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# Azus Anuz T

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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

Summer is flying by! Our big event of the year, British Car Day, is over and with The Roadster Factory's Summer Party in a few weeks; before you know it we'll be talking about the Christmas Party. Actually, Sherry has purchased her grab bag gift for this year already. I hate it when she's thinking that far ahead of me. Well, that's why I call her "Boss".

Before I recap British Car Day for those that could not attend, there was another event last month: Bud Osbourne's Washington County Tour. I missed the run but caught up with everyone at the Village Green Golf Course for dinner, and I was in the TR6. It appears fixed, I hope. I did have to fiddle with the carburetors, but I'll save that for later. I understand everyone on Bud's tour had a great time and there was a nice turn out of cars. All I know is the food was good and the beer cold. Thanks for a great event Bud.

Well, we made it through another one. British Car Day has come and gone. Even with all the problems we had to start the day, it was a great event. First, let me thank all the WPTA membership that came out to help Friday and Saturday. You guys and gals did a great job under some real pressure. Ed Woods and I truly appreciate everyone's help. We could not have done it without you.

Friday went off without a hitch, and we where finished in plenty of time to ponder the values of owning a Triumph over our gourmet meal of pizza and beer. Thanks to all that came out to help! The guys setting the field did a great job even after they moved our access road several trees down, which forced use to change our map from last year. We got through that, and we had a great plan ready.

When I woke up Saturday morning I thought we where set and was looking forward to a great day. However, when I arrived at the golf course, we had a little scare. It seems that Friday night one of the golf course fairways was damaged by several heavy deliveries and the Golf Course management personnel where concerned about further damage, and rightly so. They made the decision early Saturday morning not to permit entrance onto the course in any wheeled vehicle, be it Ford pickup, Triumph, golf cart, or bicycle.

Several options where discussed and it was looking as if we might have to park everyone on Schenley Drive when one of our members came up with an option that avoided the damaged areas. After a review of the new path, and some quick adjustments to our set up, we where back in business parking cars.

However, the damage was done. Shutting the parking down for an hour and a half had British cars parked all over the place and I heard that Forbes Avenue in Oakland looked like a car show of its own, but thanks to our people, we got everybody off the road and onto the show field as quickly as we could. Sorry if you were in the traffic but we worked as fast as we could to get everyone off the street.

After we got everyone on, the field the rest of the day was perfect. We could not have asked for a better weather day. It was nice to see many old WPTA friends that I haven't seen in

awhile and we also made some new friends. I saw at least two people become members on the field. Thanks to all the tent help we had, especially Ed Woods' two daughters Pam and Lori and the Schweitzers, Wil and Linda, who smiled through the whole process of getting everybody their registration packet and dash plaques.

I think we ended up with 415 cars registered. That is over 100 cars registered at the gate. Thanks to our expert crew at the gate for getting everyone up from Forbes over the curb, (several cars actually had to be lifted over it) and registered. Thank you!

Again, let me thank the Schenley Golf Course Management for allowing us to use the golf course fairways. They could have very easily made us park on the road and they didn't.

I was not able to venture far from the tent but I heard many pleasant reports from the people walking the rows of cars. "What a day, I loved it." British Cars as far as the eye can see. "I have to have a larger garage."

Our award ceremony went off without a hitch, and our membership did very well. I think we had eleven or twelve club cars take home a prize. If you did not receive your award, I hope to get them in the mail this week. Again, I can't say thank you enough for everyone's help.

Looking at the calendar for this month, right now, the only thing we have listed is the Roadster Factory Summer Party. Hope you've registered. They always put on such a nice event; I hope to see everyone there. That's it for August right now. It might be a good month for an EMR, so watch your emails for a notice.

September is coming, and that is going to be busy with "Dogs with the Fogs" and our Anniversary Run.

I want everyone to remember that this Anniversary Run marks our 25th year, Richard Dick is our host and I know he is working hard planning the day. I'd like to have all our old friends make an effort and get out for this one.

