

Established
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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

Everybody tuned up? The driving season is upon us.

There is no excuse for not having your car ready; our annual Tune Up Clinic was held May 5th. Special thanks to Roy Miller for the use of his shop at Roy Miller Plumbing, John Swauger of the Roadster Factory for bringing the required parts, Scott Schober for his generous gift of a drum of oil, and especially to Doug Foyle for hosting the event and making sure everyone had the help they needed.

We had a great turn out with several new members making an appearance, some with cars and some without. We had the usual work performed, oil changes, spark plug change, and the carburetor adjustment. But we also had some warranty work on a 15-year-old transmission job. It appears that the Fog Brother's Garage offers an extended warranty on all transmission work. One of our members had Fog 1 build an overdrive transmission for a TR3, 15 or so, years ago and he never got around to installing it. What better place to have it installed then at the Clinic and by the professional who preformed the original work. From what I could see the job went very smoothly and the TR3 left at the end of the day under its own power. So next time your in need of that overdrive service, stop by the Fog Brother's Garage for a quote, you can't beat the warranty.

A few weeks ago we visited Mecca for the owners of early model import cars, especially Triumph sports cars. Import Carlisle started on the 18th of May. It was a great weekend. Several of our members arrived early Thursday to set up our space and recon the field. I arrived early Friday. I had nothing particular in mind to buy, but I'm always looking for a bargain and I found one. Or more accurately someone else found it and I took advantage of the deal. Midday Saturday Jim Shaw found a set of eight spoke American Racing Mags. I have often talked to Jim about my desire to find a set for Sherry's TR4 since she is not going to let me put wire wheels on the car. So when Jim found them he purchased them and gave me first refusal. Needless to say I jumped at the chance to own the set.

It made the perfect anniversary gift since Sherry and I had just celebrated our 17th wedding anniversary the previous week. When I told her of the purchase when I got back she even appeared to be as excited as I was. However, I still think she would have preferred something in gold instead of aluminum, but the wheels will have to do for this year. (*Ed. note: will there be a next year*)

The rest of the weekend was committed to trying to empty the coolers of beer, sitting around listening to some of the best Triumph stories you will ever hear and visiting with friends from other regions. In fact we were having such a great time Friday night we ended up staying on the fairgrounds and ordering pizza. Friday has historically been our dining-out night but no one wanted to leave. This is may be the best Carlisle I have ever attended. What a weekend!

Well, coming up this month is the first driving event of the year. I don't know if the newsletter will be out in time but Wil and Linda Schweitzer are hosting the "Run to New Philadelphia" this Saturday. If you're interested show up at Wil and Linda's home in Hickory at 10:30.

Once again no General Business Meeting this month. Several members are researching potential places. I'll keep you posted. I hope to find a place soon.

Also, another event of interest this month is TRA 2001. This year the Mason-Dixon club is hosting this national meet. It is being held June 21st - 23rd. at the Marriott's Hunt Valley Inn in Hunt Valley Maryland. Those of you not familiar with TRA, it is a club committed to the preservation of TR2's, TR3's and TR4's but all triumphs are welcomed. If you have an early triumph this club is a wealth of information if only for the Concourse d'Elegance technical manuals. It is full of great people many of which I am pleased to be able to call friend. So if you are interested in registering for TRA 2001 contact John Warfield for information at (410) 974-6707. Also, there will be a few of us caravanning to Maryland for TRA this year, so if you want to join us on the drive down give me a call.

Also, a reminder to everyone that British Car Day at Schenley Park will be here before you know it, mark you calendar for July 21st, if it is not already, and send those registrations in. You should have received your registration with your last newsletter. If you lost it or need a few to give away just give me a call and I'll send it out to you. Also, soon I will want to have a meeting for all interested in helping out that day. If you want to help park cars, work registration, or help under the tent please send me a note at mdp@adelphia.net or call (412) 561-5972 or just show up Friday July 20th around 5:00-5:30 at Schenley Park on the Field. We will be setting the field and making plans for the best British Car Day ever.

Several other events are coming up that the membership may be interested in. First is a car show at the Indiana County Fair Grounds on August 26. For registration information call Walt at (724) 463-8522. Second is VTR 2001. The Rocky Mountain Triumph Club is sponsoring this year's VTR. It is scheduled for August 22-25 in Breckenridge Colorado. Go to www.vtr2002.com for registration and additional information. Another event not too far away is the Indy British Motor Days. This event is scheduled for September 21-23 and will be held at the Indianapolis Raceway Park adjacent to the Motor Speedway. Lastly, "Triumphest 2001: a Triumph Odyssey" is being sponsored by the Triumph Register of Southern California on October 18-21 at Ventura Beach Hotel, Ventura California. For registration info. call (661) 255-5677.

