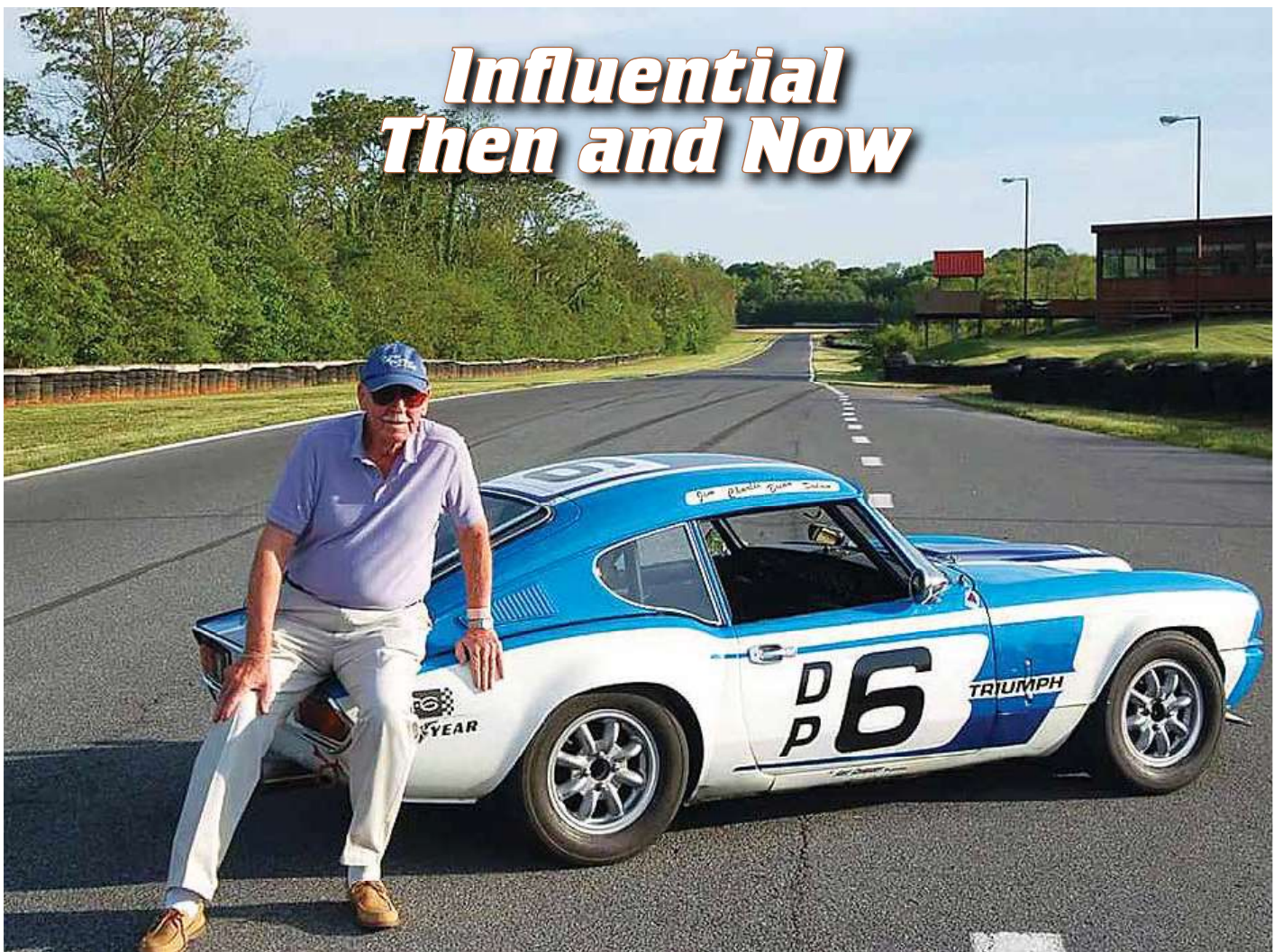


# THE VINTAGE TRIUMPH



- MAGAZINE OF THE VINTAGE TRIUMPH REGISTER -

## *Influential Then and Now*



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## Vintage Triumph Register



The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Benefits of membership include a bi-monthly magazine, *The Vintage Triumph*; technical consultants; annual Convention which brings together hundreds of Triumph enthusiasts at various locations across the US; support of local and regional clubs; Triumph regalia; and special rates on insurance for your vintage automobile.

