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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

The Calendar says it is. The temperatures are right. You know I think it's finally summer. I'm so happy that we have been able to get a few nice days in a row for a change. I hope you were able to get some seat time this month. I was fortunate enough to spend some time in our TR6 this month.

First up, the resurrected Quaker Steak and Lube run. Many thanks to Jim Underwood for organizing the event and coordinating with our Pittsburgh MG friends and our northern MG and Triumph brothers from Cleveland. It turned out to be a great day, even if the weather tried to ruin it. The drive up to Sharon was great and once there, it was nice to see the parking lot almost full of LBC's. They even sat us back in Thunder Alley, and we filled the place. I don't know about you but I got my fill of "hot wings" and Rolling Rocks. A very nice day, thanks Jim.

Also, last month Sherry and I, along with Dan and Linda Green, and Ken Nelson and his daughter Laura went to the Triumph Register of America National in Auburn Indiana. Also attending where WPTA members Ken and Cyndie Greenleaf who drove out separately. We left June 18th and spent several enjoyable days with our friends of TRA. If you have never attended this national and you have affection for TR2's, 3's, and 4's you have to get there sometime. This group has written several restoration manuals that are a must have if you are restoring a 2, 3, or 4. Also, the cars that come out for this event are some of the best Triumphs you will see anywhere, a great place to take picture of what your car is suppose to look like. That's what I was doing.

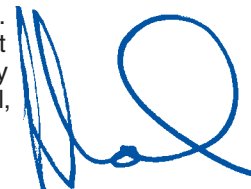
However, this year the big attraction was TS1. That's right; the very first Triumph TR2 finally came out of Joe Richards's garage after a very long and tedious restoration. Joe did a fantastic job researching the details and getting the car right. This car is a preproduction car so Joe did not have the luxury of being able to use replacement parts. This car was basically hand made, all the sheet metal was hand hammered. Joe had to use all the original parts if he was to keep TS1 as original as possible. Maybe the hardest part, since this was the first car, it was hard to know what was original and what was a later add on by a previous owner.

Joe gave a very interesting talk the Saturday morning describing interesting peculiarities of TS1 and how he went about restoring the car. He also had a photo album with progress photos showing all his trials and also his successes. The one comment that Joe made during his talk that sums up best the condition of the car when Joe acquired it was "at one point someone told me that I had basically purchased a parts car with a very, very expensive commission plate". But, Joe can finally relax some; the car is restored. There are several minor items that he continues to work on but it is nice to know that this piece of Triumph history is complete and safe for generations to come. Congratulations Joe and thanks for your effort.

Coming up this month on July 19th, (I'm hoping I don't have to say it, but I'll say it anyway), is British Car Day. I hope every-

one has sent their registration in. See my article on British Car Day for details. Also don't forget about Bud Osbourne's Washington County Tour on July 12. Looking down the road don't forget about TRF's Summer Party. Thinks are really heating up, like the weather, finally. Well, that's about it for now.

See ya soon.



Washington County Tour 2003 Edition

It's that time of summer, again! Time to fill the tank, check all fluid levels, get your banjo in tune and head for Washington County. Our umpteenth, annual Washington County Tour will be presented on Saturday evening, July 12th.

For those who've never been on one of our Washington County Tours, it involves about 85 miles of pure, VERY rural, VERY scenic, paved, back-roads driving on a warm, (hopefully) sunlit, summer evening, along the ridges and valleys of southwestern Washington County. You will be provided with accurate, odometer-noted route instructions and will travel in groups of three to five cars. The travel group format is used for two reasons:

1.) Safety. The fewer the cars, the less of an accordion effect, if the lead car has to make a panic stop. Also, with small groups, the "crack the whip" effect is much less of a problem. Finally, it is much easier for the lead car to monitor the group following him/her, with a small group, running with headlights ON. An occasional, quick glance in the mirror is all that's needed to keep track of everybody. No staring at the mirror, waiting for those last two cars to appear, as that stupid deer or Bicycle Bozo magically appears in front of you.

2.) Pace. With small groups, it is easier to drive at a pace that is comfortable for your group. Some like to drive briskly, while some like to travel at a leisurely pace and enjoy the scenery. Some like to crawl along like little, old ladies. All is just fine as long as everyone remembers to be courteous and pull over to let local traffic and faster moving WCT groups get past. Or, to slow it down as you pass homes or farm yards/barns located close to the road (flattening someone's dog, cat or kid would be a real bummer, Running into a cow or horse could prove fatal to more than just the critter). This time of year, especially after the very wet weather we've had, you can also expect to encounter farm machinery traveling to and from the hay fields. As usual, you may encounter the occasional pedestrian or bicyclist. Typically, you'll see very few other cars on these roads.

We will have a couple of rest stops recommended along the route. However, I encourage everyone to stop at any safe

Continued on page 3

Triumphantune Checked Out

by Doug Foyle

Well, a belated wrap up is better than none at all. The tune up clinic was very successful. We managed to do our thing for the glass and aluminum recyclers and get our cars ready for the driving season at the same time.

