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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

What happened to June? I feel like I've missed something. I can't believe that July is here. Somehow I need to reach out and grab some of this summer before it all disappears and the leaves turn. By the way Richard Dick just emailed me details for the anniversary run which is one of our last events. I hate to plan for the end of summer already.

I don't know about everyone else but June was extremely busy for me. We had our first driving event of the year, and many thanks to Wil and Linda Schweitzer for hosting this event again this year. Special thanks to Linda for hosting the morning gathering at their lovely home in Hickory and providing a delicious assortment of breakfast fare.

The nice thing about getting out to Wil and Linda's, besides enjoying their hospitality is checking out Wil and Linda's Triumph collection, and also Tom Schweitzer's latest project, a Jaguar 150 coupe. Tom took a few of us down to see his progress. He had finished getting the car stripped down and was ready to ship the tub off for bodywork and paint. I have to admit Jaguar made some exquisite cars but I wish Tom were working on a TR3 or TR250 instead of the Jaguar. But anyway, good luck Tom, keep us posted as to your progress, even if it isn't a Triumph.

We had a nice collection of cars for the Run to New Philadelphia; however, Sherry and I had to take the TR Xterra. We had planned to take the TR3 but that morning the generator started to make a high-pitched scream. It appears that the rear bearing in the generator is going away. I didn't want to take the chance of losing a generator on this trip so Sherry and I were in the chase vehicle.

Wil picked some great roads for the run. We stopped at Tappan Lake for lunch and conversation. Continued to New Philadelphia for a tour of the Schoenbrunn Village, which was a Moravian mission, founded in 1722. It was founded to minister to the Delaware Indians and was the first Christian settlement in Ohio, very interesting tour. After our lesson we motored down to "Broad Run" to sample Ohio wine and cheese in Dover Ohio and then dinner at the "Bluebird Farm" in Carrollton Ohio. Unfortunately, Sherry and I had to start back before dinner, but I understand the diner was excellent. Thanks Wil and Linda for a great event.

Also last month was the TRA National in Hunt Valley Maryland outside of Baltimore. The WPTA was well represented. We had Sherry and I in the TR6, Dan and Linda Greene in their TR3, Jim, Joni, Pete, and Andy, Shaw in their TR6 and TR4, Brandon Miller and his friend Marcie came in Brandon's new TR8 which he just took possession of a few day earlier and finally Ken, Becky, Laura and Erin Nelson in a TR SUV. Ken you have to get going on that TR4.

The Mason Dixon Club hosted this year's event. They put on a first class event. Our first night we got a bay cruise diner tour, which was a very nice event, it was similar to our party-liner cruises with better food. Friday they had an early morning run with a breakfast stop which Sherry and I could not get up for. But, the day was filled with washing cars, drinking beer, tech sessions on paint and bodywork, drinking beer, and somewhere in there we also had a few beers. I picked up a few good bodywork tips in the tech sessions that we'll try on the TR4. That evening was the infamous TRA

auction, which always has a few items that create interest. I ended up being partied from some of my money. Saturday, of course, is the car show and Funkana events.

The Funkana this year was a little different then other years. You started out with a blindfolded driver taking directs from the navigator for a short distance. This is much harder then it seems, especially when backing up. The rest of the course this driving to different stations changing spark plugs, trying to spin down wheel centers on hubs without knowing which is right treaded and which is left, and other such games. Dan and Linda Greene gave it a try-ing but the navigator got somewhat confused with the terms left and right, so Dan and I being all knowing, all seeing males, figured we would try it together. Well, we weren't so all knowing and all seeing. I do want to know, Dan, which Navigator did you like more?

As for the Car Show, this event always brings out many good TR3 and 4's. One of our very own won first in class. Jim and Joni Shaw's TR4 brought home the gold. Look for this car at British Car Day and the Summer Party. I'm no expert and there is no doubt I'm prejudice but for what it's worth I think it was the best car on the show field. Congratulations Jim and Joni Shaw.

Sunday is typically a travel day back but this year the Bowie British Car Show fell on the same weekend as the TRA National, so we had to stop. Special thanks to our Mason Dixon friends and especially Leon Lutz, for getting us all registered. It was a great show however the vendor area was greatly reduced which was the main reason I wanted to stop. I don't know if the show people reduced the number of spots or if this is a function of internet auction sites. We had a good time anyway.

First item for this month, we are going to try a new place for our monthly meeting. Dexter Stoltz got us in the 911th Airlift Wing Club. The Club is located in Building 110 on the 911th air base. The base is adjacent to the airport off the Parkway West. You probably have driven past the base and never noticed. See map on last page for directions. The meeting is scheduled for July 11th 8:00pm.

This meeting is important because this will be our last chance to talk about British Car Day as a group before the event. If you are planning to help that day, please try to make it out to the meeting. We will be talking about event day registration, parking, and under the tent. If you can't make it out to the meeting but still want to help out come out to Schenely Friday evening around 5:00pm July 20th and help with the setting of the show field or just show up early Saturday the 21st and we'll put you to work.

