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1977



www.wptriumph.org

# WPTA NEWS

Volume 27 Number 4

Zōōs Nūz

January, 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

December was one busy month, what with my election, Linda's new job, a trip to Walt Disney World, and the holidays. Linda and I are getting accustomed to late dinners, since she works until 8:30 P.M. four days a week, but sleeping later on those mornings helps to make up for it.

The trip to Walt Disney World was for a family reunion. All our children, their spouses, and the grandchildren were there, fourteen of us in all. There was a lot to see and do, but I managed to go on an "early morning run". A Triumph wasn't available, so I settled on a Chevy with a 4-speed box. If you think that Bruce likes to move out as a leader, you should have seen the guy who led this run. To keep the group together, we had to stay about 50 feet apart because the leader warned us that he doesn't slow down once he is underway. It was a short run, but in the first mile we topped 97 mph and in the last mile 104 mph. We were finished with the run in about 7 minutes and about all I saw was the rear of the car in front of me. It was quite a rush. The Richard Petty Experience was a birthday gift from my children. Thanks a lot, kids.

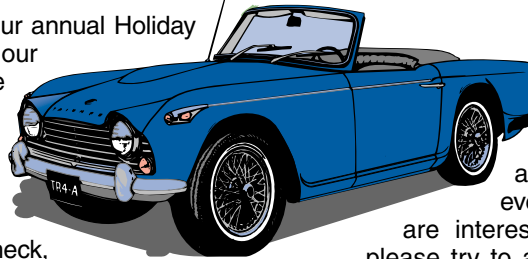
December 13th saw the NO Meeting Meeting at the Cranberry Steak 'n Lube. About 15 or 20 members stopped by for food, beer, and good company. Despite the cold weather, Tom Stricker arrived in his TR3. He sure does drive his Triumph a lot.

On behalf of the club members, I would like to thank our officers, newsletter editor, membership chairperson, and those who hosted an event in 2003. It was their effort that made 2003 another successful year for WPTA.

Thank you .

January 17th is the date for our annual Holiday Party. This is traditionally one of our most popular events, not to be missed. I realize that this isn't the time of the year to be driving your Triumph, so if you think that you can't attend without it, carry it's picture in your pocket. Seriously, get your reservation form and a check, payable to WPTA, in the mail to Sherry Phillips by January 8th. Don't forget the Triumph/British Grab Bag, a tradition that gets better every year.

The Steering Committee meeting will be at my home in Hickory on Saturday, January 24th, at 10 A.M. All officers, past presidents, charter members, and those willing to host an event are urged to attend. All WPTA members are invited, and I will welcome your ideas and comments. This is the meeting that sets the calendar for the coming year. If you can't attend and have an idea or a comment about the club, send it by e-mail to wilandlinda@hotmail.com or telephone (724) 356-7341.



*Wil*

## The Holiday Party is just around the corner...

Don't forget to send in your reservations for the Annual Holiday Party!!! The date is set for January 17th. This year we are going to Atria's at PNC Park. The evening is sure to be filled with lots of Food and Fun with your WPTA Friends. Please send me your check for \$27.50 per person and food selection by January 8th to: Sherry Phillips, 647 Royce Ave., Pittsburgh, PA 15243

Name \_\_\_\_\_

# Attending \_\_\_\_\_ x \$27.50 per person = \_\_\_\_\_

*Meal Selections (please check)*

Chicken Marsala \_\_\_\_\_

Wasabi Glazed Salmon \_\_\_\_\_

Bourbon Maple Glazed Pot Roast \_\_\_\_\_

## Message from the Vice Prez

First of all I want to thank everyone that planned an event during 2003. It was a great year with lots of fun events to choose from, all of which were well attended. Also thanks to all the members that came out to support the events last year. Now lets talk about 2004! If you are interested in planning an event during 2004 then please try to attend the planning meeting on January 24 at Wil's. If you can't make the meeting then contact me either by phone at (724) 378-9610 or by e-mail at garyfredo@yahoo.com. Once again I want to thank everyone who planned and/or participated in an event last year and let's make '04 as great as '03.

