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www.wptriumph.org

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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

We just got back from vacation last Sunday and I'm still in vacation mode. Sherry & I went to the Outer Banks in North Carolina. It was a very nice and relaxing week even though it rained almost everyday, we really only got rained out one day. But, now it's back to reality: work tomorrow. Well, at least I can think about Triumph stuff while I write this. The office tomorrow is not going to be pretty.

Last month was filled with events. Unfortunately, I didn't have the opportunity to attend any of them so I'll have to leave a description of each to someone else. If you attended TRA or the event at Mid Ohio, I'm sure our newsletter editor would be pleased to hear from you.

One event I was able to attend was a General Business meeting June 7th at the 911 Air Wing. We had a very light turn out and spent most of the evening talking about our new web page, reviewed British Car Day, and met a new member Joel Dorfman. Thanks Joel for stopping out hope to see you at British Car day. The other events from last month included Bud Osbourne's Meander to Marietta June 1st, Triumph Registry of America National Meet, June 11th thru the 13th, and "50 years of Triumph" at Mid Ohio race track.

Well, enough about last month. The big event for the WPTA every year is coming up this month. British Car Day is July 20th. Hope everyone has sent in their registration and is planning to attend. However, more importantly, I hope you are planning to help. This is the WPTA's biggest event of the year and I want us to put our best foot forward, as usual. I am continually surprised by all the nice comments the club has received about our show. I have received compliments from all over about how well organized we are, how nice the show field looks, and how helpful our volunteers are. None of this is the result of anyone person but is our membership working together, committed to putting on a first rate event.

Just a few weeks ago, I received a call from a long time participant of British Car Day. He has retired to the warmer climate of South Carolina and will not be attending our show this year. He's in the process putting together a British Car Show and was using our show as a model. What a great compliment. It's calls like that, that tell me we have a special group of people that have been able to produce a first quality car show year after year and we're doing it right.

Hope that's got you excited about helping out. Many of you know the routine but for the newer members or those that have not come out, here is the schedule for the weekend. First we set the field; Friday July 19th we'll step off each car class to make sure we have enough room for the registered cars. This usually takes the better part of the evening. We'll be done before sunset. I don't want to be holding the wooden stake as Dan Greene hits it with a sledge after the sun goes down. After the field is set and the registration packets stuffed, we ponder more important things over a few brews and pizza. I hope to see the usual suspects Friday evening, but if you are interested in lending a hand, please come on down to Schenley Park Golf Course, the show field, around 5:00 pm.

Saturday July 20th is the day I need everyone. The one thing that makes our show the best of the Vintage Grand Prix weekend is the appearance of the show field. To do that, we need people directing cars to their class location, people helping park cars, people under the tent answering questions and handing out packets, and people at the registration tent gate registering cars. I am hoping that we can have the turn out we had last year. The routine is simple: just plan to be at the golf course before 8:00am and look for either me or Ed Woods. I'll have the map for parking cars and Ed will be at the registration tent. That's about it for British Car Day. Hope to see you there.

This summer is going by too fast. Next month is The Roadster Factory's Summer Party August 9th-11th. Hope you are planning to attend. Charles Runyan and his staff work very hard on this every year and it's always a party not to miss. Hope to see you there.

Other summer WPTA events to mark on your calendar are the Dogs with the Fogs September 15th, and our Anniversary Run September 21st, this year marking our 25th anniversary.

Lastly, the reason I have been somewhat absent from our driving events is for some reason over the winter a demon has taken residence in my TR6. As some may know, over the win-

continued on page three

'02 Washington County Tour

Saturday, July 13

It's time to get into the proper frame of mind for the Pittsburgh Vintage Grand Prix. What better way to do it than by actually DRIVING your Triumph? Now, I know that's a bit of a stretch for the majority of WPTA members, but you really should try new things. Besides, the event will start and end at a completely new location: The Village Grill at The Village Green golf course. While the place will be full of "goofers" (it IS a golf course, after all), when we arrive at 5 PM, for the start, we'll have the place all to ourselves at the end of the Tour. The bar and kitchen will remain open beyond their regular closing time, just for us. Bottom line is: we won't have to wait forever for our food, like we did at the other place.

The tour route will be fairly familiar to the two or three WPTA members that actually drive their cars, but with a new road or two thrown into the mix. The Greater Pittsburgh MG Club and 356Burgh (Porsche 356 Registry local chapter) will be there, in strength, and there may well be some early Porsche 911s ('65-'73) joining us, this year. As usual, we'll be traveling in groups of 3 or 4 cars, for safety. First group will leave on the Tour at 5:30. If you still can't face the thought of driving your Triumph on an actual DRIVING event, just show up at about 8:30 and have dinner with us. The Village Grill is owned by the Cameron family (as in Coca Cola Bottling Co.) and they've really put a lot of money and effort into making The Village Grill a good place to go for a meal. You'll like it, I promise. See you on July 13th!

The Event

By: Bruce Stutzman

Well. The 50 years of Triumph celebration at Mid Ohio lived up to its advance billing.

Over 50 Triumph racecars were there. Every model of Triumph sports car was represented except the TR2. They came from as far away as California and Texas.