Talking of British Car Day I hope everyone has sent in his or her registration. Early registration has ended and now you have to pay the late fee, shame on you if you missed the early registration. I'm hoping for a big club turn out so get those cars running and get them on the show field. As always if you have any questions just give me a call.

Coming Soon is The Roadster Factory Summer Party. This year it is scheduled for August 10th, 11th, and 12th. Registration is going on now so get out there and support our friends at The Roadster Factory. If you are interested in working the car show of the event call Jim Antis at (724) 349-0426.

So hope to see you out at the meeting July 11th 8:00 911 Air Wing Club.

## Triumphs In Competition:

# TR7 and TR8

By: Bruce Stutzman

The TR7 came onto the market with great fanfare. British Leyland's corporate Car was designed with all of the emission and crash worthiness requirements in mind. It had unibody construction and an integral top. It had modern MacPherson strut front suspension and a well-located 4 link live rear axle with coil springs. Its 2 liter 4 cylinder engine had an aluminum cross flow head.

The TR7 was a significant improvement in ride and handling over the TR6 but it had none of the charm.

The TR7 was chosen to carry the banner of British Leyland in international rally competition. The mechanical components all came from existing sedans. The engine was currently in the Triumph Dolomite Sprint and the Saab 99, although in a smaller displacement. Several of the new cars components were not up to the riggers of competition, however, particularly the 4 speed transmission and the rear end. So they switched to a Rover five speed and a stronger rear axle that had 9inch brakes instead of the current 8inch. These components worked well and were also fitted to production TR7's. The competition dept eventually developed rear disc brakes for the rally cars.

The engine didn't develop enough power to be competitive so the 16valve head from the Dolomite Sprint was fitted. By 1977, they were developing 225HP at 8000 rpm's

In 1977, the TR7 was starting to be a successful rally car but by then the competition dept. was developing the TR7V8 as their rally car. The TR7V8 with its new close ratio 5-speed transmission won the first rally it entered in 1978. It won two rallies that year, both run on paved roads. The car was so powerful, with its 280HP engine, that it was having handling problems on the unpaved circuits that many rallies were run on.



Groupe 44 TR7



Groupe 44 TR8

Since it was a sports car, the TR7 didn't have as much suspension travel as the sedans it was competing against and would bottom out on the grueling international rally circuits. Triumph USA's official racing teams were Group 44 on the East Coast and Joe Huffaker racing (the former BMC racing guru) on the west coast. John Buffum ran Triumph USA's new rally program.

Buffum was phenomenally successfully in the SCCA Pro

Rally series and, several times, drove for the competition dept. in European rallies. Buffum won the SCCA Pro Rally national championship in 1977 and 1978 in his TR7 and again in 1979 and 1980 in his TR8. He also won the North American Rally Cup Championship in 1977, 1978 and 1980.

The new TR7 was in SCCA's D production class along with the TR6. When Group 44 took delivery of the new TR7 in 1976 Bob Tullius sold the TR6 to Paul Newman. Both cars were in the runoffs that year. Newman took the checkered flag by a gnat's eyelash ahead of the new Group 44 TR7. The Group 44 TR7 was developing 175HP at 6800RPM. British Leyland, however, had Group 44 drop their TR7 program and switch to the Jaguar XJS.

The TR7 was a very successful SCCA racecar winning several regional championships and at least one national championship when Lee Mueller won the runoffs in D production in 1979 in a Joe Huffaker TR7.

Group 44 was back in the Triumph business when the TR8 came to the United States. They built 2 coupes to compete in the Trans Am and IMSA race series in 1979 and 1980.

In 1979, Tullius in his 325HP four liter TR8, clocked 178MPH at Daytona. He won at least one IMSA championship.

## Equal Pay

A mechanic was removing the cylinder heads from the motor of a car when he spotted a famous heart surgeon in his shop who was standing off to the side, waiting for the service manager to come take a look at his car.

The mechanic shouted across the garage, "Hello Doctor! Please come over here for a minute." The famous surgeon, a bit surprised, walked over to the mechanic.

The mechanic straightened up, wiped his hands on a rag and asked argumentatively, "So doctor, look at this. I also open hearts, take valves out, grind 'em, put in new parts, and when I finish this it will work as a new one. So how come you get the big money, when you and me are doing basically the same work?"

The doctor leaned over and whispered to the mechanic "Try to do it when the engine is running."

## TRF Summer Party Volunteers

Plans for this year's Summer Party are in the making and WPTA has once again been asked to "make it happen again" on Main Street, Indiana PA on Sunday, August 12, 2001. Sunday's display of British cars is the culminating activity for weekend participants and has also become a highlight of the summer season for many of the locals who look forward to this annual event.

We will need volunteers to help register and park cars for a few hours on Sunday morning. TRF has again offered free registrations for all volunteers. If you plan to attend the summer party and are willing to volunteer, please call Jim Antis at 724-349-0426 or Email jantis@iasd.cc ASAP or no later than July 31st to facilitate planning. If no answer by telephone, please leave a message.