Well, as I reported earlier, the TR6 appears fixed, knock on wood. Jim Shaw and I spent the better part of a Saturday trying to find out what the problem was and second to repair whatever the issue was. We had determined from earlier experiments that it probably was not an ignition problem so we did the usual things, check fuel levels in carburetors, fuel pump, and diaphragms. Nothing seemed to help. Finally, we started looking at the adjustable carburetor settings, and on this carburetor, there're not many. We even resorted to reading the manual, and while reviewing the manual we discovered a procedure for a fast idle adjustment. Well, after several times adjusting and then running around the block, each time getting better, we finally came upon a setting that seems for be working. Since then I've had it out on several short runs and it appears to be holding. Only time will tell. I got it to Bud's run and British Car Day without a problem so maybe it's fixed. I'll let you know. See you at the Summer Party.

# British Car Day 2002 Winners

## Class 1

Triumph TR2 & 3  
First in Class – Jim and Joni Shaw

## Class 2

Triumph TR 3A & 3B  
First in Class – Ken Greenleaf  
Second in Class – Dave Hershberger  
Third in Class – Dave and Joyce Parks

## Class 3

Triumph TR4  
First in Class – Ron Boals  
Second in Class – Jim and Joni Shaw  
Third in Class – Joe Balbo

## Class 4

Triumph TR4A  
First in Class – David Holzer  
Second in Class – Curtis Lutz

## Class 5

Triumph TR250  
First in Class – Ed and Lori Major

## Class 6

Triumph TR6 Pre 74  
First in Class – Bob Wyner  
Second in Class – Caryn Csuy  
Third in Class – Donald Raymus  
Honorable Mention – Lenny Lange

## Class 7

Triumph TR6 Post 74  
First in Class – Donald Gray  
Second in Class – Patrick Davis  
Third in Class – Mark and Sherry Phillips  
Honorable Mention – Bill Kern

## Class 8

Triumph TR7  
First in Class – Dan & Danielle McGowan  
Second in Class – Ken Paterson  
Third in Class – Kevin Fleming

## Class 9

Triumph TR8  
First in Class – Lemoyne Nesbitt  
Second in Class – Raymond Rob  
Third in Class – T. Colbert

## Class 10

Triumph Spitfire  
First in Class – Mark Loughrey  
Second in Class – Karl Troetschel  
Third in Class – Chris Sabo  
Honorable Mention – Roy & Barb Emahzer

## Class 11

Triumph Spitfire 1500  
First in Class – Rich Altenbaugh  
Second in Class – Walter Van Huey  
Third in Class – Pat Gary

## Class 12

Triumph GT6  
First in Class – George Earwerkey  
Second in Class – Brad Mooney

## Class 13

Triumph Mixed  
First in Class – Dave Hutchison

## Class 14

MG TB and TC  
First in Class – T. Accamando

## Class 15

MG TD  
First in Class – Rich and Denise Robbins  
Second in Class – Kevin and Jeff Brown

## Class 16

MG TF  
First in Class – David and Elaine Winkle

## Class 17

MGA  
First in Class – Mel Ruffner  
Second in Class – Rich and Joan Munion  
Third in Class – David Haines  
Honorable Mention – Rich & Denise Robbins

## Class 18

MGB Pre 74  
First in Class – Bud and Pat Joyner  
Second in Class – Tom Rynne  
Third in Class – Jim Stafford  
Honorable Mention – William Abers

## Class 19

MGB Post 74  
First in Class – John and Jamie Gerris  
Second in Class – Ronald Pozik  
Third in Class – Rich and Denise Robbins  
Honorable Mention – Ken & Roberta Bartoe

## Class 20

MGB C, GT  
First in Class – Bob Affleck  
Second in Class – John Greggerson

## Class 21

Midget Chrome Bumper  
First in Class – Dwight Saul  
Second in Class – Ross Giacchino

## Class 22

Midget Rubber Bumper  
First in Class – Alania Kubinec  
Second in Class – Rob Broadert

## Class 23

MG Mixed  
First in Class – Morry Cohen

## Class 24

Sunbeam  
First in Class – Paul Wojcik  
Second in Class – Jell Lee

## Class 25

Austin Healey 100-4 and 100-6  
First in Class – Kurt & Kathleen Stolzenbach  
Second in Class – Michael Oritt  
Third in Class – Terence & Suzanne McCool

## Class 26

Austin Healey 3000 I and II  
First in Class – Keith and Nancy Craig  
Second in Class – Rick and Nancy Brown  
Third in Class – David Haines

## Class 27

Austin Healey 3000 III  
First in Class – Ken Hiller  
Second in Class – David Friend  
Third in Class – Dick and Sandy Gaier

