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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

Summer's almost over. British Car Day is done. The Roadster Factory's summer party is a week away and the other day while channel surfing I saw QVC selling Christmas decorations. Where has the summer gone? Don't put the car away for the winter yet; we still have at least 3 months plus of potential driving and at least three WPTA events.

First from last month, special thanks to Bud Osborne and the Greater Pittsburgh MG Club for inviting us to their Quaker Steak and Lube event this year. Bud and their group put together a great run to Sharon with many exciting roads and at the end we treated ourselves to a few cold brews and hot wings. It was a great day. I am sorry for the confusion with the time in the newsletter, we tried to get to as many people as we could through email but we did not get to everyone. Sorry, but this is a good reason to have your email address on our list. We only use the list for club business and do not make it available to anyone outside the club. If you have an email address and wish to get on our WPTA list just send Ed Woods or me a note to phillips@fmis.facmgmt.pitt.edu or Ed Woods at fogbro1@bellatlantic.net and your address will be included on the list.

Well it's over for another year. Thanks to everyone who came out in the rain to support our biggest event of the year, British Car Day. A really big thanks to Dolly and Dan Coughenour for another great job of registering all those cars. This is Dolly and Dan's last year as registrar and I want to thank them on behalf of the WPTA for their years of service at a thankless job. Take the rest of the month off.

Thanks also to the chair of the event, Jim and Nancy Underwood for a job very well done. I know how much trouble this event is to chair and I believe that this year might have run the smoothest that I can recall. There were problems this year as always but thanks to Jim, none-got out of hand. The only thing that Jim could not control was the weather. I would be lying if I said that I was not concerned Friday night. The weather looked terrible. In fact I was concerned that we would not be able to stake the field Friday night due to the rain and lighting. However, special thanks have to go to Chris Martin and the people he assembled to set the field Friday. There was no hesitation in this group. They were not going to have a few raindrops stop them; they went out in the storm and set the field. One unseen effect of the weather Friday night was the almost total sell out of WPTA club shirts, jackets, and pull overs. It seemed almost everybody needed a change of clothes after setting the field. I was fortunate enough to still have the club blanket in my TR6 from early spring. I wrapped myself in that all night. Thanks to all who came out to help. But sometimes it is better to be lucky rather than good.

Saturday we were lucky. For some reason the car show gods smiled on us. It might have been my sacrifice of my already show prepared TR6 to the rain Friday that gave us Saturday's weather. Friday I drove the car to work taking sev-

eral coworkers for rides during the day and then drove it to the field Friday night in the downpour. When I got it home Friday it was pretty much a mess but figured that was the price to pay for a nice drive. All I decided to do was to give it a quick rinse and dry Saturday morning. Well, it worked. The gods approved. Thank me for the Saturday's weather.

Another unexpected event this year was Jim and Nancy's desire to chair British Car Day again next year. They had stated that this would be their last year to chair the event but I am very happy they have reconsidered. Also, next year Ed and Harvey Woods will chair the registration for the event. What a team. I can hardly wait till next year.

As I said earlier don't plan on parking your car for the season yet. This month is The Roadster Factory's Summer Party, August 11-13th. As always it will be an exceptional party. If you have not registered call 800-234-1104 and do it now. If you are interested in helping out with the car show call Jim Antis at 724-349-0426 or the gymkhana call Dolly Taskey at 724-789-1132.

Also planned this month, August 26th is a run to the Zippo factory in Bradford, Pa just south of the New York boarder. We will leave the parking lot at the Bob Evans restaurant on route 910 off route 28 at exit 11 at 9:00am. I have planned a scenic route through the Allegheny Forest to our destination. Once there we will tour the factory museum, after which we will grab a bite to eat and head home. Hope to see you there.

Planning ahead we have coming up on September 23 the Anniversary Run, mark your calendar. This is always a fun event. Ed Woods and Ed Major commiserating the trials and tribulation of starting WPTA. Once you get the two Ed's going (two Eds are better than one) who knows what will happen. What a day I can hardly wait.