Wil Schweitzer, "at speed" in Orlando





## British Adventurer

by Ed Woods

Well, it was 10 years since Geoff Hawkes visited WPTA and 20 since he and his wife, Brenda, were residents of Pittsburgh and members of WPTA. I think Paul xxx was President then, or was it Ronald Reagan. Fred Williams was (President) on that visit 10 years back. One thing I noticed, unlike the rest of us, Geoff has gotten a hell of a lot older!

I was supposed to visit him in England back in June on a trip that was to include Le Mans and a visit to the Normandy beaches, but, for various reasons, mostly poor excuses, that didn't pan out. My fault entirely. It becomes easier to do nothing than to take action as one gets older. Has anyone else noticed?

So Geoff, who's now retired and spends his time moving from house to house in England between trips abroad, popped up in Pittsburgh this past October. The morning after he landed at Greater Pitt, or is it Pittsburgh International, we headed for the vintage races at VIR with Jerry Van Vlack and Bruce Stutzman. Since there were four of us Old Guys aboard, we never lost our way or had to ask directions. There is "Memory In Numbers" as the old F.O.G. saying goes. Met up with Jerry's cousin Chris and his very nice green TR3 at VIR, so there was five of us hanging out together for the weekend. Our return to Pittsburgh was via the West Virginia "Twisties", not the Interstate, which proved terrifying with Bruce "Madman" Stutzman as wheelman. No wonder my hair is gray. And I'd thought Jerry's 80 mph trip down I-79 in his old Jimmy was a heart stopper! Next time I'll take my TR3.

Geoff had had about enough of our group, at least for the time being so he headed off in my daughter's MGB for a more sedate and refined week with some Sewickley friends, which included a 4 day trip to Vegas. I told you he got around.

If you're still with me, I'll comment on the photos. Back at the Woods' residence, Geoff and I decided to do the Fall Leaf Tour in the TF, sans top. I really would have preferred the Honda-With-A-Heater, but didn't want to appear the wimp with one of our English cousins aboard. I'm sure Geoff would have preferred to sit and watch the telly, but he wasn't about to admit that Englishmen have that much common sense and was not about to tarnish the Brit legend of top down motoring...regardless. Hence that great picture of the TF motoring briskly that Saturday evening, on the way home after 125 miles of Western Pennsylvania Fall Motoring. Taken from a trailing TR3. Thanks Chuck Chapas. And thank Wife for making those two old fools wear those knit caps!

Why don't we all go to Geoff's place next year? I have his current address.



## How Well Does Your Car Handle?

By Bruce Stutzman

In 1972, Road and Track magazine added to their well known road tests a test of the car's steady state cornering power, commonly referred to as lateral acceleration, by driving the car around a 100 foot radius skidpad.

Herewith are the results for Triumphs tested since 1972 and several other cars from that era for comparison. The higher the number the better. Since tires are the most important factor in a car's handling, I also included the cars' tire sizes.

TRIUMPH CAR	TIRE SIZE	LATERAL ACCELERATION
Group 44 TR7	21x8-13	1.018g.
race car	race tires	
TR7	185/70-13	.772
TR7	175/70-13	.760
TR8	185/70-13	.754
Spitfire 1500	155-13	.731
Stag	185-14	.714
GT6 MK3	155-13	.680
TR6	185-15	.680
Spitfire MK4	5.20-13	.648
<b>OTHER CARS</b>		
Porsche 911T	185-14	.782
MG Midget	145-13	.737
Corvette	GR70-15	.726
Datsun 240Z	175-14	.723
Jaguar XKE	185-15	.718
VW Sports Bug	175/70-15	.704
MGB	155-14	.701
rubber bumper MGB	165-14	.698
Ford Pinto	A78-13	.685
MGB/GT	165-14	.680
Chevy Vega	A78-13	.680
Volvo 142E	165-15	.649
VW Super Beetle	5.60-15	.617

**Some general observations can be made from this data, such as:**

1. Radials offer better handling than do bias ply tires. Compare the Spitfire 1500 with the Spitfire MK4 which are basically identical cars or the 2 VWs which are also basically the same. Care to guess what the difference in handling is between a TR3 with 5.60-15 bias plys and a TR3 with 165-15 radials?
2. Lower profile tires offer better handling. Look at the TR7s and TR8.
3. Wider section width tires offer better handling. Compare the two TR7s.
4. Cars in those days were under tired.
5. The TR7 is a pretty capable car.
6. Were the TR6's redlines really that bad? Actually the TR6 in the road test was suffering from fuel starvation so it could have done better. But how much better...?
7. If you are not currently driving on tires with more built in performance than was on your car when new you should be.

