

Established  
1977



www.wptriumph.org

# Dzus Dnuz T

Volume 27 Number 5

Zōos Nūz

February, 2004

President Wil Schweitzer 724-356-7341  
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.

## Where There's A Wil

What was the main topic of conversation last month? The weather of course. We had above average snowfall, below average temperature, and plenty of wind. Despite these conditions, we had about thirty members turnout for the Holiday Party and nine for the steering committee meeting. Both events were a success. Many thanks to Sherry Phillips for arranging the holiday party, a very nice evening, with great food, good drinks, and the ever exciting grab bag exchange. Thank you Joni Shaw for handling the grab bag exchange.

The steering committee meeting was also a success, with a tentative schedule of events for 2004 being set, which appears in this issue. Thanks to my wife Linda for a lunch of homemade chili, with fruit cobbler for dessert following the meeting.

After our lunch and a few beers, the steering committee descended to my garage and removed the engine from my Triumph 2000 Roadster, a job that has been waiting for about three years. Ed Major and Jerry Van Vlack initiated the idea after I decided to have the meeting at my home. Dan Greene, who had to work on Saturday, and Dave Parks showed up on Friday with Dan's engine lift, which really made the job a lot easier. While they were here, we removed the grill, the radiator, and a few smaller pieces that I hadn't gotten to, leaving the generator, starter, exhaust manifold, and transmission. The nine of us finished the job in short order on Saturday.

The engine rebuild is to be done by Bruce Stutzman, who called the next day wanting to get started. If all goes well, the roadster should be back on the road this summer. Thanks Dan, Dave, Bruce, Jerry Ed, Ed, Gary, Mark, Jim, and Bud.

With the weather too severe to drive your Triumph, have you visited our web site from the comfort of home? It is really a great site, thanks to our webmaster, Ken Nelson. A lot of Ken's time is involved in maintaining the site, for which we receive numerous compliments. In addition to a lot of information about our club, it has links to many British car related sites, such as other clubs and parts sources. Give it a look.

Have you been wondering where to buy WPTA club regalia? The answer is at EmbroidMe in Cranberry. Arlene Fusko, the owner has a wide variety of clothing on which she can embroider the WPTA logo and other decorations. Her prices are very reasonable and her suggestions helpful. The shop is located in the Gigliotti Plaza on Route 19, across from Krispy-Kreme Donuts. Give her a call at (724) 776-4070 for the store hours.

Our February Meeting will be held at Callahan's Grill in the Great Southern Shopping Center, located on Route 50 west, only .3 mile from the Kirwin Heights exit off I-79. We will be seated in a semi-private area of this large facility. Come early and take advantage of their happy hour, and good food. While our meetings are mostly social, a short business meet-

ing will be held about 8 P.M. We would like to see more of the "seldom seen members" at the meetings. In an attempt to get to know each other, name tags will be supplied at the meetings. There is plenty of room at Callahan's, so don't be afraid that you will overcrowd the place.

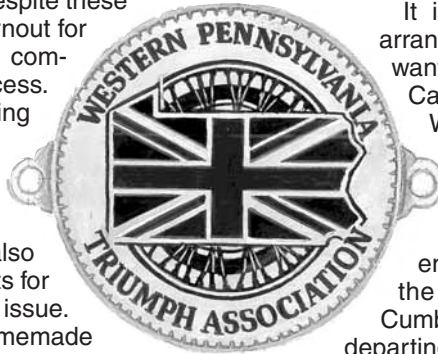
It is time to check the events calendar, and arrange for vacation relevant to the events that you want to attend. The events that are listed in

Calendar of Events are those that are hosted by WPTA or are considered so desirable that a number of WPTA members have already planned to attend. One of the latter is the National Road Rally in Cumberland, Maryland. This takes place the first week-end of June, which isn't all that far away. See the article in the December Dzus Dnuz.

Cumberland is an easy drive and groups will be departing at different times and from different places.

Call Gary Fredo or myself, to arrange to join a group. Schedule a vacation day for Friday, June 4th, and make your reservations soon.

