

Established  
1977



# Azus Anuz T

Volume 24 Number 6

Zōos Nūz

March, 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

Well it's 72 degrees right now. Sherry and I just spent the morning at the first Meadows Swap Meet of the year. We enjoy walking around searching for hidden treasure. Sherry hunts glass and linens, I looking for toy cars, to go with my full size obsession, and tools. So, with the Meadows beginning, spring has to be coming. Another sure sign of spring is to look at my Triumph "to do" list and of course I am way behind on my Triumph projects. I am not going to start, let alone finish, most of the things I had planned. It has been a very busy winter for me. I need either more time or more money to get everything done I have to and I don't think I'm going to get either one of those.

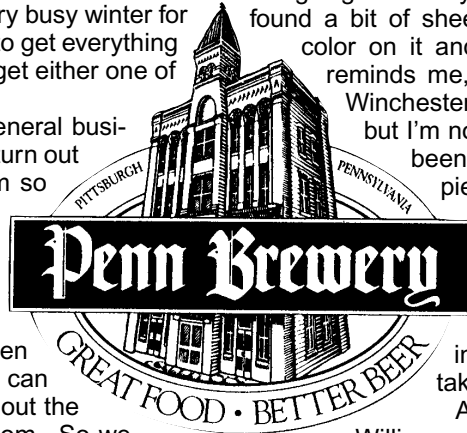
As for last month's events, we had a general business meeting February 7th. We had a good turn out but unfortunately we did not have a quorum so no business was discussed. It still was nice to see everyone that made it out to talk cars, enjoy each other's company and have a few beers. One item discussed however, was the need to continue the search for a location for our meetings. The Fireside has been marginal at best and I continue to hope we can find a place to accommodate our group without the club having to guarantee meals or rent a room. So we will start looking again. If you have an idea for a location please send me a note and I'll investigate it.

Also this month I called a Steering Committee meeting. I would like to thank everybody that came out to show his or her support of the WPTA. Thanks Bruce Stutzman, Nancy and Jim Underwood, Ed Major, Fred Williams, Jim Shaw, Ed Woods, and Richard Dick. We had a very good meeting and discussed a number of topics that I will bring to the membership for consideration in up coming General Business Meetings, and of course if you where unable to attend but have a concern please feel free to give me a call or send me a note. I am always ready to talk about the Club.

First item this month. I am canceling the March 14th General Business meeting. Our Penn Brewery event is scheduled for later in the month and typically that event has better attendance than a typical General Business Meeting so it only makes sense to hold the meeting during the Brewery event. Speaking of the Penn Brewery event. We have finalized the menu. The menu will be herbed grilled chicken, stuffed cabbage, wild and long-grain rice, green beans with red peppers, and apple celery salad; also we will have potato pancakes with applesauce and sour cream. As always, there will be a cash bar. The event is scheduled for March 24, 2001 at the Pennsylvania Brewing Company, 800 Vinial Street, Pittsburgh PA 15212. It's on the Northside off Troy Hill Rd. The bar will open at 12:30 with lunch served around 1:30. We are holding the price at \$15.00 per person. So send your check. I will need your payment no later than March 21st. Make check

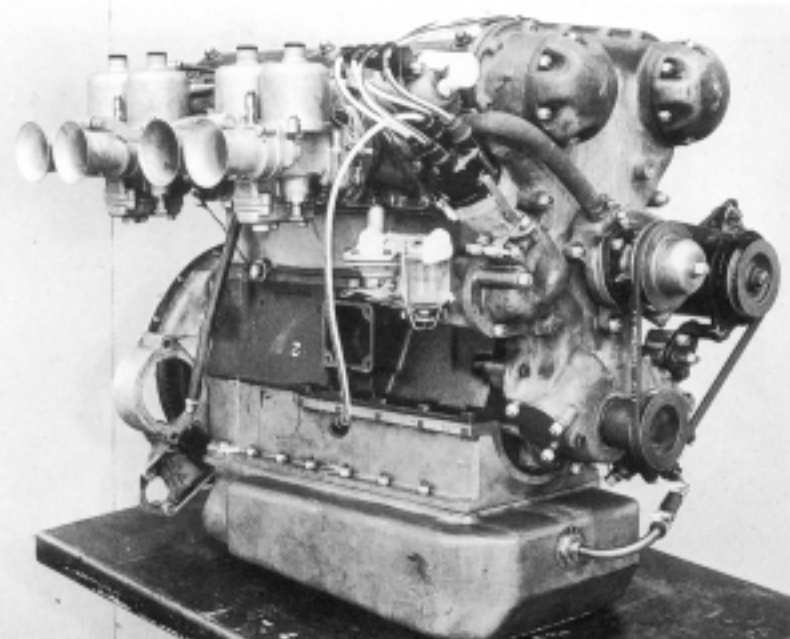
payable to WPTA and send to Mark D. Phillips 647 Royce Ave, Pittsburgh PA 15243-1149. Please if you can plan to attend this event. We will have our General Business Meeting following lunch. If you only want to attend the meeting portion of the event you are welcome to join us around 3:00pm.

