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July, 2000

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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

I don't know about you, but this has been a busy Triumph month for me. We started the month with the "Run to Dover", threw in a dinner run, and finished up with the TRA National.

First, thanks to Will and Linda Schweitzer for their hospitality at their home and planning the "Run to Dover". We had a good turn out. I believe I counted 12 cars. Some who were unable to participate in the rally just came out to the Schweitzer's to socialize and send us out. The drive started out great. Poor planning on my part required a stop for gasoline at the first station we came to. My first mistake was not mentioning this to the leader. I became concerned that we had not come on to a station and where entering the interstate with my gauge a tick above empty. I made a quick decision to leave the caravan and search for gas. I thought I could get out of line without anyone following me. But the group behind me was too good. Sorry Bill and Ken. However, once they discovered I was on a different mission they quickly were able to hook back up with the group and we did find gas.

Sherry and I caught up with the group when they stopped for lunch at a diner on Tappan Lake. Refreshed we were off to the Warther Carving Museum in Dover Ohio. It's amazing the works of art this man created in his lifetime. He created scale replicas of steam-operated equipment and locomotives from wood and ivory. He also carved working scissors and pliers from single pieces of wood; amazing. Also, interesting was how he lived his life. He only worked enough, making knives for sale, to support his family and his hobby of carving. He spent most of his day carving and playing with his children. What a nice way to do things instead of having our jobs determine how we live.

After our tour of the museum we headed to a local winery for a taste and a few purchases. After that we all headed for home by differing routes. Sherry and I headed along scenic route 30 for a pleasant drive home. However, I received a note the next day that we had a spitfire go to that big garage in the sky. Read the note Gary Fredo sent me inside.

Also, this month Ed Major had several cars come out for a dinner run one night and I heard there was a nice turn out for that. It is great to hear that people are getting out in their cars.

The last event of the month was TRA National in Bushkill PA. Sherry and I went with Dan and Linda Green; Jim, Joni, Pete and Andy Shaw; and we met Ken Nelson and his daughter Lauren there. We left Thursday June 15th taking the scenic route. We stayed off the interstate as much as possible. We stopped at TRF to say Hi and talked to Charles, John, and Dolly. They were getting ready loading the truck for TRA and were planning to get there Saturday. We bought a few items and hit the road. The weather cooperated till mid afternoon when it started to rain and continued for the rest of the day.

We had two minor incidents on the drive up. The first, Dan was losing braking power, we kept an eye on the fluid level and topped it off every time we stopped. We learned

later it was a broke left rear steel brake line. The second incident had the potential to be very serious but lucky we all got out of it ok. We where in the rain when a piece of steel laying in the middle of the road somehow got tipped up and hit the Shaw's TR3. It hit the stone guard on the left rear fender and split the aluminum guard and the steel fender under it leaving a 3" slit in both. Somehow it didn't hit the wire wheel or tire. If it had who knows what would have happened?

The rest of the weekend was great. It is nice to see our TRA friends. We polished on the Shaw's TR4 for the Concourse show and the Greene's TR3A for Participants Choice. We fixed the brake line on the Greene's car. We spent quality time by the pool working on our tans, I got a few jogs in, and Dan and Jim came out of the triumph auction with some really great items. We also found a huge local flea market to rummage around in Saturday after the car show.

Saturday's car show was a little different. The resort had an indoor performance area and they let us drive our cars inside. Saturday's weather was very hot and humid with a threat of thunderstorms. The building was air-conditioned and I'm sure the judges did not mind working inside. There were some very nice cars: a long door TR2, a pale yellow small mouth TR3, several excellent TR3A's and several TR4's. Some of the owners however are just as interesting as their cars. We met Professor Bob Koval from the New Jersey Club who purchased his TR4 new in 1963 for \$2925. This has been his only car since then. It was and still is his daily driver and he has over 433,000 miles on the odometer. He had many interesting Triumph stories.

