

Established
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www.wptriumph.org

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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

Well I hate to say it, but I think the driving season is just about done. It has been a great year with some great events, but before you know it, we'll be looking for our windshield scrapers and it looks like we are going to need them sooner as opposed to later. It has been pretty dreary the last few days and next week it looks like it is going to down right cold. I don't surrender totally to the winter. I do try to get the TR6 out if it's a nice day and the roads are dry, but I don't think the top will be coming down again till next spring. WPTA always tries to go out with a bang and this year was no exception. Historically, the last WPTA sponsored driving event of the year is the "Fall Leaf Tour". A big thank you to this year's sponsor Donald and Sandy Harkus for planning a fantastic weekend. It started off a little wet, but we still had a great time. On the drive to the rendezvous Saturday morning, I was concerned about the turn out we might have. Considering the conditions I was very happy to see 13 Triumphs in the King's parking lot in the North Hills.

We did have a little mishap right off the start when we left without Bill Kerns. Ed Woods was put in charge of watching the Kernel that day, but in the excitement, forgot Billy. I guess he had a FOG moment. Thank goodness for cell phones. So we were able to hook up with the Kernel at the first rest stop.

The rally continued through Evans City with a stop at the Foxburg Inn for a wonderful lunch and home made brew. Great choice, we have to go back for another visit. After lunch, our group got smaller with 6 cars continuing on and the remainder heading for home. It had finally stopped raining by now but was still too cold to put the top down for most of us. Donald had picked some great roads and we timed it just about right, the colors were fantastic.

We ended the driving part of our day in Cooks Forest at the Shiloh Resort. Three couples had booked the overnight. This is as close to camping out as I will ever be able to get Sherry to do. Don't get me wrong the rooms were very clean and the bathroom newly remodeled, but there was no phone or TV. This is about as rough as Sherry will ever do.

However, the night was not done. The rest of the evening we spent sitting around a campfire roasting peanuts, cooking hot dogs, making apple pies out of two pieces of bread and some pie filling, and drinking my favorite brew. What a great evening, I really enjoyed myself. Thank you Donald and Sandy.

The next morning, there was a Triumph repair party up early. The day before, just as we were pulling into the Shiloh Resort, the water pump went on Donald's TR4. Fred and Donald got up early and headed home to retrieve a new pump. They were back by 9:30am and the pump installed by 10:30. Fred and Kathy and Donald and Sandy were heading to Parts-A-Rama so Sherry and I headed for home from there. The drive home was great, a beautiful sunny day, crisp wind, and a winding road. A great day and a great weekend.

Last month we also had a General Business Meeting on October 11th. October is historically the month nominations are

taken for any new officers. This year there are no vacancies to fill and no nominations were made. There was an update on our new merchandise for the club. Hopefully we will have all the details worked out before too long. We also asked for volunteers to host next years rallies. If interested, please contact Gray Fredo to get your event on the calendar. Lastly, Ken Nelson gave an update on our web page. I hope everyone has got a password for the member's section of the web page by now. If not, contact Ken Nelson and he will get you set up.

Coming up this month, the only event of the month is a General Business Meeting, November 15, 2002 at the 911th Air Wing Club. Hope to see you there.

Future events that you should have on your calendar are our "no meeting, meeting", which is scheduled for December 7th at the Cranberry "Steak n Lube". Also, we have not put the finishing touches to the Holiday party yet, but mark your calendar for Saturday January 18th. This year, we are planning something a little different, but it should be fun. Watch your emails and next month's newsletter for all the details.

With summer gone and the days getting shorter, now this is the time to make out your refrigerator list of all your Triumph projects to complete before spring. Mine is going to be somewhat short and say one thing: "get going on the TR4". It has been a very nice summer and not much progress has been made on Sherry's 65 TR4. I am still blasting pieces, but some things are coming together. I have the frame home and have started painting the front suspension. The plan is to have a rolling chassis before Spring so the body tub can come home and the body work begin. Well, at least that's the plan. I'll keep you posted.