There were 8 racecars from England including 3 TR7-V8's, 2 TR6's, a Spitfire, a TR3A and a TR5. The Brits were great fun and really into the sport. They, however, possess a total lack of reverence when it comes to originality. One of the Brit TR6's had a home-made fuel injection system including an engine management computer! I observed ventilated rotors and 6 piston calipers; three inch wide rear brake drums and race-car hubs. Their cars would have all been illegal under U.S. vintage racing rules.

The Brit Cars were all very fast and took the first 4 places in the all Triumph race. The TR5 was 1st. That the TR5 even made it to the grid on Sunday for the all triumph race is an amazing story. In a practice session, Chris Petch, the TR5 driver and owner, stuffed it into the Armco, almost taking the front end off. That night, he found a frame shop willing to work all night. They cut the front of the frame off and welded another one on from a donor car. They used the front sheet metal from the donor car and by mid morning on Sunday the car was ready to race. According to Chris, the car develops 260 HP on Triple Webers. I guess Ed Major still has a ways to go.

Speaking of Ed, his TR250 won third place in his class in the car show. Ed received his plaque from Kas Kastner.

Speaking of Kas Kastner, it was great to have him there. He spent a lot of time under the WPTA tent signing autographs. I had him sign my copies of the TR4 and TR6 competition manuals that he authored. Ed got him to sign the intake manifold on his TR250.

Speaking of the WPTA tent, Jerry Van Vlack put it up on Wednesday right in the middle of the Triumph pits and right next to were the Brits pitted. We (WPTA) provided a continental breakfast for everyone on Friday, Saturday and Sunday mornings under the tent. It was a popular gathering spot all weekend. Mike Cook used it to sign copies of his new book and Ken Gillanders spent the rest of the weekend there, often hurting his knee. Our tent also hosted FOGSTOCK 1 on Saturday night.

The car show in the infield on Saturday was a massive thing; there must have been 500 Triumphs there. The Roadster Factory was there with the TRS much to everyone's delight.

Best of Show, would you believe, was won by WPTA member Pat Davis' beautifully restored TR2.

There were picnic dinners, complete with beer trucks, at the Honda Pavilion on Thursday, Friday and Saturday nights. FOT (Friends Of Triumph) hosted on Thursday, SVRA hosted on Friday, Tom Householder and his crew hosted on Saturday. Both Mike Cook and Kas Kastner spoke on Saturday night.

Speaking of Tom Householder, he did a great job again: Tom organized the 40 years of Triumph event 10 years ago. Tom designed t-shirts, dash plaques and jacket patches. He also cast badges depicting the badge on the front of the Jebekke car that were bought

very quickly by a few lucky enthusiasts.

Jack Wheeler's TR4, with which Jack won the SCCA E Production National Championship in 1990, was there. It is now proudly owned by Don Marshall who lives in Florida. The car now meets the SVRA specifications and looks great.

Tim Suddard, who owns Grassroots Motorsports magazine, was there with his TR3. This is the car he wrote about in several issues of his magazine.

Somebody was overheard saying, "There have never been this many Triumphs in one place before." He was no doubt right. And if you weren't there....



Summer Party Update

by Fred Williams

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. Our spaces will allow us the convenience of electricity if someone decided to have a radio or DVD player available for entertainment. 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.

The tent will give all members a place to gather and meet through out the week end of TRF activities. It would also give us an opportunity to plan a small event for our group, if the desire arose. Please contact me with any ideas you may have to better utilize this resource and please be creative!

I will also be soliciting help once again to set up the tent and get things rolling. Let me know if you can help out!

SO stop by and meet those WPTA 'ers that you haven't seen in a while and talk cars! Have a beverage and get out of the sun with the gang!! See you there !!!!

WPTA/TRF Summer Party Volunteers

Plans for this year's Summer Party are in the making and WPTA has again been asked to "make it happen again" but this year on the field at TRF, on Sunday, August 11, 2002.



We will need volunteers to help register and park cars for a few hours on Sunday morning. TRF has again offered free weekend registrations for all volunteers. Also, if you plan to attend Summer Party, it would be advisable to make room reservations quickly. Room accommodations are not covered in the weekend registration by TRF but you should identify yourself as a participant at TRF Summer Party to access rooms blocked off for participants and to benefit from special rates as available at some of the local motels.

If you plan to attend the summer party and are willing to be a WPTA Volunteer to help with the show on Sunday, please contact Jim Antis by telephone at 724-349-0426 or preferably by Email jantis@iasd.cc ASAP to facilitate planning for the event.



An original Kastner built TR4

The Fred Greenberg Award

by Ken Nelson

As we all know, the 2002 Triumph Register of America Annual Convention was held at Wadsworth, Ohio on June 12th through 15th. With 65 cars in attendance, the show was very enjoyable. The Amish countryside, just west of Akron, was perfect for the many driving events. The highlight for WPTA members at the TRA gathering is the presentation of the annual Fred Greenberg Award. For those of you who didn't know Fred, he was president of WPTA in the early 80's and died of a heart attack while in office.