# WPTA & The TRF Summer Party

by Fred Williams

I am organizing club sponsored vendor spaces for the TRF Summer Party this year. We will be located in a corner of the vendor corral with access to electric and near the parking area. This will provide a common meeting point or gathering area for our members and friends throughout the Summer Party weekend. My thought was to set up the club tent for shelter and to provide a small amount of space for anyone having small flea market items to sell. A small table could be provided for handouts such as club newsletters and membership forms. It seems like a good way to show off our club banner and our support of TRF, while allowing members to meet each other and "hang out" much the way we do at Carlisle. The Club would provide the tent and spaces only, any other amenities, would be provided on your own. The concept is still in development and I am interested in any input members would have to improve or expand on the idea. We can entertain any reasonable ideas. Other wise, we will show up and just "hang-out"!

So please look for all your friends at the WPTA tent in the vendor coral (Polo Grounds?) at the summer party!

## '01 Washington County Tour

Saturday, July 14, 5PM at Capi's, just west of Hickory on route 50.

If you enjoy viewing gorgeous, summer, country scenery on a warm, summer evening from the cockpit of a Triumph (or MG or Porsche 356), don't miss this years annual Washington County Tour. This years event will take you over approximately 90 miles of twisting, undulating, country back roads (be sure to have your banjo in tune). First group of 3 or 4 cars will depart Capi's at 5:30 PM. Approximate driving time, including planned rest stops, is 3 hours. Tour ends back in Hickory, at The Ole Hickory Inn, which features some really good food, cold beer and atmosphere which can't be duplicated by modern technology.

Bud Osbourne- Tourmaster



Our expert team of mechanics will do heavy "looking-on" or observe work on TR's for FREE beer!

## ~WPTA~ Calendar of Events

July 11	Monthly Business Meeting 911th Air Wing Club
July 14	Washington Tour MG Club
July 21	British Car Day, Schenely Park,
July 30	Newsletter Meeting, 5pm-Typecraft/6pm-Michael's Pizza Bar
Aug 8	General Business Meeting, 8:00pm Fireside Inn, Mark D. Phillips
Aug 10-12	Roadster Factory Summer Party
Aug 18	WPTA Event
Aug 27	Newsletter Meeting, 6:00pm Michael's Pizza Bar
Sept 15	Anniversary Run Richard Dick
Sept ??	British Cars at Hartwood
Sept 12	General Business Meeting, 8:00pm Fireside Inn, Mark D. Phillips
Sept 24	Newsletter Meeting, 6:00pm Michael's Pizza Bar

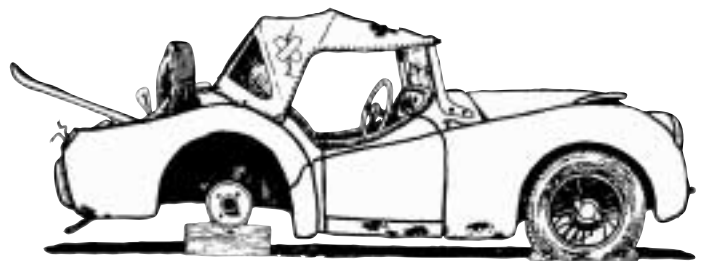
### ~ Of Other Interest ~

Aug 22-26 VTRNational, Breckenridge Colorado  
Sept 7-9 Vintage Races, Watkins Glen

## Quote of the Month

As heard at Mid Ohio, exchanged between Burt Levy and Tim Stoddard (Grassroots) on the selling of Burt's book.

**" I just stumbled into a bunch or drunkin' British car guys, it's like shooting fish in a barrel!"**



## Classified

**For Sale:** TR4a IRS, Probably a parts car. Bad frame. Frozen Engine. Asking \$500. Located in New Bethlehem, PA (Clarion) area. Contact Ed Woods for the owner's phone number. 1-412-486-4294 or fogbro1@home.com.

**For Sale:** 1973 TR-6 Two seat, 6 cylinder, four speed dual carbs, convertible, two door, tonto cover included Rust free 724-789-7466 seriously this is a good clean driver car.

**For Sale:** Barn sale- VW parts galore- your chain tows this pig away. Barn sold, must go 724-356-4464

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## WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

647 Royce Avenue, Pittsburgh PA 15243

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

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## **British Car Day Saturday, July 21, 2001**

**Washington County Tour hosted by the MG Club,  
Saturday, July 14**

## **WPTA Monthly Meeting, Wed., July 11**

### **WPTA Monthly Meeting Wednesday, July 11, 2001 8pm at the 911th Air Wing Club**

The Club is located in Building 110 on the 911th air base. The base is adjacent to the airport off the Parkway West. Meeting starts at 8 PM. Arrive earlier for dinner.



### **British Car Day Saturday, July 21, 2001**

We'll meet Friday July 20th on the show field in Schenley Park at 5pm, pace off the classes, order pizza, and hang out. Saturday morning we'll arrive at 7:30am, park cars, and hang out.