# VIR Gold Cup Historic Races

by Jerry Van Vlack

If you made Mid-Ohio in 2002 or Mosport in 2003, you will want to make VIR in 2004. If you missed either of the 2 previous events, make it a point to try and make VIR in 2004. It is promised to be better than the rest. See [www.virclub.com](http://www.virclub.com) for details.

One of the luxuries of being an Editor is to make the assignments to write articles about upcoming events. Blame Bruce aka "Madman" Stutzman for this one! More on Madman to follow. It's really easy to write about VIR however since there is so much information available.

The 3.2 mile and recently expanded to 4.2 mile long, Virginia International Raceway, or VIR as it is so well known, is rich with racing history tracing its roots back to 1956. It is one of the oldest sports car racing venues in the US and has most of the best known drivers having tried their best to win there at one time or another. Names such as Roger Penske, Mark Donahue, Richard Petty, Briggs Cunningham, and of course Bob Tullius are just a small group of well known racers who have competed here. A great website, [www.virhistory.com](http://www.virhistory.com) goes into detail about VIR's history and is interesting to browse.

For the last few years a group of Triumph Racers and performance enthusiasts known as the Friends of Triumph, FOT, has organized a major road racing event somewhere in North America. It all started in 1992 with a 40th anniversary event at Mid-Ohio and has since gained momentum with the Mid-Ohio 50th anniversary event in 2002, and Mosport in 2003. WPTA has supported these events by sponsoring a Hospitality Tent for the Triumph Racers and race fans using our big red BCD Tent as a focal point for impromptu gatherings. It's been interesting to gather around and meet everyone and share the stories told about the on-track competition. Lots of good stories get told and embellished; sometimes well into the night over one's favorite brew. WPTA will again put up the big red BCD Tent and fly our club banner hoping for more stories to unfold.

The VIR Gold Cup Historic Races are fast becoming a must do event for the Vintage Racing Crowd. Entries have almost doubled in the few years that it's been run. Last year there were 215 cars entered. This year they are featuring our Triumphs in the Moss Motors International Triumph Challenge Gold Cup and the Vintage Motorsport Tribute to Women in Racing,

Earlier I promised that there would be more about our own "Madman" Stutzman. Here's the story. A group of us are planning to meet in Elkins, WV on the evening of June 9th at one of the local motels. On Thursday June 10th we'll be led by Madman over the WV and VA mountain roads that he remembers so well from his youthful days as a Davis and Elkins College Student. I think he drove a Model T in those days or was it a horse and buggy? Anyway, it promises to be a fun day traversing the switchback mountain roads between Elkins and Danville, VA and a great prelude to 3 days of Triumph Racing at VIR. No-one will be left behind, however if your car leaks a lot of oil, you might want to be in the back of the pack. There will be lots of competition for that last spot, me included!

If you are interested in joining us let me know. I will try to get a preferred rate at the Elkins Motor Lodge for the night of the 9th but you'll be responsible for making your own reservations in Elkins and in Danville, VA. See the VIR website for Hotels in Danville, VA. The host hotel is the Sleep Inn. It may already be sold out. As more information is gathered I'll be up-dating this article in the Dzus Dnus. It can be reached via e-mail at [jerryvv@alltel.net](mailto:jerryvv@alltel.net) or 330-620-4548.

This will be an adventure for sure and the source of many good stories to be told and re-told. After all when you get Bruce, Ed, Jerry, another Ed, Harvey, Jim and who knows who else together it just happens naturally.

Stay tuned, more in next months Dnus.

