

Established  
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www.wptriumph.org

# Dzus Dnuz T

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Zōos Nūz

March, 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

As I write this, the weather forecast is calling for warmer weather next week. Spring is surely on the way. It won't be long until our Triumphs are on the road. Events are being planned for our club, as well as other organizations. Notice the invitation to the MG Club meeting at the Starting Line Cafe on **March 18th**.

John Bernard and I volunteered to help for one evening at the Pittsburgh Vintage Grand Prix exhibit at the Pittsburgh Auto Show. We were assigned the task of giving out Race Week schedules to all who wandered near the exhibit, and to enlist members for the PVGP. It was nice to talk to the people who showed an interest in the PVGP display of cars, which included three British cars, an MG-TD, a Jaguar C-Type replica, and a Jaguar XJ220, the first production model with a top speed of 200 mph. Also there was an Abarth and a Ford GT40, both of which had raced at Schenley Park and/or Beaver Run, plus a 1930's racer with a Model-A Ford engine, that had run at Daytona. The PVGP is looking for more volunteers to help at their events, for a few hours or days, as you prefer. If interested, call Cathy Demorsek at 412 824-2297 or register on line at [www.pvgp.org](http://www.pvgp.org).

Our general meeting in February at King's was fairly well attended. We had a private room which I think made it much nicer. As usual the business meeting was very brief, leaving almost all of the time for socializing. I only saw one Triumph in the parking lot, but it wasn't much of a day for sports cars, with the weather threatening. Maybe there will be some this month when we have our meeting **March 11** at the Church Brew Works.

It has been a year since we started selling name badges, with the WPTA logo. I still have blank badges waiting to be engraved with names. If you haven't ordered yours, send \$5.00 per badge to Wil Schweitzer, 20 Grandview Ave., Hickory, PA 15340. Make checks payable to W.P.T.A. Your badges will be mailed to your address.

*Wil*

## Church Brew Works

by Dex Stoltz

Man, I love this time of year! The smell of the fresh earth as the earth thaws, the still-crisp chilly air in the mornings and the annual jaunt through the Pittsburgh St. Patrick's Day Parade traffic to get to the WPTA Church Brew Works event, **March 11!** Typically, this is one of the better-attended events, with a lot of people brave enough (or better-knowing of back roads enough) to make their way through the Parade Traffic.

Well, this year, hopefully, will be no different. Try as we did to schedule around it, the parade actually fell on the weekend BEFORE St. Paddy's Day. So, watch the parade and come over at noon (or so) for a bite to eat, and a pint if you choose. And be sure to drive down in your TR - President Schweitzer will surely have his clipboard at hand to keep track of those who attend the most events in their LBC. My prediction is that with Don Harkus being the current Points Champion, his is going to be a tough act to follow, so start early!!!

## Membership Report

by Richard Dick

We still have 41 members as of this writing that have not paid their dues yet. If you have a red star on your label, this will be your last issue of Dzus Dnuz until the dues are paid. Please make checks payable to WPTA and mail to Richard Dick; 106 Cypress Ave.; Monongahela, PA 15063.

We have three new members that joined WPTA in February. Welcome Matt Lark, son of current member Keith Lark, who has his own membership now. Welcome James McDaniel of Washington, PA who has a TR 6. And welcome also Rev. Robert Gago from Munhall who has a 74 TR 6 and says he is really looking forward to this year's activities. We look forward to seeing all of the new members this driving season.

Lastly, please let me know of any changes in vehicles, address, phone, email, etc so we can keep our records current and accurate. Ed Major will be publishing a list of members shortly and we would like good information in the listing.

## An MG Invite To WPTA

The MG Club of Greater Pittsburgh has invited all WPTA members to join them for lunch, socializing, and to welcome in Spring at the Starting Line Café on **March 18th** at 1 pm. The Café is located on the East side of Route 19 south, very close to the Meadowlands Racetrack and about 2 miles north of Washington PA. They do have cold beer. Come and join us.

## A Word About

### Import Carlisle

By Ed Major

By the time you read this it will be after March 1st and less than six or seven weeks to Import Carlisle. Mark your calendar right now, **May 19, 20 and 21, 2006**. It's not just for the parts anymore, there's auto crossing, and one of the premiere foreign auto shows, and lots more. I have reserved 14 rooms at the Howard Johnson for WPTA members, just a bit north of the Turnpike exit at \$85 per night (discount coupons given for breakfast). If you split with a friend it's a mere \$43. The Inn has a good restaurant and a great bar! The hotel will hold available rooms until **May 4th**; the rooms are reserved for Friday and Saturday nights.

Have a great weekend of fun with the WPTA crowd including pizza night, and all the great little restaurants and pubs in Carlisle. You can reserve your room by calling 717-243-5411 and telling them you are with the Western Pa Triumph Association. Last year some of you waited a little too long and didn't get a room, so call early.

## Mini Carlisle

Once again WPTA will hold it's "Mini-Carlisle" down on the South Side of Pittsburgh on **May 13th**. It will run from 8 am until noon. Bring your parts, bring some money.

