

Established
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January, 2001

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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

This year has gone by so fast. It is hard to believe that the year is 2001. I can remember in grade school and thinking about the 21st century. Aren't we suppose to be driving space ships to work, have robots do all the work, and live in cities on the moon? Instead we're driving 30 year old cars, have a "honey do" list on the refrigerator, and live in a 65 year old house in the south hills. I complain a good bit, but I wouldn't change a thing "it's a wonderful life" as the movie says. Funny what a year will do. Last year at this time everyone was stocking up on water and toilet paper. I wonder if these people have used up their stockpile yet. Actually the new millennium starts this January 1st; I haven't heard anyone predict the end this year. I'm still betting the sun will rise on the morning of January 1, 2001. Besides we have a great year planned for the WPTA.

Hope everyone got his or her new membership directory in last month's newsletter. It was long overdue. If you have any corrections please drop me a note or better yet email me your change if you have email. I hope to include email addresses to our directory since that appears to be the quickest and easiest way to get to a majority of our membership. Remember to let us know about any email address changes also.

I was also recently reminded that in our membership vehicle total in the back of the directory there was a miss count and actually a TR6 was counted twice and several TR3's where not counted. We must have been employing the Al Gore count method to tally these. While the final count is being figured out I have been assured that the TR3's will win again. Isn't that the Jeb Bush method of counting? I can't say too much since Sherry and I have a TR3, TR4, and a TR6. I think they're all great cars.

This month has been pretty busy for me and I feel like I have not talked to anyone from the club so it was nice to see everyone at the "Holiday Hang Out". We had a really nice turn out at the Cranberry Quaker Steak n Lube. If you weren't there you missed a good time. We filled 6 or 7 tables. As usual Ed and Bruce where the first to show; and we had a steady flow of members in and out throughout the day. It really was a nice afternoon; hot wings, and 16oz Rolling Rock specials. I was set for the day.

It sounds like Ed Major's car is getting closer. Ed said that he was hoping to begin final sanding of the primer next week. Can't wait to see it. Also, Ed and Harvey Woods came with pictures of a new acquisition. It is a very low mileage TR3A. It even has good floors and sills. Usual story, someone started to take it apart to restore many years ago and lost interest. I am not sure if Ed and Harvey are going to try to get it back together to drive this year or if they are going to restore it now. It might even be for sale. I'm not sure how Ed got this one past Tina; but good work, Ed. Amazing, there're good cars still out

there to be found.

Also, Harvey told me about a machine that he and Ed built to test overdrive transmissions. This way you can be sure the unit works before you drop it back in the car. I have a unit that I should test before I drop it in the TR6. I may have to visit the fog brother's garage and test this machine myself. See the article and pictures inside.

Dan McGowan also approached me about something he's working on. He has talked to someone who has a shop with a Dyno. Dan is trying to work a deal so any club member interested in getting their car dialed in could come out, maybe the day after the Tune Up Clinic and test their car. The details are not worked out yet but first we need a count of how many people would be interested in this. The price would depend on how many cars we get out. The price would include three runs. If you might be interested either drop me an email or give Dan a call. Sounds interesting.

Coming up this month is a General Business meeting. It is scheduled for January 10th at the Fireside Inn. This will be our second meeting there. The first went pretty well. It is pretty easy to find. It is right on Route 60 in Robinson Township just before you cross into Crafton. If you need direction give me a call or drop me an email and I'll give you specific directions.

There are a few items that we need to discuss so if you're free come on out.

Also, coming up is our annual Holiday Party. This year it's at the Monterey Bay Restaurant on Mount Washington. Dave and Kit Jerman are our hosts and I'm sure it will be a wonderful night. If you haven't RSVP'd yet, please write the check now while your thinking about it. See the article inside for details.

As far as my Triumph projects go. I have not made much progress lately. I'm looking forward to the week between Christmas and New Years to get started. Sherry and I have the week off and I'm hoping to get started on the TR6 front end. Spent the other day over the Shaw garage helping Jim with some bodywork on his TR2. Yep, he finally dragged it out from under the pile. The car was a basket case but through the Shaw magic I'm sure it will be another great car. Hope Jim can write a short article to let everyone know how it's going. Well that's about it, drop me a line and let me know what your working on, and from Sherry and I we would like to wish everyone a very happy and healthy New Year. See ya soon.

Membership

'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.

WPTA 2001 Holiday Party Time!

by Dave Jerman

The annual Holiday Party is just around the corner - Saturday, January 20th will be here before you know it!! Plan to attend the first WPTA event of 2001 at the Monterey Bay (formerly Christophers) on Mount Washington. Cash bar will be open at 6:30 PM and dinner will begin at 7:30 PM. There are six entrées to choose from and orders will be taken as you are seated, so you know it will be fresh and wonderful. The view is wonderful and it will be the best way to bring in the real new millennium with your WPTA friends. So plan to join us!