# Review

by Bruce Stutzman

## "Kas Kastner's Triumph Preparation Handbook"

by R.W. Kastner

An old TV advertisement went something like this, 'we didn't make the ——we made it better.' Well, Kas Kastner didn't make Triumphs but he sure made them better. And he used good old American ingenuity to do it.

Kas grew up in Southern California during the days of hot rods, custom cars, drag races and "souped up" engines.



Fortunately for us he worked for Cal Sales, the Southern California Triumph distributor. He also raced a TR2 and TR3 and won a lot of races. In 1960, Triumph bought out Cal Sales and Kas became a Triumph employee. He also evolved into being the unofficial manager of an unofficial competition department.

In 1963, after Kas fielded a team of TR4s that won their class at Sebring, Triumph USA finally formed an official competition department and made Kas the manager. And the rest, as they say, is history. Kas

developed the TR4, TR4A, TR250, TR6, Spitfire, and GT6 into formidable race cars and wrote those marvelous competition preparation manuals so everybody who bought one could do the same thing.

Recently, at the urging of Triumph vintage racers, Kas updated his manuals all in one volume plus he added a lot more information. As he describes it, "the compilation of the original competition preparation manuals along with new stuff, modifications, interviews, racing stories about the Triumph Competition Department, and owner/drivers and their cars".

There is something here for every Triumph enthusiast. If you are a Triumph historian like I am you will love the old photos and stories like the TR4s at Sebring, the TR4A at Bonneville and the TR250 speed run at Daytona.

Did you know that Hardy Prentice's TR3 that was the SCCA national champion in 1992 only weighed 1700 lbs? Do you want to know how to make the Spitfire and GT6 rear suspensions actually work well?

And Kas verified what I have been saying for years; the TDC mark on the TR3/4 front pulley is off by 3 degrees.

With just the addition of the S-2 camshaft and 10 to 1 compression your TR6 will develop 148 HP at 5800 RPM. Doesn't that sound like a lot more fun than the stock 105 HP at 4500 RPM. Ask Ed Major.

If this book doesn't turn you on it is time to switch to stamp collecting.

One more thing- the air deflector the factory finally installed on TR3As at about TS40000L- Kas's idea.

Available from The Roadster Factory or directly from Kas at 1611-A South Melrose Drive #281, Vista, CA 92081. \$38.35 includes shipping and handling.

# TR6 Restoration in 147,962 Easy Steps

by Doug Foyle

Once upon a time, this story should read, I bought a 1974 TR6. I fixed it; I fixed it; Jim Shaw fixed it; I fixed some more. I finally got smart after ten years and parted it out. Parting was not sweet sorrow.

In 1994, I met a gentleman at the SCCA Runoffs at MidOhio who had a 1972 for sale. The car was solid but was hit in the front and had been sitting in his yard for eight years. Since he had seven other TR6's, this one was available. His price was reasonable, so I acted quickly, as one should, and three years later it showed up in my driveway.

After learning of the car, I kept in touch with the guy calling him every few months asking him for photos. I was in no rush as I had just bought another project car and I wasn't in a hurry to further clutter the garage. I never did receive any pictures.

So it came to pass that my parents were heading out on vacation to the West Coast. They actually offered to haul the car back for me. You see, it did not stop, which was fine since it also did not go.. These two factors made it impossible to hire a transporter to ship it to PA. I gladly accepted their offer. I bought a hitch, rented a dolly and waited for the car to arrive.

My parents were away for three weeks, so it gave me plenty of time to plan for the car's delivery. I had some concerns about what critters may have taken residence in the Six. Figuring that black widow anti-venom isn't a popular commodity in Pittsburgh area hospitals, I laid plastic sheeting on the ground for the car to rest on. I wrapped the entire car up; threw a bug bomb into the back window; sealed it up and walked away.

The next day, I unwrapped the plastic to see what I had. It turned out to be a pug- ugly saffron yellow car with several of the damaged panels removed. The frame was bent as were the left inner fender and front valance. The brake reservoir had been baked off in the sun as had the back window. The interior was shot. The car was very solid with only two areas of surface rust. This was quite a contrast to my old '74.

Upon further investigation, I found that the frame still had all of its original shiny black paint. I was surprised since before this I had always believed that Triumph frames were half eaten away before they ever left the showroom.