This award was first presented in 1985, and is given each year to the person or couple who displays enthusiasm, dedication, and esprit de corps, or in essence the "Spirit of TRA". We honor the memory of a great Triumph enthusiast, Fred Greenberg, by continuing to honor those who serve TRA. This year the award went to Darrell and Beverly Floyd, members of the North Coast Chapter in Ohio. Aside from owning ten Triumphs, Darrell and Bev are a driving force in the TRA organization. This year's convention was hosted by all the Ohio chapters, but Beverly's organizational skills is what brought it all together. Join me in congratulating them both on receiving the Greenberg Award, which will hang in the showroom at The Roadster Factory until next year's event.

Classified

For Sale: 1979 Vespa Rallye 200, 3900 miles, good condition and runs well. \$2000. John Swauger at 1-724-465-8262 or email jswauger@adelphia.net

On The Mark *continued from page one*

ter I had a few items that I attended to on my TR6. I replaced the gas tank, installed urethane bushings and replaced the steering rack bushings. All this should have only taken a few weekends, but as usual it took me all winter to get done. Actually, I had the car back together several weeks before the Tune up Clinic. I was extreme pleased with the performance of the front suspension during the first test run, but the engine performance was lacking. The car started and idled perfectly but at any speed above idle it miss-fired, coughed, and generally ran terrible. I figured it was time for a tune up. I had not touched the car in over three years since I completed the cosmetic restoration. I ordered new plugs, points, cap, wires, air and fuel filters and planned to install these at the Tune Up Clinic. The car's drivable just not very enjoyable to drive. I got the car to the Tune up Clinic but got so wrapped up in other projects I never got around to doing any of my work, so I got everything home. Sunday, the next day I installed all my new parts and Sherry and I had talked about taking the car out that evening as soon as I finished. Well, you know where this is going. We never took the car that evening, and the car has hardly moved since then. I'm at a loss. I have gone through several scenarios. I've had the distributor out and back in then out, then in, then out and finally in. I don't think my problem is ignition. My latest theory is fuel related. The last time I checked the plugs they were white, indicating a very lean mixture. Since I've a very late TR6 my carburetors have non-adjusting needles limiting my options. I have checked the fuel lines, changed the filter, checked the jets, checked the fuel pump, and checked the diaphragms all seem fine, but obviously something is wrong.

I am about to break a long standing rule I have been told by many Triumph mechanics, "If you think your carburetors are causing a problem and think they need rebuilt, don't because it's something else". I am about to order a carburetor rebuild kit from the Roadster Factory. See ya at British Car Day.

More Classified

For Sale: '58 TR-3 Mostly restored and assembled. Body and paint complete. Complete interior not installed. Motor with overdrive installed and not running yet. Suspension complete and rolling with body mounted. Fenders, doors, and deck lid mounted. Partially assembled. Radiator and heater core verified good. Carbs complete with proper gas line. Gas tank professionally sealed at Renu. Chrome wire wheels with no rubber yet. 99% of parts to finish. Call Fred at 412-334-1674

~WPTA~ Calendar of Events

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|-------------------|---|
| July 13 | 356burgh Washington County Tour
Bud Osbourne 724-356-4464 |
| July 20 | British Car Day at Schenley Park
Mark Phillips 412-561-5972 |
| July 20-21 | Pittsburgh Vintage Gran Prix |
| July 23 | Newsletter Meeting, (Tuesday)
5pm-Typecraft/6pm-Michael's Pizza Bar |
| Aug 9-11 | The Roadster Factory Summer Party |
| Aug 26 | Newsletter Meeting, |

~ Events Of Other Interest ~

- | | |
|------------------|--|
| Jul 16-19 | VTR National Meet
Red Wing, MN 763-557-1949 Larry Berg |
| Sept 6-8 | US Vintage Gran Prix, Watkins Glen, |

The winning TR5 ready to race after major surgery



There was always a crowd under the WPTA tent



Ian Vlack with the WPTA Banner



Jack Wheeler's 1990 National Championship Car



Kas Kastner autographing event posters



Mike Cook

The "Brits" and their Race Cars



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

www.wptriumph.org

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

Washington County Tour, Saturday July 13

British Car Day, Saturday July 20

Washington County Tour

Directions to The Village Grill

From Pittsburgh, take I-79 south to the Bridgeville/Upper St. Clair/Route 50 West exit. Turn left onto route 50 West and follow through Cecil, Venice, and Hickory. After passing through Hickory, bear left at the "Y" intersection, continuing on route 50 West and 18 South. Within a quarter mile, you'll come to another (sort of) "Y", with Hickory UP Church on your right and an Amoco station on your left. Turn left at this intersection, and follow route 18 South for about 1/2 to 3/4 mile. Turn left, into the parking lot for The Village Green Golf Course. Look for some 'furrin cars, among the sea of SUVs, P/Us and luxu-barges (golfer's cars). We'll be looking for you!



British Car Day at Schenley Park

Twentieth Anniversary of the Pittsburgh Vintage Gran Prix

Friday July 19th, Field set up - Volunteers needed, 5 pm
Saturday July 20, help needed for registration and parking, 7:30 am to 11