Lastly, of interest in August's issue of Classic & Sports Car are two articles about TR2's. The first by Bruce Baker recounting the attempts of several people to improve and up market the little original Triumph TR2's. Some of you may know of these cars but for those of you not you might want to pick up the issue and find out about the 1954-55 Swallow Doretto or a 1960-61 Warwick. While neither car really caught on making both cars very rare; it was interesting to read about how each started with a TR2 running gear.

The second article by Bill Piggott gives a short history of the first UK TR2 TS2. This car nearly 50 years old is still around in the final stags of a total restoration. The TR Register in England is restoring the car. It may also interest you that the first USA TR2 TS1 is also still around. It too is being restored to its original condition in near by Ohio. If you are interested in the full story pick up August's issue of Classic & Sports Car.

Lastly, I'm still taking suggestions for club meeting locations. See ya soon.



In Memory of Bill Formwalt

1940 - 2000



Bill died of Cancer two weeks ago; a battle that he had been fighting for about a year. His passing leaves a large void in my life that, I think, cannot be filled. We have been doing car things together for almost forty-five years.

Bill has always been an automobile artist of considerable talent. In high school when the rest of us were screwing off in one way or another, Bill was submitting designs in the General Motors design contests. While still in high school he customized both a 47' and a 49' Ford.

But the sports car bug hit him early. Again, while still in high school he talked me into hitch hiking to Marlboro, MD to the sports car races. I didn't know where Marlboro was and I'm not sure he did either, but after thumbing all night we arrived in Marlboro just at daybreak only to learn that the race weekend had been cancelled. In college Bill spent more time designing formula juniors than he did on schoolwork. Although it didn't seem likely that he was going to last long anyway, he had to return home for personnel reasons. He hitch hiked home and never returned.

The next thing I knew he was working in the mill in Johnstown, his dad also worked there, and was driving a brand new MGA Twin Cam. This car became his life, until he wrecked it in a rainstorm (top down) on route 22 just east of Armagh. He broke the steering wheel with his jaw and my head went through the windshield.

I went back to college and lost track of Bill for awhile. During this time he traded the MG on a new TR4. With the TR he got into serious racing and got to be good. Bob Tullius offered him a ride with Group 44. But he had also been bitten by the love bug and he turned down the offer to race. He and Judy got married and they settled down and raised a family.

When we hooked up again in 1979 (about 15 years later) he had restored a TR4, as a duplicate of his original TR4, and I was trying to make something out of a piece of s - - - TR3 that I bought a couple years earlier. At that time I got him involved in the fledgling WPTA.

Bill designed the logo for our 1980 TRA National and did so many TR drawings for the club that they still show up occasionally in the *Dzus Dnuz*. He also started a Sports Car restoration business in Johnstown.

In the early 80's Bill and I went to the then fairly new vintage races at Mid-Ohio and Watkins Glen. The bug hit us both! Before long we were building a TR4 for vintage racing and what an adventure that became. We raced the TR for five years; Bill drove and I wrenched. We put together quite an enviable record; we never failed to finish a race and never finished worse the fifth.

Bill and I subsequently built a TR4 vintage racecar for Rich Hone from Rhode Island. I have been going to vintage races and pitting for Rich ever since, often with other WPTA members. Bill later got into Formula Fords and building and selling model cars.

His last project, which remains unfinished, was the building of a TR4 with a fiberglass body.

I will miss him very much

Bruce Stutzman

British Car Day 2000

By Jim Underwood

Well, if I had to use one word to describe the 2000 British Car Day weekend it would be soggy! The crew that worked on Friday evening really earned their pizza & beer since they had to work in a steady downpour. If that wasn't bad enough, the temperature dropped considerably and many (myself included) hadn't come prepared for cool weather. Special thanks are in order to Chris Martin, our Field Marshall, and the hand full of guys who braved the elements to get the field set while the rest of us huddled under the tent guarding the keg. On the bright side, Chris reported that sales of club jackets and fleece pullovers were brisk!

