

Established
1977



www.wptriumph.org

Dzus Dnuz T

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Zōos Nūz

December, 2002

President Mark Phillips 412-561-5972
Vice President Gary Fredo 724-378-9610
Treasurer Bruce Stutzman 412-831-8884

Recording Secretary Dexter Stoltz 412-865-1201
Membership Chairperson Ed Woods 412-486-4294
Newsletter Editor Bruce Stutzman stutzman@adelphia.net

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

Well the Holiday season is upon us already; Thanksgiving is a few days away as I write this, one of my favorite Holidays, football and food, what else do you need. It's the calm before the storm, loosen your belt and have that other piece of pumpkin pie. Then, following close behind is Christmas and New Year. Always a mad dash to get everything done and visit all the relatives, but it's still a great time of the year.

I'm starting to get into the holiday spirit, Sherry and I started our Christmas shopping last weekend and the stores where all decorated and holiday music playing. It seems to be more festive this year then last, or maybe we are starting to recover from the devastation of last year. Whatever the reason, it was nice to walk around in the mall and see happy smiling faces among all the holiday decorations.

I hope everyone has been good this year so you get that Triumph part you've been eyeing in the catalogs. You know "he knows when you've been bad or good". As a child I wondered how could he know, somehow he always did.

Recapping last month, on November 15th we had a General Business Meeting at the 911 Air Wing, a very nice turn out for a rainy evening. Historically November is our elections month, but we had no vacancies, so no election was held. The officers remain the same. Your current officers are Mark Phillips, President; Gary Fredo, Vice President; Bruce Stutzman, Treasurer; Dexter Stoltz, Recording Secretary; and Ed Woods, Membership. That was about it for last month, but we've got some things coming up to mark on your calendar.

First, December is usually pretty slow for the club. Everybody is busy with family obligations, and we don't want to add to an already hectic holiday pace so we always have our "No meeting, meeting". This year it will be held on December 7 at 1:00 at the Cranberry Quaker Steak n Lube. For the uninitiated, this is an afternoon to relax and socialize with club members. No club business will be discussed, it is just an afternoon to kick back, eat some wings, tell a few stories, and have a brew or two. Hope to see you there.

Next, two thousand and three is right around the corner and we have to start planning for next year. To do that, I have scheduled a Steering Committee Meeting for January 4, 2003 at 2:00 pm at our house 647 Royce Ave in Mt. Lebanon in the South Hills. People that are invited, and should attend, are all current officers, committee chairs, past WPTA presidents, and people interested in hosting an event next year. Be aware, if you show up for the meeting you may end up hosting an event.

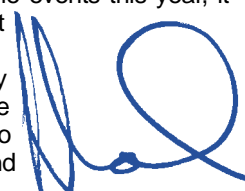
Also planned for January, is one of our best-attended events of the year, our Holiday Party. This year the event is being held on January 18, 2003. This year the hostess has planned something different. Please see the event description inside this issue for more details. We are also planning to have the holiday grab bag again this year. It will work the same as last year with some refinements. All you have to do is bring a wrapped Triumph related item to the party to exchange. It was great fun last year. So

check out the details inside and send in your check.

Well this will begin my fourth year as your President. I am looking forward to a great 2003, but before we get to far ahead I want to thank everyone that made last year, our twenty-fifth, one of our best. First, thank you to my current officers for their constant support, I appreciate your help more then you can know. Next, thanks to everyone that hosted an event last year. Thank you Fred Williams for the Brew Works event, Doug Foyle for the Tune up Clinic, Ed Major and Jim Shaw for hosting Carlisle Weekend, Bud Osbourne for two events, Meander to Marietta and the Washington County Tour, a special thank you to Tina and Ed Woods and their two daughters Pam and Lori, along with everybody else that came out to help produce British Car Day, a day I will not easily forget, Richard Dick for his Anniversary Run, Harvey and Ed Woods' Dogs with the FOG's, Donald and Sandy Harkus' Fall Leaf Tour.

