

Established
1977



www.wptriumph.org

W P T Triumph

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Zōos Nūz

February, 2003

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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 looks as if I have survived another holiday season without actually turning into a Christmas cookie. I've added a few pounds over the last few months and with the recent cold snap, I've not been able to get out and do my daily runs. I'm hoping for a break in the weather so I can get out and lose these five pounds. On the other hand, I could stop drinking beer, anybody ever look at how many calories are in a bottle of beer. Well let's not get hasty here; I'll wait for the weather to break.

Speaking of the Holidays, we had our annual Holiday Party January 18th at the Loews's Theater. Thanks to my lovely bride, Sherry, with help from Joni Shaw and Linda Greene, this year's event was a great success. The food was great and the service fantastic. Thank you Loews's. The way we did the party this year gave everyone the chance to talk to many of the people they haven't seen since the summer. It was great to get caught up.

In addition, the gift exchange was a big success again. Some of the more memorable gifts that traded were a new club shirt, a case of New Castle beer, a trunk emergency kit, a hot water bottle with a Union Jack, a Union Jack umbrella, a small statue of Dave Parks, (you had to see it to believe it), and TR6 air filters. The last 30 seconds of the exchange was interesting, with gifts and tickets exchanging around the room at a furious pace. I hope this has become an annual event at the party. Thanks to everyone that came out and thank you Sherry, Joni, and Linda.

With the holidays behind us finally, and the snow piling up outside, now is the time to get started on those Triumph projects that you have been postponing. One job that eventually needs done on any Triumph is a brake system rebuild. This kind of project is usually beyond the time constraints of the Tune Up Clinic, and something that should not be rushed through. So, back by popular demand is our Tech Sessions, the first of, I'm hoping, a series this year will concentrate on brake systems. The tech sessions had been some of our most popular events when we had them several years back. So, learn how to rebuild a wheel cylinder, caliper, or master cylinder. If you have something that needs done and you have, "all the parts", bring it along. Or just sit back and watch our assembled experts give you the "how to" on a brake system rebuild.

A special thanks to Jim Shaw for volunteering his garage for the session. If you have any questions or you are planning to bring something out, please give Jim a call and he will be able to tell you if you have all the materials you need. See the article inside and the information on our Web page. So mark your calendar for February 8th. In addition, we are looking for suggestions for other tech session this year. If you have an idea maybe you can "ask Bruce", that is Bruce Stutzman, via the web page.

This tech session brings back memories of my early days in the Club. My first tech session was back in 89 or 90. It was in the Shaw garage. Jim Shaw and Bo Sutherland were doing a transmission rebuild. I learned more in that afternoon than I ever could by reading the manual. The best part was you could ask questions of the people with the expertise. That might not have been the best part; the real best part was about halfway through the

session Joni Shaw came down into the garage with a baby under one arm and a tray of hot chocolate chip cookies in the other. Beer and cookies: what a great breakfast! I can't promise Joni's chocolate chip cookies and the baby she was carrying is now in high school but I can promise that you will learn how to rebuild your brake system. Come on out, hope to see you there.

Next up for this month is a General Business Meeting on the 21st of February. It will be held at the 911th Air Wing Club. Please, if you are available stop out. Getting through security is no problem and the food is great. They have the best hamburger in the city, and the beer is cheap. This month, we will go over the calendar, and discuss the up coming year, in general. Before you know it, the driving season will be here.

Looking ahead to next month, mark your calendar for March 15th. That is the date for our annual our brewery event. This year Dexter Stoltz will host the event. I think he is planning to go back to the Church Brew Works, which was where we were last year. As I remember, they had an interesting menu and some very good brews. Watch the web page for information.