Please send in your check for \$30 per person made out to "WPTA" and send to: David Jerman, 35 Kimmel Road, Home, PA 15747. The cost includes: hors d'oeuvres, dinner, wine with dinner and dessert. Questions? Or need directions? Call David or Kit at 724-349-6639 or e-mail us at jerman@twd.net. The reservation deadline is Saturday, January 6th 2001. Hope to see you there!!



1953 Jebbeke TR2 at rest!



1954 Mille Miglia TR2 at Speed!



1955 LeMans TR2 at speed!



Triumphs in Competition

Part 1 ~ The TR2

By Bruce Stutzman

Triumph hired Ken Richardson as a development engineer in early 1953. Triumph was trying to build a sports car. They clearly knew how to build cars, but they realized they needed help building a sports car. History tells us they picked the right guy. Richardson would soon become competition manager; he used racing and rallying to develop the TR2 and TR3 into first class sports cars. All of the mechanical improvements to the car in those early days came as a result of competition.

In late 1952, Donald Healey ran a high-speed test of a prototype of his new Austin Healey on the new Jebbeke Highway in Belgium. In March 1953, Sterling Moss did the same thing with the new Sunbeam Alpine. Ken Richardson's first assignment was to run a TR2 at Jebbeke and beat their top speeds. Richardson did just that on May 20, 1953. Driving a prototype TR2 he clocked a top speed of over 124-MPH. The car he drove was mechanically the same as the TR2's that would soon come off the assembly line including the 3.7 rear end with overdrive. His car, however, had the following aerodynamic modifications: undershield, metal tonneau cover and rear wheel covers. The front bumper and windshield were removed.

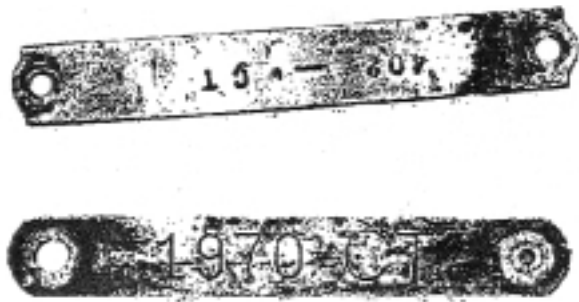
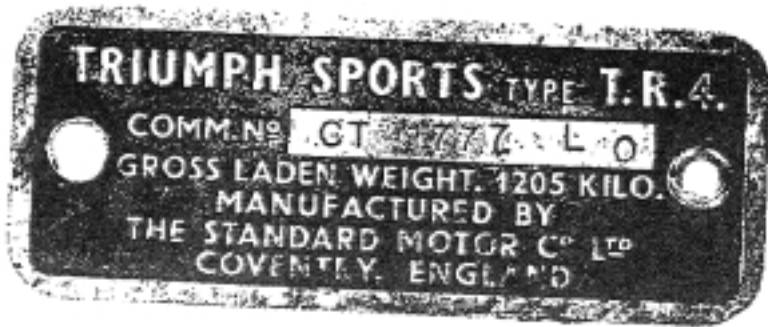
Management at Triumph was ecstatic. Maurice Gastonides, an accomplished rally driver, was hired to drive TR2's in European Rallies. Gatso suggested that a TR2 be entered in the 1954 1,000 mile Mille Miglia race to test the strength of the car and to find any weaknesses before entering any of the grueling European Rallies. Richardson painstakingly prepared the TR2 that he and Gatso would drive. It was, however, a stock TR2 with only a few modifications. It had overdrive in all 4 gears, 60 spoke 16 inch wire wheels, Koni shocks in the rear and, pee tubes through the floor. Everything worked perfectly except the pee tube. Unfortunately, there was pressure instead of suction under the car and it blew back. They finished 27th overall and the car ran trouble free.

Consequently, Richardson prepared two additional cars for his team of 3 works rally cars.

Richardson then prepared 3 TR2's for the 1955 Le Mans 24 hours race. These cars were fitted with H6 S.U. Carburetors instead of the stock H4's and a modified head that would be known as the Le Mans head. Both modifications would become standard on the TR3.

A primary objective to running at Le Mans was to test different types of disc brakes. One car had Girling discs in front with drums at the rear; one car had Girling discs in front and Alfin drums at the rear and the third car had Dunlop discs on all 4 wheels. We all know I'm sure, which brake arrangement would become standard equipment on the TR3. The cars finished an excellent 14th, 15th and 19th overall with no mechanical problems, a powerful testament to the overall ruggedness of the cars.

Next issue the TR3.