*Wil*



Mr Ed Woods et al, removing the roadster engine

## Cars On The Move

The center spread insert of this issue of the Dnuz has an updated Membership roster for 2003 that you can "pull out" and plice it with your phone numbers. Here are the changes since last year's listing of Triumph cars in WPTA. TR2/3's have decreased by one, 67 but maintain their lead over the TR6's by 1, they also decreased by 1 to 66. TR4/4A's are up 3 cars, 30 total. TR250's are up 1 to 9 cars. TR7's are up 2 to 12, and TR8's are up 1, 7 cars. Spitfires made the biggest jump to 40, up from 35, Stags are down to 1 car, we have 1 Triumph 2000, and added a Mayflower.

# VIR Gold Cup Historic Races, June 2004

By Jerry Van Vlack

Well, we are one month closer to the June Gold Cup Races at VIR. It's cold here this morning, very cold as a matter of fact and it seems that June will never arrive. It will arrive and I have faith that it will be much warmer. Why not believe? Al Gore has just announced that Global Warming is a growing problem on the coldest day of the year in New York and we all know he was right on the money when he invented the Internet. So have faith everyone, it will get warmer by June, even if Al says so.

Triumphs enthusiasts can enjoy a variety of events every year, that's what makes our Hobby so much fun. Many of us live for the car shows while others enjoy driving the cars and then there is the group who enjoy good spirited competition. There is something for everyone all summer long. From time to time however, there are events that come along that fall into the category of "must do". The Historic Races at VIR are one of those "must do" events. Like Mid-Ohio in 2002 and Mosport in 2003 the racing Triumphs will gather at VIR in 2004.

Our esteemed Editor thanked me for the previous article on VIR and said for your next article why not write about the reasons why someone would want to attend an event such as VIR. Especially those who have never been to a Road Race, why would they want to attend? I think he needs filler so he twists my arm but here goes anyway.

The Historic Races at VIR are much more than a few days of Road Races. For the Car Show crowd, VIR has scheduled a car show. For the Driving Enthusiasts we are planning a nice mountain tour through WV and VA and for the Competition crowd there are of course the races. If you enjoy seeing a wide variety of makes and models of domestic and foreign cars in street or track trim this is the place to see them. Most of all it is an opportunity to spend a few days with your friends, who like you enjoy motor sports activities. I promise that you won't be bored by what goes on. If anything you'll be disappointed that you didn't get to see and do everything that is available during the weekend.

One of the attractions again this year will be a Car Hauler load of our British Racing friends arriving from England. If anyone remembers seeing or hearing about these guys when they came to Mid-Ohio in 2002 that would almost be reason enough to attend. They certainly provided the crowd a lot of entertainment.

In the past at the Vintage type races the spectators are permitted and actually encouraged to visit the pits and paddock area to see the cars up close. I believe this will be the case at VIR too. It certainly was when 4 brave WPTA souls visited VIR in October. I have personally found that the car owners and drivers will answer any questions that you have. I like to discuss the car's racing history with the drivers or owners. On several occasions I've learned that the car raced at Le-Mans or Sebring, or some other well known venue and won its race or class. Other times I've seen all aluminum bodied one off versions of E-Types or recently rebuilt C type Jaguars. There have been examples of purpose built Sprites or MG's that were campaigned by factory teams many years ago. And of course there are the legendary Triumph cars and drivers who are out there for the pure fun of it. Not boring stuff by any stretch.

I have blocked 10 rooms at the Elkins Motor Lodge in Elkins, WV for the night of Wednesday June 9th at a rate of \$50.00 for a double room. To get one of these rooms you need to call the Elkins Motor Lodge at 1-877-636-1863 and tell them you are with the Western Pennsylvania Triumph Association. Elkins will be the departure point for a Thursday, June 10th

drive through the WV and VA mountains and on to Danville, VA and VIR for the races on the 11th through the 13th. These rooms will be held in a block until May 9th and then released.

Rooms in Danville are at your choosing as there are several places listed. Check out VIR's web site at [www.virclub.com](http://www.virclub.com) for a list of local accommodations.

