

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

It appears by the calendar that summer is here, however, if we could only get the weatherman to go along we might get some warmer temperatures. I don't want to hear any talk of a drought this year. I have to cut my lawn almost twice a week. Those of you that know me best know that lawn work is right up there as one of my least favorite chores. The weather, however, did not deter members from turning out for three events last month. Lets do a little recap:

The first was our annual Tune Up Clinic on May 3rd. Many thanks to Roy Miller for allowing us to use his place of business as our personal garage for the day. We had a very nice turnout and it was nice to see that everything was able to leave under its own power at the end of the day. It was also very pleasing to see several of our newer members come out and take a real pleasure in working on their cars and wearing their oil stained shirts like a medal of honor. Also may thanks to Doug Foyle for doing another great job of hosting the event and also, our gratitude to John Swauger of the Roadster Factory for bringing down all the parts we needed for the day.

Next up for the month: our trek to Carlisle for Import Carlisle. This year I was only able to get up there for Saturday. From the complaints I heard, the biggest problem with Carlisle this year was the weather. It rained for most of the week. The Saturday I was there it did not rain, but it wasn't particularly warm. I ended up putting on all the clothing I brought with me and I was still cold. It made it particularly difficult to drink cold beer. I ended up sticking with coffee the entire day.

Carlisle, however, was not uneventful. Tom Stricker drove his ever-improving 1959 TR3 up for the day. I saw him in the early afternoon and talked to him about his car. He complained about how on the highway he was having trouble shifting from gear to gear and that he couldn't get it into second at all by the time he arrived at the fairgrounds. Well, before too long we had our assembled experts diagnosing the condition, none were very pleasant. It was soon decided, that since the vehicle was not drivable in its current condition, something had to be done. Tom got the seats and tunnel out, and with the shift cap off, a visual inspection was made of the transmission. Well, lets just say thank God there was a trash can nearby. The decision was quickly made that a new transmission was the only way to get it home.

Tom was lucky in the fact that he could not have picked a more knowledgeable group to change a transmission, Jim Shaw, Ed Woods, and Bruce Stutzman were the surgeons on this operation with others assisting as required. Tom set out in search of a transmission, Jim went to the truck to get the tools, Ed headed to a tool vendor for a jack and stands, and Bruce opened up another beer to contemplate the operation.

This team worked like a well-trained NASCAR pit crew. A transmission was found, installed, and the vehicle running and driving within an hour and a half. The only problem was that

the transmission was for an earlier car and Tom's starter could not be used. But that's why those crafty Triumph engineers put those holes in the radiators. A few quick cranks and Tom was back on the road.

What a great display of camaraderie. This is what makes our group different from so many other Triumph clubs. How
continued on page three

Steak & Lube 2003

Saturday June 7

10:00AM at Kings in Bridgeville

By Jim Underwood

Well the time is near and the scouting and mapping are complete. Plan now to be part of the 2003 revival of the WPTA Quaker Steak and Lube Tour to Sharon PA, home of the best wings on the planet. With the aid of co-pilot Nancy, and sitting in for her yesterday, Bruce Stutzman, we have mapped what we think is an interesting route up through the eastern edge of Ohio. I refer to the route as a "suggested route" since you are all free to pursue any means you prefer to get there. As Emeril says "Hey, do whatever makes ya happy cause ya ain't gonna hurt my feelings" For the benefit of those who may not prefer or be able to do the entire run, we are expected at the Lube around 2:00PM. If you plan to be at the Lube but not the starting point, please give me a call or email by Friday evening so that I may count you in on our Saturday morning head count for the Lube people. 724 929 8187 or underwood@dp.net The Cleveland group has made arrangements with the S&L for around 50 cars and 100 people.

We and the MG guys are expected to make up approximately half of the number so lets not disappoint. A few highlights about the suggested tour: The entire run covers 100 miles and will take about 21/2 hours in travel time. We will stop in East Liverpool for antique, craft/gift shopping as well as other points of interest. We will also pass through Beaver Creek State Park, which is only a few miles out of town. Bruce and I figured that those not interested in the downtown area could spend some time at the park or perhaps split the time between the two. Perhaps pack some picnic snacks to enjoy at the park. Also, Bruce and I scouted out a nicely remodeled pub that may influence some of us to stay in town with the shoppers a little longer. In any event we have approximately an hour and a half to kill so as to rendezvous with the Cleveland group at 2:00. I'm not concerned about being there precisely at 2:00 but my point is that we surely don't have to hurry.

