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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

Somehow August got away from me. I am having a hard time remembering what I've been doing since British Car Day in July. All I really know is I've been busy, I can't tell you with what. Maybe I'm starting to have senior moments. I'll have to check with the Fogs to see if this is how it starts.

August was a busy month for Triumph stuff too. First up we had a General Business Meeting August 8th at the 911 Air Wing Club. We did not have enough people for a quorum so we sat around drinking and eating and talking Triumphs. We did have a small Tech session out in the parking lot. Heoff Wilcox came out in his TR250 to pick the brains of the assembled so-called experts.

It seems that he has been having clutch problems over the last season or two. He has replaced the clutch several times and the same problem persists. The problem is as the car warms up the gear shifting becomes more difficult until there is barely enough clutch to shift gears. However, with the engine not running the clutch feels perfect, a good strong pedal and smooth operation. Start the engine and the car stationary and the pedal immediately feels notch and makes a metal on metal sound that does not sound good.

Our assembled team were well primed for this session, most were already on their third beer so there was no lack of explanations for the problem. We considered all possibilities from a broken taper pin to a missing thrust bushing. If we only had the tools and a case of beer handy, we had the assembled experts to field strip that Triumph and really find out what the problem was. Fortunately for Geoff we did not have the tools so we had to leave the car intact and go back to drinking. The last I heard about the car was that the latest theory was a bad throw out bearing. Ed Woods is keeping in close contact with the problem; maybe we can get an update from Ed.

Next up, August every year sees one of the largest British Car event in the state, The Roadster Factory's Summer Party. I had family commitments that week and wasn't able to make it out. I had hoped to be out for Saturday at least but it didn't work out. I have talked to several people and everyone I talked to said that Charles and his staff hosted another first class event, but would you expect anything less?.

As many of you know that attended, the WPTA had our tent on the field all weekend for your use. Thanks to Fred Williams for taking care of organizing our presence on the field. I hope that this will be an annual thing for the WPTA to do. Also, every year TRF asks the WPTA to help park the cars in downtown Indiana for the Sunday Car Show. Many thanks to Jim Antis for organizing the troops and making it look easy. I understand that it was another flawless event.

I also got a report from the Autocross event that we had one of our own do his best to get around the circuit. Dexter Stoltz finally got his Spitfire fixed and running and from what I have heard was doing his best to win a cup. I was told that on almost every turn Dexter was only on three wheels. I did not hear how he finished but it sounds like he gave it his best shot. Go Dex,

but remember to keep the shiny side up!

There also was a WPTA driving event this month. Don Harkus sponsored the "Farm Aroma Run". Again I have to apologize for not being able to attend. Sometimes it's a burden to come from a large family, with 5 brothers and sisters and the assorted nieces and nephews there is always something going on at grandma's house. I did get an unofficial report from a University of Pittsburgh coworker who happened to be driving past the park and ride. He reported spying 15 or 20 "little cars just like yours" in the park and ride at the appointed time. Hope to hear an official report from Donald soon, didn't get a call to bail anyone out of jail so it must have been a good time.

September promises to be a busy Triumph month. Go get your calendar and mark these dates. First up is the 15th of September. Richard Dick has a great day planned for the WPTA; see the article inside for details. It sounds great.

Second, our Jaguar friends are hosting the Hartwood Show. If you haven't received a registration form call 724-837-7585 or write to Jaguar Club of Pittsburgh C/O Butch Hurley 823 Jackson Dr. Apollo, PA 15613. These people every year come out and support our British Car Day and I would like to see as many WPTA cars as possible out there in support of our Jaguar friends. Also, there are rumors that a new WPTA TR3 will debut at the show. There is considerable effort being made to have Dave and Joyce Parks TR3 ready for the show, and from all accounts it will be ready to take on anything in its class. Can't wait to see it.

Third item as an added bonus to coming out for Hartwood besides see the Parks' TR3, Ed and Harvey Woods are hosting a "Dogs with the Fogs" event following the show. Many of you who are on the email list already know this. It will be a relaxed day in North Park after the Show. They have reserved the Superior Grove on Lakeshore Drive for our use. Ed and Harvey will supply the dogs and condiments but you bring whatever else you want. There will be a beer permit, but this is strictly BYOB. The only stipulation is you must RSVP to Ed or Harvey to attend. They need to know how many dogs to buy. This sounds great, hope to see you at Hartwood and the fogs with dogs or is it dogs and fogs or is it bogs on cogs. Whatever, come on out. See you there.