When we came back on Saturday morning, the field was looking pretty wet in spots but the groundskeeper said we could use the course but not to stop any cars in the low spot where we usually have registration. (Actually, we had already figured that out on our own) So, with Dan McGowen & Richard Dick waving them on, all the cars were sent straight up the grade to the show field. The rains held off and we managed not to damage the golf course too badly. (The same can't be said for Patron Parking, which really trashed the field on Sunday.) As would be expected, the number of actual cars on the field was down but we did have a good number of drive-in registrations as the weather improved by mid morning. The actual number on the field was around 250. All in all, we had another very successful show and actually learned a few things that will help us next year.

Speaking of next year, I suppose a couple of announcements are in order. Most importantly is the retirement of our registration duo of the last 4 years, Dan & Dolly Coughenour. Tanker & Dolly have done a superb job and with the help of Deb Gawlas and Beki Jones, have basically run the whole show for us. I am sincerely grateful to them as they have made me look good for the last 4 years. Thanks again to some really special people. As for replacements, I don't have anything official but have heard that registration may be looking a little foggy for next year. As for me, many of you know that I had planned to step aside as BCD chairman this year also. However, after some persuasion from Nancy, I have decided to remain for next year. I will be looking forward to working with the new registrar and all of the rest of the crew that make this event so special for our club. Thanks again to everyone who turned out to help in any way. It is your combined involvement that allows us to continue producing this one of a kind event. Far as the weather, we were VERY VERY LUCKY! Could have been much worse.

Reminder for Summer Party Volunteers

The list of WPTA Volunteers for TRF Summer Party is gradually growing in usual proportions for this time in the season with the regulars checking in and, alas, a few new members on board early for an exciting, cross content area learning experience in British cars, their owners, and human nature. To avoid the last minute rush, and to have your name added to the list, please contact Jim Antis at 724-349-0426 or jantis@iu28.arin.k12.pa.us to help with parking at the show on Sunday and/or Dolly Taskey at 724-789-1132 or dolly@web-combo.net to help with the Saturday Gymkhana. As always, those who choose to accept either, or both volunteer challenges, will receive TRF complimentary registrations for the weekend! Sign up now! New volunteers are always welcome!

British Car Day 2000

Triumph Class Winners

TR2,3

1st Patrick E. Davis, Grove City, PA

Tr3A,TR3B

1st Ken Greenleaf, Pittsburgh, PA
2nd Harry Coon, Pittsburgh, PA
3rd Russell Fuhrer, Sewickley, PA
HM Jim Shaw, Coraopolis, PA

TR4

1st Jim Shaw, Corapolis, PA
2nd Alex Zarak, Piscataway, NJ

TR4A

1st James Stoffel, Gibsonia, PA
2nd Frank Navatril, McMurray, PA

TR6, Early

1st Bob Wyner, Monroeville, PA
2nd Lenny Lange, Mentor, OH
3rd Ray Suchta, McMurray, PA
HM Bruce Gursick, Indiana, PA

TR6, Late

1st Mark & Sherry Phillips, Pittsburgh, PA
2nd Harvey Woods, Glenshaw, PA
3rd Dick & Sandy Gaier, Pittsburgh, PA
HM Jay Rife, Salineville, OH

TR7

1st Dan & Danielle McGowan, Gibsonia, PA
2nd Scott Permar, Pittsburgh, PA

TR8

1st Regis Patrick, Greensburg, PA

Spitfire

1st Mark Loughrey, Burghill, OH
2nd Robert & MaryAnn Coon, Pittsburgh, PA

Spitfire 1500

1st Richard Altenbaugh, Glenshaw, PA
2nd William Seaton, Greensburg, PA

GT6

1st Dennis Pawlowski, West Mifflin, PA

Mixed

1st Brad & Debbie Mooney, (Stag) Worthington, PA

Quote of the Month

**There is a fine line between
hobby and mental illness**

Carburetor

I received this the other day from a member involved in an online discussion about Synchronizing carburetors. They were talking about Porsche 356's but it might work on your Triumph. Unfortunately I gave up smoking years ago.