Finally from the WPTA club. I have heard that Dave and Joyce Parks TR3 is once again pale yellow. I understand that much progress has been made this past month. Hopefully we'll all be able to appreciate it this British Car Day. Also Jim and Joni Shaw's TR2 is a wonderful shade of geranium. What a strange and beautiful color. Hopefully we'll see it at British Car Day or maybe the Summer Party. As for my projects, well they are going nowhere fast. I did get the TR3 out to the Tune Up Clinic and got the oil changed. However, later that evening on a return trip from dinner with Sherry, the exhaust system came apart. Add it to the list. The TR6 transmission is still sitting on the floor ready to be installed, one of these days. And finally Sherry's TR4 is dispersed though my garage and several other locations waiting attention. Where did the winter go? I had such grand plans. Well, there is always next year.

Triumphs In Competition:

The 6 Cylinder Cars

By Bruce Stutzman

The factory never used its 6 cylinder sports cars in competition. The competition department was rallying with 2000 sedans but using the TR6 2-1/2 liter engine instead of the 2-liter version. They called this car the 2.5 P.I.

In 1965 the competition dept. was working on the fascinating 1966 GT6R Le Mans Project. Unfortunately this project was killed off after only one car was built and the car was scrapped. The car was the Le Mans Spitfire fitted with the 2 liter 6 cylinder engine from the 2000 Sedan. The engine was tuned to develop 175 hp.

The most interesting aspect of this car was its Lotus Elan Type MacPherson strut independent rear suspension. If only this rear suspension had been put into production in the GT6; unfortunately the new GT6 had to make due with the Spitfire swing axles.

In The USA, SCCA placed the new GT6 in the E production class. Kas Kastner prepared a car that made it to the SCCA runoffs its first year 1968. Unfortunately it broke an axle in the race.

In developing the 6 cylinder engine for competition, Kastner had an easier time with the 2 liter version, as used in the GT6, than with the longer stroke 2 1/2 liter TR6 version. Kastner's 2 liter GT6's developed 185 hp. Later, using Webers and the TR6 head, Kastner got the 2-liter engine up to 218 hp.

GT6's took 1st, 2nd and 3rd places in the 1969 runoffs E production class.

Triumph then came out with the GT6+ with its much improved "rubber donut" rear suspension making a better handling car, but his race cars kept breaking rear hubs so Kastner had to make his own.

SCCA moved the new GT6+ to D production. It finished 2nd in the 1970 and 71 runoffs to a Datsun 2000.

Group 44's last GT6, a Mark III version, was bought by our own Dave Parks and his racing partner Frank Resciniti. They sold it, however, after enjoying only limited success.

When the TR250 came onto the scene in 1968 SCCA put in it C production with the Porsche 911's. Two years later the new Datsun 240Z would also be put in CP.

Kastner had a very difficult time race tuning the TR250's 2 1/2-liter engine. With its long stroke it wanted to shake itself apart at 6500 rpm's. Kastner finally solved the problem by actually adding weight to the crankshaft. In fuel injection form Kastner was able to develop 255 hp at 7500 rpm's.

Nevertheless, the Group 44 TR250 finished 3rd to two Porsche 911's in the 1968 runoffs.

With the introduction of the TR6 in 1969, Kastner and Tullius merely swapped bodies putting TR6 bodies on their TR250 chassis. The Group 44 TR6 finished 3rd again to two Porsche 911's in the 1969 runoffs.

In 1968, Triumph, BMC, Jaguar and Rover combined to become British Leyland and things changed. Kas Kastner became more and more disillusioned with British Leyland and finally resigned in 1970. He was deeply hurt by Leyland's lack of interest in his and Pete Brock's TR250K - often referred to as the K car.

The K car was a racecar based on the new TR250. Kastner hired Pete Brock, who designed the body for the Cobra Daytona Coupes, to design the body. Kastner moved the engine back nine inches and used 4 wheel-racing disc brakes. Otherwise the drivetrain was all TR250.

The K car was only raced once - the 1968 Sebring 12-hour race. It led for the first three hours but broke a wheel and retired.