Since Ed and Harvey are hosting this event so close to our scheduled General Business meeting I am canceling our September 12th meeting. I hope to be able to have a very short meeting while we are enjoying our dogs or is that fogs? Whatever. Our next General Business meeting will be October 10th at the 911 Air Wing Club.

Looking into the crystal ball our next WPTA driving event, which sadly closes our driving events for the year, is the Fall Leaf Tour. This year, again our hosts are Dave and Kit Jerman and Mark and Meghan Twiest. Dave has told me that a new route is mapped out this year and it sounds great. We will tour the scenic wilds around Indiana and end up at the Twiest residence for some food and drink and a bonfire. Mark your calendar for October 20th, you won't want to miss this, the last driving event of the year. Look for more information in the October newsletter.

The Anniversary Run

The Anniversary Run is set to go on September 15th. We will meet at the Days Inn Parking lot next to the McDonalds in New Stanton just off the IS 70 exit at 11:00 am. You can arrive early for breakfast at the Eat and Park or Cracker Barrel and then join us for the run.

The first part of the run will be about an hour and a half or so where a pit stop/snack stop is planned at Ohio State Park. They do have restrooms and the Dairy Queen is just past the restrooms. The next part of the run will be from Ohio State to the Jummonville Cross where arrival will be about 2:15. From there we will head to the Laurel Caverns for a tour of the Caverns at 3:30—cost will be \$9.00 per person. The cave temperature is 52 degrees year round so a jacket or sweater should be worn. Also non-slippery shoes are important here. Saving the best for last is dinner at the Summit Inn after touring the caverns at about 5 pm.

You do not need to go on the run to join us at the cross, caverns or for dinner. I do need to know how many will be on the tour of the caverns so they have adequate guides for us and also I need an approximate number that will be at the Summit Inn for dinner. Please let me know—Thanks.

Richard Dick -- email: rdick@midmon.com
Phone: 724-379-5172

~WPTA~ Calendar of Events

Sept 12	General Business Meeting CANCELED
Sept 15	Anniversary Run Richard Dick
Sept 16	"Dogs with the Fogs" Ed and Harvey Woods North Park Superior Grove RSVP 412-486-4294 or 412-486-2549 General Business Meeting before dogs
Sept 24	Newsletter Meeting, 6:00pm Michael's Pizza Bar
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

~ Of Other Interest ~

Sept 7-9 Vintage Races, Watkins Glen
Sept 16 British Cars at Hartwood
Jaguar Club

Classified

For sale: Auto Rotisserie with Slave Frame to fit TR4A thru TR6. Allows body tub to be easily rotated 360deg for sandblasting, welding, bodywork ect. Also serves as a jig to retain alignment when replacing floors & rockers. Includes brkts. to mount car frame separately. Constructed from square tubing that telescopes allowing disassembly for transport. Has wheels at one end for transporting car outdoors (to sandblast) and steel casters to allow unlimited movement in shop. \$500.00 Jim Underwood 724-929-8187

Fore Sale: 1951 MGTD Cheryl DeMarchi 724-744-3130

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

by Tom Draper

Installment #2

Etiquette

One of the first things you need to know when you own a British car is that you soon will be driving around in a giant continuing Masterpiece Theater episode. Therefore, correct behavior is critical. A key part of this theater is how and when to wave. British cars fit into a strict hierarchy governed by top speed, exhaust note, rarity, general condition, and the amount of money and time it takes to keep them on the road. Thus we start with Singers and Sunbeams, move to MGs, Triumphs, and Healeys, then into TVRs, Morgans, Lotuses, and Jaguars, and end with ACs, Bristols, Bentleys and so forth.

The higher status car owner usually initiates the wave by looking at the lower status vehicle, nodding approvingly. Then the lower status driver is free to wave, the gesture being immediately returned. Italian cars, having roughly the same maintenance characteristics as British cars, are recognized by a short nod of the head. British drivers often ignore German cars, produced as they are by the companies that supplied equipment to the really bad guys during WWII. Although their owners are usually not aware of it, Audis, BMWs, Mercedes, and Porsches, except perhaps, for Porsche Speedsters, enjoy a generally low status in the eyes of many British car owners due to the Teutonic lineage and reliable nature of their vehicles. Besides, German car owners often have an incorrect ratio of money to whimsy.

