



KAS KASTNER is best known in Britain as the man who reformed the Triumph competition programme in the United States in the 1960s. He had moved over to Triumphs after making a name in racing with a prepared MG TD and in which he won both SCCA and CA championships with a TR3.

As US National Competition Director, he had a "hot" phone to Lord Stokes, then in charge back in Coventry.

America, racing sold sports cars providing you were successful; Kastner's cars were.

They had nearly 10 years in competition before British Leyland withdrew. During that time Kastner even produced a prototype Triumph, the TR250K, which raced once (at Sebring) was shown all over the United States and preceded the TR7 in its wedgy style. The shape was stunning, as you can see from the main photograph. It was the work of Pete Brock, who had designed the Daytona Cobra racing coupé for Carroll Shelby

and went on to run the highly successful BRE Datsun racing team in the early 1970s. It was based on a TR250 (TR4A) chassis with a 200bhp engine moved down 2 in. and back a foot, and featured a number of novelties like a driver-adjustable rear spoiler. Brock claims that this work in 1967 gave Triumph the idea and style for the TR7 but that BL's designers "botched it".

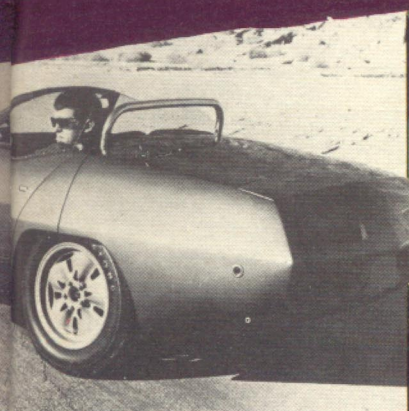
Kastner gives Brock the credit for a remarkable looking car that did his organisation a lot of good but does not claim a direct relationship with the last Triumph

sports car. When the racing stopped he moved on. Today he has Arkay Engineering, specialising in turbocharging a wide range of different car engines. His bolt-on kits are unusual because he thinks that no one turbocharger manufacturer can supply the right unit for every car, so he offers Garrett AiResearch, IHI, Rajay or Rotomaster depending on the application.

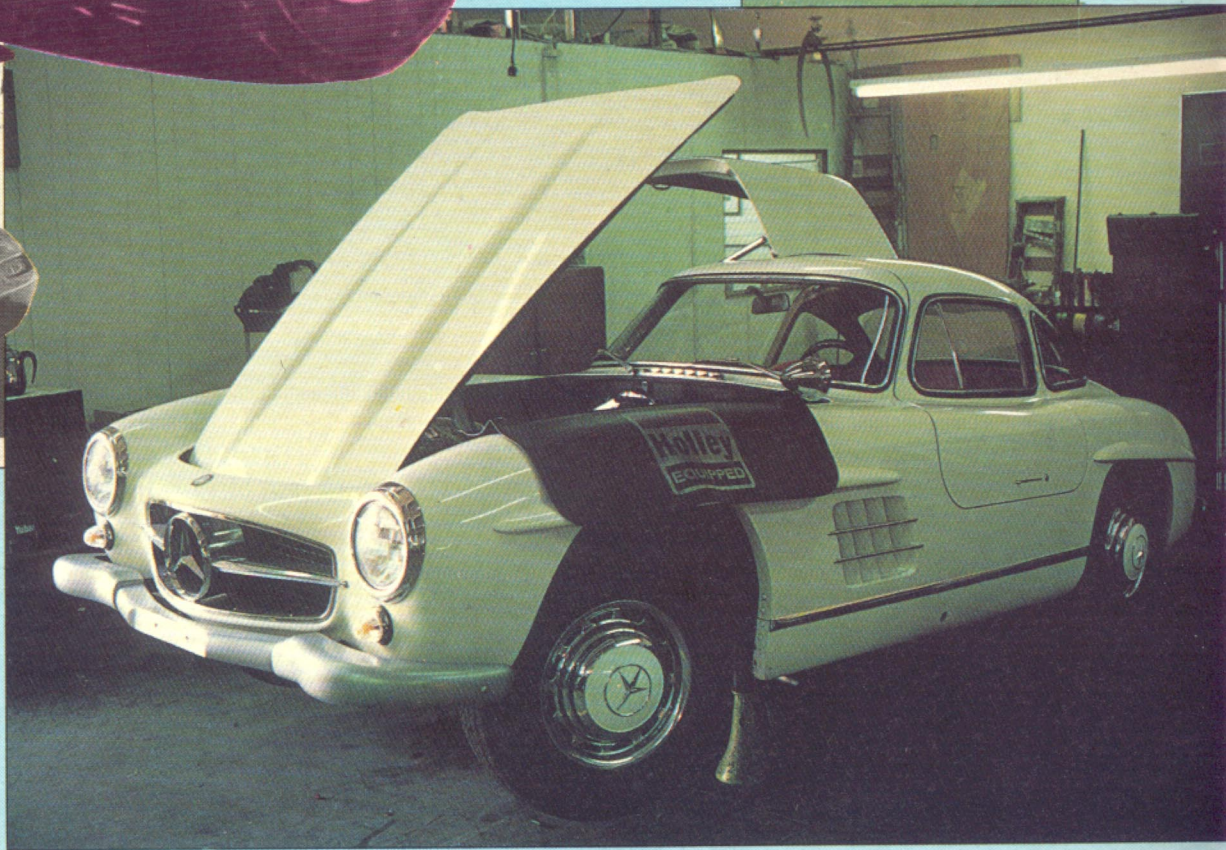
One of the more impressive conversions is for the Mazda RX7, which produces 210bhp in its Arkay Turbo form. More off-beat is "Quattro-San". Impressed by all he had read of the Audi Quattro in Europe except the price, he thought that he could produce something on the

same lines at much lower cost. Hence the converted Subaru GLF hatchback with turbo-charger, bigger and better tyres and a recommendation to drive in four-wheel-drive all the time. It costs about a third of the price of the four-wheel-drive Audi.

An AC 3000ME lurks in the Arkay garage, soon to receive the turbo treatment, and a Mercedes 300SL gull-wing coupé. Now, wait a minute... the Merc. looks new. It *is* new, but it isn't a Mercedes. A realistic replica glass-fibre body clothes a simple, purpose-built chassis, with a live axle at the rear and a Dodge slant-six engine – with a turbo, of course. Like the TR250K of 15 years ago (though for quite different reasons) Kas Kastner has built another car to turn heads... **JMCG**



Above: Kastner's prototype Triumph, the TR250K, the original idea for the TR7?



Left: "Quattro-San", turbocharged Subaru GLF with four-wheel drive



Below: Not all that it looks, this is Kastner's "replica" Mercedes-Benz 300SL gull-wing coupé; glass-fibre body clothing a Dodge slant-six engine, with its very individual badge...