According to the paperwork found in the glove box, the Red Lines on the car had about 200 miles on them before the accident. They show very minor cracking. The interesting thing was that the woman who wrecked the car paid the extra money for the Michelins but had the Red Line mounted to the inside. Now it was time to fix it.

The first thing was to try to get the motor running. A quick check proved that my starter was good, but number one cylinder had 17lbs. of compression. Time to dismantle.

Tearing this car down was a breeze. Only one bolt broke during the entire process, and it had been damaged in the accident. Most of the hardware looked brand new.

I found a dead black widow spider and several egg sacks on the transmission. I had been told that their webs are very strong and literally snap when broken. I found this to be true. Interestingly, the webs were used during WWII for cross hairs on rifle scopes. But so much for your arachnology lesson.

My car was originally sold in Southern California, and spent some unsuccessful time in Las Vegas (I only found \$1.24 in the seat cushions). It eventually ended up in Tempe, AZ where it was when I bought it.

The car came apart very quickly. I left the suspension intact so that it could roll. Three years later (sounds familiar),

it sat untouched and resembled a large mobile storage unit.

December 1999, it was finally time to begin the restoration. The first step was to build some storage units to make a little workspace. In January, the suspension was dismantled, cleaned sandblasted and painted. I then began the wonderful task of removing the undercoating. The body tub was pulled from the frame to make easier access.

Enter Fred Williams and Donald Harkus of "We Be Frames an 'Nat'". Saturday morning, we hauled the frame to Donald's shop to fix it. Donald had a frame that was bad in the rear, so we cut both at the firewall and welded the good sections together. It was decided that because of some structural damage in the shock towers, the AZ section could cause problems down the road. Over the next several days, we repaired my frame and Fred's TR250 and TR3 frames. We also took the time to gusset and reinforce the differential mount areas on the TR6 and TR250 frames. Things went very smoothly. There was talk of selling franchises to our newly found venture, but then we ran out of beer and had to go home.

Sand blasting was started and completed the following Saturday. I had a sales meeting to prepare for and go to on Sunday. Fred and Donald continued plugging away and when I finally got home, there were three completed black shiny frames.

The following Saturday, we loaded my body tub and necessary parts to take to the Shaw Garage. After approximately 12 hours we finished removing miscellaneous items from tub; welded in a new inner left front fender and front valance; replaced a rocker panel and repaired several accidents. Pete Shaw and Mark Phillips were of great help that long day. Joni Shaw and Sherry Phillips performed magic in the kitchen and kept our bellies quiet. Jim, of course, performed his usual garage expertise.

We took the following Saturday "off". It was back down to the Shaw Garage to dismantle Fred's TR250. But that's Fred's story to tell.

The next Saturday brought us back to Donald's shop for more sand blasting. In the interim, I finished some touch up welding on my body tub. After several hours of blasting on my car, Jim showed up with his TR2. We changed our direction and started working on the 2. It just needed some light cleaning as the majority had been completed several years before. Jim's car was completed right at dusk.

Sunday's weather forecast called for rain. Fred and I got an early start and finished just as the first drops began to fall. During a lull, we loaded the truck and raced back to my garage. After a quick drying, it was time to start on the body work.

The car was quickly prepared for a couple coats of epoxy primer followed by an equal amount of Mallard Blue paint. After three years of trying to accept the saffron yellow as a sports car hue, I couldn't voluntarily keep it that color.

Two and a half months had passed since I started on the shelving, and several of the difficult jobs were completed. I was in shock! I immediately began work on stripping all of the exterior panels. Not having water in my garage to rinse chemicals, I decided to use an orbital sander and a lot of 80 grit paper. Because of weather constraints, it took a while between stripping and priming. But eventually the fun job of bodywork began.

I live for bodywork. Much like W.C. Fields, the worst year of my life was the summer I spent sanding body filler.

My plan was to get this awful job done and save the mechanical work for last. But, As winter would have it...

Ed Note: We look forward to volume 2.

