

Established
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October, 2001

President	Mark Phillips 412-561-5972	Recording Secretary	Gary Fredo 724-378-9610
Vice President	Dave Jerman 724-349-6639	Membership Chairperson	Ed Woods 412-486-4294
Treasurer	Bruce Stutzman 412-831-8884	Newsletter Editor	

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

How do we go about our daily lives after September 11th? We will forever remember where we were that Tuesday morning. Such a loss of humanity, for no reason. All we can do is hope and pray justice will come swiftly to all that had a hand in those terrible events that day. Something like this helps to remind us what is truly important, the love of a spouse, a hug from a child, and the smile of a friend. We must do our best to make sure this act does not change our way of life and that the best tribute to our fallen brothers and sisters is to not give in to fear and get back to our lives, and never forget.

Recapping last month we had several events thankfully, that helped to get people away from the TV for a few hours and let us think of something else. Ed Woods put together a work party September 8th to try to figure out what the problem was with Geoff Wilcox's TR250. Geoff's car showed up at a Business Meeting with a clutch ailment. Ed did some research and determined that the throw out bearing did not have sufficient clearance at the shaft housing cover. Ed machined .015 from inside the bearing and the clutch worked flawlessly; I have not heard any follow up report so I'm assuming Geoff is still enjoying the car. I showed up late unfortunately, I get confused in the northern forest; most of the work was complete when I arrived. We also got an early look at Woody McVicker's new MGB and trouble shot a few minor problems; the biggest was a blown fuse. Many thanks to Teena and her mother for providing us with lunch and you know the problem with that Teena; once you feed us we keep coming back.

September 15th was our Anniversary Run. Thanks to Richard Dick for hosting a first rate event. Richard did have some bad luck that day with his TR7 and had to lead the group in his TR Dodge 4x4. Richard will have to fill in the details with a newsletter article, but let me just say that I have never heard of so much bad luck befalling one person in such a short time. The day was beautiful, perfect weather for cruising the winding roads of Somerset county. We had a very nice turn out; I think I counted 17 cars. We had two stops along the way, one at Ohiopyle for a pit stop and a snack and the second at Laurel Caverns. I have not gone caving since my college days, it was a very interesting tour and worth the trip. We ended the day at the Summit Inn for dinner. Some of you may remember the Summit Inn from the 1980 national. That was before my time but I understand the WPTA was asked never to return. Those days many of our more distinguished members (this means older) were just doing what came naturally. Luckily the current management at the Summit Inn had no idea who we were. We had a great meal and great company. Thanks Richard for a great time.

The following day September 16th was the Pittsburgh Jaguar Club's show at Hartwood. It was a beautiful day for a car show, the weather was perfect. It was nice to see so many WPTA people come out and support our Jaguar friends. It

was really nice to be at a car show and not have anything to do. It was a very relaxing day at Hartwood looking at cars, drinking beer, and conversation with good friends.

After the show was even better. Ed and Harvey Woods put their culinary skills to the test by providing perfectly blackened hot dogs and Kielbasa for the masses. This had to be our largest club event of the year. Many members came out that I hadn't seen for a while. Even though we screwed up the map in last month's newsletter I think everybody made it. I know I had talked about having a meeting but I wasn't in the mood to conduct any business and everybody was having such a good time in each others company I decided not to do the meeting. I hope all had a good time, I know I did. Thanks Ed & Teena and Harvey & Betty for a great end to a great WPTA weekend.

Coming up this month we have scheduled a General Business Meeting on October 10th at the 911th Air Wing. Dexter Stoltz has checked with the Club and we should be able to get on the base as long as things don't change suddenly. However, they are taking extra security measures at the gate so you may be asked to get out of the car and open your trunk and bonnet and they will be checking your name from our current membership roster. Hope to see you out there.

Scheduled for October 20th is the Fall Leaf Tour. Again this year the Jerman-Twiest tag team is hosting this event. Please read the article inside for details.

The driving season is coming to a close and its time for planning those winter projects. I have not had a chance to work on Sherry's TR4 since spring. I have the frame cleaned and primed and ready to get down to work. I'm hoping before Christmas to have a rolling chassis. The tub has been blasted and it too is primed and ready for the bodywork to begin. The chassis has to come first.