To join, go to the Vintage Triumph Register website, [www.vtr.org](http://www.vtr.org), or send \$35 for one-year in US (\$45 for Canada/Mexico; \$50 elsewhere – all funds in US dollars) to The Vintage Triumph Register, PO Box 229, Avilla, IN 46710. Information on affiliated local chapters and zones is available on the website as well as being listed on the inside back cover. *Ownership of a Triumph is not a requirement for membership.*

VTR e-mail discussion list: [vtr@autox.team.net](mailto:vtr@autox.team.net)

## VTR Hall of Fame

Herman van den Akker *	Bob Johns	Dean Tetterton
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Beverly Floyd	Andrew Mace	
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Dan Gaitens	Bill Redinger	
Chris Hansel	Joe Richards	
Scott Harper	John Saunders *	
Rhonald Jernigan	E. Alan Stryeski	

\* Indicates HoF member is deceased

This issue was a bit more difficult and has taken a long time to develop. Fall Colors is a participation exercise to get the readers involved. All photos were sent to me by all of you with a Fall theme.

Paul Richardson lost a friend and confidant in Dennis Barbet and has a nice article telling about him and how he influenced the Spitfire Prototype to be taken out of the corner of the Triumph factory as well as design of the Stromberg carb. Thank goodness those chain of events happened because if not, a huge number of us Triumph owners would not even be reading this. Because of Dennis, history changed.

R.W."Kas" Kastner contributed a ton of info and photos by request and that is a huge honor for him to submit material so important. The first section of the three part article is about the USA Triumph Competition Department under his leadership and how they became the team to beat. Still to this day, Mr Kastner's emails to me always have a phrase at the bottom that is his motto, his creed: "Never be beaten by equipment"

The story of his cars of the Kastner Brophy days follow, then and now. The GT6 and TR6 of Kastner Brophy Racing were influential cars in racing and production alike and are important to the history of our cars. The TR6 started life as a TR250 and the Competition Department tested, poked, and prodded that car and it influenced road and race cars from there on out. There would probably not be the developments of our cars in place if it weren't for that TR250 later converted to a TR6.

The theme for this issue is influence; the people, the cars, the development of parts, etc. Their influence has paved the way for our journeys up to and including the present day. Enthusiasts all over the world are still using the famous Competition Preparation Manuals and the Spitfire is still one of the most popular Triumphs in history.

*Shawn*

## Cover



**R.W."Kas" Kastner sits on his former Kastner Brophy GT-6 in the hot Summit Point Motorsports Park sun.**

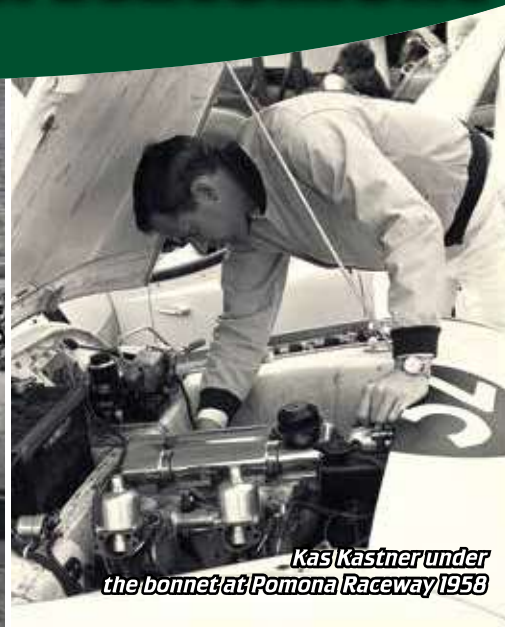
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# ***Influential is an Understatement***



***Kas Kastner in his 1958 TR3A followed by best friend Lew Spencer in his Morgan***



***Kas Kastner under the bonnet at Pomona Raceway 1958***

Most of you have heard of R.W. "Kas" Kastner unless you've been under a rock, a stack of tires, or something similar. He is one of the most influential personalities in motorsports and has held that prestige for quite a while, especially in the Triumph community.