I think I've let enough out and don't want to spoil any surprises. Like Bruce told me " If the weather's nice, everyone will have a marvelous time" Hey, it's gotta quit raining by then don't you think?? Don't miss it. From what I'm hearing, it's going to be big!

PS: Don't forget to fill up the tank Saturday AM and perhaps pack an Ohio and PA road map, just in case.

'03 Washington County Tour

by Bud Osbourne

Mark your calendars for the evening of Saturday, July 12, at 5 P.M., get your TR in good tune and be ready to come out to Washington County for some socializing and good 'ol back-roads driving. We've invited the Greater Pittsburgh MG Club and the 356Burgh group to join us, too. As usual, the scenery will be VERY rural and beautiful and will, hopefully, be bathed in the glow of a mid-summer evening sun.

For those of you who've never ventured out to the wilds of Washington County, for our annual Tour: the tour will start from The Village Green Golf Course, on route 18, just about 1.5 miles south of Hickory (Hickory is a mere 12 miles out route 50 West, from the Bridgeville exit of I-79. Route 50 runs into route 18 South just 1/4 mile west of Hickory.). Each car will receive several pages of very detailed route instructions, which are generally very accurate, although there have been one or two notable exceptions over the past 13 years. After receiving your route instructions, you can pick out the group you wish to travel with. The idea of the groups, besides safety (minimizing the accordion/crack the whip effect of a long line of cars) is to allow you to drive with a group that travels at the same pace you are comfortable with. Some like to drive very sedately and STUDY the scenery (which is fine, as long as they have the consideration to pull over and allow faster moving groups, as well as local traffic, through), while others like to move a bit more briskly. We'll send the first group out at 5:30, with another group leaving at 5 to 10 minute intervals. Don't worry, we haven't lost anyone, yet (but we've heard some DAMN good stories!).

After a relaxing drive of approximately 80 miles (the distance varies a few miles each year due to route variations), with a couple of comfort stops along the way, we'll arrive back at our starting point for an evening meal/wetting of the whistle at The Village Grill Restaurant, at The Village Green Golf Course. We've arranged to have the golfers kicked out so we'll have dining room and deck all to ourselves. The first group back (not necessarily the first group sent out) generally arrives around 8:15-8:30, with big thirsts, big appetites and big grins.

If you're not the adventurous type or your TR isn't ready for the road just yet (or any other of those lame excuses), you are encouraged to come on out and meet us at the Village Grill as we return for food and drink. Also, as the tour route crosses under/over I-70 at the 1/3 and 2/3 distance, you can bail out early if you have to, or, get back to The Village Grill sooner if you've worked up an overpowering thirst/appetite.

Last year, those MG guys were there in overwhelming numbers and the year before, there were more Porsche 356s there than TRs. Maybe it's time to show those other guys that TRs ain't ascaresd a no back roads!

Editorial Comment

The editorial staff of the DZUS DNUZ has been watching with admiration the very effective and professional campaign being run on behalf of Wil Schweitzer by his campaign manager, who needs no introduction.

This is just the most recent of a long line of high profile political campaigns that he has conducted with distinction during his career including the Gary Hart for president campaign and the more recent Walter Mondale for U.S. Senate campaign.

Unfortunately, some of our impeachable sources have told us that he (Wil's campaign manager not Wil) has been tipping the bottle a little too much lately. Perhaps this was his problem when he misspelled his candidates name in the otherwise very clever campaign slogan in the May issue of this publication.

VARAC Vintage Festival

International Triumph Challenge June 27 to 29, 2003 Mosport International Raceway

The Vintage Automobile Racing Association of Canada is going to celebrate 50 years of Triumph TRs at their 2003 Vintage Racing Festival. The Triumph TR2 was introduced in 1953 and Triumph will be honoured as the featured marque both on and off the track. Whether you have a Triumph or not, there will be lots for the enthusiasts at Mosport this June. We'd like to invite everyone to come and experience the excitement of this special 50th Anniversary of Triumph at Canada's Premier Vintage Sportscar Racing Event.

The event takes place June 27, 28, 29th, 2003 at the fabulous Mosport International Raceway. As many as 250 vintage race cars representing a half century of competition are expected to take to the 2.459 mile circuit. Organized by VARAC, many of its members will be joined by a large contingent of vintage racers from the United States and the United Kingdom. Together they will be bringing to the track a rarely seen variety of vintage race cars that played a role in Canadian and international motorsport history and still meet the adventure of serious competition today.