# Dad, Can I Borrow The Car?

by Andy Shaw

*Editors Note: Driving TRs from the perspective of a teenage Acura RSX owner. Andy Shaw drives Jim's and Joni's TRs and writes about the experience.*

I was terrified, almost white knuckled on the wheel, I had to go faster or be smashed, but I didn't want to because I knew the disc brakes wouldn't help that situation. But then I looked through the thin windshield, leaned back, and realized, "I'm driving this car all wrong".

The ground whooshing inches from my elbow, the wind battering my face and swirling my hair, "So this is why we have so many...". I had

already been a Triumph guy, but now I'm something more, a zealot of sorts. I'm writing this article to give my first impressions- lasting impressions that is, of each of my father's cars. But to kick things off, I'm not a typical kid. I was raised with cars and specifically Triumphs which gives me a likely biased view and with that said, on with the impressions.

This car is cursed- vexed if you will, but that's not the point. The point is that every time this car sits idly, it rains. No matter what the forecast is, the climate is, it'll rain. We should drive this car across Africa and fix up some droughts. Despite the fact that it acts like a fifty-year-old cantankerous beast of an automobile, I truly did admire this car. It's a blast to drive when you get over that fact, and even more rewards await later on. First on the list however is the color. Dad used to say, "Don't you want to ride around with me in the little pink car?". Naturally I took him up on every offer. The TR-2 is in its original Geranium body paint has that combination of the '50's shape and the '50's color, makes this car is a masterpiece to behold. Just sitting, it is a blast from the golden days. Of course, you can't let it sit too long, or the little guy will get a severe case of the runs. Speaking of running, the car is solid through and through, plenty of feedback from the wheel and the seat of your pants also. The transmission is something else with it's unsynchronized first gear and shady shift gates. The clutch is heavy and fussy, the reverse gear is immensely difficult to reach, and my left shoulder was sore, I don't even get sore lifting weights after karate. The steering is direct once you learn how to deal with it's few inches of travel, and I can't say much about handling, I was too scared to see how it would do at higher speeds. On the highway I was scared to death of being run over, that or having a car dart out in front of me. However, through town this car had a nostalgia that I have yet to experience again, people point, stare, laugh, clap, thumb up, wave, everything you'd want from an adoring public.

Now moving on to the TR-3. The other day people were trying to pin nicknames to everyone, so I recommended "Dzus" for myself. Naturally, no one got it but this is the car that I first remember.. The restoration is 18 years old, and the age doesn't say a bit. This car, from the start, was a driver. I actually thought the clutch was broken it was so light, that and

the engage is about an inch from the top. I can see why my father likes this car so well, it has the swooping

sexy looks of a TR-2, but mechanical improvements for enhanced performance and handling. The car has 30,000 miles on it since restoration, so clearly it's done and done properly, as is the result of anything that you take your time on. I haven't seen or heard of any mechanical problems from this car. It is truly a solid and dependable automobile which are not common descriptors for many Triumphs. Nothing could have prepared me for the driving experience I had in this car though, it was truly breathtaking. The handling was quite impressive, being able to stop was a huge plus over the TR-2, and being able to get up and go was just an added bonus. When I asked my older brother, Pete, how the TR-3 drove he stated, "It drives like an antique". Far from the truth, dear brother. This car has enough technology to make it very easy to live with as a daily driver with the pre-emission hassles and restrictions impeding performance.

The TR-4 is basically a refined TR-3 in a TR-4 body.

Several modern components were applied in this car, including a rack-and-pinion steering for quicker response and disc brakes for quicker slowing and stopping. Added creature comforts including roll-up

windows, an improved heater and more comfortable seats are a plus for many. The suspension was solid and the steering was a lovely change. Shifting was positive and smooth like the TR-3. The car has an amazing Triumph Racing Green paint and the Michelotti styled body combination, I even think that the white dash is stunning, despite what others might think. The TR-4 truly has an elegant body and sporting style. The TR-4 has a unique styling with a boxier shape with the bubble bonnet for the performance minded impression. I enjoyed my time in the TR4. It was such a change from the TR-2 and TR-3, with a bit of nostalgic feel, but maybe less primitive driving. The TR-4 definitely drove comfortably with an adequate amount of power and response in the wheel with a confidence for the road, or that was possibly just the suspension and brakes taking over.

A TR-6 was what I wanted for my car before I was graced with my RSX, it wouldn't be this TR-6, but the French Blue one that is more than due to be finished, but that's certainly not the car that I'm referring to. This car is the second oldest restoration of our fleet, being finished in 1989. I grew up with the TR-3 and the TR-6, so they'll always have a certain sentimental value to me. This car is great; power, steering, a fine gearbox, everything I would want from a daily driver. But the thing that was most impressive was it's handling, aided substantially by the fat Pirelli rubber, and the car's natural stance. This car really hung in the corners well, the most comfortable car to drive I had driven all day. I was astonished by the fact that I didn't have to always look behind myself to see if I was going to be run over. I didn't have to drive 500 meters ahead of the car (but I did) to see when I had to stop, or turn, or adjust anything. The power behind this one was excellent, feeling faster than my car in many ways, of course this is due to size, and an open top, but that's not really the point. The point is that the car has plenty of power for it's weight, and I love the inline six sound. A great car to drive through and through from handling to acceleration, comfort and just sheer enjoyment of its style. In summation, a great car to live with daily, also I'd expect a fine car to experience some track performance with.