The TR6 also has a few nagging problems that I have been ignoring but I think this year they need taken care of. The rear end has been leaking since spring, the oil pan continues to leak even after a second gasket. I think I may resort to welding the stupid thing on. Also the front end requires some attention, we have about 30,000 miles since the last front end job and it is due. The steering is becoming a little vague. Lastly, the fuel tank has started leaking and needs to be removed and repaired or replaced. Looks like a busy winter. I'm hoping to maybe turning one or two of my projects into a tech session if anyone is interested. I'll keep you posted. Hope to see you at the meeting.

Due to increasing products liability litigation, American Beer Brewers suggest the following warning label on beer:

WARNING: The consumption of Alcohol may cause you to think you can sing

Fall Leaf Tour 2001

On Saturday, October 20th, Mark and Meghan Twiest, with the help of Dave and Kit Jerman, will host the Fall Leaf Tour for 2001.

If you missed last year's tour this will be your opportunity to experience first hand what everyone was raving about. This year's tour will include; great country roads for the sports car enthusiast, colorful autumn scenery, a stop in the quaint Amish village of Smicksburg, PA, all capped off with a Pig Roast and bonfire at Mark and Meghan's beautiful farm in Home, PA.

The tour itself will be about 60 miles long and take about 2 hours to comfortably cover the route. The plan is to meet at the King's Restaurant on Route 66 in Delmont, PA at about 1:30 P.M. with the first cars leading off at 2:00P.M. We will wind our way north-east through Westmoreland, Armstrong, and Indiana Counties. An hour-long stop is planned in Smicksburg, PA to stretch your legs and take advantage of some great shopping opportunities. The final leg of our tour will conclude with a 5:00 P.M. arrival at Mark and Meghan's farm. There, we will enjoy a scrumptious pig roast with all the trimmings, followed by an evening bonfire and lots of socializing. For those wishing to stay the night, Indiana, PA is only 6 miles away with a variety of overnight accommodations.

Please RSVP by mailing your reservation check of \$15 per person by Saturday, October 14, 2001 to Mark Twiest, 1603 Kimmel Road, Home, PA 15747. If you have any questions about the Fall Leaf Tour, you can contact Mark or Meghan by telephone at (724) 463-1612 or by e-mail at { [HYPERLINK mailto:MGTwiest@grove.iup.edu](mailto:MGTwiest@grove.iup.edu) }MGTwiest@grove.iup.edu.

Don't miss this last driving event of the 2001 season. We look forward to see you there.



Bill Kern Photo

Holiday orders being accepted for Club Regalia

- jackets, blk , l-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 \$3.60

qty	item	size	\$ total
shipping?			
total			

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

ship to:



Ed Woods Photo

“FLAG ENVY” WPTA certainly had the largest flag in North Park that day.

Automotive Greenness or Driving a Green Car in a Metallic Gray World

by Tom Draper

Installment #3

Weather and Door Dings

What's really amazing to note is that vintage British cars are usually open. Until comparatively recent times, most didn't even have glass side windows. Then again, most British closed cars leak, thereby remaining in some sense open. Yet Britain is a country where rain is the norm. What gives? Why do most British sports cars go around looking like rolling pup tents? There is a simple explanation. First, English people are optimists when it comes to weather. They have to be. Second, with Triumphs as with most older British cars, gas and air arrive together at the engine via a mechanism called an SU carburetor. As with most British equipment in use today, SUs were designed around the turn of the 20th century and have remained basically unchanged since.

SU carbs are great pieces of Edwardian technology, but they have one major disadvantage. When set up in line, such as in a TR, MG, Jaguar, or Austin Healey, they create massive local low pressure areas, causing floods, and torrential downpours, the ferocity of which are determined by the number of similarly equipped cars in the general vicinity. This explains English weather. Whenever I drive to a British sports car event, it rains. When I go to Vintage Car Races, it rains. If I take the car on vacation, it rains. The only remedy is to get the cars where you are going as quickly as possible and turn them off as fast as you can. High pressure will soon return, to be replaced by low pressure when the event is over and the cars are restarted for the rain soaked drive home. If the US Weather Department was smart, it would station giant SUs offshore, thus drawing all bad weather out to sea during national holidays. Of course, too much of this would cause massive drought on the mainland. A recent drought in Texas, for example, was caused not by El Nino, but by a general lack of SU carburetors sucking wind just north of Dallas.