I'll have more information in the next few months about the Mountain Tour from Elkins, WV as well as current updates about the races.

Please join our "Band of Brothers" and come along. It promises to be a lot of fun. Write to me at [jerryvv@alltel.net](mailto:jerryvv@alltel.net) if you have any questions.

## Improved TR3 Steering

by Bruce Stutzman

The cam and peg steering on TR2s and TR3s is "ok" when in proper working order. The rubber silentbloc bushes located at both ends of the center tie rod wear out so fast, however, that the system is seldom in proper working order.

Herewith is a better idea; see the photo. Ken Gillanders at British Frame and Engine has available a British made bronze and stainless steel bush as a replacement. No more constantly flexing rubber that wears out in a few thousand miles making your steering down right dangerous. When fitted with the grease nipples these bushes will never wear out.

Ken also has available a slack limiting steering box top cover. This top cover has a spring loaded adjusting screw that keeps the peg in correct contact with the cam at all times.

Where were they when I had my TR3?

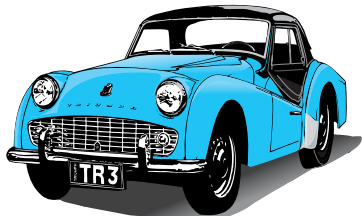


## Mark Your Schedule For Import Carlisle '04

By Ed Major

Everyone get ready for the annual rite of passage for us Triumph enthusiasts, Import Carlisle. Mark the days on your calendar, May 20, 21 and 22. I have tentatively reserved a block of rooms (20) at the Howard Johnson's Motor Lodge (same hotel as last year but under new management). This year the restaurant and the lounge will be open. The rate has been climbing up a bit to \$79, but it's still a bargain if you double occupy (\$39.50 ea). If you need a roommate give me a call and I will try to arrange for you to hook up with another member. This year we will be under a tighter registration deadline as the Inn wants a April 23rd cut off for the block of rooms. I will publish the phone numbers in the March newsletter.





## 1947-The SCCA and the PA State Police

*Editor's note: This is a very condensed version of an article by J. P. Donick printed in a recent issue of VINTAGE SPORTS CAR, the VSCCA magazine.*

In 1947, the SCCA was new and the members very enthusiastic. There were, however, virtually no new sports cars yet in the U.S. and no venues on which to compete.

At the club's January 1947 meeting a member proposed a high speed trial for sports cars which would be won by the member with the fastest elapsed time over a prescribed 15 mile section of the new PA Turnpike. As the old saying goes, "sounded like a good idea at the time." Having a pretty good idea what the response would be, the SCCA did not first consult with the PA State Police.

The proposal was approved by the membership and the rules published in the March-April issue of SCCA's newsletter *SPORTS CAR*.

1. The qualifying period was Jan 1 to Aug 15.

2. The runs were to be made in traffic at a time convenient to the individual competitor. It was suggested that any competitor making a run in the early morning would have an advantage because of light traffic at that time of day. Traffic was considered only as an inconvenience factor for slowing down an otherwise good run.

3. A competitor could turn in times for up to 6 runs and the times did not have to be witnessed.

4. A 15 mile segment of the turnpike was chosen between the Tuscarora Mountain tunnel and the Sideling Hill Mountain tunnel that could be run in either direction.

5. There would be a runoff between the competitors with the top two times in each class.

Unfortunately, the police got wind of it sometime during the qualifying period. The July-August issue of *SPORTS CAR* announced that the event unfortunately had to be cancelled. "...in order to save prospective contestants and the officers and members of the club from possible embarrassment and legal difficulties, it has been deemed necessary, after due consultation with various legal aides, to formally announce a 'cessation of hostilities'." The announcement continued, "...our admiration is expressed for those hearty souls, who dared to brave the elements, the police, and the little subtleties of high speed machinery."