Lastly, I've made some progress on Sherry's TR4. I just about have all the front suspension painted and before too long hope to have the frame ready for prime and paint. It has taken longer than expected, as it always does. I discovered, while stripping the frame down, two areas on the frame that appear to have minor factory damage. The reason I think it factory damage is these dents in the frame could not have been made without body damage and there was no body damage where the frame dents where. Actually, the car's tub sits down on this damage. I was somewhat perplexed, so I got an experts opinion and we decided that it was best not to cut the frame to straighten the dents. We decided that if a cosmetic repair were good enough for the factory it would be fine for this restoration. We welded a few

continued on page three

Tech Session

Hydraulics & brakes

Back by popular demand; our famous WPTA Tech sessions. Come out to the Shaw Garage and share your expertise or learn something you may not have known about brakes and hydraulics. We will cover the disassembly and rebuilding of master, slave, and wheel cylinders. Also to be covered will be front calipers and rear brakes. Tech session will be starting at 10:00 am, with a break for pizza and the beverage of your choice and continue for as long as we have interest. I will have several examples of the types of TR's that are currently in inventory at the Shaw garage. If you would like to bring an example of another model of Triumph or MG hydraulics that is portable, not attached to car, and in need of repair; bring it along. As usual the team of Bruce and Ed will be on hand available to answer the more difficult questions. Looking forward to seeing you at the Shaw Garage. Jim

Any questions call Jim at 412 262 3878, Address 111 North Jamestown Rd. Moon Township Pa. Don't forget to bring your favorite beverage along.



The start at Whembly Stachim in London

The Triumph 2.5 PI & the 1970 World Cup Rally

by Bruce Stutzman

In 1964, the factory developed four highly modified Triumph 2000 Sedans as rally cars. The 2000 Sedan was a very modern and capable car that would soon be sold in the U.S.

It used a McPherson strut front suspension, a first for Triumph, and the IRS layout that would soon appear on the TR4A. The engine was the 2 litre 6 cylinder unit from the Vanguard Six that would soon appear on the GT6.

The standard engine developed 90 BHP but after considerable work by the factory, including 3 dual-choke Weber carburetors, the engine as fitted in the rally cars developed 150 BHP.

The factory rallied these cars through 1965 with mixed results. One of the cars was also used in a semi-official way in British saloon car racing in 1966.

Rule changes for 1966 required rally cars to basically be stock. Reverting to the stock 90 BHP engine rendered the 2500 lb. Sedan uncompetitive with the Mini Cooper S and the Lotus Cortina. Triumph consequently wound down its rally program.

Additional mergers in the British car industry brought Triumph and BMC (MG) together along with other makes to form British Leyland.

Triumph then was developing the 2.5 litre version of its 6 cylinder engine for the TR5. It was also developing fuel injection (petrol injection or PI in England) for that engine.

For the 1969 season the new British Leyland competition department chose the Triumph 2.5 PI to be its rally car. This was basically the 2000 Sedan with the new 2.5 PI engine as used in the TR5 developing 150 BHP.

British Leyland built 4 rally cars using the new Mark 2 version of the 2000, now 2.5 PI sedan, for the World Cup Rally which would be staged in April 1970. The four cars built for the event would be the most purpose built rally Triumphs ever built. They had special body shells with considerable extra strengthening

And even foam filled sills. The fuel injection calibration could be adjusted to deal with the huge elevation changes that would be encountered. The cars used special overdrive gearboxes and limited slip diffs and had three fuel tanks totalling 32 gallons.

The World Cup Rally was run to coincide with the soccer World Cup. It started in London and finished in Mexico City, the city that hosted the World Cup. This rally, which was 16,000 miles long, went from London across Europe to Sofia, Bulgaria then to Lisbon, Portugal where the cars were then shipped to

Rio de Janeiro. The cars then did a complete circuit of South America before finally finishing in Mexico City. The whole event took about six weeks and passed through 25 countries.

This rally would be the ultimate test of cars and drivers with sleep deprivation being a major problem. One section in South America would be 57 hours long nonstop and include three special stages. To this day the 1970 World Cup Rally is still considered to have been the toughest rally of all time.

98 cars started the rally with crews from 22 different countries. 71 of the cars (including all the Triumphs) successfully completed the European section of the rally and boarded the ship at Lisbon for South America.

After the South American leg (by far the most difficult) when the cars entered Panama City heading north to Mexico City only 26 cars were still running including two Triumphs. One Triumph had blown an engine and one crashed. With 51 hours yet to go Ford Escorts were 1st and 2nd and Triumphs were 3rd and 4th.

On the last leg the 2nd place Ford went off the road trying to stay ahead of the Triumphs and lost a position. The Triumphs finished 2nd (Brian Culcheth) and 4th (Paddy Hopkirk).