Bad weather is not the only thing that Triumphs attract. They also attract door dings. Before owning a Triumph, I used to park next to other cars. No more. Now I try never to park at all. Not only do I have no front bumper, but thanks to Triumph styling, I have no car sides either. Once I went to a wedding and parked on the lawn in the attempt to avoid any possibility of a door ding. I parked hundreds of feet away from any other car. Sure enough, an elderly gentleman in a Buick Century drove directly across the lawn and parked right next to me. He opened one of his massive doors, let it go and wham! When he regained control and saw what happened, he was embarrassed enough to grab the door back, only to lose it again, and put another identical dent in my car about one inch behind the first.

Other Cars

There are other unusual cars around, but most of them don't hold much interest for me. Especially ones that cost a huge amount of money. Anyone can design an outrageously expensive car that will break down continuously. With a Triumph, you can achieve that condition for about the same amount of money as a used Ford Escort. Unfortunately, Triumphs are no longer built. Or are they? For many years, I owned a Ford Mustang GT Convertible, which, if you think of it, is a modern day TR. It's fast. It handles something like a TR — a combination somewhere between a go-kart and a Flexible Flyer. It was robust and simple to fix. And it complimented my TR. I discovered this when I realized that plenty of women are impressed by Triumphs, but by in large they

tend to wear sensible shoes. Here I was, driving around in my Triumph, attracting women who were wearing one to two inch heels — or worse — flats. Something obviously had to be done. With the Mustang, I no longer incurred the dreaded three to four inch heel gap. The Mustang had that covered. With the Mustang, I could drive along attracting the admiring glances of women who were not only wearing high heels, but were often dressed inappropriately as well. Between these two cars I had the full range covered.

However, I finally realized the virtues of convertible practicality. My Mustang carried four people in comfort. It was dry inside regardless of weather. It always started. It always got there. And back. So when my son got his license, making my insurance payments akin to paying back the national debt, I bought a used Miata. Although I still can reliably arrive and depart, I now have achieved a total roadster existence in an SUV-dominated world. Automotive nirvana.

Grass

British cars love grass. There's something wonderful about parking a vintage British car on turf. While Italian cars were built to rev to ungodly high rpm, British cars are most at home at 500 rpm while carefully crossing a lawn to line up with others of their kind at some British car meet. It sounds like a bunch of old Chris-Craft motor boats going up river to spawn. The active word is motor. In England, a motor is a car. To motor is to drive in stately fashion. Something British cars do exceptionally well.

British cars, like Italian cars, mirror their heritage. The British Industrial Revolution revolved around steam machinery, and British cars still have a faint look of the locomotive about them. They're real machinery, too. No effete power steering, or power anything. Just lots of noise and muscle, the smell of oil and leather, and whatever weather it is that day. In a British car, you're at one with the elements. If it's cold you're cold. If it's hot, you're hot. Very traditional.

In fact, as we gain years together, my Triumph is becoming a lot like me. Molded by the '50's, slightly eccentric, and getting harder to start in the morning.



~WPTA~ Calendar of Events

Oct 10	Business Meeting (Officer Nominations) 8:00pm 911th Air Group Club
Oct 20	Fall Leaf Tour Dave Jerman or Mark Twiest
Oct 30	Newsletter Meeting, (Tuesday) 6:00pm Michael's Pizza Bar
Nov 14	Business Meeting (Officer Election) 8:00pm 911th Air Group Club
Dec 8	No Meeting, Meeting TBD

Classified

Wanted: Front fenders to fit a 1960 TR3 POST TS60000. Driver's side needed most (left hand drive). Tom Stricker 412-831-1379 or tommyguzzi@aol.com. I would not have been as far along with the restoration without the help of the club, most notably Ed Woods, and the fine examples of TR3s for inspiration that show up at the meets. The newsletter is also a great source of information. Thanks for a wonderful publication.
Tom

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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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Issue of the
Dzus Dnuz**

In Our 25 Year of Continuous Publication

Monthly Meeting at the 911th Air Group Club Wednesday, October 10th

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.



WPTA Fall Leaf Tour Sat., Oct 20, 2001

Meet at the King's Restaurant on
Route 66 in Delmont, PA at about 1:30
P.M. with the first cars off at 2:00P.M.

Please RSVP by mailing your reservation
check of \$15 per person by Saturday, October
14, 2001 to Mark Twiest (see details inside)