Mazda Miatas, although recognized as true sports cars, break down so infrequently they are considered a special case and beyond the understanding of the average British car owner, who would consider driving a car that never broke down highly unsporting. I, however, have bridged that gulf and own a '92 yellow Miata as my main car, thus owning two roadsters that share absolutely no characteristic other than two seats in common.

Sex and the TR-3

Young men follow me asking to buy it. Little boys laugh and point. Dogs bark. Well-dressed older men smile knowingly. Women's reactions vary. Many see the Triumph as a threat. A threat to their families' exchequer. A threat to the safety of their kids. A threat to their hairdo. But sometimes I am confronted with darker realities.

One day, while parking the car on an errand for business, I was greeted by an unusually dressed young lady coming out of an unusual looking photographic establishment. She walked up to me with the tops of her shorts significantly higher than the top of my windscreen.

"Oh, God, that's so cute! Can I get a ride in your car?" she asked. "Sorry, I'm in the middle of an errand for business", I replied. "I'll bet", she said. "Tell you what, you give me a ride and I'll give you a ride." I passed on her proposition, since I didn't see another car parked nearby.

Another time, I came up to a stop light with my seven-year-old son in the second seat. As we stopped, the soccer ball on his lap rolled off his legs and down into the footwell. As he got down to retrieve it, two young ladies in a Chevy Camaro pulled up along side of me. British muffler systems being what they are, I couldn't hear what they were saying too well, only that they were talking about either me, or my car. When my son reappeared on the seat, the issue was resolved. "Forget it." one said and they drove off.

Still another time, I pulled up at work in my TR near three young guys who, like many young professionals of that time, all owned BMW 320is. They were standing around comparing the qualities of their aftermarket radios. Of course, they all thought they were very hip, and that they owned sports cars.

One turned to me and said "Hey Draper, what kind of a car is that? You probably don't even have a radio!"

I looked at them and said, "You can't put a radio in your car that would make it cooler than my car without a radio." I walked off, an important life lesson delivered. One of them subsequently traded his

Bimmer for a used TR-6. His lifestyle improved, although his mobility took a nosedive.

Waste Not, Want Not

As with most British cars, Triumphs are a collection of parts that originally were made to do something else. Its engine started off life in a farm tractor. Its suspension came from an assortment of lowly sedans. The Standard Company invested about \$3.87 in its overall design. Therefore, there had to be some compromises. For example, the heater is turned on by twisting a common garden spigot - the kind you find on the side of your house - located in the engine compartment. This means to get warm, you have to stop the car, raise the bonnet (hood) and turn on the hot water, just like taking a bath, which you may do anyway if the heater hoses are leaking.

Triumphs come with the standard British Lucas tail lamp, which is fitted on the rear of most British cars of that time. (Why design a new taillight when a perfectly good one is available?) The car does not have wind-up windows. In fact, it has no windows at all. Just detachable semi-opaque "side curtains" one can barely see through. Early Triumphs are roadsters, so they don't have convertible tops. Instead they have a "hood" that is put together on the top of the car to keep the rain out. But they could still go well over a hundred miles an hour and they were the first high production car to have disc brakes.

Mechanical Adventures

People who drive normal vehicles sometimes ask me why I take such long drives in what seems like such an unreliable car. I usually reply that it's boring to actually know that you are going to get there. What they don't know is that a TR is really a totally analog device. It never works completely, but it never doesn't work completely either. Besides, the car is so simple. There's only about six moving parts — and two of them are doors.

Other times I'm asked about the products of the Lucas Company. Lucas electrical devices seem to be more famous than the cars they are installed in. Sometimes people used the term "Prince of Darkness" to describe the former Lucas manufacturer's sales rep in the US. I regard Lucas equipment in a more positive light. I like to think of Lucas as the next best thing to darkness itself. After all, it's kind of neat to be able to take the ignition key out of the dash and have the car keep running. Of course, to do that in my car, you have to have the headlights on and the brake pedal pushed when you remove the key...

One of the things I like about my TR is how it always tries to do its best. Like the time I pulled off the road at the beginning of a sports car rally and hit a concrete sign anchor hidden in the leaves. My engine broke free of its oil-softened motor mounts and hit the radiator, draining most of the coolant. No matter. I still drove the car ten miles to a garage without coolant and without problem. Once, when I ran out of gas, the TR found the fumes to get me the necessary three miles before it breathed its last. I was able to coast directly to the front of my house.

