

Established  
1977



www.wptriumph.org

# Azus Anuz T

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Zōos Nūz

January, 2006

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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.

## Where There's A Wil

Happy New Triumph Year!! Here is the first newsletter of what I hope will be a great year for the Western Pennsylvania Triumph Association. We will repeat many of our traditional events with some improvements, such as the changes to British Car Day. I would like to see some of our past traditions, such as a caravan to the Triumph Register of America national meeting, repeated. This year the TRA National is to be held in June, at Burr Oak State Park in southeastern Ohio, an easy drive away.

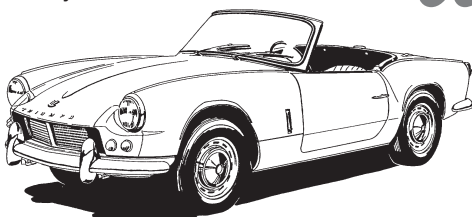
Volunteers are needed to plan and organize this year's events. If you are willing to help, please attend the "Steering Committee" meeting or contact Gary Fredo, our vice president and events chairman, prior to the meeting on January 21st. The same plea goes out to anyone with an idea for a new event or a change in a traditional event.

On the subject of traditional events, we have our "Holiday Party" coming up on January 28th. If you haven't sent your reservation yet, please do so soon. Jim and Diane Bastone have planned this event to take place at Rico's, an outstanding restaurant. They also arranged for some valuable door prizes to be donated. I think that it will be a fun evening, with good food and good friends. A fitting end to the holiday season.

If you haven't visited our website lately, you might be surprised when you do. The regalia and name badge information is available in WPTA Store. The Classified Ads has quite a variety of cars and parts for sale, as well as a car wanted ad. These ads can be viewed by anyone with an internet connection. I have sold some Roadster parts to a customer in California, who answered my ad. I also had an attempt to defraud me. This attempt was so clumsy that it was obviously fraudulent. He was supposedly an American businessman located in the United Kingdom, but his grammar and sentence structure were terrible. Even his name, Billard Eric, sounded phony. It was obvious that he couldn't properly write what he was trying to convey. The first item on the list of parts that I sent to him was an engine block for \$100.00. He decided on "part for sale" for \$100.00. He would send a cashiers check for \$1500.00, of which I would keep \$100.00 for the "part for sale", plus \$20.00 for my trouble. The balance I would send to the shipping company, who would pick up the "part for sale". I never sent my address and he never sent any additional e-mails or called on the phone. Be wary of buyers who want to send more than the price of an item and want you to send back the difference.

I wish all of you a HAPPY NEW YEAR!!

*Wil*



## Dues are due.

This is membership renewal time. I wish to thank all 33 members who have already sent in their dues. There are no new memberships as of this writing. So please take a moment to fill out the enclosed membership form, make out the check and get it in the mail to me. I for one am a good procrastinator at times. Dues as of January first are \$20 per year, payable to the WPTA and sent to Richard Dick; 106 Cypress Ave.; Monongahela, PA 15063.

## Planning Meeting (Steering Committee)

January 21, 2006 10:30AM (breakfast served until 11AM)

### Excuses on South Side

#### Corner of Carson St and 26th on the South Side

Well, it's getting close to the end of another year for WPTA. There is only one more event left on the calendar, which is the holiday social. Don't miss this one! I was fortunate enough to be able to make quite a few events in 2005 and they were all well attended and everyone had a great time. I want to thank everyone who coordinated an event this year as well as give a thank you in advance to Jim and Diane for organizing the holiday party. I also want to thank the members that showed up to participate at the events. Remember the only reward that the event organizers receive is strong participation, smiles on the participant's faces and a thank you. If you attended an event this year and didn't get a chance to thank the event chairman/ woman then please do so at your earliest chance. Once again thanks to everyone that was willing to spend the time to put together an event this year.

On to new business! There is a planning / steering committee meeting on the calendar in January. This is the perfect opportunity to get an early jump for an event on the calendar for next year. This is also a great time to bring up any winter events that anyone is thinking about organizing. If you have been thinking about planning an event for next year please come to the meeting or contact Wil or me before the meeting so we can reserve a date on the calendar for your event. Also please remember that the events don't have to be long events that take up most of the day. If you only have the time available to plan a short event that is fine because there are plenty of members that only have time to attend a short event - a perfect match! Of course there are plenty of members, including myself, that really enjoy driving our Triumphs for hours on end so both types of events are needed. Also if you are new to event planning and need some tips give me a call and I can either offer guidance or refer you to one of the other members that have experience in the type of event that you want to plan. Hope to see a big turnout at the planning / steering committee meeting. There are no excuses for missing this one! See you there. Questions? Call Gary Fredo at 724-378-9610

*Ed. Note - Ed Major, Jim Shaw, Dan Greene and I made our annual fall pilgrimage to Watkins Glen, NY in our TRs in September to enjoy the vintage racing and the Vintage Grand Prix Festival. We were joined this year by Kenny Mikos in his TR6, Mike Yurko and Bernie Clark. Herewith is our trip as Jim saw it.*

## Watkins Glen 2005

by Jim Shaw

Through the course of a year I try to attend as many car functions as I can, since I have one of the mini fleet of TR's around here. Some years are better than others as far as time commitments, working weekends and the other things that just get in way of my Triumph fun. Each year, however, the black TR6 and I pick up Dan and head up to Watkins Glen for the SVRA vintage races.