## Class 28

Motorcycle  
First in Class – Denis Poland

## Class 29

Austin Healey Bugeye  
First in Class – Bob Bistok  
Second in Class – David Carpenter  
Third in Class – John Bernard

## Class 30

Jaguar Roadster 120, 140, 150  
First in Class – D. Richard O'Connor

## Class 31

Jaguar 140, 150 FHC  
First in Class – Paul Privett

## Class 32

Jaguar XKE Roadster  
First in Class – Robert Frisch  
Third in Class – Don Johnson

## Class 33

Jaguar XKE FHC  
First in Class – Rick Bartkowski  
Second in Class – Mark Findrick  
Third in Class – Craig Gestler

## Class 34

Jaguar Early Salon  
First in Class – John Mengicino  
Second in Class – Franko Bailey

## Class 35

Jaguar XJ6  
First in Class – Berrett Shilo  
Second in Class – Bobbi Merriam

## Class 36

Jaguar XJS  
First in Class – Damian Ondo  
Second in Class – Coletta Perry  
Third in Class – Richard Layton

## Class 37

Lotus  
First in Class – Michael Braun  
Second in Class – Jack Gilgenbach  
Third in Class – Bob Mann  
Honorable Mention – Bob Mann

## Class 38

TVR  
First in Class – Jeff Jacobelli  
Second in Class – Jay and Erin Smith  
Third in Class – Donald Ensley

## Class 39

Morgan  
First in Class – Charles Ackerman  
Second in Class – Tom Ackerman  
Third in Class – Gary and Sally Kneisley

## Class 40

Austin Morris Mini  
First in Class – John Hedeem Jr.  
Second in Class – Adam Waters  
Third in Class – Rod Wiggins

## Class 41

Mixed Sport Coupe  
First in Class – David Burrows  
Second in Class – Jim and Elaine Bennett  
Third in Class – Denis Poland

## Class 42

Morris  
First in Class – Dan and Anne Lando

## Class 43

Land-Range Rover  
First in Class – Eric Leslie  
Second in Class – Ken Corradini  
Third in Class – Scott Schober

## Class 44

Rolls Royce, Bentley  
First in Class – Richard Coombs  
Second in Class – Robert Leonard  
Third in Class – Raymond Murray  
Honorable Mention – Joseph Salandra

## Best of Show

John Hedeem Jr.  
1960 Austin Mini Cooper

# Res TR ations

by Ken Nelson

Did you see the pink Triumph at British Car Day? No, Mary Kay wasn't giving Triumphs away back in 1954. That car is Geranium, the original factory color. This fine TR2 belongs to Jim and Joni Shaw, and the full-frame-off restoration was just completed in time for the '02 summer driving season. The Shaw's already have a livery of restored Triumphs, including a TR3A, TR4, and TR6. The TR2 project was perhaps their longest restoration, since they purchased the car for \$25 out of an abandoned warehouse back in 1980.

Commissioned TS2367L, she was built in Coventry in 1954, the first full year for TR2 production. The Triumph name was sweeping the sports car world after the first production TR2 was built in July 1953. When Ken Richardson set speed records of over 125mph in a production 2-liter TR2, Sir John Blacks dream, of making Triumph into a sports car company, was fast becoming a reality.

The Shaw's car is a long door version, with the door extending down to the bottom line of the car body, covering the rocker section. In October 1954, this was changed to the short door, to better clear curbs and facilitates easier parking.

As is the case with most cars purchased for \$25, this TR2 was in poor condition, and required a replacement frame, which Jim obtained from Jack Wheeler in Indiana. The major welding and frame construction was completed during 1993 to



'94, after which the project was shelved. Frame and suspension parts were power coated in light gray, common at the time, as the boys in Coventry were known to paint early frames with whatever color they happened to be spraying on bodies.

Next, the famous Jim and Bo Sutherland Parts Company found a TR2 engine in a tractor-trailer load of parts out of Allentown. About two years ago, Jim finished the bodywork and sprayed the car in its original color, Geranium. Fitted with a gray leather interior with dark red piping and wool carpet by Learn's Upholstery Shop, the color combination is somewhat unique, but beautiful.