Kas had been racing for several years previous to this outing in a new 1958 TR3A. He made a name for himself in the 50's as a well-known production driver. He won the California Sports Car Club Championship for his class in 1959, so he knew how to throw a car around the track. He became Chief Instructor at Riverside Raceway for the California Sports Car Club for many years and held the position of the SCCA National Licensing Chairman as well. He is even a Champion sailor, winning regional as well as National Champion of two classes of sailboats. Needless to say, he knows racing in many forms.

For 50 plus years, Kas has been influentially relevant in the automotive industry. He has developed parts and processes that have changed performance and standard vehicles alike with his design, production, and sales of high performance engine, suspension, turbocharger, and brake systems and aerodynamic work to improve performance. He has been especially prominent as an expert in racing team management with a winning history in National and International race events

with multiple class and especially IMSA Prototype competition wins for Nissan as well as private racing teams. He was owner/manager of numerous private companies like Arkay, Inc, Kastner Brophy Inc, Kastner Brophy Racing, and Roy Woods Racing for Formula 5000, Can Am, and Indycar teams.

He has done a lot for the Triumph name through his work on the Competition Manuals that he wrote and developed during his time as head of the USA Triumph Competition Department. While most race teams were at the tracks to race and win, the US Competition Department was there to win, record data for Triumph, and develop new ways to not only boost performance, but help with production car testing as well. They did way more for Triumph than most any other brand. They had more data, test results, and recorded processes than most any other team at the time.

Kas gave me a list some of developments and influences that the US Competition Department performed for owners and racers from then up to present day. This is the partial list:

Development of the close ratio gear sets. I personally worked it out by sourcing the diameter of the original forgings for the stock gears, then providing a set of ratios to the factory that could be cut on those forgings. The chief engineer Harry

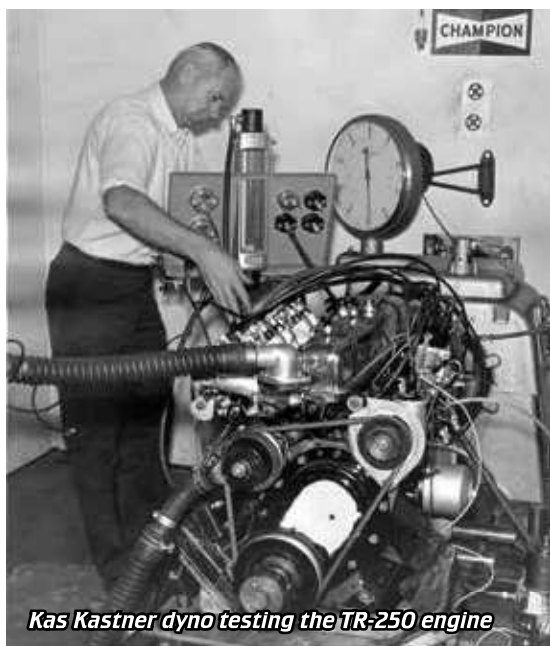
Webster agreed, but he thought I was pretty sneaky (all in good humor) as they had said no to the original request, using the logic they did not have the money to make additional forgings for gears. Those gear sets were known at the factory as "the Kastner gears" and my permission was required before they would make up inventory.

Construction of the Detroit Locker limited slip for all Triumph race cars. I set up an agreement on the costs of tooling and minimum order of parts. I then got the SCCA to agree to its inclusion as an alternate part for Triumph cars. Until then there was no limited slip production available in the USA for Triumph cars.

Development of magnesium wheels. I worked directly with the engineers at American Racing to cast and machine sets of wheels for the TR-4 cars, not available until then. The first wheels were use in the factory entry of the Shell 4000 Rallye across Canada in 1964. Later aluminum versions of the wheels were made available on new cars.

Made available valve springs with light weight collars and tubular push rods that could be adjusted for length.