Saturday evening, at the banquet, awards were presented in Concourse and Participants Choice. I'm very excited to say that the WPTA did very well. First, in the TR3A category Participants Choice there were some very nice TR3A's, but we had it covered. Congratulations Dan and Linda Greene. Dan and Linda's car took first place. Those of you who have not seen this car in awhile take a good look at it during British Car Day. Good job Dan, enjoy your hard work. Dan, take the rest of the month off. I know how hard you've worked to get the car ready. Second, there was no surprise with the next award. The only question was could it take "Best of Show". Jim and Joni Shaw's TR4 won a gold certificate and first place in the Concourse. However, it was one point short of best of show. Congratulation Jim and Joni. I know how much effort has gone into this car and it is an extremely good example. Make sure you also stop and check this car out at British Car Days. That ended our Car Show weekend but we had made plans many months ago to attend our first NASCAR event but you know what they say about best made plans.

Sunday, we planned to go to NASCAR's event at the Pocono's Racetrack. Well, to make a long story short it rained, 2 hours in traffic, cars overheating, clutch slipping, rain ponchos, cold wind, and to top things off everyone we talked to said that the race would be rescheduled in July. So, we left the track for home thinking the race was rescheduled.

Continued on Page 2

# TRF Summer Party Volunteers

It's time to begin thinking about the TRF Summer Party to be held this year on August 11,12, 13. Along with the usual car fun and camaraderie typical of the weekend, opportunity again is offered to WPTA members to help make the weekend a success. TRF has once again requested the assistance of the WPTA membership. This year there are two opportunities to volunteer. The first is the annual challenge of strategically, and with diplomacy only until necessary to tell the driver to park it where you tell them, is to help park all of the cars, according to the divinely inspired parking plan on Philadelphia street for the Sunday car show. The second, is to assist new WPTA member, Dolly Taskey, with the Gymkhana on Saturday at yet another new, and better location. Dolly has escaped the Central PA Triumph Club and Triumphed her way to the west finding "safe haven" with WPTA.

If you will be attending the Summer Party and would like to contribute to the annual WPTA effort, for planning purposes please contact us as soon as possible:

Sunday Show, Jim Antis at 724-349-0426 or jantis@iu28.arin.k12.pa.us

Saturday Gymkhana, Dolly Taskey at 724-789-1132 or dolly@webcombo.net

We will hope to hear from you to enter your name on the list of good times, good friends and Summer Party Volunteers. No purchase necessary.

Regards,  
Jim Antis

## Classified

**For Sale:** MGB parts. If you need it, I probably have it. Good Stuff Cheap!! Jim Antis 724-349-0426. jantis@iu28.arin.k12.pa.us

### On The Mark Continued from Page One

However, the race was run the next day. Don't even ask me about this, I'm still not over it. However, the drive home went pretty well except for when I poured gasoline all over the trunk of my TR6, waited over an hour for dinner in a restaurant, and blew the starter apart in the Shaw's TR4. Wait a second the drive doesn't sound very good now either. I take it back, the whole day was a disaster, let's just forget it ever happened.

Looking at our calendar this month British Car Day at the Vintage Grand Prix is scheduled for July 15th. Hope everyone has sent in his or her registration. Hope to see everyone out for this event. We don't have anything else scheduled for the month but I hope that doesn't stop you from driving your car and if you are interested in hosting an event in August, September, or October please give me a call. I am putting together a run for August 26th. I'm still working on the details so watch next month's newsletter but mark you calendars. Also, see the article asking for volunteers to help out at TRF Summer Party.

Lastly, I am investigating locations for meetings, let me know if you have any ideas. See ya.

### Quote of the Month

**"It's a lot easier waking up with  
an ugly Triumph part"**

# Quaker Steak 'N Lube Tour 2000

Back by popular demand, but on a different weekend than the traditional one is the Quaker Steak 'n Lube Tour. This year, we've moved the date to Saturday, July 8 and will meet the folks from the Emerald Necklace MG Club at the 'Lube. Also different this year is the event is a GPMGC sponsored and organized event, and we have invited our friends from the Western PA Triumph Association to join us (previously, it has been the other way around). Besides assuring a good time, a good turn-out will usually assure us of having the entire "Thunder Alley" section of the restaurant all to ourselves, so don't let your fellow club members down by being a "no-show"!