And it was over. By that time eleven members had turned in times. The fastest time, just over 105 mph, was turned in by an early 30s Studebaker Indy race car. The other cars:

Three 4.5 liter Bentleys

Two Bugattis

A Mercedes 540K

A Duesenberg

A DuPont

A Studebaker Commander

A Ford V8 (with 2 speed axle)

Several of the competitors would later be competitors at the first Watkins Glen Grand Prix in Oct 1948, including Bill Milliken who rolled his Bugatti entering Franklin Street in downtown Watkins Glen at what has ever since been known as Milliken's Corner.

## Duez Notice

If your mailing label sez "03, your membership expired in December. Send your renewal check in the amount of \$15 or multiples thereof to: Ed Woods, 105 Hawk Drive, Glenshaw PA 15116

## 2004 Calendar of Events

- Feb 20 **Monthly Meeting, at Callahan's**  
in the Great Southern Shopping Center
- Feb 16 **Newsletter Meeting,**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- Mar 13 **Church Brew Works,**  
Dexter Stoltz 412-865-1201
- Mar **Tech Session, Camshafts,**  
Don Harkus/Fred Williams 724-789-7466
- Mar 29 **Newsletter Meeting,**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- April 17 **Tech Session, Electrics,**  
Bud Osbourne 724-356-4464
- May ?? **Tune-up Clinic.**  
Doug Foyle 724-452-5218
- May 20-23 **WPTA at Import Carlisle**  
Ed Major for rooms 412-488-1600 X207  
Jim Shaw to sell parts 412-262-3878
- May or June **Butler County Tour**  
Don Harkus
- June 4-6 **National Road Rallye, Cumberland MD**  
Bruce Stutzman 412-831-8884
- June ?? **Run to Johnstown Brewery,**  
Potential event to be determined
- July 10 **Washington County Tour**  
Bud Osbourne 724-356-4464
- July 17 **British Car Day at Schenley Park**  
Wil Schweitzer 724-356-7341
- July or Aug **The Roadster Factory Mini Summer Party**
- Sept **Anniversary Run**  
Richard Dick 724-379-5172
- Sept **Dogs with Fogs**  
Ed Woods 412-486-4294  
or Harvey Woods 412-486-2549
- Oct 16-17 **Fall Leaf Tour**  
Don Harkus
- Nov 12 **General Business Meeting**  
location to be determined
- Dec 11 **No Meeting, Meeting**  
location to be determined  
Gary Fredo 724-378-9610
- Jan 2005 **Holiday Party**

### ~ Events Of Other Interest ~

- Feb 6-8 **World of Wheel Car Show**  
David Larwence Convention Center
- May 8 **Poker Run American Cancer Society**  
84 Auction, to Mingo Park
- May 29 **All British Car Display**  
Kent, Ohio
- Jun 10-13 **International Triumph Challenge at VIR**  
Virginia International Raceway
- Jun 18-20 **Vintage Races, Mid Ohio**
- Jun 24-26 **TRA National Meet, Springfield OH**  
www.triumphregister.com
- July 17-18 **Pgh Vintage Gran Prix Schenley Park, PA**  
Mark Phillips 412-561-5972
- Jul 14-17 **VTR National, Richmond VA**  
804-746-9409
- Sep10-12 **Watkins Glen Gran Prix Festival**  
See Bruce, Ed M, Bernie, Ken, Jim S, Dan  
Jim U, Nancy or Mike for information
- Sept 20-26 **SCCA Runoffs**  
Mid Ohio Race Course
- September **British Cars at Hartwood**

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](http://www.wptriumph.org)

**Feb, 2004  
Issue of the  
Dzus Dnuz**

# **February Meeting, Friday the 20th at Callahan's Grill, Great Southern Shop Ctr**

## **February Meeting, Friday the 20th at Callahan's Grill, Great Southern Shopping Center**

Located only 10 minutes from downtown, take the Parkway West to I-79 South, to the Kirwin Hights interchange (exit 55). Turn right onto route 50 West for 0.3 mi, turn right into the Great Southern Shopping Center. Park in the far right corner of the parking lot and take the walkway to Callahan's.

We will be seated in a semi-private area of this large facility. Come early and take advantage of their happy hour, and good food.