Wrote over a dozen Competition Preparation Manuals covering all Triumphs in racing at that time, with updated versions as more cars became available for racing. These are still used to this day by



*Kas Kastner dyno testing the TR-250 engine*



*Kas Kastner and Charlie Gates with the first TR-4 raced in the USA. Goleta, California 1964*

many racers and road car owners.

Arranged with the factory to obtain uncut camshaft cores so my more competitive versions could be ground on new parts. I personally handled the camshaft racing supply for the USA through the Competition Department.

Did all the inter-face with the SCCA for the homologation of all the Triumph cars for years and years so they could run in the production categories. This was a requirement for each year of the SCCA for the USA.

Developed sources for oil coolers, aluminum flywheels, piston liner kits, and clutch replacements.

Developed racing camshafts for all the Triumph engines being raced at that time.

Personally researched and found the alternate gear axle ratios in the Triumph factory system so competitors could use the 4.3:1, 4.55:1 ratios as replacements to the stock ratios. These were ratios for small trucks sent off to Far Eastern countries.

Did the first transplant of a Triumph six cylinder engine into a Spitfire.

Developed road racing chassis springs for the Spitfire, GT-6, TR-4A, TR-250 and the TR-6.

Obtained permission to build the TR-250K and then saw to its completion.

Arranged for the "Camber Compensator" for the Spitfire.

Obtained an agreement with the original importers of Koni Shocks to service the Triumph Competition Department requirements before this shock was known in the USA.



*The Friends of Triumph, who compete in the annual Kastner Cup all-Triumph race, held at a different race track every year. Summit Point Motorsports Park 2015*





*The Friends of Triumph during the Kastner Cup 2017 at Blackhawk Farms*

In 1963 and 1966, built up from stock inventory, full three car teams of TR-4 cars to race at the Sebring 12 hour events, winning the class both times and also the Team Trophy. Kas was the Team Manager for the events including the 1965 Sebring 12 hour where the factory had entered three Triumph Spitfire coupes.

Oh yeah, we also prepared and raced a set of Triumph cars in the SCCA schedule at the same time as the above was being accomplished.

This is not all by any means, but gives you an idea of the work completed by the

Competition Department. The list does not include all the time of testing, dealer displays, factory correspondence, racer correspondence, preparation of cars for other events and many articles for major car magazines.

The majority of the time there was only three employees in the Competition Department. Jimmy Coan, Bob Avery and Mr. Kastner. Until 1965 Kas was the only employee of the Competition Department. Another thing Kas did as the Competition Manager was to talk the factory into providing TWO bodies of the new TR-6 (less

paint or filler). He ordered TWO bodies so that both Bob Tullius and he could have a TR-6 in time for the first race of the new year. Each then converted our TR-250 race cars to the TR-6 at the same time without having to wait for a production car delivery. It had never been done before. Part of the real Competition Department at work.

Just writing one of the Competition Preparation Manuals took weeks. Days and days, hours and hours of gathering the exact information. The tests to obtain the information had to be manufactured



*Mr Kastner with a well-deserved induction into the British Sports Car Hall of Fame Class of 2017*



*Two British Sports Car Hall of Fame recipients, factory wheel man Bob Johns and Kas Kastner*



*Bill Dentinger presenting the Class of 2017 British Sports Car Hall of Fame inductees Bob Johns and Kas Kastner with a signed HOF poster*



first, then the parts assembled or installed, then the testing, and then the writing. It was boring at times testing the street modification stuff so to help every Triumph owner. Sometimes engines were built just for testing so that the Competition Department could find the exact information. This was all in addition to the normal racing in the SCCA events. The racing team provided the information needed for the writing. To take a Postmen's Holiday, Kas would go off to many of the race tracks in the USA to visit and assist owners in their racing Triumphs.

He told me, "I took my cars to the Runoffs, but only to satisfy the drivers who had made every effort to do a good job and provide information for my correspondence and books I wrote back then. No one else; no other factory had the kind of info we had for Triumphs. The TR-6 was my original car that was once a TR-250 with an upscale TR-6 body. All the TR-250 and TR-6 work was done on that one car.