I also have to thank Bruce Stutzman for taking on the added responsibility this year as the Newsletter Editor along with being our club treasurer. Speaking of the Dzus Dnuz, thank you Ed Major for your continued support in getting our newsletter out, and thanks to everyone that contributed articles this year, Bruce Stutzman, Ken Nelson, Mort Binstock, and Jerry Van Vlack. Also thank you Ken Nelson for getting us on the web this year. Lastly thank you to everyone that came out to the events this year, it was a great year, I can hardly wait till next year.

Finally, in this holiday season Sherry and I, along with your WPTA officers are looking forward to another great year, and to all a very Merry Christmas and happy and healthy New Year. See ya soon.



**No Meeting Meeting
Saturday Dec. 7, 2002
1 PM at the Cranberry
Steak & Lube**

Duez Notice

"If your mailing label sez "02", your membership expires next month. Please send your renewal check in the amount of \$15 or multiples thereof to: Ed Woods etc etc.

We'd like to humbly point out that the value of your membership has increased significantly over the past years while the cost has remained constant at a mere 15 bucks. Can you find anything else in your budget that costs the same as it did in 1977?"

**"DRIVING A TR4 IS A SHORT
COURSE IN WHAT SPORTS CARS
ARE ALL ABOUT"**

—Car And Driver 1963

Track Day at Beaverun

Our erstwhile boy racers Jim Underwood and Bruce Stutzman recently ran their cars at Beaverun.

Beaverun is a new road race track located just north of Pennsylvania Turnpike exit 2. The track is 1.6 miles long, has 11 turns and is basically run in 3rd and 4th gears. The General Manager is Danny Yanda who is also Chairman of the PVGP. Herewith, individually, are their thoughts on the day.

Jim

On Friday October 25, Bruce Stutzman with his TR4 and I in the MGB had the opportunity to attend an open track day at the new Beaverun Motor Sports Complex (www.beaverun.com) near Koppel PA. This was something that Bruce and I have discussed since running into Danny Yanda at the Watkins Glen Vintage weekend. You see, Danny and Jan McCoy are organizing the events at Beaverun and Danny was very enthusiastic about the idea of some vintage British iron running laps at the new facility.

I have done several autocrosses in the past but this would be my first time at real speed on a racetrack. I wasn't disappointed. The day ended up being the most fun I have had in a long time with plenty of track time and lots of friendly car people eager to accommodate a couple of first timers. I also came away with a whole new appreciation for road racers as well as a rekindled interest in my British cars.

The morning started with a drivers meeting around 8:30 where we learned a few basic rules and were paired with instructors. The instructors proved invaluable as I quickly found out that negotiating the course properly was not as easy as one might think. The plan was to do some familiarization laps as a passenger in the instructor's car and then switch to our own cars with the instructor riding shotgun. Bruce drew a "BRAVE" soul by the name of Vern Anderson while my guy was a really tall fellow named Robbie. Sorry but I never did catch Robbie's last name, just that he was a Porsche driver. Robbie expressed some concern as to how he would fit in an MG and after a trial fit he bowed out stating his concern about the height of my roll bar in relation to his head! I suspect the real reason for his reluctance was the prospect of hurtling around a racetrack in a 30-year-old British roadster with an even older driver. He also declined an offer to switch with Vern that would have put him in the TR4 with Bruce, so my feelings weren't hurt all that bad. Come to think of it, he never got closer than 20 yards to Bruce's car let alone sit in it! Anyhow, Jan McCoy volunteered to take me and we were set. By the way, some of you may know Jan as the guy who used to bring us the keg of beer for our tent at British Car Day.

Jan was driving his Volvo SW and suggested that we use my car for the initial session. That was OK by me seeing as how I have already let Bruce & Ed M. drive it. I mean after all, this Jan guy probably knows the track as well as anyone, has plenty of driving experience plus I know for a fact that he knows his beer. What further qualifications could I ask for? So, we both strapped in and away we went. I had always wondered how the B would do on an open road course and got to find out with an expert driver at the wheel. WOW!! I never dreamt that it could go that fast.

