



# Dzus Dnuz T

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Zōos Nūz

September, 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

In the August Dzus Dnuz I wrote about the Krepps Covered Bridge Festival Car Show on September 16th and 17th. Since we have an event on Saturday, the 16th, I plan to go to the covered bridge festival on Sunday, the 17th. This is a typical small town festival with entertainment, great food, and a car show. The entertainment will be on a stage and appropriate for the whole family. The food will include funnel cakes, grilled chicken, bean soup, and other country fare. The car show will be low key, with participants judging. Cars will be placed in the order of their arrival, so to get the British cars together we should arrive in a caravan. The group will leave my house about 9:45 A.M. for the four mile trip to the covered bridge. Cost for the car show is a \$15.00 donation to benefit the Hickory U.P. Church. I suggest that you bring chairs. To reach Hickory, take I-79 to Bridgeville and then Route 50 West, for twelve miles, or take Route 18 from Washington or Burgettstown to Route 50, then east, for one mile. To reach my home to caravan, take McCarrell Road, across from the Mt. Pleasant Volunteer Fire Company, to Grandview Avenue, the first street on the left. I live at number 20, the fourth house on the left.

To go directly to the festival, from Route 50 in Hickory, take Wabash Road which ends and turns into Waterdam Road after the railroad overpass, just bear to the right. Follow Waterdam Road 3.3 miles to Covered Bridge Road on the left, and drive across the covered bridge to the festival. Come on out for a fun day in the country.

We've had a lot of driving events since the last newsletter. First was the Johnstown Run with the MG Club, with about a dozen WPTA cars taking part. Thanks Rich and Judy for once again organizing an outstanding event. One week later, some of our members joined the MG Club in their run to Leechburg. Again, thanks to Richard Dick for arranging the invitation. The following week many of our members attended The Roadster Factory Summer Party, where they participated in and helped to organize most of the events. Just a few days later a few of us

## Altoona Weekend

By Richard Dick

Judy and I have organized a group run to the Central PA British Car weekend leaving Friday morning, September 8th. Right now we have five cars that have committed to go as a group. If you are going and want to join us just show up at Dean's Diner on Route 22 in Blairsville. We will meet for brunch there at 10 A.M. and leave around 11 A.M. as a caravan out Route 22 East. There will be a pit stop around Holidaysburg and then on to some back roads to the Indian Caverns for a tour. After touring the Caverns we will head to the motel and arrive there by 4P.M. at the latest. Don Stewart is planning to meet with the Philly Car Club for dinner Friday evening, so this should be an enjoyable time. If you are interested in joining us for dinner Friday evening, Please contact Don via email at britcardon@verizon.net or me.

went to Mid Ohio for the vintage races. Last, but not least, was the WPTA Garage Tour. Thanks Wray, Fred, and Mike for opening your garages to our members. That made five consecutive weekends with events of interest to our members.

September is another busy month with events on four consecutive weekends, sometimes with two events on the same weekend. I hope to see you often.

*Wil*

## "Dogs With The Fogs"

by Ed Woods

Will be at Superior Grove once again in the hope that Fred Williams can find the place. The club will provide condiments, franks, keilbasa, brats and buns. Attendees are required to bring the rest. We will have purchased an alcohol permit, so you can bring beer or wine if you choose. Remember, however, that the park is heavily patrolled by Allegheny County's Finest, so moderation is mandatory.

We started this event a number of years ago to demonstrate that the male of the species could provide a picnic without the female's involvement. We still encourage the guys to do the shopping. Hunting and gathering is not required. Hint: prepared food is available at Giant Eagle. You don't have to cook, nor does your wife or girlfriend. So give her a break: you bring the stuff to Dogs With The Fogs on September 24th right after British Cars at Hartwood and The Great Race.

## Anniversary Run

by Richard Dick

Please mark your calendars for this years 29th Edition of the Triumph Club's Anniversary Run to be held on Saturday, September 30th with an 11 A.M. start time. We will meet again at the Houston Exit, #43, off of Interstate 79 and just south of Canonsburg at the BP Service Station. Several other runs have originated here.

We will head south down 519 to the Historic National Road and over Scenery Hill for the first part of the run. Then we head into the mountains for the second half featuring a 3.6-mile uphill climb over Mudd Pike Rd just to test your engine and transmission. This is followed with a fun downhill to test your brakes, into West Virginia where in many places they forgot to put lines on the roads. Then back to PA over twisty roads and many breath-taking views along the entire run.

We will tour Fort Necessity this year, which has gone through an extensive upgrade and modernization. There are many exhibits to see, a 20-minute film and a 200 yd. walk to where it all occurred. The fort was recently featured on WQED as well as nationally. Remember to bring your Golden Age Passport Card or admission is \$5 per person.

After our tour here we will again head to the Summit Inn on Route 40 for refreshment and nourishment. I'm guessing we should be arriving there somewhere around 3:30 if you just want to meet us at the Inn.



# Summer Party 2006

by Bruce Stutzman

What a delightful weekend! The weather was perfect; a perfect weekend to be out driving TRs with friends. The people who drove the poker run, mountain tour or TSD rally had great runs thru the Laurel Highlands in their TRs and MGs.

Charles, John, Dave, Dolly, Deb and the rest of The Roadster Factory crew were perfect hosts as always.

