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December, 2000

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Treasurer

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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

Everyone have their fill of turkey? The nice thing about Thanksgiving is, as holidays go, it is a low stress day. No exchange of presents to worry about, no worries about did I spend enough on Aunt Tillie, cousin Bert got me a gift and I didn't get him anything. No, holiday blues, just food, family, friends, and football. I hope that everyone had the opportunity to spend time with family and friends this Thanksgiving. One thing I'm thankful for besides my wonderful wife and our families is the group of people that make up the Western Pennsylvania Triumph Association. I'm very happy to call all of you my friend. Let me thank all of you for your support through my first term as President and I along with the other officers we are looking forward to another great year, and to all a very merry Christmas and a happy and healthy New Year.

Boy, I don't know about you but the Holiday season has crept up on me. Sherry reminded me that she is almost done shopping. She is buying for, I believe, 25 people this year. I, however, buy for one and I haven't started. I told her that I purchased a rear valance and a NOS overdrive switch for her TR4 and that I was done. She gave me that funny look women give. You know the one. It's the one they give you when they're not sure you're kidding. Don't worry women I'm not crazy. I'm not fond of sleeping on the couch. I'm going shopping. I'm one of those shoppers who likes to know what I'm buying before I go. I can't just wander around aimlessly in a mall. That drives me crazy. I think I can get almost everything I need in Victoria's Secret. What do you think?

Last month we had our first meeting at the Fireside Inn. It was our annual election of officers. Well, I'm it for another year. There was some discussion of voter irregularity; Bruce Stutzman was called in to investigate. Vote recounting was considered but following another round of liquid refreshment all allegations were dropped and the current officers elected to another term. Your current officers are Mark D. Phillips, President; David Jerman, Vice President; Bruce Stutzman, Treasurer; Gary Fredo, Secretary; and Ed Woods, Membership Chairperson.

The Fireside Inn seemed to work out. The food was hot and the beer cold. I don't think we need much more. I have not heard any negative comments about the place, but if you had any problems let me know. Our next General Business Meeting is scheduled for January 10, 2001 at the Fireside Inn. Also, keep in mind that I am also interested in moving the meetings around to different locations, so if you know of a place let me know.

We talked about the 2001 calendar. We still have several open dates for driving events so if you're interested in hosting an event please drop me an email or give me a call. Even if you can't host an event but have an idea for one with a great road or an interesting location, drop me a line. I'm always interested in hearing about local points of interest that might work into a driving event.

Coming up this month is our annual December "get together". With everyone busy with the Holiday we'll not have a General

Business Meeting this month. There will be no business discussed, if you have some time during your dash to the Mall you may want to stop and see what everybody is up to. This December "get together" is just an excuse to get together and have a few drinks. Typically, the men hang around the bar while the women Xmas shop. However, we do not discriminate. All are welcome to sit around and listen to Bruce and Ed talk cars. This year we are going to meet December 9th at the Quaker Steak and Lube in Cranberry. Plan to be there around 2:00 pm.

Also, coming up is our Holiday Party. Dave and Kit Jerman are the hosts and they planned what sounds to be a great party. See the article inside for details; please plan to attend.

Well, with the weather turning cold I've parked the TR6. It is in the rear of the garage all covered up. I've got plans for it this winter however. The restoration is two years old and it is amazing how quickly things turn. It is very hard to keep a car nice and still drive it. I can appreciate the attitude of some that trailer their restored car. I don't agree, but I can understand. Well, anyway the TR6 needs a few items taken care of. The first thing is the front end needs redone. That was the first thing I did when I purchased the car in 1988. It is hard to believe but Sherry and I have put almost 30,000 miles on the car since we purchased it, and it's time to redo the front end. This time I bought the Polyurethane bushings. I'm hoping for the same kind of performance I'm getting from the polyurethane bushings I installed in the rear end earlier this year. I'll let you know how it goes.

Also, last year at Carlisle we worked a deal to get the final pieces I needed to fit an overdrive transmission to the car. So while the car is apart I'm planning to fit the overdrive to my existing transmission. I'm really looking forward to getting an overdrive in the car.

Finally, this past year some of you may remember our trip to TRA in the Pocono's and my problem at a refueling stop. I spilled a gallon or so of gasoline over the trunk lid and down the rear apron. Well the rear apron needs repainted. The flat black paint was permanently marked. Not a big deal but the bumper has to come off and the rear lights have to come out, it will be time consuming. Also, there are a few nicks and scratches that need touched up. I'm going to try the method described in last month's newsletter on some. I'll let you know how it works. Well that's about it for the TR6.

The TR4 is another matter. I have not worked much on it for awhile and with the TR6 needing some attention I think it may stay right where it is. The frame and body panels are hanging from my garage ceiling and the tub is in storage. However, I still have lots of parts that need cleaned so there is plenty to do without having the car on the floor.