Growing up with Triumphs has influenced a lot of what I expect in driving them. I know a lot of their idiosyncrasies and personalities if you will. The evolution of the TR's is evident and logical, but the feel and driving experience is more than a







thrill behind the wheel. There is a history and admiration for the Marque that is accentuated with solid performance and adorning style. My driving experiences spanned through four models and approximately 16 years of transition from the TR-2 through the TR-6. Some developments were paramount and others were subtle to only a purist's discretion. If I had to choose one it would be for different reasons, and these sort of limiting factors are nothing but a nuisance. Out of the four cars I drove; TR-2, TR-3, TR-4 and the TR-6, I don't think I could choose since they are all ... well, perfect in my eyes since they represent the era, technology and element of their day, then and now. In an enthusiast's view, the Triumphs maybe represent the best of their time, and I'd have to agree. Even though nothing is really perfect, I can't imagine any of those cars looking any different, or behaving any differently. So, should I be faced with picking my own car, I might pick the TR-250, I haven't driven one of those yet!

## Classified



**For Sale:** 1976 Triumph TR7, Carmine Red Color, Hot Street Cam, 2 DGV Webber Carbs 32/36, Detailed motor with Chrome Valve Cover, 5 Speed transmission with 411 gears (original set -369), MSD ignition, Wood Inlay Dash and Consol, with Air Conditioning, 1st place in class for many years, Many Parts available with deal. Complete engine also available. Asking \$9000, Dan McGowan 724 443 7594

**Wanted:** set of four TR6 wheels and tires.

Ed Woods fogbro1@comcast.net or 412.486.4294



**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. Currently metallic green paint with some scratches. Will need to be painted. Missing hardware to attach to windshield. Cannot be delivered. Must pick up. Located in Southwest Pennsylvania. If interested contact me at garyfredo@yahoo.com or call 724-378-9610

**For Sale:** 1960 TR3A left over parts from our restoration: motor, transmission, rear axle, windshields steering box etc. I must clean up the basement - make offer on the lot.

Ken Greenleaf w:412 367 4330 H: 412 364 4675  
email:Wdcrfr@aol.com

## Calendar of Events

- Mar 11** Church Brew Works,  
Dexter Stoltz 412-865-1201
- Mar 27** Newsletter Meeting,  
5pm-Typecraft/6pm-Michael's Pizza Bar
- April 22** Tune-up Clinic  
Doug Foyle 724-452-5218
- May 6** Coventry Inn Gathering,  
7 pm
- May 13** WPTA Flea Market,  
Ed Major 412-488-1600 X207
- May 18-21** WPTA at Import Carlisle  
Ed Major for rooms 412-488-1600 X207  
Jim Shaw to sell parts 412-262-3878
- June 10** Clue Run, with MG club  
Richard Dick 724-379-5172
- June 24** Quaker Steak & Lube,  
with stop at Scott Harper's  
PJ Wright, Fred Segal, Dick Gaier
- July 15** British Car Day at Schenley Park  
Roy Miller – Chairman 412-967-6483
- July 15-16** Pittsburgh Vintage Gran Prix  
<http://www.pvgp.org/>
- July 29** Johnstown Run, with MG club  
Richard Dick 724-379-5172
- Aug 26** Garage Tour,  
Fred Segal
- Sept 17** Dogs with Fogs  
Ed Woods 412-486-4294 or  
Harvey Woods 412-486-2549
- Sept 30** Anniversary Run,  
Richard Dick 724-379-5172
- Oct 14** Fall Leaf Tour, with MG club
- Nov** General Meeting,  
Date and location to be determined
- Dec** No Meeting, Meeting,  
Date and location to be determined
- Jan** Holiday Party,  
Date and location to be determined

### ~ Event Of Other Interest ~

- Mar 18** MG Club Lunch at The Starting Line  
Richard Dick 724-379-5172
- May 27** The Brit's at Hope Lodge  
Fort Washinton PA Info: 610-825-2617
- June 14-18** TRA National Meet  
<http://www.triumphregister.com/>
- June 14** MG Club Solstice Run
- July 8-9** Vintage Races, Beaverun  
<http://www.beaverun.com/>
- July 19-23** VTR National Meet  
Las Colinas Texas  
<http://vtr2006.com/>
- Aug 5** MG Club Foxburg Run
- Aug 11-13** Summer Party, Roadster Factory
- Aug 18-20** Vintage Races, Mid Ohio
- Sept 8-10** Vintage Races, Watkins Glen
- Sept 9** Degrosso Car Show, Altoona
- Sept 17** British Cars at Hartwood

Established  
1977



## WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

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# March 11th, Church Brew Works

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## March Meeting Saturday the 11th of March at the Church Brew Works

Starts around noon or so!