Finally, recently one night, I was sitting in front of the computer checking out car sights on the internet and came across a new site: www.autofanatics.com. It was an interesting site with a mix of car care items, collectible models, slot cars, dioramas, books, and model kits. Well, I ended up making a purchase and while in the process I discovered that they offer a 10% discount to registered car clubs. Well, needless to say the WPTA is now registered with them. So stop by and check them out. If you make a purchase, while checking out where it asks you for a coupon code, type in WPTA and the discount will automatically be deducted. This may help with some Christmas shopping.

See ya soon.

November Meeting, Friday Nov. 15 at the 911th Air Club

Alan Patterson

By: Bruce Stutzman

Those of you who are regular attendees at the PVGP will recognize this picture of Alan Patterson and his red Allard J2X. Alan, a native Pittsburgher, was one of the founders of the PVGP and has raced his Allard there every year since it started.

Alan bought his Allard new in 1953, he also owns an MGTC that he bought new. The TC is his daily driver at home in the beautiful San Francisco Bay town of Sausalito. His TC was the model for the PVGP logo. Would you believe he also owns a 1961 Jaguar XKE race car complete with a dry sumped D Type engine?

I caught up with Alan in the pits at Watkins Glen a month or so ago. My purpose was to talk Triumphs with him. You see Alan has the distinction of being the first person, not just in the U.S. but the world, to drive a TR in a road race. Alan did it not just in any old race, but at the 1954 12 hours of Sebring, an internationally sanctioned endurance race. I thought this was a story that needed to be told.

At the time Alan was not a stranger to Sebring. He raced a MGTC there in 1952 and 1953. He later took a job working his way through college, at Price Motors in Coral Gables, Florida. Price Motors was a new TR dealer and had just received its first shipment of four brand new TR2's. Alan suggested to the owner (he doesn't remember his name) that they race a TR2 at Sebring. The owner liked the idea and asked the factory for authority to do so. The factory gave the OK but without financial support.

They prepared one of the new TR2's to be the racecar but they took all four (the entire shipment) to Sebring for parts. As it turned out they needed them all.

The race took place on March 7, 1954. Alan took a friend Jim Hendricks to be his co-driver and several fraternity brothers and their girl friends to be his pit crew.

Alan remembers that the car was totally reliable (with one significant exception) and very fast.

That exception - the engine blew, so they installed the engine from another of the new TR2's. That engine also blew so they took the engine from another of the new TR2's. When that one went they swapped their last engine. When the last engine showed signs of trouble Alan pulled into the pits, waited till the race was almost over, and then re-entered the race so he would be running at the end. Nevertheless, Alan completed 105 laps, finishing 24th overall and 4th in class.

In 12 hours Alan had wiped out Price Motor's entire first shipment of new TR2's. So what was wrong with the engines? As Alan remembers it, when they dismantled the engines they



found that they had suffered from oil starvation. He thinks, but is not sure after all this time, that it had to do with the location of the oil holes in the bearings.

The factory no doubt quickly rectified this problem. TR2's ran the Mille Miglia in May 1954 finishing 27th and Le Mans in June 1954 Finishing 15th.

Alan has been racing ever since. This year was his 51st year in a row racing at Watkins Glen.

Restofiy

By: Bruce Stutzman

I was looking through the fall issue of British Motoring the other day and came across an article by Alan Paradise. In this article, Paradise uses the word "restofiyng." A restofiyed car being a car that has been both restored and modified.

When we restore a car our intention is to bring it back to original condition or even better. A recent example is Dave Parks TR3A. Dave successfully went to great lengths to find original bits and pieces to bring his car back to its original state. Another example is Jim Shaw's TR2

An excellent example of a recently restofiyed car is Ed Major's TR250. This car has also been beautifully restored. In the process, however, Ed made modifications to enhance performance. Another example is Jim Underwood's MGB.

Owners make modifications to their vintage cars to enhance safety, reliability, derivability or performance; usually a combination of both. Or just to make them different, to personalize them.