As for things that are going on around the club, I have heard that the Park's TR3 is getting closer. In fact I believe that the car is once again all one color, be it primer, but it is one color. All right Dave, keep it going. Also, the Shaw's TR2 body shell is all in one piece. From what I can see it seems to be fitting together very nicely. I have even heard that Jim has found a bit of sheet metal with the original geranium paint color on it and is planning to get it scanned. Which reminds me, I have been looking for a piece of TR3 Winchester blue, which I believe is a blue-gray color but I'm not sure. Every square inch of my TR3 has been stripped and repainted. So if you have a piece of sheet metal I can borrow or buy that is Winchester blue please give me a call.



Also, the Williams' TR4 should be on the road soon. Fred has been rebuilding the engine this winter and as of the other day he was ready to drop it in. There are rumors Fred will be ready to take on all comers at the drag strip this year.

As for my projects, many thanks to Fred Williams, and Jim Shaw for their help in getting my overdrive unit together for my TR6. We had gathered all the pieces through the year and had the overdrive unit ready but had to pull my transmission out to attach it. It was a good thing we tore the transmission down. I had been experiencing some clutch problems but nothing to serious. We quickly discovered what the problem was. The taper pin sheared, that was the chatter. I thought to myself great, problem solved. I soon discovered I had other problems. When we removed the gear clusters and got the countershaft out we discovered the shaft was badly scored, and I mean scored. It appears that the needle bearing inside the gear failed, damaging the shaft. I was not very far away from a major melt down, which would have ruined the entire transmission. Sometimes it is better to be lucky rather than good. I was lucky, very lucky. The transmission went back together without incident. It currently sits on the floor of the garage waiting to be reinstalled. I'm hoping to find some time early this month and get it in. I am also going to install one of those new clutch setups and I'll let you know how it works. The people I know who have installed it have said that it has made a big difference in clutch performance. As for the rest of my TR6 projects they may have to wait another year. I am still going to try to get the front suspension done hopefully. We'll see.



## ***Triumphs In Competition:***

# **The Sabrina Engined Cars**

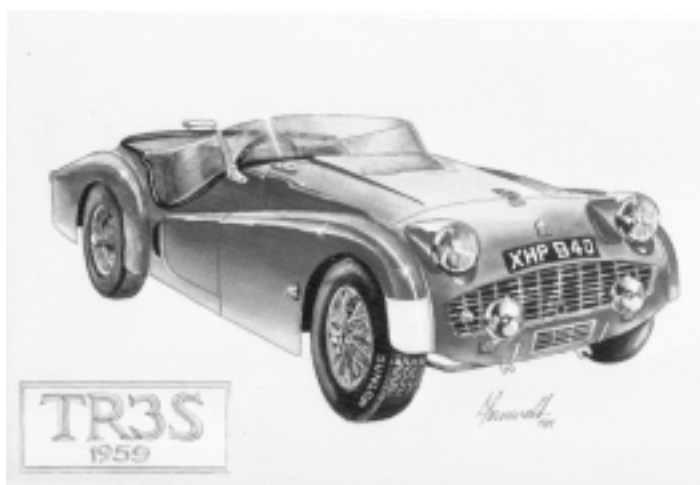
***By Bruce Stutzman***

After the 1955 Le Mans race, it was decided that if Triumph was going to compete at Le Mans again they should do it with racecars and race engines instead of production cars and engines. Work was beginning on a two-liter race engine in 1956.

It took several years before 3 racecars were built and the engine was fully tested. The car was the TR3S. To the casual observer it looked like a TR3A but there were major differences. The body was fiberglass; it had four wheel disc brakes, a stronger specially cooled differential and six inches added to the wheelbase to make room for the new engine.

The new engine was a masterpiece. It had a short stroke, five main bearings, double overhead cams, 2 twin choke S.U. carburetors and developed 150 HP at 6600 rpm's. It was nicknamed the Sabrina\* engine.

The three-car TR3S team ran the 1959 Le Mans race. The result unfortunately was more a matter of what could have been then of what was. The cars were fitted with cooling fans.



Penn and ink drawings by Bill Fornwalt

Two of the cars retired early when their fan blades broke off and damaged the cooling system. The 3rd car was immediately called in and its fan removed. This car ran flawlessly for twenty-two hours when its oil pump drive failed and it retired. With only two hours left this car was running 1st in class and 7th overall.