This annual pilgrimage was begun many years ago by our stalwart Editor, Treasurer, and club expert on all matters TR street and racing: Bruce. Bruce began to make the trip to Watkins Glen many years ago, while he and Bill Fornwalt campaigned their TR4 racecar. At some point they must have needed help with the fire extinguisher, so they brought Ed along. My first year to attend was as a relief driver on Lori Major's new Mercury, which was enlisted as our ride to the track. Of course, as you can guess, that was the last time we got to use Lori's car. In fact, I don't know if Ed is still allowed to drive Lori's car. The year following, we decided it would be a better idea to drive Triumphs. This way, Ed could still go home after the weekend and we could enjoy the roads on the way up and back.

I had some time off with vacation this year and spent time polishing and cleaning the TR3 up for the weekend. I do this each year. This is because when we start out on Thursday, I like to have a clean car to get the rain event out of the way before the weekend. This year was good; it only rained on us while driving up I 79 to Erie. I cannot drive the TR2 to Watkins Glen. Oh, it will make the trip just fine, and the only problem is that car would make it rain all weekend. In fact I should start to take the TR2 out to drought stricken areas, it can bring rain wherever it goes. Dan and I split from Ed and Bruce in Jamestown, Dan and I wanted to travel up to Little Valley New York, in search of the location of the Cattaraugus Cutlery Company, of which Dan has been a long time collector of this brand of pocket knives. We managed to find the factory building, but it took me 30 minutes to talk Dan out of trying to find a shovel to see what he could dig up out back of the old abandoned factory. We arrived at the track in the afternoon to check up on the racers and see what was new. Those of you who have been to the track before will be surprised to see that NASCAR has paved most of the areas that had previously been gravel. Those boy's sure have the money.

Through the years, various club members have made the trek to enjoy the racing and sights that greet you at the historic town of Watkins Glen. This year, Kenny, Mike and Bernie once again made the journey up, joining us on Friday afternoon. Now, last year these three were harassed for not driving their Triumphs. As I mentioned before we had already tried other modes of transportation and settled on Triumphs as the ride of choice when visiting Watkins Glen.

Mike and Bernie were giving Kenny a hard time for not washing his car. It was then that we realized that Kenny was the only TR driver in that group. Next year, there might have to be a change of attitude. Kenny can drive whatever he wants, but Bernie and Mike could be on probation if they don't at least

ride in a Triumph.

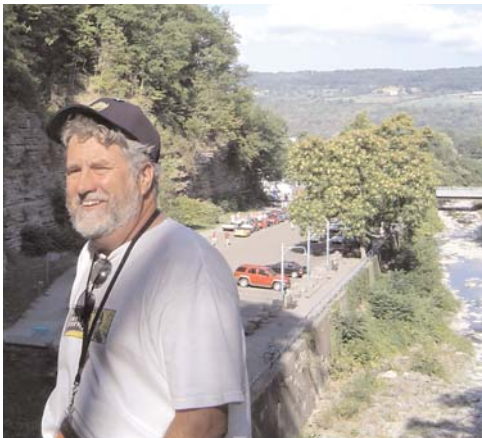
Friday was a beautiful day as we drove up the hill to the track to watch the action. The pits were alive with activity. Ed and Bruce helped Jeff Snook who was driving his Lotus 11 this year. Dan and I joined Henry Freye with his TR4. Henry even let Dan sit in the car and run the throttle, to set his timing. Jeff, on the other hand, has his main man Terry making Bruce and Ed somewhat redundant. Although after seeing Dan and I taking tire temps and pressures in the pits, Jeff thinks he may need more work out of Bruce and Ed.

Ed and Bruce always try to do something different each year and this year was no exception. We have always stayed out at the track until Friday afternoon and journeyed downtown to watch the festival event. This involves creeping through traffic to find a parking place. Ed solved that for us by suggesting we travel down early, get a better parking spot, and watch the activities in town. Good job Ed! While in search of a parking place in downtown Watkins Glen, a kind homeowner flagged us down and moved his BMW onto his front yard, so we could park in his driveway. And for those of you who know Ed, it just doesn't get any better than this. We even had time this year to take a hike up the Glen Falls (the real Glen!). The racecars are escorted into town and lined up on Main Street for two hours, before running two laps around town on the old track from which this all began. For years now we have stayed in the Montour Falls Motel, the owners welcome us back each year to our home away from home. This year, they have just finished the remodeling of the old Hotel into a restaurant where we closed our night out with a pint of ale and a meal.