Mystery Car

By Wray Brady

"What are these extra holes in the bulkhead, Dan will have to weld those shut," said Jim Shaw one evening after several beers and a couple of hours of examining my TR4 tub. Jim got serious for a moment when I showed him the extra I.D. tag that this car wears. Throw in the fact that he car has TR3 disk brakes and "we have a problem Houston".

During a visit to the British Heritage Museum I supplied the info to get a trace done on my car. It came back as Body #1970CT, Commission # CT1777. Even the engine number is correct. Look at the illustration and you'll see the extra tag marked 402CT. This was screwed into the bulkhead. I'm fairly sure the car was then painted as part of the tag and mounting screw still bears dirty white paint. Over 402CT, as shown in the illustration, the typical commission plate was riveted. on the opposite bulkhead I found the body tag 1970CT riveted in the usual manner. Of course the trace does not address tag 402CT. Several e-mails to VTR and TRA suggested that 402CT was simply an extra body tag added, but not by the factory. Please compare the 2 body tags. Both are aluminum and of similar dimensions. They have been stamped with different dies, the ends are different and of course the mounting is different. Jim Shaw thinks they look a lot like TR-3 tags. It might be useful to compare 402CT to Bruce Stutzman or Fred William's car as they are also quite early.

After several attempts I was able to get an e-mail address for a fellow in British Heritage in England. On 11/29 I faxed this data and 2 copies of the various tags to him. He was good enough to forward them personally to Production Archives.

Now, it's a waiting game. Speculation among some club members are, a factory special, a display car, a mule or test car, and that once the factory was done with it they simply added the above mentioned commission and body tags. From there it was shipped to Baltimore. Clearly, somewhere in its life the car could have gotten the extra tag for no good reason. The TR3 brakes could have also been fit when parts were scarce. Either way, I'll pass along the English findings. Time will tell.

~ 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

~WPTA~ Calendar of Events

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|-------------|--|
| Jan 10 | General Business Meeting
Fireside Inn 8:00pm
Mark Phillips 412 561-5972 |
| Jan 20 | Holiday Party
Monterey Bay, Mt. Washington
Dave & Kit Jerman 724 349-6639 |
| Jan 30 | Newsletter Meeting (Tuesday)
Typecraft |
| February 7 | General Business Meeting
Fireside Inn 8:00pm
Mark Phillips 412 561-6295 |
| February 26 | Newsletter Meeting
Typecraft |
| March 14 | General Business Meeting
8:00pm Fireside Inn, Mark D. Phillips |
| March 24 | Allegheny Brewery,
Mark D. Phillips |
| March 26 | Newsletter Meeting
6:00pm Michael's Pizza Bar |
| April 11 | General Business Meeting,
8:00pm Fireside Inn, Mark D. Phillips |
| April 30 | Newsletter Meeting,
6:00pm Michael's Pizza Bar |
| May ?? | Tune Up Clinic |
| May ?? | Spring Drive In
The Roadster Factory |
| May 9 | General Business Meeting,
8:00pm Fireside Inn, Mark D. Phillips |
| May 18-20 | Import Carlisle,
Jim Shaw, Ed Major |
| May 28 | Newsletter Meeting,
6:00pm Michael's Pizza Bar |
| June 2 | Event to be Named
Wil and Linda Schweitzer |
| June 13 | General Business Meeting,
8:00pm Fireside Inn, Mark D. Phillips |
| June 25 | Newsletter Meeting,
6:00pm Michael's Pizza Bar |
| July 7 | Washington Tour
MG Club |
| July 11 | General Business Meeting,
8:00pm Fireside Inn, Mark D. Phillips |
| July 14 | British Car Day,
Schenely Park, |
| July 21 | Night Owl Rally
Mark D. Phillips |
| July 30 | Newsletter Meeting,
6:00pm Michael's Pizza Bar |

~ Of Other Interest ~

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|------------|--|
| June ?? | British Car Day
Bowie Maryland |
| June ?? | Pittsburgh Parts-A-Rama |
| June 15-17 | TRA |
| June 22nd | Vintage Races mid Ohio |
| Aug 22-26 | VTR, Breckenridge Colorado |
| Sept 7-9 | Vintage Races, Watkins Glen |

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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

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January 20th Holiday Party, RSVP Today! **January 10th Business Meeting**

Saturday, January 20th Holiday Party Monterey Bay Resturant on Mount Washington

The Monterey Bay ~ (formerly Christophers) on the top of Mount Washington is located at 1141 Grandview Avenue, and has valet parking for your convenience.

Rsvp a must for this event, see details inside.

January Business Meeting on Wednesday the 10th Meeting at 8 PM Fireside Inn, Route 60 Robinson township

Arrive at 6 PM for dinner