After the race the TR3S bodies were taken off the chassis and scrapped. A fourth chassis was built. Four new very handsome fiberglass bodies were built and fitted to the 4 chassis. These bodies were very similar to the zoom prototype, an early attempt to produce the style for the new TR4. These cars were the famous TRS's.

At the Le Mans race in 1960 the TRS's were actually slower than the TR3S's were a year earlier. They suffered from valve seat wear that changed valve clearances and caused decreased power. The cars were otherwise totally reliable and finished the race. The best finish was 15th overall.

For the 1961 Le Mans race the TRS's were substantially improved. They received the wider track and rack and pinion steering that would be standard on the TR4. The fenders were flared to cover the wheels. The engines, now with five extra horsepower, were bullet proof. The cars lapped the Le Mans track at well over 100 mph. They finished 9th, 11th and 15th overall and won the much coveted team prize.

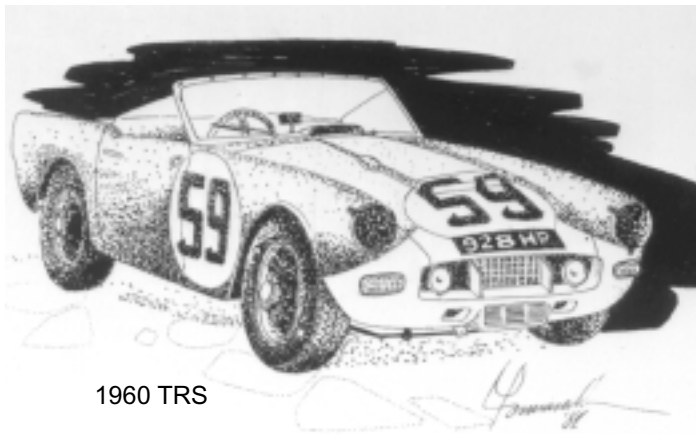
Triumph's finances were in such bad shape that after the 1961 Le Mans race, the competition department was closed. Ken Richardson was let go and the TRS's were sold. Unfortunately, plans to use a detuned version of the Sabrina engine (120-125 hp) in the new TR4 was cancelled for lack of funds.

Another very interesting project that died along with the competition department was the TRS Conrero, which was to be the next generation Triumph racecar. Plans were to build 4 cars but only one was finished before the project was discontinued. The Conrero was an aerodynamic closed car built on a modern tubular chassis with the Sabrina engine.

The Conrero and the TRS's still exist. Two of the TRS's are owned by our own Charles Runyan, proprietor of the Roadster Factory. Another TRS is owned by Arnold Otto, a German who recently restored it and drove it in the Goodwood Historic Races in England last June. Unfortunately, he had bearing problems and ruined the crankshaft. There are no known spare parts for the Sabrina engines so we may never see one of these cars run again.

Next issues the TR4's.

*Ed Note: \*after a particularly well endowed actress of the time.*



1960 TRS

# Dzus Dnuz Duez

by Ed Woods

The mailing labels on this issue of the Dnuz are current to February 25th. If "00" appears on the upper right hand corner, I have not yet received your 2001 payment. If you wish to avoid this annual hassle, you are encouraged to send a check in some integral multiple of \$15: 30, 45, 60... whatever. Make your check out to "WPTA" and mail it to Ed Woods, 105 Hawk Drive, Glenshaw, PA 15116. A large number of our membership has chosen to extend their membership well beyond '01 by sending a larger check. It's of interest to note that the persons who chose not to do so seem to be divided into two groups: those who think the Dnuz may not be around next year and those who think they themselves may not be around next year. Let me assure the first group that we fully intend to be publishing the *Dnuz* for a long time to come. As for the second group, although we can't make refunds in the event of your untimely passing, we can assure you that your WPTA membership is transferable to your next of kin or to whomever else you should chose to favor with this valued asset. Be aware, however, that such a show of favoritism might cause a lasting rift among your heirs. It's rumored that Ed Major, First President and Founder of WPTA, has made such a provision in his will as well as provisions for a viewing in his garage, a keg of beer and a parts auction. Lori, his present wife, has not indicated whether or not Ed will be seated at the wheel of his TR3, but has said on many occasions that the first keg must be consumed before the auction commences and that no teetotalers will be allowed. I'm sure bidding will be spirited. In my own case, I've learned that my S. O. has already printed announcements of such an auction and has become computer literate enough to print a set of WPTA mailing labels in case of my untimely demise. One more reason to renew, I suppose. One final note: due to the increased record keeping which would be involved, we cannot accept dues on a monthly basis as some of you senior members have suggested. If you have failed to make provision for the remainder of your *Dnuz* issues in your L.W. and T., they will become the property of the State of Pennsylvania and mailed to Tom Ridge.