Saturday is qualifying at the track, to determine the starting position for various classes. Henry did well in his TR4, but Jeff had a very fast Lotus 11 ahead of him, with a fast time. Russ Moore and Donny Sopp were trading places in their Spitfires until Donny dropped off the pace and "Charlie" the wrecker, brought him undertow. A little finger-pointing amongst the crew and a couple of gallons of gas from Russ, and Donny was back in business. Dick Stockton and crew spent time Friday and Saturday working on his very fast TR4, which had melted a piston, but they put it back together and made the last run and posted a very quick time. Randy Williams also did very well with his beautiful green TR3. Our group of five gathered again at Falls Motel to be joined by Henry and Helen along with Randy and his young (family) crew.

Sunday is race day. We spent the day at various vantage points around the track to watch the groups run. Our guys all did well with everyone finishing and having a good time on the track. After helping break camp we returned to the Falls Motel to meet for dinner at Seneca Lodge, a great place to eat capping off a wonderful weekend.

Monday has become a favorite day for me. By staying Sunday night, we can enjoy a day of sightseeing in our TR's. First stop was the Planes of Fame Museum at the Elmira airport. Of course you know I enjoyed this, having flown a couple of the Aircraft displayed







inside. (Ed Note: what does that say for your age when your stuff is in a museum?) We managed to depart at about noon, after they drug me out and put me in my car. Our leader, Bruce, once again out did himself with the route home. A trip to the Grand Canyon of PA, and then some great roads to a little

pub for lunch followed by some great, twisty roads, until darkness came upon us. How many times does it take driving north and south. to go west in the Appalachian Mountains? One last stop, to say goodbye, before we split off going our separate ways back home.

As a side note: with current fuel costs, I kept track of fuel mileage. From Pit to Watkins Glen was 436 miles with 11 gallons of gas. Average of 31.6 miles to the gallon. The remaining 482 miles used 21 gallons of gas for 22.9. This was partly due to the vast amount of time in lower gears and higher RPMs to keep up with Bruce. Your mileage may differ depending on if Bruce is along or not.

## Classified Advertizing

**Wanted:** SU HS6 carbs from a TR4 or TR4A, Ed Major 412-488-1600 email at ejmajor250@comcast.net.

**Parts Wanted:** Needed Badly, need a TR3A parts car in any shape or the following parts. Windshield, Emergency brake handle, interior and front and rear bumpers. Dave Hershberger 724-535-4462

**For Sale:** Parrish fiberglass hardtop for a Triumph Spitfire. Came off of a '66 Spitfire so it should fit '62 - '70 Spitfire. Great shape. Headliner looks like new. No scratches or marks on the rear window. Currently metallic green paint with some scratches. Will need to be painted. Missing hardware to attach to windshield. If interested contact me at 724-378-9610 or garyfredo@yahoo.com.

**For Sale:** 1959 TR3A, Very good, original running condition, never restored. Everything works (except odometer). Garage kept. Wire wheels. White w/dark brown upholstery. Needs side curtains (has aluminum version). \$10,000, rayott@rayott.com, 610.429.9993, Ray Ott



**For Sale:** Three TR4's in various stages of disassembly, with extra parts. May be able to help in transport. Best offer. frankrocks76@yahoo.com (412) 475.2017

## Calendar of Events

- Jan 21 Steering Committee Meeting**  
at Excuses on the South Side, 10:30  
WPTA planning meeting for next year
- Jan 28 Holiday Party**  
Jim & Diane Bastone 412-486-7335
- Jan 30 Newsletter Meeting (Tuesday)**  
5pm-Typecraft/6pm-Michael's Pizza Bar

# Jan 28, 2006 WPTA Annual Holiday Party



**Cocktails at 6:00 PM**  
**Cash Bar**

**Dinner at 7:pm at**  
**Rico's Restaurant,**

One Rico Lane 412-931-1989  
In business 26 yrs,  
Rico's is noted for their fine cuisine

Cost per person is \$39.50 (includes tax and gratuity)

This includes hors d'oeuvres, soup, salad, choice of entrée, (see choices below), dessert and coffee. There will be door prizes.

To make your reservation please return the form by Jan 20th to Jim or Diane Bastone, 138 Sunset Dr, Pgh, PA 15237 -3741 Questions?? 412-486-7335

Make checks payable to W.P.T.A.

**RSVP deadline; January 20th**

Name \_\_\_\_\_

#Attending \_\_\_\_\_ @ \$39.50 per person

Choice of entrée, select one:

Chicken & Shrimp \_\_\_\_\_

Veal Parmesan \_\_\_\_\_

Broiled Seafood Rico \_\_\_\_\_

Rico Lane runs off Park Ave. Park Ave runs off Babcock Blvd about 100 yards from McKnight Road.

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)

*January, 2006  
Issue of the  
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# January 28th - WPTA Holiday Party at Rico's Restaurant

## Sat., January 28th WPTA Holiday Party at Rico's Restaurant

RSVP Deadline January 20th

**Cocktails at 6:00 PM , Cash Bar,  
Dinner at 7:pm**

One Rico Lane, In business 26 yrs, Rico's is noted for  
their fine cuisine. 412-931-1989

Rico Lane runs off Park Ave. Park Ave runs off  
Babcock Blvd about 100 yards from McKnight Road.