I was hanging on to the bottom of the seat for dear life as Jan expertly flung it through the eleven turn course all the while calmly explaining where to brake, turn in and accelerate. It was a very humbling experience once it was my turn to drive as I fumbled my way around the track. However, with Jan's coaching and practically unlimited track time, I soon began to learn the course. By the end of the day, Bruce and I were comparing notes on things like braking points, turn in points and

apexes . . . quite a difference from our first shaky laps trying to find our way around. I must admit that I did spin once in the hairpin during the early going but didn't go off and nothing was damaged other than my pride.

Bruce and I would like to get something together for next summer so that other WPTA members as well as some of the other clubs might partake of this activity. Car requirements are minimal at this point although you will need a helmet and a 3-point seat belt. I would strongly recommend that although your car needs not be race prepared or modified it should be in top-notch mechanical condition. Another alternative would be to use your daily driver if it is somewhat sporty. Frankly, I think my Neon would probably whip the tar out of the MG albeit with much less class. You are probably wondering what all this costs. The whole day was \$150.00 but Jan said that given more cars, he could get it down closer to \$100.00 and throw in lunch. But like the MasterCard commercial goes, "Feeling like Michael Schumacher for a day....PRICELESS!!

Bruce

What a delightful time- driving my TR4 as fast as I can for as long as I want to- it doesn't get any better than that! That is what I did at Beaverun. I was turning 5500 RPM's on the pit straight in 4th gear. That is 110 MPH!

I kept all 4 wheels on the track the whole day and I didn't spin once; maybe I am finally growing up. The car handled beautifully. There was a little bit of terminal oversteer when I went thru a turn too fast (which I often did) but it was easy to correct.

The electric cooling fan never turned on. The temperature was in the 40's however.

I used the brakes hard, very hard; I could smell them. But they kept working great. You only use your brakes 4 times a lap but 2 of those times you use them very hard.

The TR4 did great. It braked straight and true from 110 MPH. Handling was very predictable. The engine never missed a beat. It gave me the feeling of total confidence.

I am definitely doing that again, and again, and again. I need better tires though (ones that stick better).

My instructor was a young man named Vern Anderson who was driving a very tricked out BMW M3. I went out with him in his car; gads, it was fast. The G forces on my body when he braked and cornered were so severe that I got sick.

Vern was nervous when he first went out with me. A 40 year old car without even a roll bar. But he was ok after a while. He later told Mike Connolly that I did pretty good for an old guy.

All I did to prepare the car for the day on the track was top off the oil, adjust tire pressures, and fill the tank with 94 octane Sunoco. What a car!



Scott Reesman's TR8 Spotted In Sarver

Figured that since I did not make it to any meetings so far and the driving season for my Triumph ends this Sat, I would send you some pics to prove there is an 8 in Sarver, PA.



The \$26,000 TR4

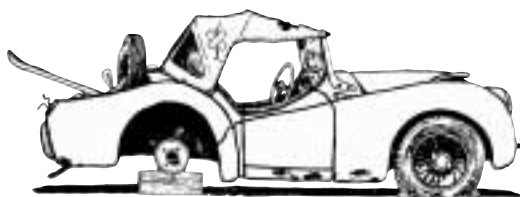
by Bruce Stutzman

Would you believe a TR4 sold at the RM Auction in Monterey, CA last summer for \$26,400! According to AUTOWEEK this actually happened.

The car is described as follows:

"1963 Triumph with surrey top. Red with red leather interior, painted wire wheels. Unusual fixed- rear window configuration with removable center section hardtop and soft-top. Seller has known car since new. Very nice wood dash, seats appear original and nicely worn. Chrome is good, paint attractive, good body panel fit. While not a show car, it appears to have been loved and well tended."

I wonder if the buyer would want another one. No such luck I'm sure. Many of us have cars that aren't worth as much as we spent to restore them. Not that there is anything wrong with that.