## Carlisle Update

by Ed Major

Don't forget that reserving a room for Import Carlisle. WPTA has changed. 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. 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.



## ~ Classified ~

**For Sale '60 TR3A.** 23,000 miles, rust free, not a dent anywhere, needs paint. \$6750. Large quantity of TR3 parts FS, including sheet metal. Ed or Harvey Woods; 486-4294 or 486-2549.

# "Thanks You"

## Kernal

by Mark Phillips

I would like to take this opportunity to thank Bill Kern for his many years of service to the Western Pennsylvania Triumph Association as Newsletter Editor. Billy's first issue as editor was February 1993. That is over 85 issues. That is a lot of writing. Billy has contributed many articles too numerous to count and several issues he had to pull together entirely himself. Recently Bill has discovered he has run out of B.S. It's hard to believe that Bill Kern has nothing to say but he thinks he needs some time to recharge his battery. I can understand and I hope that everyone understands the job that Bill did for us and appreciates the time he devoted to the Club. Bill assures me that he will still be around. His work hours do not allow as much time to devote to his Triumphs but he said he hopes to still write an article or two a year and he'll be out to as many events as he can. Everyone please give Bill Kern your thanks for a job well done.

## Help Wanted:

Wanted person to do light lifting (beer glass to mouth) and cleaning up grammar and punctuation for a group of dirty finger nailed, beer drinking, poor mannered, illiterates. Applicant on occasion will be asked to be designated driver. Apply in person to Mark D. Phillips, 647 Royce Ave, Pittsburgh PA 15243, (412) 561-5972

Seriously, if you are interested in helping the club with its newsletter publication by volunteering to be Newsletter Editor please give me a call. The work is not hard. You will be responsible to collect articles for the monthly newsletter, either from members or other sources (pull them out of your A—). You will have to attend each newsletter meeting and you may have to contribute articles to fill the newsletter, but we drink beer after we're done. Please consider helping and did I mention we drink beer.

## Tune'n

by Doug Foyle

Saturda, May 5th, Roy Miller's garage at 8:00 AM is your opportunity to finish up those nasty winter Triumph projects.

Roy Miller has agreed to let us make a mess of his Sharpsburg plumbing garage for a day. Scott Schober has donated 55 gallons of Castrol 20w-50; and John Swauger will be there from The Roadster Factory with a fine display of tune-up parts for purchase. What more can we ask for!? Your attendance.

All projects must be completed by 5:00 PM. All projects need to be lined up with Doug Foyle(724)452-5218. If you have a large project, please line up your help. If you are just going to attend, no need to call.

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.

Hope everyone can attend!

## Quote of the Month

**"If you can't pick out the a-- h--- in a group, it's probably you!"**

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

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

## March 24th Penn Brewery

**March Meeting on Saturday  
the 24th**

### **Penn Brewery on the North Side**

**RSVP a must by March 21  
see details inside**



### ~WPTA~

## Calendar of Events

- |           |   |
|-----------|---|
| March 24  | <b>Allegheny Brewery,</b><br>Mark D. Phillips   |
| March 26  | <b>Newsletter Meeting</b><br>5 pm-Typecraft/6 pm-Michael's Pizza Bar                          |
| April 11  | <b>General Business Meeting,</b><br>8:00 pm Fireside Inn, Mark D. Phillips                    |
| April 30  | <b>Newsletter Meeting,</b><br>5 pm-Typecraft/6 pm-Michael's Pizza Bar                         |
| May 5     | <b>Tune Up Clinic</b>   |
| May ??    | <b>Spring Drive In</b><br>The Roadster Factory  |
| May 9     | <b>General Business Meeting,</b><br>8:00 pm Fireside Inn, Mark D. Phillips                    |
| May 18-20 | <b>Import Carlisle,</b><br>Parts sales: Jim Shaw 412-262-3878<br>Rooms: Ed Major 412-488-1600 |
| May 28    | <b>Newsletter Meeting,</b><br>5pm-Typecraft/6pm-Michael's Pizza Bar                           |
| June 2    | <b>Event to be Named</b>  |

### ~ Of Other Interest ~

- |            |  |
|------------|--|
| June ??    | <b>British Car Day</b><br>Bowie Maryland |
| June ??    | <b>Pittsburgh Parts-A-Rama</b>           |
| June 21-24 | <b>TRA</b>                               |
| June 22nd  | <b>Vintage Races mid Ohio</b>            |