TR2's are among the most challenging for restoration because so much of the parts are different than the later TR3 and 4 cars. The brake system is Lockheed, and all drum, not the later Girling system. The engine was originally just 90hp, with a low port head and 1 1/2" SU's, commonly called "2 bolt" carburetors. The front apron is full enclosed with the small TR2 grill deeply recessed. Another anomaly of the "2" was the painted deck and bonnet hinges and fender beading.

This is another great frame-off restoration Triumph project completed by a WPTA member. In the Shaw tradition, almost every piece of the original car is restored and reused, with only a few NOS parts added. This method is extremely labor intensive, but produces a very original car. When I asked Jim to tell me about the TR2 project, the first thing he said was "we had a lot of help from our many friends in the Triumph Club".



## The TR Register

By Bruce Stutzman

The TR Register is England's Triumph club. It has a full-time general manager and 47 local chapters in England. It also has affiliated clubs in 27 countries. It publishes a glossy 75 page magazine 8 times a year and the member services it provides are substantial.

Just for jollies you might want to check out its website which is: <http://www.tr-register.co.uk>

## Junk TR7's

By Bruce Stutzman

I received an email from Bob Leslie the other day telling me about an auto junkyard near Charlottesville, VA that has at least 5 TR7's. The name is M&M Salvage Yards, Inc. near the junction of routes 29 and 33 in Ruckersville, VA. Telephone 800-633-4099. It is a foreign car salvage yard. Bob said he also saw MG's but didn't look for anything else. The cars are outside so they are pretty rough. Unless the part you want is already off the car you have to take your own tools and remove it yourself. They also send parts if the order is \$25 and the parts are already off the car.

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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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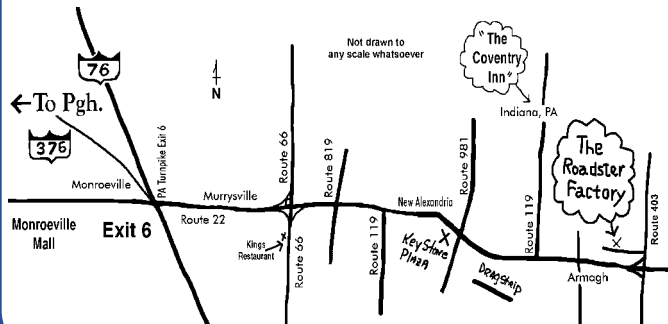
# The Roadster Factory Summer Party August 9 thru 11, 2002

## The Roadster Factory Summer Party

Once again this year the WPTA will have a hospitality tent available to all members and friends at the TRF Summer Party. I plan to set up the tent and hang the club banner proudly. Bring your own chairs and coolers (full preferably). The tent will be located in the same area, at the back corner of the corral with all the vendors.

Also, the vending of flea market items will be welcome to any member wishing to sell their collection of TR parts or memorabilia. Please contact me if you have such plans so that we can coordinate and accommodate everyone.

Fred Williams



## ~WPTA~ Calendar of Events

- |          |   |
|----------|---|
| Aug 9-11 | <b>The Roadster Factory Summer Party</b>                            |
| Aug 26   | <i>Newsletter Meeting,</i><br>5pm-Typecraft/6pm-Michael's Pizza Bar |
| Sept 21  | <b>Anniversary Run</b><br>Richard Dick                              |
| Sept 22  | <b>Dogs with the Fogs</b>   |
| Sept 30  | <i>Newsletter Meeting,</i><br>5pm-Typecraft/6pm-Michael's Pizza Bar |
| Oct 11   | <b>General Business Meeting at the 911th</b><br>Officer Nomination  |
| Oct ??   | <b>Fall Leaf Tour</b><br>Don Harkus                                 |
| Oct 28   | <i>Newsletter Meeting,</i><br>5pm-Typecraft/6pm-Michael's Pizza Bar |
| Nov 15   | <b>General Business Meeting at the 911th</b><br>Elections           |
| Nov 25   | <i>Newsletter Meeting,</i><br>5pm-Typecraft/6pm-Michael's Pizza Bar |
| Dec 7    | <b>"No Meeting" Meeting</b><br>?????????                            |
| Dec 30   | <b>Newsletter Meeting,</b>  |

### ~ Events Of Other Interest ~

- |          |   |
|----------|---|
| Sept 6-8 | US Vintage Gran Prix, Watkins Glen, NY                |
| Sept 22  | British Cars at Hartwood<br>Jaguar Cars of Pittsburgh |