Owners made modifications to their sports cars right from the beginning. When these cars were new, accessories were available from organizations such as Vilem B. Haan, M.G. Mitten and AMCO. Early on, Triumph, through competition manager Kas Kastner, developed and sold to owners competition parts intended to enhance performance.

Actually, more is available to us now than ever before. Modern low profile tires, wider alloy wheels, halogen lights, etc. enhance safety. Electronic ignitions, gear reduction starters, alternators, etc. enhance reliability and driveability. Anti-sway bars, performance shock absorbers, limited slip diffs, etc. enhances driveability and performance, and the list goes on.

Factory options are desirable to both the restofiyer and the restorer. A factory option that should be on everybody's car is the front anti-sway bar because of the improved handling, and therefore safety, that it provides.





The New WPTA Web Site!

by Ken Nelson

To date, fifty of the WPTA members have registered for their password to access the members only section of the new web site. This section contains copies of the Dzus Dnuz and our club membership roster. Getting your password is easy. Just email me at webmaster@wptriumph.org and I'll send you all the details. Enjoy your new WPTA web site at www.wptriumph.org !

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

Dexter's Fall Tour

by Dexter Stoltz & Wes Easly

There's just something about motorcars in the fall that does it for me. I don't know if it is that the crisp air gives my engine better response, the way the glass seems to take on a different, more ethereal chemistry, or if it's the low position of the sun in autumn which caresses a different light over the metal and lacquer that makes me take a slower look at passing traffic. Whatever it is, it caused my best friend and I to spark interest in a weekend autumnal road trip, made complete with some feminine accompaniment.

Little did I know that what started a little over three years ago as small-talk at a bar somewhere in Western PA would turn into an annual quest to coordinate the schedules of four working adults, two girlfriends and the ubiquitous mechanical and electrical quirks of your average British car.

To fully understand one must take themselves back to the original alcohol-inspired conversation. My friend, Wes, the avid Pennsylvania history buff that he is, saw a TV program on PA Route 6, a now outdated, but still very grand, stretch of highway that meanders its way through the mountains of the Northern part of Penn's Woods, tying together quaint, although somewhat backwater towns along the way. Places you may have heard of include; Linesville Reservoir, Kinzua Dam and Bridge, the Zippo/Case Museum and the road's crown jewel, the PA Grand Canyon. Others not so well known, but equally important to my friend were the PA Lumber Museum, the World's First Christmas Store (maybe not, but I'll mention that later), Potato City and several vintage diners.

To the ordinary Joe, this may not seem all that exciting, but to two sports-car crazed fellows trying to find non-congested ribbons of mountain roads to "open it up," this was the ultimate trip. Plus, we had the added benefit of telling our ladies that we were taking them to show them the leaves, shopping, etc. The problem was, for the past three years we could not get it together. The first year it was Wes's MG suffering various ailments, the next it was my lack of a female companionship, which was the necessary ruse for Wes to participate (i.e. had to bring his wife to be able to go and she needed a second female on the trip). And although the thought of

rolling down to Liberty Ave. to "hire" some female companionship did cross my mind, the trip would have to wait yet another year.

This year, the stars were aligned and after diligent planning at Murphy's Tap Room and the Squirrel Cage in Squirrel Hill the week before, we were ready to go. Contributing to this was my recent purchase of a mechanically sound, low mileage TR8 and Wes's move to the other side with his Boxster.

Now, when I say mechanically sound, I mean "generally mechanically sound". I spent the weekend before the trip lying under the car changing the slave cylinder wondering if perhaps I, too, should join those in the club with a something-ster. But, I managed to complete that mission and thought that a test drive would be appropriate. Barely twenty miles into the trip, however, the IGN light began to glow bright. When considering its affect on the weekend trip we had just decided was a go, I was going to translate the IGN inscribed on the light to mean 'ignore'. Alas, an order had to be placed for a new alternator, and it was to arrive Friday afternoon; plenty of time to have it switched and possibly even new belts installed, as well - just in case.