## Thr Triumph Chronicles

# Clutch Disengagement Problems

by Mort Binstock

My Triumph chronicles continue! I've owned my TR-6 since new, having purchased it from A & L Motors in July of 1973. My TR has been a good and fun car over the years. I enjoy owning and driving it. This Chronicle covers what I hope is the true diagnosis and repair of my recent clutch disengagement problem.

After many years of fun driving, my Triumph lost its fun last summer because of difficulty disengaging the clutch. The clutch no longer fully disengaged.

Symptoms included difficulty shifting, hard to get into first when the traffic light changed, and grinding going into reverse. Difficulty shifting was not consistent, sometimes shifting was normal, sometimes not, mostly difficult. It was hard for me to pin down the problem from the using the symptoms as clues.

I had replaced the clutch about 5 years and 5,000 miles ago installing the Roadster Factory's "Magic clutch". I was hoping my problems were not with the clutch, changing a clutch is most tedious.

I had read plus overheard conversations that TR's clutch disengagement at best is marginal. I also heard that it is difficult to get all the air bled from the clutch hydraulics. Some stories included TR owners spending all day bleeding the clutch before getting it to work. My problems appeared similar to air in the hydraulics Difficulties appearing to be temperature related, but not always. Very perplexing!

In desperation I recently called fellow WPTA member Ed Woods. Ed was most helpful (thank you Ed). Clutch problems are appearing on some TR's with replacement throw out (T.O.) bearings. Replacement bearings are now made in Japan and I believe used by a Toyota.

The problem is believed to be heat related. Heat caused metal expansion results in the throw out bearing binding to the transmission cover bushing. The solution is to machine a 0.015" clearance between the two.

At Ed's suggestion, I also spoke with Dave at The Roadster Factory (TRF). Dave was most helpful and basically confirmed what Ed had told me. Dave assured me that a clearance of 0.015" would solve my problems and I would have a clutch that would work well for a long time.

I bit the bullet, did what I was told, and put in a new clutch. I am glad to report that the new clutch works great, perhaps better than ever. Clutch operation and transmission shifting are as smooth as silk. Clutch engagement position is where it should be. The following chronicles what I did & what I learned. I hope this information will be useful and helpful. I purchased from TRF a new "Magic Clutch" Kit. This kit includes a new clutch disk, pressure plate, throw out bearing, clutch disk alignment tool, and pressure plate installation bolts.

I removed the transmission's front cover plate. This cover plate held on with four bolts houses the front bearing seal and I believe, also holds the transmission's front bearing in place.

The throw out bearing sits on a tubular shaft (looks like a piece of pipe), which is a part of this cover plate. This is where the sticking problem occurs. The bearing normally just sits on the front cover shaft. There is no rotation. The bearing does slide forward slightly when the clutch pedal is depressed causing the pressure plate to disengage the clutch disk.

The two metals are different and perhaps this is the cause of the problem. I wonder what metal was used for the original T.O. bearing? The bearing binds to the cover shaft when they

heat up. The cover shaft is a softer metal. Mine had evidence of binding, pit and gaul marks!

A friend of mine came over with precision calipers to measure the difference between the T.O. bearing and shaft. My old bearing's difference was 0.010, the new 0.007. We then took the T.O. bearing to a closed abandoned machine shop. With difficulty we got the old machinery working. We chucked The T.O. bearing in a lathe, and tried to use a brake cylinder hone to hone out the T.O. bearing. After about 1 hour of honing our measurements indicated that we had honed nothing.

We then used a Tool Post Grinder (TPG). This tool has a high-speed rotary grinding stone. Both the bearing and the TPG's grinding wheel rotated. The grinding wheel was moved in and out of the T.O. bearing bushing. With each pass the TPG was adjusted to cut a little off from the inside wall of the T.O. bearing bushing. We soon had our clearance.

I removed the pitting from the cover shaft bushing manually using a very fine crocus cloth. To maintain shaft roundness I wrapped the cloth around the shaft and rotated until the shaft was shiny and the pitting removed. Not completely trusting on the 0.015" clearance to solve the problem, I also coated the transmission cover shaft with high temperature silicon grease made for lubricating brake parts.

*(Editors note: grease here is not a good idea, may collect dirt and eventually bind)*

That is how I did it; so far everything works great, better than ever! My TR-6 is now fun to drive again. I hope this repair lasts and binding is a thing of the past!