The ten turn challenging Mosport circuit is the ideal location to host this celebration of sportscar racing in Canada. Opened in 1961 the track has played host to nearly every form of motor racing and is considered by the many of the famous drivers who competed there to be one of the most demanding tracks in the world. A true driver's circuit, it is now faster than ever.

The weekend is designed to be an enjoyable relaxed affair for racers and their families as well as spectators and car show participants. Many activities are planned over the weekend to make the event a success. For the racer there are three days of competition including a Triumph only race, an endurance race, and an MG only race for the coveted Simms Cup. Also featured will be those pre-war and early post war racers that began the sport and take us for a journey through more than 50 years of racing history.

Activities for the weekend will centre around the 600 forested acres of Mosport Park and the picturesque Lindsay area 20 minutes north of the circuit. Lindsay is a beautiful small town situated on the River Scugog between Lakes Sturgeon and Scugog. It boasts one of the widest downtown streets in Canada, unique Victorian architecture, a 3000 foot board walk along the winding river system as well as many interesting craft, antique and specialty shops.

Further information on this event, accommodations, schedule and other events see the VARAC website at: www.varac.ca.

Or, you may write to: VARAC, c/o Ron Wanless, RR #1, 109B JW Lane, Elgin, ON K0G 1E0, Canada

Or you may call (613) 359-1013, or fax (613) 359-1123 or email: VaracFestival@sympatico.ca

Tech Session

Subject: Lubricants and their natural tendency to leak out of old british sports cars

Guest Instructor: Tom Stricker

Time and place to be announced.



Moundsville Tour

by Wil Schweitzer

After a little rain early on, the weather turned nice for our tour to Moundsville. The five diehard Triumph drivers found the twisting, turning, up, and down roads in West Virginia smooth and dry, although a little too cool to put the tops down. Following the fifty mile drive and a lunch break, we had a ninety minute tour of the former West Virginia Penitentiary.

Our tour guide, a retired guard, made the tour very interesting, even to a surprise hanging demonstration (using a dummy). A short trip down the street took us to the Marx Toy Museum, where the owner and his daughter filled us in on the history of Marx toys, many arranged according to their age, starting in the 1920's. Marx manufactured toys for over fifty years, and for many years was the world's largest toy company. After we had seen the toys, some of us enjoyed a bottle of coke in a room at the museum, done in the style of a 50's soda shop, while watching vintage TV ads for Marx toys, such as the Big Wheel and Play Sets. Six of us took the one hour drive on the interstate to Washington, where we were joined by four other WPTA members for dinner.



On The Mark *continued from page one*

many other people would have spent their afternoon working on the cold wet ground on someone else's car. The best part of the whole thing is that nobody expects anything for the time and effort, except for maybe a cold beer.

Last up for the month was Donald Harkus's Butler County Tour on May 24th. I was unable to attend due to my brother getting married and have not talked to Donald yet, so we will have to wait for an update. As I remember, the weather was pretty good. I hope we had a good turn out.

Now, how about this month? the only WPTA sanctioned event this month is the resurrected Quaker Steak run on June 7th. Jim Underwood is sponsoring the event and has also contacted several other like-minded clubs and it appears as if this is going to be an event to remember. I have seen several emails from other clubs and I would not be surprised to see 75-80 LBC's parked in the Quaker Steak & Lube lot. Lets make sure the largest contingent is from the WPTA.

Don't be disappointed by this being the only club event this month. There's plenty going on if you have a free weekend. I know there is a group traveling to the TRA National June 19-21. Also, many members will be heading to Mid Ohio for the vintage races June 20-22, and I know several cars are going north to Ontario for the Triumph Challenge races at Mosport.

Lastly, I hope everyone has marked the calendar for July 19th. That's right, British Car Day is almost here. Please

send in your registration as soon as you can. Also, remember that we need at least 15 - 20 members on the 18th to help set the field and 25 - 30 members in the early morning on the 19th for registration and parking. Please, if at all possible, plan to help; I'll need everyone to pull together again like we did last year. A nice surprise at BCD this year, Burt Levy will be signing copies of his book under our tent. This should bring every want-a-be racer to our tent for some beer and story telling. Make sure you are there.