Pete Brock now owns the K car and races it in West Coast vintage event.

After resigning, Kastner ran Triumph's West Coast racing team in 1971 and 72 with his friend John Brophy under the name Kastner Brophy racing. Although they raced GT6's and TR6's they, interestingly, also built and raced a 6 cylinder Vintesse in the Trans Am under 2 1/2-liter class.

In the 1970, 71, 72 73 and 74 runoffs, the TR6 finished behind the Datsun 240Z's. SCCA then moved the TR6 to D production while requiring the cars to use carburetors instead of fuel injection. The Group 44 TR6, with John McComb driving, won the DP national championship in 1975.

Bob Tullius, who was now involved in developing the new TR7 as a racecar, sold the TR6 to movie star Paul Newman. Newman, who had been racing Datsuns, repainted the car and fitted rear koni shocks on it. He then won the 1976 DP national championships just ahead of Group 44's new TR7. This car still exists and has been converted back to it's Group 44 configuration.

Next issue the TR7 & 8



The TR250K
Built by Pete
Brock and Kas
Kastner

Bob Tullius and the
Group 44 TR6



The Paul
Newman
version of the
above car

Classified

For Sale: 1968 Triumph Bonneville 650cc, restoration begun, most new parts to complete, asking \$3800; 1976 Triumph Bonneville 750cc, restoration complete, asking \$4250. Both classic British bikes. Jim Antis 724-349-0426.

British Car Day

Don't forget to send in your registration form accompanied by a large, generous check by June 15th. After that date the registration fee increases by \$10, whether you're a WPTA member or not. Consider adding a few "In Spirit" bucks. They go to a good cause: us. In you can't attend, or are attending but not bringing your British vehicle, why not make an "In Spirit" donation anyway? Like I said, it's for a Worthy Cause, your club. And by the way, I'd sure like some help at the registration desk, just till 11 a.m. 412.486.4294 is the number.

Thank you again,
Ed

BCD Volunteers

British Car Day is nearly upon us, and it is time for my yearly plea for volunteers.

We'll meet Friday July 20th on the show field in Schenley Park at 5pm, pace off the classes, order pizza, and hang out. Saturday morning we'll arrive at 7:30am, park cars, and hang out.

I feel compelled to mention that we spent Friday evening last year covering under the club tent, huddled together for warmth, fearing for our lives. Those who were there can vouch, there's no comradery like that formed by combat or British Car Day.

Test your mettle, volunteer.

Thanks again,

Chris Martin (724) 443-1428, or rossman@stargate.net

TRF Summer Party Volunteers

Plans for this year's Summer Party are in the making and WPTA has once again been asked to "make it happen again" on Main Street, Indiana PA on Sunday, August 12, 2001. Sunday's display of British cars is the culminating activity for weekend participants and has also become a highlight of the summer season for many of the locals who look forward to this annual event.

We will need volunteers to help register and park cars for a few hours on Sunday morning. TRF has again offered free registrations for all volunteers. If you plan to attend the summer party and are willing to volunteer, please call Jim Antis at 724-349-0426 or Email jantis@iasd.cc ASAP or no later than July 31st to facilitate planning. If no answer by telephone, please leave a message.

A Brief Message from the Membership Chair

Please check your mailing label. If you see a red star, this is your last issue of the world's most punctual newsletter unless \$15 is forthcoming by the next time we sit down to put computer to paper. If you think I've made an error and not processed your check, please call me at 412.486.4294 to get things back in order. I'm sure that I can be made to see things your way for a small fee. If you've decided not to renew, please reconsider. Triumphs need the WPTA; the WPTA needs you. Thank you for your support.

Ed Woods



The hair may be gray, but Ed can still crawl under a Triumph!

Cubby Box Blues or what not to keep in it

purloined from the internet

Gary Nafziger wrote of finding a selection of badges in his TR glovebox and concluded by asking, "Does anyone else have a story of treasures found in old cars??" Mmmm, I wonder if this is appropriate?