Mark

From: Rolf G. Krogmeyer

Subject: Re: Synchronizing Carbs the Great Debate

Hello friends,

Following the debate with this topic ...Very interesting to hear different opinions. But I remember 30 years ago an old guy from the Porsche-Workshop here in Hannover has had another kind of synchronizing the carbs: Taken away the air-filters he used to blow big clouds of smoke of his thick cigar on the carbs and was watching how the smoke was drawn in and than very well experienced he was adjusting the screws. Always a well done job.

But nowadays, the restrictions of smoking...(Not here in Germany, but in the USA!?). Take a good Havana and try it. (The cheapest one costs DM 35,60; 356-content)

Best regards

ROLF

Uh-Oh

This article was found in one of the National Hot-Rodding magazines, the names have been changed to protect the guilty!

You guys can fix anything, so tell me how to fix this one: I was in the garage working on my Camaro when my wife came out and asked why I spend more time with the car than her. I told her that it doesn't talk back, and she laughed. So I kept going. I said it's easier to fix when I mess up, I know exactly what's wrong with it when it's not responding, and it doesn't live it's life by Oprah. I should have stopped when she quit laughing and her arms folded. But the red light didn't go on, so I continued by saying my car is in better shape now than when I got it, and fewer people have been inside my car. Man, was she pissed. Help! I'm sick of TV dinners and microwave burritos.

Anonymous

PS- How do I teach my car to cook and do laundry?



WPTA Calendar of Events

- | | |
|------------------|---|
| Aug 11-13 | The Roadster Factory Summer Party
Armagh PA |
| Aug 26 | Run To Bradford
Mark Phillips 412-561-5972 |
| Sept 23 | Anniversary Run
Ed Major 412-488-1600 |
| Oct 14 | Fall Leaf Tour
Mark & Meghan Twiest |

~ Of Other Interest ~

- | | |
|------------------|--|
| Aug 2-6 | VTR National Convention
Portland, OR 503-357-5640
raymarty@teleport.com |
| Sept 8-10 | Watkins Glen Vintage Festival |
| Oct 4-10 | SCCA National Runoffs
Mid ohio Race Course |

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

150 Holiday Park Drive, Plum Boro, PA 15239

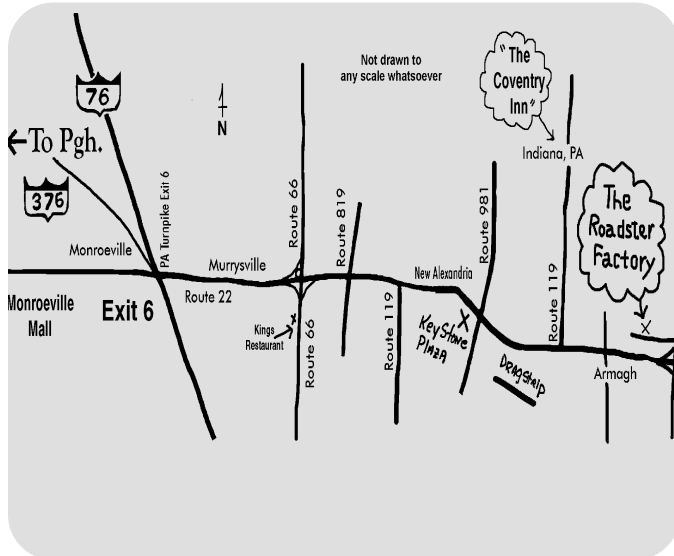
A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
A CENTER OF THE TRIUMPH REGISTER OF AMERICA

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The Roadster Factory Summer Party, Aug 11-13

Run To Bradford, Aug 26

The Roadster Factory Summer Party August 11, 12 & 13th



Run To Bradford August 26, 2000

Meet at the Bob Evans Restuarnt at 9am in
Harmarville