At the end of 1970, R.W. "Kas" Kastner resigned from Triumph and started Kastner Brophy Racing with friend John Brophy. He indicated that it was a busy time. They were setting up their headquarters with all the needed equipment including two engine dynos. They were competing in Formula 5000 in a Lola 192 that eventually won the USAC Road Racing Championship with a 1<sup>st</sup> place finish in Heat 1 and 2<sup>nd</sup> place in Heat 2. They also ran in the Trans Am Series in the Under 2L Class in a Vitesse wheeled by Carl Swanson and the colorful GT-6 and TR-6 Triumph cars.

They took on the Roy Woods Racing program with Carlings Beer as Roy did not have the facilities and manpower which Kastner Brophy Racing could provide. They put a Lola 330 in the F5000 Series, piloted by Tony Adamowicz, a McLaren M20 in the Can Am Series, and a Gurney Eagle in IndyCar's three 500 mile races with David Hobbs behind the wheel in both Series. Kas was Team Manager of all of it!

I wanted to elaborate more on the Triumphs that they still competed with until selling them later. Kas had sold the TR-6 and GT-6 and they developed a new story with new owners. The TR-6 especially had great success with Jim Ray and Dennis Wilson, the new owners. Those cars still race today. I had the opportunity to walk around these cars a few hundred times and speak with not only their owners/drivers of the present day, but in the midst of Mr Kastner himself. I got to witness him giving the TR-6 caretaker some sound advice about carburation. When I told Kas that I wanted to do a little history on the Kastner Brophy cars, he offered to send photos and lend me some of his knowledge and experience to get honest to goodness, bar none history straight from the source. I mean, how many opportunities does a guy get like that?

I have told you a little bit about Kas Kastner, the USA Triumph Competition Department, and Kastner Brophy Racing; now to tell you about the cars... Read on... 📷



*Kastner Cup 2013 at Road America. Left to right: Joe Alexander, Jan Alexander, Charlotte McGuire, Kas Kastner, Chuck McGuire, and Shawn Frank*



*Misery Manor famed Rob Krokus, Kas Kastner, and I*



*The Dolan boys with Kas Kastner, trying to get valuable pointers from "the Boss"*



*I had put Kas through a long photo session in the West Virginia sun. He sat on his former GT-6 and I saw an opportunity*



# ***The Kastner Brophy GT6***



***The Kastner Brophy GT6 piloted by James Dolan's son Peter at Pittsburgh International Race Complex (PIRC)***

Serial #KF-165-L is a 1972 GT6 and was originally purchased by Kastner Brophy Racing in 1972 from Leyland Motor Sales of Gardena, California. Kastner Brophy Racing developed and campaigned the blue and white #6 GT6 as a Triumph factory effort for the 1972 season. Don Devendorf drove it to a Pacific Regional title, winning every race entered, advancing him to the 1972 Runoffs at Road Atlanta. They suffered a DNF (did not finish) in the Runoffs after Devendorf ran wide in turn #12, off course, and eventually stuck in the Georgia red clay.

The GT6 was later sold to a South Burlington, Vermont man who raced it to a Northeast Regional title, advancing to the 1973 Runoffs, where he took a 10th place in D Production. It had a fairly short, but rich racing history until the next owner rebuilt the car, attended a racing school, and then sadly, parked it for 35 years in his basement.

James has owned a Group 44, Inc GT6 since 1994 and when he saw the Kastner/Brophy Racing GT6 for sale on Bring A Trailer in 2014, he contacted Kas Kastner to confirm authenticity and then

he purchased it and has maintained the original paint and livery from the Kastner/Brophy days. It now competes in the Pittsburgh Vintage Grand Prix as well as SVRA and VRG events. The car does very well and sounds amazing. Since buying this KBR GT6, he has purchased two more GT6s so he and his three 20 year old sons can all run door to door in Vintage events.