Friday came. The alternator did not, so a conference ensued to determine whether contingency plans were necessary. Not to be deterred again this year - especially here at the eleventh hour - we decided to go onward. We started our trip early the next day (the TR8 boot replete with every battery I could muster) meeting at a location central to us for some breakfast (not to mention waiting for the day's first light to ease battery usage).

From that point on, the only discouragement was that the first day began rainy. We fortunately had made plans with our eyes bigger than our stomachs so there were plenty of alternative places to stop when primary ones were not open. An aspiring teacher waitress in one small bar piqued the girls' interest by telling of a year-round Christmas store and all of its delights as Wes and I looked over our beers at each other with a look of concern. We agreed, tongue in cheek, that yes, this would be a good diversion along the way. When we did come across the place, Wes in the lead car, went right on by (Matter of fact, I think he accelerated). He promised that there was another one "a little farther into town".

The next town we stopped in was Coudersport, a two-stoplight place that we determined to be the approximate midpoint of our trip. We opted for an in-town bed rather than a bed and breakfast a little outside 'Coudy' off of Route 6 so that we could more easily enjoy the local flavour. Upon our look at the rooms we had our initial doubts (they are in the process of renovation), although they soon went away after a trip to the local spirits store. It turned out that our hotel, affectionately known locally as 'The Crit' held within its very bowels a surprisingly fine gourmet menu and a little bar with a great selection of beer, a dartboard, and not a few locals. I just didn't get any better than that.

We departed the next day toward a very fine example of a 1930's porcelain diner for the second breakfast of the trip, and the highlight for Wes. Our last scheduled stop was a look over the PA Grand Canyon and every frigid minute was well worth it. The trip home was largely uneventful, though the roads, foliage, and the speed with which we partook of them was exhilarating.

It took nearly four years to put this outing together - four years of planning culminating into two days. Like with our cars, we have some tweaks here and there in hindsight, so that perhaps next time we'll be able to pull it off without a hitch, and hopefully have just as fond a time as this one. Maybe both of our cars will be properly functioning. Maybe we'll see everything we planned. Maybe we'll even find the Christmas Store.

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WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

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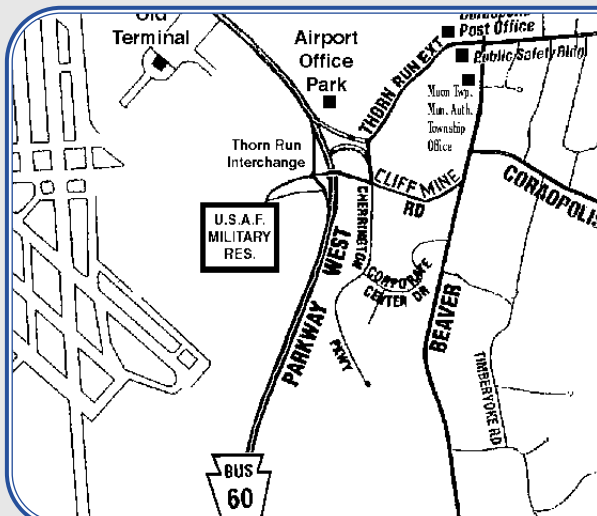
**November,
2002
Issue of the
Dzus Dnuz**

November Meeting, Friday Nov. 15 at the 911th Air Club - Elections

Nov Meeting

Friday, Nov. 15, 2002 at the
911th Air Group Club

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~ Calendar of Events

- Nov 15 **General Business Meeting at the 911th Elections**
- Nov 25 *Newsletter Meeting,*
5pm-Typecraft/6pm-Michael's Pizza Bar
- Dec 7 **"No Meeting" Meeting, just meet!**
Cranberry Steak & Lube, 1pm
- Dec 30 **Newsletter Meeting,**
5pm-Typecraft/6pm-Michael's Pizza Bar
- Jan 18 **Holiday Party**
Details to follow next month