Classified

For Sale: 1973 TR6 Red 86,000 mi \$7000. Any questions let me know. Ray Kutzer rkutzer@att.net, 724-468-6907

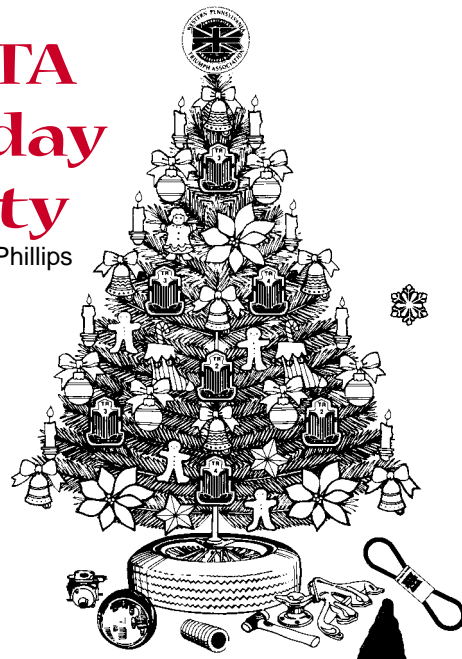
For Sale: Bug Eye Sprite parts. Metal bonnet in good condition, standard wheels, brake drums, windshield frame and pillars. Many other small parts. I just finished restoring my 1959 Sprite. John L. Bernard, 724-356-7935.

For Sale: TR7 (ad marked 'XR-7') California Car, No Rust. 46k miles on car, 10k on engine with a dual carb setup. New Tires/Brakes/Interior. \$3K, (814) 743-5037

For Sale: Wheels & Tires. Set of 4-14x6 Panasperts with 195/60 14 BF Goodrich TA Radials. Fit TR7/8 & possibly Spitfire (Plus One Conversion) Wheels are as new, tires have 50% or better tread. Mounted, balanced, ready to bolt on with lugs & centers. \$650.00 FIRM Jim Underwood 724 929 8187 or underwood@dp.net

WPTA Holiday Party

By Sherry Phillips



It's time again for our Annual Christmas Party! I thought that we might try to do something a bit different this year. Instead of sitting at tables and talking to the lucky few those are seated with you, I thought that we might do more of a Cocktail/Appetizer Buffet. That way, we can talk to all of our friends and not bore those at our table!!!

The party will be held at:

Loews Waterfront Theater
300 Waterfront Drive
West Homestead, PA 15120,
Saturday, January 18th, 7:00 to ???

We are going to have the Triumph/British Grab Bag again. We will make a few changes, but not many. Please bring with you a valuable, or not so valuable British car part or British Memorabilia appropriately wrapped. A case of Oil works great also, if I remember correctly!!!

Cost per person is \$22.50. Please note that it will be a cash bar. Beer and Wine only. RSVP's needed to be in by January 11th, 2003. Please fill out the form below and send back to:

Sherry Phillips
647 Royce Ave.
Pittsburgh, PA 15243

Name _____

Attending _____ x \$22.50 per person = _____

Make check payable to WPTA

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

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

www.wptriumph.org

**December,
2002
Issue of the
Dzus Dnuz**

Send your Holiday Party Reservation In December No-Meeting, Saturday Dec. 7 at the Cranberry Steak & Lube

Dec Meeting

**Saturday, Dec. 7, 2002 at the
Cranberry Steak and Lube**

This years No-Meet meeting will be held at the Quaker Steak and Lube in Cranberry. Just show up around 1 pm and hang out, Maybe have the other half off drop you off while she/he shops at the Mall accross Route 19.



~WPTA~ Calendar of Events

- Dec 7** "No Meeting" Meeting, just meet!
Cranberry Steak & Lube, 1pm
- Dec 30** Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar
- Jan 4** Steering Committee Meeting
Mark Phillips 412-561-5972
- Jan 18** Holiday Party
See Details inside
- Jan 27** Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar
- June 7** Quaker Steak & Lube at Sharon, PA
Jim Underwood