We'll meet at 9:30am in the parking lot of the Quaker Steak 'n Lube at The Point at Robinson Town Center. First group of cars will be sent off at 10am. The route is still in the planning stages, but will include McConnell's Mill State Park, and Volant (antique and craft shops galore) as stopping points. The plan is to arrive at "The Lube" around 3pm, allowing for 3 hours of leasurly driving over scenic back roads, with breaks at one hour intervals, and allowing plenty of time for the gals to pillage and plunder (our wallets, of course) at Volant. There will likely be two route options, allowing those who desire a less intense back-roads experience to arrive at the stops with less "seat time" than those of us whose eyes tend to brighten at the prospect of yet another winding, plunging, back-road to conquer.

From dahntawn Pittsburgh, take the Parkway West (toward the airport) and get off at the Robinsontown Blvd. Exit. Turn left at the stop light. Go to the second light and turn right twice in short order, and you should wind up either in front of the 'Lube, or over the curb in front of Mellon Bank, which is probably close enough.

See you there!  
Bud



## WPTA Calendar of Events

- July 8** **MG/Triumph Invitational  
Steak 'n Lube Tour**  
Bud Osbourne
- July 15** **British Car Day**  
Jim Underwood 1-724-929-8187
- July 29** **MG Club Washington County Tour**  
Bud Osbourne
- 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 ~

- July 12-15** **VTR Mid Atlantic Regional Convention**  
Richmond VA. [www.tsquare.com/rtr](http://www.tsquare.com/rtr)  
Ken Nachman 1-804-659-2183
- Aug 2-6** **VTR National Convention**  
Portland, OR 503-357-5640  
[raymart@teleport.com](mailto:raymart@teleport.com)



## BCD REMINDER

*by Chris Martin*

British Car Day is nearly upon us, and it's time again to remind everyone that volunteers are always needed. We'll be meeting at Schenley Park Friday, July 14th, at 5pm to organize the field and set up the club tent. This is more fun than it sounds, and is usually followed by pizza and beverages. Saturday morning we'll need people to direct traffic and park cars. Generally we try to have everyone there by 7:30am. Last year's crew did a great job and the resulting field was a work of art. Having enough people is the key.

If I haven't spoken to you already, and you would like to be a part of our club's biggest event, please call me @ 724.443-1428, or e-mail at rossman@stargate.net. Thanks again, Chris.

## July 2000 Edition Of Washington County Tour

By the time July 29 rolls around, everyone should be rested-up from GT-25 and PVGP and ready to do some serious back-roads driving. If that's the case, then meet me at Capi's (now located on rt. 50 just west of Hickory, in the log house which used to be Hickory Hollow Restaurant) at 5:30 PM. We'll get the first group started out no later than 6 PM for the traditional 90 miles of beautiful, summer evening, back-road touring through western Washington County (and whatever parts of West Virginia we decide to annex for the evening). Many roads will be familiar to long time WCT veterans, but there are likely to be some new ones added to the mix just for grins. As usual, the Triumph, and Healey Clubs will be invited to join us, and there is a distinct possibility that we'll have a small group of P.O.W.s (what else to call guys driving vintage Porsches) joining us too. Don't worry; they are quite harmless as long as you remember that Porsche is a two-syllable word! (pronounced por-sha)

Final destination is yet to be determined, but will also be in Hickory, featuring (naturally) cold drinks and good food. Mark your calendars accordingly!

Bud Osbourne

## Run To Bradford

*by Mark Phillips*

Mark your calendar for Saturday August 26th for a run through the Allegheny forest to the Case and Zippo Lighter factory. I am working out the details but I think we will meet at the Bob Evans off route 28 at exit 11. We should plan to leave Bob Evans around 9:00am so be early if you or your co-pilot require breakfast, Sherry and I will be there early. It will be a 3 hr run to Bradford where I plan to try to get us a tour of the museum and maybe the factory. There are several small places for lunch and then a 3 hr drive back if you have to return to Pittsburgh. This will take all day but it should be a nice drive. Watch next month for more details.