Fellow Triumph Area Sales Manager (in 1969, name and region withheld) had a wife of charming countenance, impeccable breeding and an outstanding dress sense. She was a delightful person and one of whom I still remember today with the greatest platonic affection and respect. She was a 'stunner' in the best traditions. One day she turned up at the London Showroom without warning or prior arrangement to find husband having a gentlemanly and totally un-business related conversation with the undersigned. "Oh, darling," said she, gently kissing him on the cheek on arriving at his side, "I just thought I'd call in so we can have lunch somewhere?" "Have you by any chance seen my brooch? I think it must have come off my jacket when we left the Jones's on Saturday night. While you've been away, I turned the house upside down looking for it - but I can't find it" "Er, yes. I might have. Found a few things in the car when I vacuumed it this morning on my way down from Coventry. Stuffed them all in the glovebox. Here, take the keys - the car's outside." With a winning smile that had all of us fainting at the knees, she tripped out of the crowded showroom, full of people admiring the newly announced Stag and made for the kerb, against which the month old 2000 was parked. Moments later, the peace and tranquility of the august surroundings were shattered.

In the very best Prima Donna traditions, she started her outburst by the showroom main entrance and advancing across the floor with an expression of considerable hostility, held high and at arms length in her fingertips, a pair of more than flimsy and very frilly undergarments modeled for the feminine gender, for the wearing of. Spectators were quickly and irretrievably forced to the conclusion the article under review was in no way the property of the lady holding them aloft for all to see. The pitch of her stentorian tones almost shattered the mirrored wall across the rear of the showroom and in the most devastating terms (in which she never once minced her words, repeated herself or resorted to any form of profanity) she clearly wanted to know further details of the owner and the circumstances surrounding the arrival of this underwear in the glovebox of her shortly to be divorced husband's Triumph 2000 company car.

When the initial onslaught finished and she had paused to take breath, I think everyone felt that if they were unaware up to then of the actual meaning of the saying, "Hell knoweth no fury than that of a woman scorned" - it was now as clear as day. It certainly was to me! I think the decree absolute was granted about three months later. While extremely sympathetic towards her dilemma, what grieved me most was that her return to the showroom preceded (by about ten feet) one of my prospects who had just arrived to sign along the line that was dotted - and I not only lost the sale but the commission as well.

Unfortunately, this was a peripheral issue upon which the Judge declined to comment when pronouncing the Decree Nisi ... and I never did learn how those knickers actually did get in that glovebox.

Suffice it to say that all 2000's did have exceptionally wide and very comfortable reclining front seats - so I think I can take an educated guess.

Jonmac

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

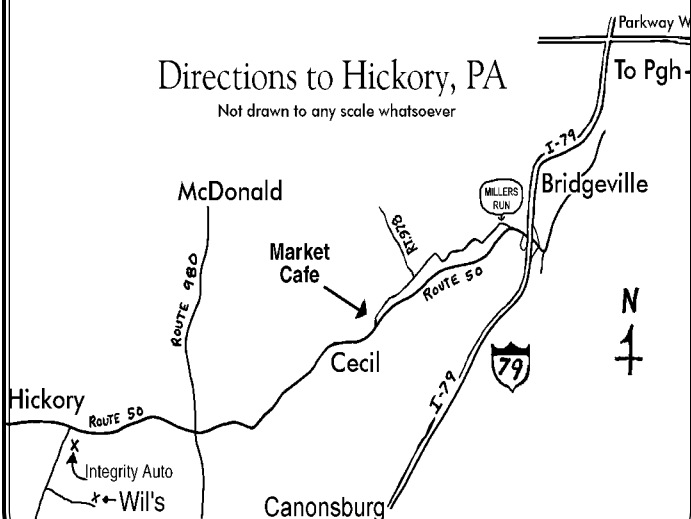
**June, 2001
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British Car Day Early (Cheep) Registration Deadline June 15, 2001

Saturday, June 2, 2001

Run to New Philadelphia

Directions to Hickory, PA
Not drawn to any scale whatsoever



~WPTA~

Calendar of Events

- | | |
|-----------|--|
| June 2 | Run to New Philadelphia
Wil and Linda Schweitzer 1-724-356-7341 |
| June 25 | Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar |
| July 7 | Washington Tour
MG Club |
| July 21 | British Car Day,
Schenely Park, |
| July 30 | Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar |
| Aug 8 | General Business Meeting,
8:00pm Fireside Inn, Mark D. Phillips |
| Aug 10-12 | Roadster Factory Summer Party |
| Aug 18 | WPTA Event |
| Aug 27 | Newsletter Meeting,
6:00pm Michael's Pizza Bar |
| Sept 15 | Anniversary Run
Richard Dick |
| Sept ?? | British Cars at Hartwood |

~ Of Other Interest ~

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