I met James in 2015 during the 13th

Annual Kastner Cup where I had to ask him if it was the real KBR GT6, in which he smiled and nodded and then motioned for me to come over. There was a hustle and bustle in the paddock and the teams were busy prepping for practice but the entire Dolan crew (his sons) stepped out of the way so I could get shots of the car as they told me facts and points of interest. I didn't want to take up too much of their time,



***The GT6 in traffic at Summit Point Motorsports Park***



1972 Kastner Brophy GT6



In the West Virginia sun at Summit Point Motorsports Park



After the corkscrew at PIRC



James Dolan Kastner Cup  
Champion and Peggy Kastner



The Dolan crew. Four GT6s between James and his three sons



The Kastner Brophy cars together after 40+ years







Photo courtesy Kastner Archives



Photo courtesy Kastner Archives



Photo courtesy Kastner Archives



Photo courtesy Kastner Archives



Photo courtesy Kastner Archives



Photo courtesy Kastner Archives

but I was impressed that this was a family affair. James told me that it is fantastic fun to race with his three sons, makes for great stories, and as a father, it is most rewarding to see these young men become excellent racers and sportsmen. He said, "It's really about the cars and the history of racing in the US in the '50s, '60s, and '70s, but it is also great competition amongst the brothers." Yeah, he's a proud dad. Parenting done right!

Since the purchase, Kas and James have become friends and his sons enjoy and respect Kas's comments and stories. Between all of James's sons, he has 14

grandkids and they all come to the races. He says it is great to see the cats, Kas, and the kids all together.

The Dolans really are proper custodians of their stable of GT6s. It is very apparent that they not only love the cars that they race; they respect their history as well and maintain them accordingly. Two of the four have famous history. This GT6 being one and the other is the Group 44, Inc GT6 from the same racing season, so they can have a rematch anytime. Add the other two GT6s in the mix, you have an impressive field with just one team.

This sport is a lot of fun and if you can

format it the way James has done, it can be great quality time with the family as well. Since our first meeting at Summit Point Motorsports Park, I have seen the Dolans at Blackhawk Farms Raceway for the 15th Annual Kastner Cup and Pittsburgh Vintage Grand Prix for the 16th Annual Kastner Cup. Kas has been seen in the Dolan camp giving pointers on how to get more performance and power out of that GT6 without being beaten by equipment.

A great family that keeps these cars alive and historically relevant. True Friends of Triumph... 🏁





*GT6, TR6 at Riverside*



*Kastner GT6 at Runoffs at RA*



*Devendorf in GT6*



*KBI GT6 at Riverside*



*KBI cars at Willow pace lap*



*R.W. "Kas" Kastner and his GT6*



# ***The Kastner Brophy TR6 That Started as a TR250***



***The roar that I had to investigate. A beautiful Kastner Brophy Racing TR6***



***Sam Halkias and Kas Kastner inspect the carbs after it was raced under his leadership and watchful eye.***



***The TR6 was consistently up front the entire race weekend at PIRC for the Kastner Cup 2018***

After parking my Spitfire 747 miles from home, I had arrived at Pittsburgh International Race Complex (PIRC or PittRace) without incident. I wanted to get the lay of the land and find a good spot where I could pitch a tent in front my Gertrude (1971 Spitfire MKIV) before exploring the track and searching for the elusive vantage point for the perfect shot. It was here somewhere, I could feel it. I saw the huge white tent that was home base for not only me, but the Friends of Triumph as a whole. As I was looking around, I noticed it was eerily quiet for a beautiful sunny day at the race track. Let's face it, a racetrack has a different soundtrack than "peaceful and quiet." It was in the middle of practices between the small bore and big bore practice sessions so there were no cars on track.

Perfect! I could get a few things done. First things first, I needed to check in and get my credentials. Off to the tower I went. Waiting in line, I saw a few familiar faces as the Friends of Triumph (an exclusive band of lead-foot, skinned-knuckle, gentlemen racers that absolutely love playing with their fellow band of merry men) descended upon the Pittsburgh countryside. This was going to be a good weekend.

With fresh Media credentials around my neck, I wanted to go get my camera. My senses were on overload by all the scenery. The announcer came over the loud speaker with an announcement that the next session was starting for the BMW guys. That worked out as that would allow me a little more time. If it were the Triumphs guys, I would have felt like I was missing out on something on track, but I wasn't there to watch the BMWs...