Lastly for this month, I don't know how many of you subscribe to "British Car", but this month it has become Classic Motorsports. While I'm disappointed by the change, I will probably keep my subscription current for at least another year. On the cover of the first issue is a picture of Jay Leno sitting in his TR3. In the article Jay Leno voted the TR3 best classic for people on a budget and, no surprise here, Kas Kastner voted it best all around classic. The article was very interesting and if you see it on a news stand you might want to pick a copy up. Well that's about it for now, Its going to be another busy WPTA month.

See ya soon.

Classified

Fore Sale: 1974 Triumph Spitfire, rebuilt motor, needs body work good tires, two tops, repair manuals, extra parts, \$1000, 724-543-1982 or 724-525-4624.

World's Fastest Novelist

(and confirmed British Car Addict)

BURT "BS" LEVY returns to the

PITTSBURGH VINTAGE GRAND PRIX!

We're pleased to report that infamous author, racer, award-winning motorsports journalist, lifelong British car nut and notorious racecar ride mooch Burt "BS" Levy will be attending this year's Pittsburgh Vintage Grand Prix in the capacity of Honorary Race Director. Well known to British motoring enthusiasts for his At Speed columns in British Car magazine (recently renamed Classic Motorsports), Burt is also the author of the celebrated cult classic 1950s sportscar novels *The Last Open Road* (now in its fifth hardcover printing), its sequels *Montezuma's Ferrari* and *The Fabulous Trashwagon* and his utterly hilarious short story collection, *A Potside Companion*.

Burt has a long history (some would even call it a rap sheet!) where English cars and racing are concerned. His dad bought a TR3 when Burt was sixteen, and the very next weekend, Burt put the top down, unbolted the windscreen (this in the middle of winter, mind you!) and promptly spun it into a snow bank trying to chase a somewhat better-driven MGTD through a twisty ravine.

After dropping out of college and a brief, blurry hippie excursion through, among other venues, Boulder, Colorado and Berkeley, California (hey, if you remember the sixties, you probably weren't there!) Burt returned home to Chicago and began his so-called racing career at the wheel of a disreputable-looking Triumph TR3 bought off the back corner of a Saab dealer's used car lot for \$600.

Wheels fell off in two of Burt's first three races....

So Burt cut his racing teeth (along with many other parts of his anatomy) on TR3s, culminating in a rather spectacular rollover at the very first race Burt and new wife Carol attended shortly after their honeymoon. Even so, he convinced her that they should quit a pair of well paying white-collar jobs and open their own sportscar shop, Mellow Motors on Chicago's North Side, so that Burt could indulge his sportscar addiction. "It wasn't the dumbest thing we ever did," Burt says today, "but it's sure as hell's in the running!" Burt and Carol ran Mellow Motors for three difficult, trying years before finally selling it ("we really deserved to go bankrupt, but we found somebody even stupider than us to buy it") and Burt wound up selling cars for a highline Chicago Mercedes-Benz/Rolls Royce/Alfa Romeo/Volkswagen dealership. It was during this time that he was rather ungraciously relieved of a Rolls Royce Silver Shadow convertible at gunpoint on a test drive! Burt also filled in as a stunt driver when the movie *The Blues Brothers* was shooting in Chicago.

He still had the racing bug, but by now the wheels were remaining attached to his cars and Burt won many races and several season championships in a series of Alfa Romeos sponsored by the dealership. In fact, Burt started writing for car magazines "mostly as a way to promote my own racing career." After winning four of eight races and qualifying for the SCCA National Championships at Road Atlanta in 1983, things took a turn for the worse the following spring when Burt's mechanic borrowed his car to go through drivers school (with Burt as his instructor, no less) and rolled it over on his very first solo lap. Fortunately without injury. But the incident put Burt out for the rest of the season, and the only way he could stay close to the action was by writing articles and race reports for *On Track* and *Autoweek*.

It was on assignment for *Autoweek* that Burt visited his first vintage race weekend at Road Atlanta in 1984, and he promptly fell in love. "Here were all the cars I'd grown up long-

ing for and lusting after from the far side of the fences...and out there racing instead of stuffed away in some museum." He also discovered that he could "write" his way behind the wheel of exotic Jaguars, Ferraris and Aston Martins that he could never dream of owning. "It was a shock I've happily never gotten over!"