Some possible alternate measurement and machining solutions, as finding a friend with a precision caliper and abandoned machine shop is difficult, actually just luck on my part. I define these as possible alternates as I have not tried these solutions so I am not sure they will work.

The easiest and best solution is to find a machine shop. I was turned down by the first two recommended to me.

It might be possible to replace the calipers with colored 3M electrical tape from Home Depot. This tape is advertised as being 0.007" thick. One wrap on the cover shaft would provide 0.014". The clearance should be right if the T.O. bearing just fits.

It also might be possible to machine the T.O. bearing shaft with the brake hone using an abrasive grinding paste. It might also be possible to use a coarser crocus cloth to sand down the cover shaft rather than the T.O. bearing.

Good luck with what ever you do. I am fortunate that my TR-6 now is fun to drive again. I hope it stays that way. Perhaps this article's experiences will shed light on disengagement problems and result in a permanent repair.

Here is to trouble free enjoyable free driving!



Established  
1977



# WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

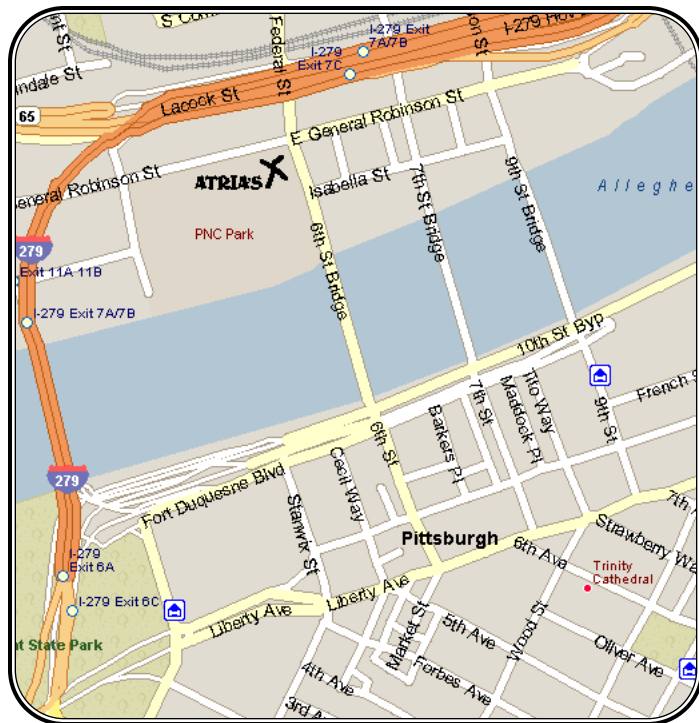
A CHAPTER OF THE VINTAGE TRIUMPH REGISTER  
A CENTER OF THE TRIUMPH REGISTER OF AMERICA

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

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

## 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



## Holiday Party Jan 17, 2004

### Send In Your Reservation Today

## Holiday Party

Saturday, Jan. 17, 2004 at

**The party will be held at:**

**Atrias PNC Park**

**115 Federal Street**

**Pittsburgh, PA 15212**

**(412)322-1850**

**Saturday, January 17th, 7:00 to ???**

## Steering Committee Meeting

Saturday, Jan. 24, 2004 at

**Wil Schweitzer's in Hickory**

## 2004 Calendar of Events

- Jan 17 **Holiday Party at Atrias PNC Park**  
Sherry Phillips 412-561-5972
- Jan 24 **WPTA Steering Committee Meeting**  
Wil Schweitzer's in Hickory 724-356-7341
- Jan 26 **Newsletter Meeting,**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- Feb ?? **Monthly Meeting,**  
???????
- Feb 16 **Newsletter Meeting,**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- July 17 **British Car Day** Schenley Park, PA  
Mark Phillips 412-561-5972

### ~ 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
- Jun 4-6 **National Road Rallye**  
Cumberland MD
- Jun 10-13 **International Triumph Challenge at VIR**  
Virginia International Raceway
- Jun 24-26 **TRA National Meet, Springfield OH**  
[www.triumphregister.com](http://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**