As I made my way back to the car, I heard it. Most anyone that reads this will know what I mean by that. I heard it... A distinct explosion of gasses and sparks in rapid detonation, as close to unison as you'd want. That roar had to be a 2.5L, so that would make the roaring monster a TR6. I couldn't see it

but it was coming from around the corner and behind a toy hauler. Yeah, I needed to investigate so I diverted from my mission to reach my camera equipment to see



***What a beautiful TR6 racecar. The performance was second to none.***



***Shooting down the hill after the corkscrew at Pittsburgh International Race Complex.***



*The group shot for the Friends of Triumph and the Kastner Cup 2018 with R.W. "Kas" Kastner and his Queen of Triumphs, Peggy Kastner*



*Sam Halkias taking the Peggy Kastner Performance Award during the awards ceremony in Pittsburgh*

what I could see. As I rounded the bend and caught a glimpse, there sat a blue, light blue, and white TR6 in familiar livery paint.

This was done up like a Kastner/Brophy car. I've not seen this before and it looks

superb. It looked fast, even sitting still. The gentleman leaned over the carbs looked up and I knew who it was right away. It was vintage racing extraordinaire Sam Halkias. This guy is a great racer! I had met him previously in 2015 at the Kastner Cup held

at Summit Point Motorsports Park.

He was racing in another gentleman's car. He seemed to be the caretaker of the car though because he knew his way around the distinct racer. As busy as he was prepping the car and grabbing his gear, he still answered a couple questions. My first one was, "Is this a REAL Kastner Brophy Racing TR6 or a tribute?" in which he replied, smile on his face, "Real deal..."

Taking it all in, I hung out under the tent for a little while longer but wanted to get my camera before anything else roared or took off for the track. I made it to my camera just in time to see some of the Triumph guys strapping on their gear. As they readied to go, I wanted to run out to the staging area and scope out my shots. What a great start to an amazing weekend!

I got some great shots and there was



*Jim Dittmore in the TR250 that would eventually be the Kastner Brophy Racing TR6.  
Photo courtesy R.W. "Kas" Kastner Archives*



*Fitted with the new TR6 body, you can see the old TR250 body in the background.  
Photo courtesy R.W. "Kas" Kastner Archives*





*Kas, Jim Dittmore, and Carl Swanson made a good team, obviously.  
Photo courtesy R.W. "Kas" Kastner Archives*



*Jim Dittmore piloting the newly bodied TR6.  
Photo courtesy R.W. "Kas" Kastner Archives*

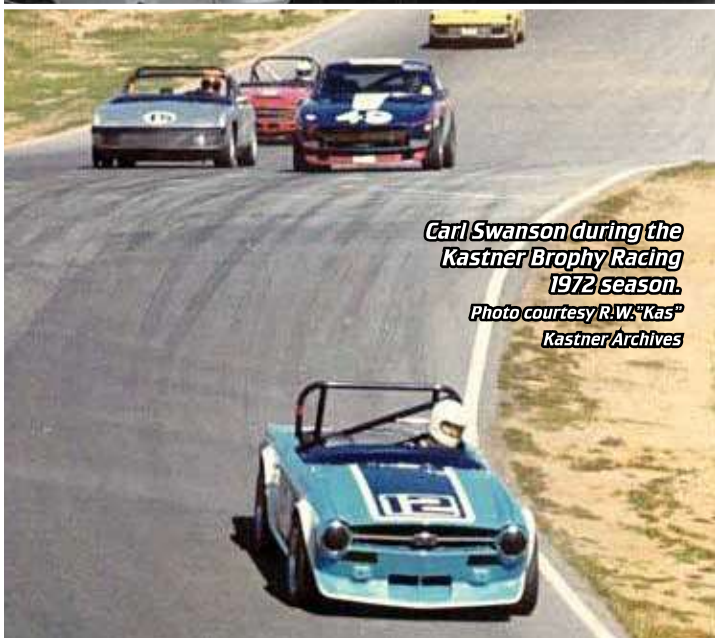


*Paddock life for Carl Swanson.  
Photo courtesy R.W. "Kas" Kastner Archives*



*Jim Dittmore taking the checkered flag with him on a parade lap.*

*Photo courtesy R.W. "Kas" Kastner Archives*



*Carl Swanson during the Kastner Brophy Racing 1972 season.*

*Photo courtesy R.W. "Kas" Kastner Archives*

a lot of hustle and bustle in the paddock, but I wanted to find out more about the TR6! Well, I have recently reached out to Sam Halkias and Kas Kastner and have found not only some interesting facts about the car from the man himself, but also some cool photos from back in the day that Kas Kastner has in his archives.