So began the career of the self-proclaimed "World's Greatest Ride Mooch," as over the last nineteen years Burt has "BS'd" his way into countless fabulous racing cars under the thoroughly transparent pretext of "writing magazine stories about them." He's also done rather well with them, scoring wins and podiums in an incredible variety of cars and co-driving David Whiteside's 1959 Lotus Seventeen to back-to-back Rolex Vintage Enduro championships in 1993-94. Those who attended the 1998 Pittsburgh Vintage Grand Prix will recall that Burt took a borrowed Lotus 7 to an impressive but somewhat unhappy win in his race group. "On the last lap with the second and third place cars breathing down my neck I came on a backmarker and thought he saw me and was making room for me to go by. But at something just past the last possible instant I realized he had no idea I was there! He turned right in front of me and I couldn't avoid hitting him. It was just a tiny tap and the car I was in was fine, but his car jumped the curb and proceeded to barrel-roll across Panther Hollow Bridge. Jeez, I thought I'd killed him! It was about the worst thing I'd ever experienced on a racetrack." You can read the full story in the piece "*The Agony of Victory*" in *A Potside Companion*.

Burt's still at it, writing columns, signing books, instructing at track days, making after-dinner speeches to car clubs and racing wonderful old sportscars every chance he gets. He co-drove "Super Dave" Bondon's Morgan to a respectable 2nd in class amongst a gaggle of Porsches at Road Atlanta in April of this year, was leading the Big Bore Enduro at Gingerman in May in Mike Kaske's Causey Special^{3/4} at least until the frame broke, anyway^{3/4} and was doing well in perennial ride mooch victim John Targett's MGB at in the 200-mile Paine-Weber Enduro at Road America two weeks later when the driveshaft fell off. "Hey. Stuff happens. But I still love to race, and especially in cars with lots of history and character. And that of course means British cars more often than not!"

Burt will be selling and signing copies of all his books during lunchtime Saturday at our British Car Concours at this year's Pittsburgh Vintage Grand Prix.



NASCAR Style Pit Stop at Carlisle

Cruising east on the PA Turnpike, I had little to do but work on my "wish list" of possible finds at Import Carlisle. Everything changed as I neared the tollbooth and found it nearly impossible to disengage 4th gear in my "most modest" TR3. What had been a very smooth shifting tranny was now resistant to all input.

Happily, I was able to limp into the fairground parking lot. Only the first three steps of my plan remained unchanged: 1. Find a bathroom 2. Find the WPTA group 3. Drink a pint or two to celebrate arrival.

I now needed to locate the guy who'd rebuilt this gearbox and beat the crap out of him. Belay that, change to: find Ed Woods and see if he had the secret mantra to chant that would solve my shifting problems.

While awaiting Ed's return, I did wander around the car show and swap meet area before moving my car onto a patch of asphalt next to the WPTA tent.

Word of my problem spread and the Triumph experts began to assemble, offering suggestions and diagnostic advice. "Call a tow truck, Tom". "Drive home in second gear". "Buy an MG". Since most of the advisors had been drinking heavily, I decided to inspect the transmission. The car's interior came out. The transmission cover was removed. Ed and I peered inside. His first observation: "There's no **** oil", was not encouraging. His second: "Start looking for another transmission" was not what I wanted to hear. The good news was that I was in the best place to find one, other than Jim Shaw's garage. The bad news was that the Carlisle Sunshine, read: "steady rain", was causing many vendors to pack up and leave early. Club member fanned out in all directions trying to find the needed item. Even an unattended TR3 was considered fair game by several of the shadier characters present. Luckily I found a fellow already packed to leave who had a TR3 tranny on his truck. Brief negotiations found me the owner of an early model transmission for a mere \$60. Ed. Note: That's \$30 more than anyone ever paid for a TR3 transmission at Carlisle! You should have sent Harvey Woods to negotiate. The owner would have paid Harvey to remove the transmission from his truck!

Arriving back at the tent with my souvenir, I found a scene resembling a NASCAR pit stop. The Club had moved my car, purchased jackstands and a floor jack, and had the car up in the air. Legs were sticking out from under both sides and there were men inside feverishly wrenching. Several tool bags had been opened. Cries of "I need a 9/16" box", "pass me that adjustable spanner" and "who needs another beer?" rang out. The men worked well together and knew what to do. I suspected that some of them had had similar experiences.