Many thanks go out to Roy Miller for the use of his garage and to Scott Schober for the barrel of 20w-50. I also want to thank John Swauger and The Roadster Factory for coming down with all the necessities to keep these cars running. Thanks also to all those who came out and made this a fun and constructive event.

Summer Party Volunteers

We're still looking for a few good men & women!

Where: The Roadster Factory Summer Party

When: Saturday, August 9, 2003 from 4 to 7 pm.

What: The Roadster Factory Car Show

Ed and Bruce need 20 people to work the Summer Party Car Show this year. We will need you for 3 hours. Unlike former years it is on Saturday evening not Sunday morning. It is, however, back on Philadelphia Street in downtown Indiana PA.

Following are the club members who volunteered so far:

Jim Stoffel	Bill Permar
Mary Ann Stoffel	Wil Schweitzer
Jerry Van Vlack	Tom Schweitzer
Jim Underwood	Eric Stoltz
Nancy Underwood	Tanker (Dan) Coughenour
Scott Permar	Bud Osbourne
	Alex Osbourne

We're about half way there so sign up now and get involved. Even if you're not going to be there for the weekend drive over on Saturday, give us a hand and enjoy the show. All the restaurants and pubs will be open.

Erin Permar volunteered Scott and Bill! Ladies—not a bad way to get “him” out of your hair for a while.

Besides the satisfaction of being involved you will also get one half of your \$90 Summer Party Registration off. Send in your full registration and half will be refunded at the car show. We need your help so call Ed at 412-488-1600, ext 207 or Bruce at 412-831-8884.

Calendar of Events

- | | |
|------------|---|
| July 12 | Washington County Tour
Bud Osbourne 724-356-4464 |
| Jul ?? | Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar |
| July 19 | British Car Day at Schenley Park
Mark Phillips 412-561-5972 |
| July 19-20 | Pittsburgh Vintage Gran Prix |
| Aug 8-10 | The Roadster Factory Summer Party |
| Sept 14 | Dogs with Fogs Mk III
Ed Woods 412-486-4294
or Harvey Woods 412-486-2549 |
| Sept 20 | Anniversary Run
Richard Dick 724-379-5172 |
| Oct 18-19 | Fall Leaf Tour |

~ Events Of Other Interest ~

- | | |
|----------|--|
| Sept 5-7 | US Vintage Gran Prix, Watkins Glen, |
| Sept 6 | British Car Festival, Altoona
Richard Dick 724-379-5172
or Will Schweitzer 724-356-7341 |
| Sep 14 | British Cars at Hartwood |

Steak & Lube Run

Rerun

By Jim Underwood

The latest edition of the Steak & Lube Tour to Sharon, PA is now history. The turnout was actually pretty good considering the weather.

Nancy & I counted 18 cars for the start at Kings and at least 5 more that chose to meet up with us at the Lube. The only casualty I witnessed was Bill Kern's normally reliable TR6, which succumbed to Lucas alternator syndrome in Hickory. Billy has since been in contact with “Tim the Tool Man Taylor” and now has a “MORE POWER!!” unit that can stand up to his stereo.

I was somewhat apprehensive as to whether there would be much interest in our stop at East Liverpool. My concerns were unfounded though as everyone seemed to have a great time there. It looked to be almost an even split with many perusing the Pottery City Antique Mall while the rest of us checked out CJ's Pub. I think it was probably the busiest Saturday morning the town has seen for a while. I was originally concerned that if we didn't spend enough time in East Liverpool, we would be too early for our scheduled 2:00 PM arrival at the Lube to meet the Ohio groups. As it turned out, I had to coax everyone to get going around 12:30 or we may have still been at the pub! Plus, the thought of Nancy unsupervised in an antique shop combined with the fact that Dan and Linda Greene had an empty pickup truck was beginning to unnerve me. Heading north out of town we passed through Beaver Creek State Park. It would have been a nice additional diversion had the sun been shining but our group chose to just do a quick pit stop. We then continued on our northerly trek with visions of wings and brews dancing in our heads. I apologize for the condition of some of the roads but it was really difficult scouting a route that far from home in unfamiliar territory. Oh well, everyone made it unscathed and we did learn that PA doesn't have a monopoly on bumpy roads!

Eventually we all made it to the Steak and Lube parking lot and what a sight greeted us. My best guestimate combined with counts emailed from the Ohio people tell me that there were about 85 cars filling the lot. Once we made our way inside, we found British car enthusiasts completely filling and overflowing Thunder Alley! It was nice to see some Ohio folks that we normally only see at Summer Party or BCD plus some WPTA people we haven't seen for a while. All of us combining and having a jolly good time really was the highlight of the day. I can only imagine what it would have been like had the contingent who fear their cars may dissolve in water been there also. In all fairness, I too may have been guilty of shunning driving in the wet in the past. However, a couple of rainy road trips on our bike have made me come to realize that a leaky top isn't that big a deal! Besides, it never did actually rain once we left Kings although the roads were damp enough in places to splash up the cars. The Ohio cars were easy to differentiate since they had seen dryer weather all day and for the most part were all shined up.