## Gary's Recollections

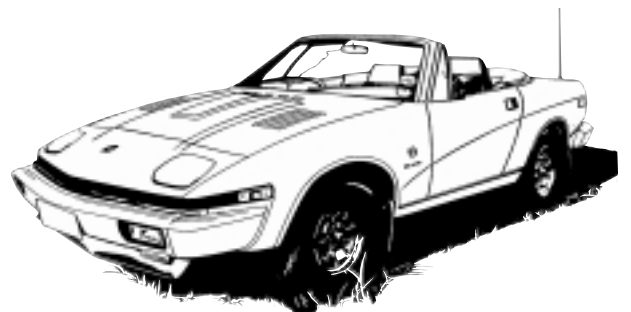
*by Gary Fredo*

Thought I'd fill you in on a happening during/after the Dover run last weekend.

As you probably know Bill Kern, Ken Mikos, Greg Felmley and I decided to leave after the Whuther (sp) tour so that we would have plenty of spare time for some spirited back road driving on the way home from the event. With Ken (driving) and I (navigating) leading we found our way over hill and dale and through Deliverance Country having a great time until a loud klunk noise came from Greg's Spitfire. To give you an idea on the volume of the noise, Bill actually heard the noise over his stereo! Greg pulled over in his Spitfire and Bill followed suit in his TR6. Ken noticed that we had lost some of the party so we turned around to see what had happened. Everyone decended upon the Spitfire to determine what the problem was. Greg restarted the engine and using my blown engine experience (I'm up to three now, two Spits and one Ford) I told him to turn it off cause it was about to break for good. Greg went up to the house that we were parked in front of to let them know that we were going to find a tow truck and would be back for the car. They let him use their phone to call AAA. Really nice people out there in Ohio when you are away from the Deliverance areas. Incidentally, Greg's AAA membership had expired 2 days prior to the Dover

run. Talk about timing! Fortunately AAA extended the membership for him. After everything was straightened out Greg ordered a flatbed to tow the Spitfire back to Pgh. While we were waiting the two Healys and the TR3 came by and stopped to make sure everything was OK. Thanks for stopping guys. Anyway the tow truck finally arrived but it was not a flatbed. The tow truck was out of East Liverpool Oh and it seems that all the flatbeds in town were either broke or didn't have a driver till the next day or whatever. It was decided to have the Spitfire towed back to East Liverpool for the night and flatbeded into Pgh the next day. Greg would ride back to Pgh with Bill. Gotta admit, Greg is rather brave leaving that car in East Liverpool. Very scary looking town! The tow truck driver was really nice. He even opened the gas station so Bill and Ken could fill up when we couldn't find a station open anywhere in town. No stations open on a Saturday at 6 PM!! The rest of the run back was unevenful and everyone got home safe with vehicles intact. Greg said he has a spare engine that he could rebuild and have in the Spitfire by the next weekend. He also mentioned that he would have to have the Spitfire running by the following weekend as that was his Daily Driver!!

Have not heard if it's running but good luck Greg. Drop us a line and let us know how it's going!



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## WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

150 Holiday Park Drive, Plum Boro, PA 15239

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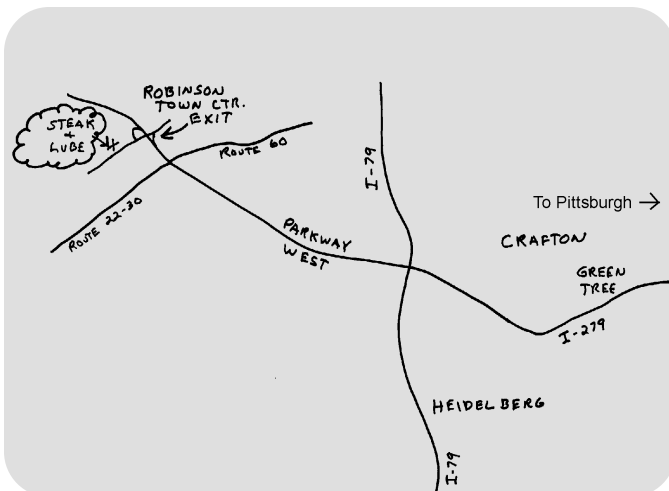
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# Steak & Lube Tour 2000, July 8, th British Car Day, July 15, 2000

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### Quaker Steak & Lube Tour 2000 Saturday, July 8th

Meet at 9:30am in the parking lot of the Quaker Steak 'n Lube at Robinson Town Center.



### British Car Day, Saturday, July 15, 2000

Friday: 5pm to set up the field

Saturday: 7:30 am to be ready to set the field