This past month we also had the opportunity to see progress on Dave Parks TR3, and also spent a day on Wray Brady's TR4. Wray has a story attached to his car and I'm hoping he can write a newsletter article about what he finds out. Well that's it for me. Drop me a line and let me know what you're doing. See ya soon.

2001 Holiday Party at the Monterey Bay

by Dave & Kit Jerman

Well...the snow has begun to fly and all of our British cars are tucked safely in their cozy little winter hide-a-ways, so that must mean its almost Holiday Party time. This year it will be held at the Monterey Bay (formerly Christophers) on the top of Mount Washington. It is located at 1141 Grandview Avenue, and has valet parking for your convenience. SO.....Mark your calendars for Saturday, January 20, 2001, at 6:30 PM and plan to join us for the first WPTA event of the real new millennium!!

The Monterey Bay is perched high on the mount with wraparound window walls and an incomparable view of The Point. We have reserved their banquet room, which has huge windows on both ends so you can enjoy a spectacular view while you sit down and have dinner at 7:30 PM. Right next to our dining room is a large sunken bar with even more windows for our social hour with cash bar before dinner. Monterey Bay was the first place winner in Pittsburgh Magazine's 2000 Reader's Poll of best restaurants and it was the Restaurant Editor's favorite. It was also voted "best seafood" in 1998, 1999, and 2000!

Dinner will be ordered from the menu when you are seated. All entrée selections are accompanied by a salad with choice of dressing, wild rice pilaf, fresh vegetable, rolls and butter. Wine, soft drinks, coffee and tea will also be served. The Dessert Platter will be a treat! The selection includes 5 or 6 different desserts such as truffles, mousses, cheesecakes and more. You will have the chance to try one or try them all!! We will also have a fresh vegetable tray for hors d'oeuvres, and after dinner if you would like, you can retire to the Single Malt Scotch and Cognac Bar!

To make reservations, please send your check for \$30 per person (cost includes: hors d'oeuvres, dinner, wine with dinner and dessert) made out to "WPTA" to: David Jerman, 35 Kimmel Road, Home, PA 15747. Questions? Need directions? Call David or Kit at 724-349-6639, or e-mail us at: jerman@twd.net. The reservation deadline is Saturday, January 6th, 2001. Hope to see you there!

Triumphs in Competition

By Bruce Stutzman

Like many other European Carmakers, Triumph had a competition department and raced and rallied their cars. They were into rallying far more than racing although they entered factory teams into endurance races several times, primarily at Le Mans and Sebring.

Most of the mechanical changes made to the cars over the years resulted from competition; even including door handles on TR3's.

Triumph USA started a competition support program in 1961. Cash awards were given to Triumph drivers who finished in the top 3 places in SCCA races, they also offered competition parts that were primarily developed by Kas Kastner, Triumph USA's competition manager. Triumph USA's relationship with Bob Tullius started in 1962 when he was given a TR4 to race because he was consistently beating the new TR4's with his TR3. Tullius' group 44 became Triumph USA's factory team in 1965.

When British Leyland took over most of the British car companies, including Triumph in 1968, things changed. The

decline of the British automobile industry had begun.

Kastner left the employ of British Leyland in 1970 although he continued racing Triumphs under his new company, Kastner Brophy Racing, for several more years. He even developed and raced a 6 cylinder Triumph Vitesse in the 2.5-liter class of the Trans Am.

Group 44 continued under British Leyland racing MGB's and Jaguars in addition to Triumphs. The factory went on to develop TR7's and later TR8's as rally cars and ran a substantial rally program in Europe while Group 44 raced them in the US.

I plan on writing several articles about different Triumphs in competition. Several of these cars have been the subjects of excellent pen and ink drawings by Bill Fornwalt that previously appeared in the Dzus Dnuz. So stay tuned.

Gas Masks for Auto Painting

by Scott Cypher

From: The Vintage Triumph Register www.vtr.org

From working with Hazardous Chemicals (Alcohols, to Freons, to Carcinogens, to Nerve Gas), I agree with the recommendations that are given by paint sales representatives as to the extreme dangers involved with automotive painting.

Full Face vs. 1/2 mask. Gaseous vapors enter the body through many routes. Your eyes are particularly vulnerable. There is a great opportunity to scar your eyes from repeated exposure to volatile chemicals, that make your eyes "numb" to paint fumes. (If you wear contacts, you could "melt" the contacts while they are in your eyes) I know a great many car painters that never protected their eyes, and now poo-poo full face respirators because they "don't feel it" anymore.