Kas started off the timeline: "As I remember, the car went to all the runoffs except 1970. I think we won the division, all but 1970. I never kept track (written) of those days. Race is over, on to other things. I had so much going on. I had no time to dwell on the last race. In 1968, it was a new TR-250. There were no runoffs. It was a winner in the Southern Cal Division. Lost in the last race to Jerry Titus in a 911 Porsche. It did not do well in 1971 or the last in 1972 and I cannot remember any of it. There was so much going on with other cars and situations."

He continued, "The main driver for all but the last two years was Jimmy Dittmore (dead now, last year) and the last two years Carl Swanson (also dead for several years now). All the testing for the TR-250 and the TR-6 was done on that chassis, though. Dozens of demonstrations for dealers and meetings."



"Dittemore was smooth as glass and when I put him into the Lola 192 for the F-5000 races in 1971, he was amazingly quick. Lead several of the events and was faster than everyone when I couldn't afford a decent engine. Always a buck short. It won the USAC Road Racing Championship with a used and dying engine."

He had a bit more info, "I sold it to Jim Ray in, I guess, the last of 1972 or very early 1973. \$10,000 cash. He did okay. Right off, he turned my special crankshaft into a lamp. Not very clever as I had figured a way to beat the harmonic 2nd phase cheap with a stock crank. Can you believe I made it about 6 pounds HEAVIER and this changed the harmonic to a rev limit the engine could not reach. It would turn 7800 RPM no problem, just do not hold it at 4000 RPM very long as the harmonic first phase came in, lowered from stock higher point at 5100. Days of the past, all with a rented oscilloscope."

At that point, Sam took over the timeline, saying, "After Kas sold the car to Jim Ray of Texas, he lost track of it but never forgot about it. Jim Ray sold it to Dennis Wilson of St. Louis and Denny ran it very successfully in the SCCA Midwest Division, finishing second to Doc Bundy in D/P in 1980 in an incredible drive. He was

chosen as the Road Racing Driver award recipient for his drive. Denny then ran the TR6 in the IMSA STU class for a few years, putting on a mandated windshield and a full roll cage which remains in the car today, less the windshield of course. Jack Madison, the current owner bought the car from Dennis in 1984 or there about. It sat still for a few years until I prepared it for Jack to run SCCA events in 1990. Jack raced it in SCCA for 5 years and made it to the runoffs in 1994 & 1995 in E/P Class (new SCCA class for carbs, not fuel injection promoted by previous owner Jim Ray). After that the car sat until 2000 when Jack ran it in SVRA, the very first Kastner Cup at Mid-Ohio. Unfortunately, Jack backed it into a concrete wall and the car sat idle until 2010 when I talked Jack into returning the car to the Kastner Brophy Racing colors and running it at the Kastner Cup in 2010."

He continued, "The car made it to the race but did not start, but Kas was reunited with the car for the second time. The first being Mid-Ohio in 2000 when he just walked up to the car and said it looked a lot like his old car, so when we told him it was he was thrilled to see it again. In 2010 we put it back to his colors and he was

once again thrilled to see it. After 2010 the car sat again for about 5 years. We decided to pull it out and run the Put In Bay Reunion event in 2016. After the Kastner Cup at Blackhawk in 2017 Kas asked me to run the car at Pittsburgh, so I tore the entire car apart and updated it and ran the car at the 2018 Kastner cup, where it was reunited for the first time with Kas's original GT6, now owned by Jim Dolan, who by the way almost talked Jack into selling the car to him back in 2015. The car is set to run at Put In Bay 2019. I still maintain the car for Jack and it looks great back in the Kastner Brophy Racing colors that we ran at Pittsburgh."

Sam elaborated a little, saying the owner loves the car and would probably never sell it but as long as Sam is alive, he will be the caretaker. Actually, it is in his shop right now for new axles and an alignment. An historic car and great fun to watch, especially with Sam wheeling it. 🏁



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