A year or so later at a party, one of the Ford mechanics told Brian Culcheth that he had really won the rally because the Ford mechanics changed the gearbox on the winning Ford. This violated the rally rules and would have disqualified the car had the rally officials known; cylinder blocks, gearboxes, and diffs were all sealed and marked and were not permitted to be changed. After the rally, however, the officials did not inspect the winning car.



The second place Triumph in Vienna, Austria

WPTA Presence at Carlisle

By Ed Major

Once again WPTA will have its two flea market spaces at Carlisle on May 16, 17 & 18, 2003. You are welcome to join in all the action as we buy, sell and barter our way through the weekend. Rooms are available at the Best Western Carlisle for \$75/night, that means if you hook up with someone you can stay for a cost effective \$37.50 per night as all rooms will have two double beds. One of the two nights will be Pizza night on the grounds and we will probably go out "en masse" for the other night, can you say table for 22 please?

You can reach the Best Western directly for reservations at 717-243-5411 and tell them you are with the W. Pa Triumphs and that we have a block of rooms reserved. All reservations must be made before 5-1-03, as they will release any unreserved rooms after that. Jim Shaw will be coordinating the space for parts sales so give him a ring at 412-262-3878. See you at the Fair Grounds in Carlisle.

VARAC and Mosport International Raceway 2003 International Triumph Challenge.

(Excerpts from a news release)

Racing Triumphs of all levels of preparation are invited to come and participate at Mosport on June 26-29, 2003. The Vintage Automobile Racing Association of Canada (VARAC) has named Triumph the featured marque of it's annual Vintage Festival, and is working with the Friends of Triumph to ensure a successful event. Upon seeing the excitement and enthusiasm we brought to Mid-Ohio last year, VARAC and Mosport are offering an additional practice day for us, making the event a full four days, a first for the Vintage Festival!

The Toronto Triumph Club and the British Saloon Car Club will be hosting a Peoples Choice car show. Plans are also in the works for an autocross and/or a road rally for those interested in sharing in the fun.

This event will mark the return to North America by the Brits, last seen at Mid-Ohio in 2002. As of this writing they are over committed for their car transporter, so we are sure to see a good showing of entries from the UK. Rumor has it they are working on hiring a second transporter! Inquiries indicate that there may be other countries represented.

VARAC has agreed to allow any level of race car preparation, from Vintage through current SCCA spec, as long as the car runs on treaded tires. Fuel cells and proper roll over protection required. If your race car is Triumph powered, it is most probably eligible to run this event. Drivers should have credentials from any VMC member organization or SCCA. Any questions on car or driver eligibility should be directed to Russ Moore.

Commitments are already in place for several very significant Triumph race cars to be in attendance, on track as competitors or pace cars.

For up to the minute information, visit these websites - Friends of Triumph, www.fot-racing.com; VARAC, www.varac.ca; and Mosport International Raceway, www.mosport.com.

This is going to be big. A bunch of us are planning to go. The WPTA tent will be in the center of the Triumph pits as it was at Mid Ohio last year. Come join us.

Question for the month:

If Old Guys like this are out playing with their Triumphs in the snow, why aren't you? Bruce Stutzman and Jerry Van Vlack take delivery of a '64 TR4 last month, December '02. This is the second acquisition in which Jerry's been involved within 3 weeks. Note that he travels from Ohio to Pennsylvania to do so, which raises the question: "If a Triumph's for sale in the woods and your wife's 135 miles away, does she still know you bought it?"



~WPTA~ Calendar of Events

- Feb 8, Brakes hydraulics,
Jim Shaw 412-262-3878
- Feb 17 Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar
- Feb 21 General Business Meeting at the 911th
- Mar 15 Church Brew Works,
Dexter Stoltz 412-865-1201
- April 11 General Business Meeting at the 911th
- April 12 April Tech Session, Carbs,
Bud Osbourne 724-356-4464
- May 15-18 WPTA at Import Carlisle
Ed Major for rooms 412-488-1600 X207
Jim Shaw to sell parts 412-262-3878
- May 24 Butler County Tour
Don Harkus 724-284-9172
- June 7 Quaker Steak & Lube
Jim Underwood 412-929-8187
- July 12 Washington County Tour
Bud Osbourne 724-356-4464
- July 19 British Car Day at Schenley Park
Mark Phillips 412-561-5972
- July 19-20 Pittsburgh Vintage Gran Prix
- Aug 8-10 The Roadster Factory Summer Party
- Sept 13 Anniversary Run
Richard Dick 724-379-5172
- Sept 20 Dogs with Fogs Mk III
Ed Woods 412-486-4294
or Harvey Woods 412-486-2549
- Oct 18-19 Fall Leaf Tour
Don Harkus 724-284-9172