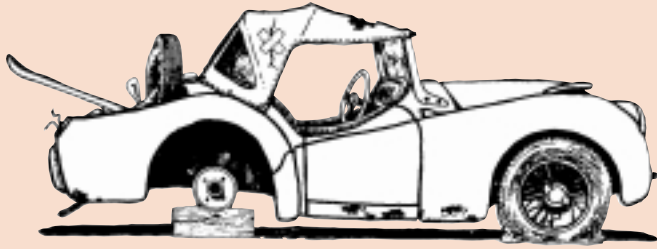
Charcoal canisters absorb many vapors, especially H2O. Leaving respirators in unsealed containers (i.e. not a Zip Loc baggie) does prematurely wear out a set of chemical filters. Yes, the true test is inhaling above a KNOWN smelly source, and seeing is believing if you smell it. Do NOT use a mask that passes chemical odors.

However, smelling it is not necessarily an indicator of bad filters. It could be a poorly fit, or badly sealed mask, hence the need to keep your mask clean and in good repair. There are methods to check mask integrity, and sealability (which I won't go into now, emailme if you want details) when you fit up. I recommend to anyone using a chemical mask, get the proper training on usage, from someone familiar with working with truly hazardous/deadly chemicals. It is far too easy to ignore this potential that exists to "save time" or convenience. You might avoid acute exposure, but since many of these chemicals and/or carcinogens are less than 30 years old, chronic (long term) effects of repeated exposures are not documented nor studied.

Please, as someone who worked with FOOLS and was a fool for six years, don't paint without a respirator, and don't use a respirator without training from a certified expert. You might not truly know, but are you willing to risk your life? You might have already. Think about it, like the GIs affected by Agent orange tests, or the atomic bomb. They were OK for quite awhile, but then things got worse. Do you want that to happen to you? If nothing else, don't trivialize the impact chemicals can have. If you don't have the data to support one view over the other, don't advocate one over other. I would err to the side of caution, rather than err at all.

Scott R.Cypher

SCypher@perform.vt.edu



~ **Classified** ~

For Sale: TR6 Factory Steel Hardtop--make your car into a solid GT for the late fall/early spring! Installs and removes in 20 minutes. Super condition, make offer. Also TR250 front & rear bumpers in good condition, Ed Major: email ejmajor@stargate.net or phone daytime m-f 1-412-488-1600.

Wanted: Ryan Fleming NEEDS a TR7 clutch fan. He is away at college and his TR7 is his only ride (*Faithful TR7 guy depending on a British sports car for daily transportation*) If anyone has this article and is willing to part with such please call his father...Dave Fleming at 724-643-4213 or email his Mom at... thekat40@brads.net Thanks a million. If traveling the parkway please, keep your eyes open for a maroon TR7 stuck on the side of the road! Thanks, Kathy.

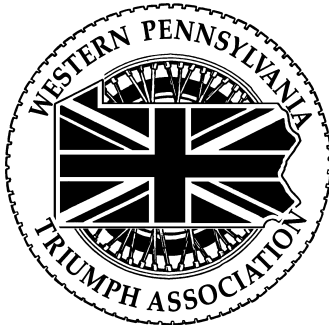
For sale 1958 Bugeye. Spare motor, transmission, rear axle, and door. Fiberglass hardtop, steel wheels. Drove it into garage ten years ago. Typical rust. John after six (724) 668-7741, or day (412) 973-9933



~ **WPTA** ~
Calendar of Events

- Dec 9** **Hang out at the Cranberry Steak & Lube**
Mark Phillips 412 561-5972
- Dec 18** **Newsletter Meeting**
Typecraft
- Jan 10** **General Business Meeting**
Fireside Inn 8:00pm
Mark Phillips 412 561-5972
- Jan 20** **Holiday Party**
Monterey Bay, Mt. Washington
Dave & Kit Jerman 724 349-6639
- Jan 29** **Newsletter Meeting**
Typecraft
- February 7** **General Business Meeting**
Fireside Inn 8:00pm
Mark Phillips 412 561-6295

Club Regalia Order Form



- jackets, blk , 1-2xl \$45-\$50
- blankets, blk \$35
- wpta patches \$2.50
- wpta window stickers \$2.50
- long-sleeve club shirts,
 khaki duck w/logo \$28
- club golf shirts,
 wht/blk trim w/ logo \$26
- polar-fleece pullover,
 half-zipped, charcoal \$31
- club badges \$45

shipping info:
 most items can be shipped
 priority mail for \$3.20

qty	item	size	\$ total
shipping?			
total			

send completed forms to:
 chris martin
 5956 heckert rd
 bakerstown pa 15007
 724 443-1428

ship to:

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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December 9th "Hang -Out" at the Cranberry Steak 'n Lube

December 9th "Hang Out at the Quaker Steak 'n Lube in Cranberry off Route 19

Quaker Steak is behind the Cranberry Mall on Freedom Road (opposite Rt 228). It is on the left once you pass over the PA Turnpike. Plan to arrive around 2:00pm. We will be the drunks at the bar. See you there.