From the feedback I have received, this is definitely an event we want to keep on the calendar. I contacted the Ohio groups the week following the tour and they seem to be of the same opinion. Hopefully, given the success of this year, we can make it an annual gathering. I want to thank everyone who came out and all of the other clubs for their efforts in organizing this. In particular, thanks to Tony Burgess from the Cleveland area MG club for setting things up with the Lube people.

Next year even bigger??

PS: Anyone wishing to obtain a video of this event should contact Ken Mikos.

Jim, you forgot to mention our 3 POW's (aka Porsche 356's) that we captured along the way-- Bud

British Car Day 2003

By Mark D. Phillips

Well, it's that time of the year; British Car Day 2003 is here. First off, I want everyone to think positive thoughts; I want everyone to think sunny, warm and, most important: dry thoughts. You know we have not had a rain out of British Car Day since 1988. Watch, I probably just jinxed it.

This Year British Car Day is July 19th and I'm hoping everyone can make it out to the show this year. But more important, I'm hoping many of you are planning on lending a hand to help out. I'm looking for the usual suspects to show up, but you new members, this is a great way to get involved in the club and meet many of your WPTA compatriots. Best of all it's very easy, fun and it usually involves beer consumption after the work is over. When I joined the club that was about all I needed to get me involved. Then someone found out that I knew how to draw. The tasks are very simple, it's just that we need bodies to carry them out.

The first task is setting the field, which happens the evening of Friday July 18th. We will begin around 5:00pm. We count out each car class, stake out the show field down the fairway, and stuff the registration packets. I have talked with the PVGP people. This year, and we will be changing our entrance. We are going to enter at the corner like we did last year, so there will be a few changes to the show field, but I believe it will make for a better show. It usually takes a few hours to get this done and we're eating pizza drinking beer and listening to some great stories from our older and wiser members before 8:00pm.

One very important item here: due to the problems we had last year, if you are planning to attend Friday, please do not drive your car onto the golf course. Please park at the clubhouse across the street and walk over to the golf course. We have to be a friendly user this year and I do not want to get anyone angry with us this year.

The next task is Saturday morning, show day. We will need everyone to come out and help park and register cars. I believe that this is what sets us apart from all the other shows on Schenley. Frankly, I believe that our presentation is the best, the precision of those long lines of British Cars is truly beautiful, and no other car show that day can match ours.

So, if you're interested in helping park cars, work at the registration tent, or work under the WPTA tent, try to be at Schenley Park around 8:00am. Again, I have to ask that you please do not park on the field that morning until we have been given the go ahead. If you are not sure, park on Schenley Drive until you see me. I am planning to get there between 7:00 and 7:30 am to make sure we don't have another occurrence like last year.

Well, I'm hoping to see you both Friday and Saturday. Remember that we are doing this for the charities and that it is our responsibility to make sure that everyone that attends our show has a good time and treat everyone in a manner that you expect to be treated. All we need now is some great weather.

Burt Levy will be at our own BCD tent selling his delightful books and singing them for several hours in the afternoon. Burt is also buying the beer, you don't want to miss having a beer with Burt.

July 12th is Registration Cut Off For British Car Day



Having a beer with Burt Levy and Brock Yates at the One Lap of America banquet are WPTA members Jim Underwood, Bruce Stutzman, Doug Foyle, Jerry Van Vlack, and Eric Stoltz. Photo by Dexter Stoltz.

Washington County, Continued from page one

place along the route, and get out and enjoy the scenery. We have plenty of time to complete the Tour before dark. You'll find the country folk to be generally quite friendly (and helpful, too, if needed) and they enjoy seeing all of the "neat, old cars" passing through their community.

We'll meet in the parking lot at The Village Green Golf Course, on route 18, two miles south of Hickory and, maybe, five miles north of Washington, at 5 PM. After a brief period of socializing and forming tour groups, the first group will be sent out at 5:30, with other groups following at 5 to 10 minute intervals. Actual driving time will be between 2 1/4 and 2 1/2 hours, at a leisurely pace. The Tour will end at the same location, and everyone is invited to treat themselves to a late dinner and refreshments at The Village Grill restaurant (located at The Village Green Golf Course), which will remain open past closing time just to serve us. The dining room has plenty of room to seat us and there is a lovely, open air deck adjoining the dining room, which overlooks the golf course and surrounding wooded hills and farmland. We'll need to give them a head-count before we depart on the Tour, so, be sure to see Cindy or Bud before leaving on the Tour.

For those too timid to drive their LBCs or Porsches on the tour, we'd still enjoy having you join us at The Village Grill, around 8 to 8:30, so you can hear, firsthand, what you've missed.

We hope you will come out and enjoy the evening with us!

The Phillip's and the Green's getting "Lubed" at the Quaker Steak



Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

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A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
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July 12 -- Washington County Tour July 19 -- British Car Day

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