Triumphs, like all their British brethren, are living entities. For example, to protect themselves from salt, they purposely don't start in cold weather. Then they purposely leak oil to protect themselves from the salt left on the roads from the winter. The oil flies back and coats the frame and body. The perfect undercoating. British mechanical equipment knows how to leak and knows that it should leak. Not only that, TRs soon find out that no matter how much they leak at the bottom, TR owners always put more in at the top. They were told that this would happen when they were built and it's always been that way. During World War II, you could always tell an English Rolls Royce Merlin-powered aircraft from a US Packard Merlin-powered one. The RR Merlins leaked oil like crazy. Packards didn't. On the other hand, during World War II, no British-built aircraft ever rusted out from road salt.

A typical TR story involved my getting four new tires (sorry, tyres). I asked the store if they had my size. Sure, no problem, they said, but you'll have to supply the tubes. I went to the local Pep Boys, who only had two in stock. I ordered three more. While

I was waiting for them to arrive, one of my old, ossified tyres blew. I put on my even more ossified spare. I drove around hoping I wouldn't get another flat. Pep Boys called. My tubes were in. I drove down to get them and drove over to the tire store. They got down my four new Avon tyres and waved me into the bay. I drove in, I got out, and psssst! — another tyre blew. The guys gathered around. No one had even seen a car blow a tire on the rack, waiting for a change. Typical TR business, I told them. My car was just holding its breath, waiting to exhale.

Finale instalment next issue.

Dogs with the Fogs

Following "British Cars at Hartwood" on September 16th, at or about 4 p.m. onward, Harv and I are going to cook hotdogs at Superior Grove in North Park (see map) for any WPTA member, including family, who RSVP's Harv or me by Friday, September 14th and sez: "Yes, I'd like to have Dogs with the Fogs". You need not have attended BCAH.

We absolutely have to have a head count so we can determine how much to buy. Neither of us wants to be eating 'dogs and Kielbasa for two weeks afterward. So don't show up if you haven't called Fog 1 or 2, unless, of course, you bring all your own food.

WPTA will provide a grove, fire, hotdogs, kielbasa, buns and condiments. You'll have to bring your own beverages and other picnic-type food. We will have paid for an alcohol permit, so beer is O.K., but remember North Park is heavily patrolled by County Police. Restrooms will be close by; the indoor type, not the port-a-johns.

Ed (412.486.4294) and Harv (412.486.2549)

The Don Harkus Radial Tyre Fund

Any reader who happens to have one or more decent used radial tyres (preferably size 165-15 but any size will do) is asked to kindly donate said tyre or tyres to Donny Harkus.

As many of us know, Don is driving an incredibly sound 1964 TR4 that, I think, he and Fred Williams found in a barn where it had been hibernating for several decades.

It turns out the former owner installed a brand new set of tyres on the TR4 before parking it. And Don proudly points out that the little nubbies were even still on the tyres when he bought the car.

These tyres, would you believe, are Atlas Dynacor 560-15 bias plys as sold by Esso and Boron Service Stations when some of us were still in diapers. They are rayon cord. Rayon, if memory serves me right, was the first synthetic wonder fiber made by the U.S. chemical industry in support of the war effort (WWII not the Gulf War).

Many years ago when Ed Major switched from bias plys to radials on this TR3 he remarked that they provided a whole new driving experience; it no longer felt like he was always driving on ice. Let's give Don this same driving experience. His address is 362 Mahood Road, Butler, PA 16001.

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

WARNING: The consumption of Alcohol may cause a disturbance in the time-space continuum, whereby gaps of time may seem to literally disappear

Established
1977



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

**September, 2001
Issue of the
Dzus Dnuz**

24 Years of Continuous Publication Anniversary Run, Saturday, September 15th Dogs with the Fogs, Sunday, September 16th

WPTA Anniversary Run Saturday, Aug 15, 2001 11 am

The Anniversary Run is set to go on September 15th. We will meet at the Days Inn Parking lot next to the McDonalds in New Stanton just off the IS 70 exit at 11:00 am. You can arrive early for breakfast at the Eat and Park or Cracker Barrel and then join us for the run.



"Dogs with the Fogs" at North Park Superior Grove Sun., Sept. 16 - 4 pm onwards

By Ed and Harvey Woods

WPTA will provide a grove, fire, hotdogs, keilbasa, buns and condiments. You'll have to bring your own beverages and other picnic-type food. We will have paid for an alcohol permit, so beer is O.K.,

