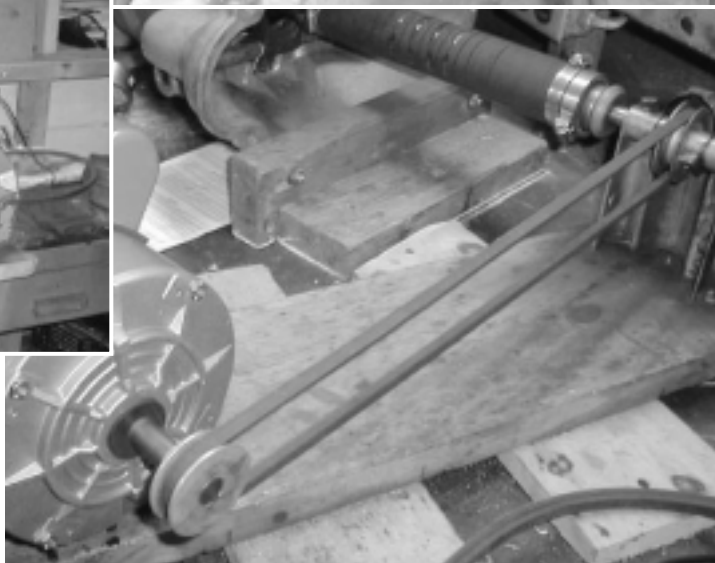
Here are some photos of the Fog Overdrive Test Stand, Type 1. It's use is open to any WPTA member, but by appointment only. \$50 an hour to anyone else. Beats the heck out of finding out that the o/d doesn't work after you've installed it in the car!

Our first try, the "EX1", didn't work. It utilized a 1/3 HP motor. With a slightly smaller pulley on the drive end, it would drive the "dry" gearbox, but with 20-50 oil, it was near stall. Not enough HP. So we bought the present 1 HP drive motor from Harbor Freight. It drives the gearbox at 1725 RPM easily. No wonder drills don't work very well!

This 'box tested at 420 PSI, right on spec. It's for sale by the way, complete with solenoid and wiring. Fits any TR250 to TR6.



digital photos by FOG 1 & 2



~WPTA~ Calendar of Events

- | | |
|-------------|---|
| February 7 | General Business Meeting
Fireside Inn 8:00 pm
Mark Phillips 412 561-6295 |
| February 24 | Steering Committee Meeting
647 Royce Ave - 7:30 pm |
| February 26 | Newsletter Meeting
5pm-Typecraft/6pm-Michael's Pizza Bar |
| March 14 | General Business Meeting
8:00 pm Fireside Inn, Mark D. Phillips |
| March 24 | Allegheny Brewery,
Mark D. Phillips |
| March 26 | Newsletter Meeting
5 pm-Typecraft/6 pm-Michael's Pizza Bar |
| April 11 | General Business Meeting,
8:00 pm Fireside Inn, Mark D. Phillips |
| April 30 | Newsletter Meeting,
5 pm-Typecraft/6 pm-Michael's Pizza Bar |
| May ?? | Tune Up Clinic |
| 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 |

~ Of Other Interest ~

- | | |
|------------|--|
| Feb 2-3-4 | World of Wheels Hot Rod Show
David L Larence Convention Center |
| June ?? | British Car Day
Bowie Maryland |
| June ?? | Pittsburgh Parts-A-Rama |
| June 15-17 | TRA |

Membersh

'01 Dues are due. If you address label is marked "2000", please send you check for \$15 to: Ed Woods, 105 Hawk Drive, Glenshaw, PA 15116. Any integral multiplier of \$15 is encouraged. Take care of '01, '02, '03 with one check.



Seen at the Pittsburgh Vintage Gran Prix

Established
1977



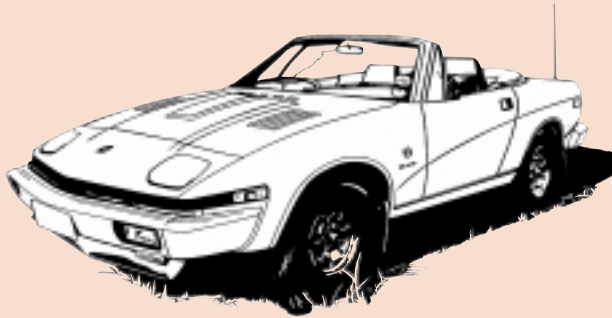
WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

647 Royce Avenue, Pittsburgh PA 15243

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

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

February 7th Business Meeting



~ Classified ~

For Sale: AMCO Bumper Bar for TR4, NOS note this does not fit a TR4A or 250. Excellent chrome needs a home. Contact: Jerry Van Vlack, Hudson, OH, 330-650-2751 or jerryvv@att.net. (note that's two v's not a w). Can deliver over Christmas Holidays. \$125.00

For Sale: 1967 MGB-GT. All original, wire wheels, excellent condition, no rust, rebuilt engine, new exhaust, water pump, clutch, throw-out bearing, hoses, rebuilt starter and generator, other miscellaneous new or restored parts. New leather interior and wool carpets. This is a daily driver and an excellent chrome bumper MG. Extra parts included. Asking \$3800.00 Jim Antis 724-349-0426 or jantis@iasd.cc

**February Business Meeting
on Wednesday the 7th
Meeting at 8 PM
Fireside Inn, Route 60
Robinson township**

Arrive at 6 PM for dinner