The broken box was removed and attention was turned to the newly acquired transmission. Comments were made about the thick black layer of crud which encrusted it. Someone noticed that it was an early style so my starter would not fit. Dan Greene offered his freshly "rebuilt" early starter as a loaner. Runners were dispatched to find oil and the reassembly commenced. Racing against the swiftly setting sun (Ed. Note: poetic license here, there was no sun, ever, that weekend) the "new" tranny was installed and the car removed from the jacks. I think I heard the cry "Gentlemen Start Your Engine(s)". Ignition on, hit the start button, CRUNCH.

The experts theorized: early starter, late ring gear. Now they tell me! Out comes the hand crank. Ignition on, choke on, thumb off the crank handle. Heave! The motor will not rotate. More belated advice: "Stuck starter, yank it out". The newly

rebuilt starter came out in two pieces! Some sage observed: "That's not a two piece starter". Anyone need a beer? The hooded drive end sheared off trying to mesh with an inappropriate ring gear. Sorry Dan.

Without the starter, the car hand cranked to life and I drove around the vending area testing the transmission. All 4 gears and reverse worked! A victory cheer went up. Several more pints were opened, and the car's interior went back together. I left the fairgrounds under my own power, so did the car, as the clouds sunk slowly in the west.

My \$60 (Ed. Note: you were ripped off) performed flawlessly on the way back to Pittsburgh. I had time to think about how to avoid a reoccurrence. An easier method of checking transmission fluid level was needed. When the overdrive transmission was refitted the following Wednesday, I retained the early style transmission cover, the one with the dipstick, and cut a hole in the transmission tunnel to gain access to it. I then attached a hinged lid over the hole. Now I can pull the carpet back, open the trap door and check the dipstick from inside the car.

I can't thank the club members enough. Everyone present not only pulled together to help me, but they actually seemed to enjoy the challenge. (Ed. Note: Yeah Tom, none of us really wanted to be inside a warm room, drinking beer, eating pizza, and swapping lies!) They also put me up for the night at the motel and promised to stop if they saw me on the side of the TP on the way home!

What a great group of guys!

Thanks.

Tom Stricker



Summer Party Volunteers

We're looking for a few good men and 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 volunteer 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.

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

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

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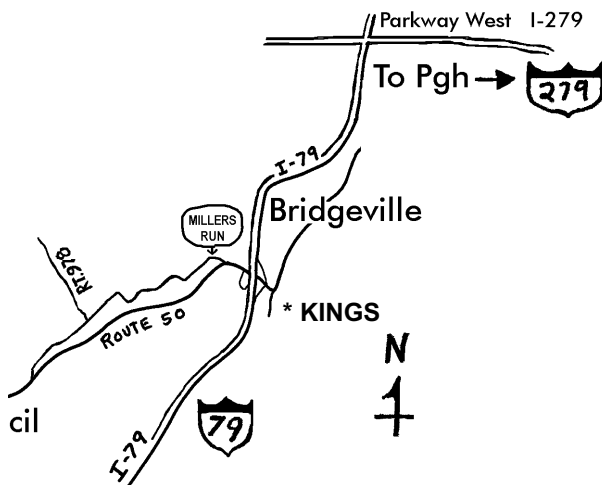
**June, 2003
Issue of the
Dzus Dnuz**

June 7 - Quaker Steak & Lube Tour - 2003 Version

June 7 Quaker Sreak & Lube Run

Saturday June 7, 2003

Meet at Kings Restaurant in Bridgeville
First cars off at 10 am.



~WPTA~

Calendar of Events

- June 7** **Quaker Steak & Lube**
Jim Underwood 412-929-8187
- Jun 30** **Newsletter Meeting,**
5pm-Typecraft/6pm-Michael's Pizza Bar
- July 12** **Washington County Tour**
Bud Osbourne 724-356-4464
- 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 13** **Anniversary Run**
Richard Dick 724-379-5172
- Sept 20** **Dogs with Fogs Mk III**
Ed Woods 412-486-4294
or Harvey Woods 412-486-2549
- Oct 18-19** **Fall Leaf Tour**
Don Harkus 724-284-9172

~ Events Of Other Interest ~

- June 19-21** **TRA National Meet**
- June 20-22** **Vintage Races, Mid Ohio**
- June 27-29** **International Triumph Challenge**
Mosport Ontario, Triumph featured marque
- July 12** **Arthritis Cruise In & Clasic Car Show**
Dublin OH, www.arthritisautosho.org
Special British area
- Aug 7-10** **VTR National Meet**
In conjunction with
The Roadster Factory Summer Party