~ Events Of Other Interest ~

- Feb 7-9 World of Wheels Auto Show (Hot Rod)
David Lawrence Convention Center
Fri 3-10pm, Sat 11am-10pm, Sun 11am-7pm
- May 3-4 British Swap Meet & Car Show
Independence Oh, Ken Hiller 216-701-5640
www.northeastohioaustinhailey.com
- May 25-31 Drive Your British Car
Unofficial National
Drive Your British Car week
- June 19-21 TRA National Meet
- June 20-22 Vintage Races, Mid Ohio
- June 27-29 International Triumph Challenge
Mosport Ontario, Triumph featured marque
- Aug 7-10 VTR National Meet
In conjunction with
The Roadster Factory Summer Party
- Sept 5-7 US Vintage Gran Prix, Watkins Glen,
Sept 6 British Car Festival, Altoona
Richard Dick 724-379-5172
or Will Schweitzer 724-356-7341
- Sept 20 British Cars at Hartwood

I Like ~~DK~~

Schweitzer

Elect Wil Schweitzer

Paid for by the committee to elect Wil Schweitzer
WPTA President in 2003

On The Mark *continued from page one*

pieces of heavy gauge sheet steel over the dents and some grinding and I am in business again. I have several smaller dents created by car jacks that will need some filling, but before to long the chassis should be ready. In fact, I am hoping to bring out the brake components to the tech session to get a head start on that, it is coming along. Just keep thinking spring is coming.

See ya soon.

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
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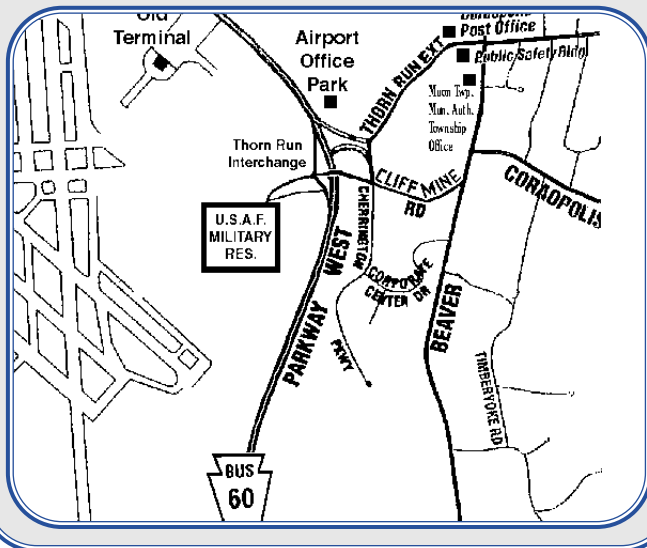
**February, 2003
Issue of the
Dzus Dnuz**

Tech Session: Hydraulics, Feb 8, Shaws Garage Special 4 Page Membership Supplement February Meeting, Friday February 21st

Feb. Meeting

**Friday, Feb 21, 2002 at the
911th Air Group Club**

The Club is located in Building 110 on the 911th air base. The base is adjacent to the airport off the Parkway West. Meeting starts at 8 PM. Arrive earlier for dinner.



What's Wrong With This Picture?

During a recent visit to Applebee's Restaurant I noticed that whoever designed the children's menu placed a TR3A back in the Ice Age. It's not often these days you run across Triumphs in advertising.



Duez Notice

"If your mailing label sez "02", your membership has expired this month. Please send your renewal check in the amount of \$15 or multiples thereof to: Ed Woods 105 Hawk Drive, Glenshaw PA 15116 -- Or else!