The Summer Party is delightfully unique in that the participants run it. Len Picton and MGs of Baltimore do the TSD rally. Jim Pastore and the Altoona club did the mountain tour. The FOG Bros did the Gymkhana, appropriately dubbed the FOG Gymkhana. WPTA does the car show. Even the performance events have participants working (read WPTA members).

Doug Foyle and Eric Stoltz were, as usual, complete workaholics all weekend. Doug met Jim Antis and me on Philadelphia Street at 11:00 AM Friday to help us lay out the car show. He then worked the drags that evening from 3:00 to 11:00PM. On Saturday he worked the autox from 8:00AM to 4:00PM. He was flat worn out and sun burned by the car show Saturday evening.

Eric also worked the drags and autox and then worked the show Saturday evening parking cars. Talk about true blue guys.

Did you ever wonder, "what'll it do?" The Summer Party is the place to find out. A professional drag strip is open all evening just for us; no dragsters, just TRs and MGs. The North Hills Sports Car Club sets up an autox course - just for us. Nevertheless, very few WPTA members entered these events.

I finished 2nd to Scott Permar in the autox - again. He has that TR7 absolutely spot on. Bill Permar was third; same order as last year.

At the autox, my ignition switch shorted out spewing smoke from under the dash. Remembering the old saying, "where there's smoke there's fire", I reached under the dash and pulled the burning wires off the switch. I burned my fingers but no more smoke. So Jack Sutherland drove me to The Roadster Factory to buy a new switch. With help from Jerry VanVlack, I was soon back running the autox - a scary moment.

Dan McGowan in his TR8 and Jim and Joni Shaw in their TR2 came for the show Saturday evening and left with some well deserved hardware. Dan won second in class and Jim and Joni won first in their class.

Dave Hershberger did some reminiscing about the time, long ago, when a TR3 was his and Gloria's only car. And the value of the hand crank on cold winter mornings. He said Gloria could do it.

My old red TR4A was there. It was great to see it again. Looks just like it did when I sold it in 1990. I talked to the owner for a while; he was happy to learn its history. I would buy it back.

I won my class at the drags; Scott was second in his TR7.

I turned a 16.3 second quarter mile in my TR4. Some period cars that had similar quarter mile times when new were Sunbeam Tiger, 289 Mustang, Porsche 911, Aston Martin DB5 and DB6 and Triumph TR5 and TR8. Not bad company.

Kenny Mikos showed up at the car show with a lovely solid axle TR4A that he just found. His stable now includes a TR3, TR6 and this TR4A; all very nice cars. Kenny clearly has the disease.

Jim Antis sold his TR250 over the weekend. He and his son are going to restore his Healy 3000. Also Mark and Magen Twiest; whose great barn house was the destination of our fall leaf tours some years back, recently sold their TR6.



## We're Sorry

Our listing of BCD winners last month left out the TR4A winner, which was Gary and Lynne Fitzgerald's newly restored TR4A. Herewith, is a photo of this great TR.

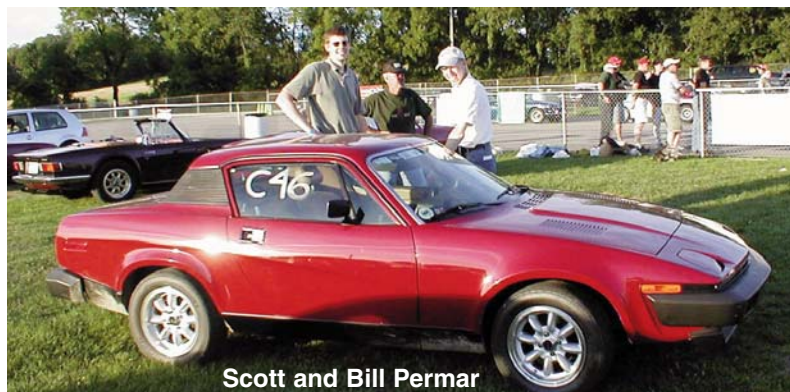
## At The Summer Party



Father and son Stoltz



Bud Osbourne



Scott and Bill Permar



Bruce Stutzman



# How Many Summers Left?

by Bud Osbourne

For the past several years, I, along with several other "gearheads" I know, have noticed a steady decline in the percentage of WPTA membership (as well as other car clubs) who actually drive their cars to anything other than British Car Day, or some other non-driving event. It hasn't been all that many years since the WPTA was famous/infamous for "drivin' the livin' SNOT out of their cars".

Are we just loosing interest? Have we moved on to other interests? Are we just plain getting old, and can't "take it" anymore? The answer, I fear, may be all of the above, at least to some degree. More likely, however, is that we just "put off" driving our Triumphs/MGs/other classics for reasons which, if we stop and analyze them, are really pretty trivial.

And, like our own bodies, our car's mechanical/hydraulic/electrical systems tend to "atrophy", when not regularly exercised. Therefore, when we DO get them out for a drive, we are more likely to experience problems (mostly minor). Also, if you are like me, life keeps getting in the way of spending time with your classic car. I find that I'm just too darned busy to "fuss" over the maintenance of my MG like I used to. Add a second classic (in my case, a recurring addiction to the Porsche type 356), and it can become pretty stressful. What used to pass as relaxation for me, in a hot, poorly lit garage, lovingly maintaining my MG, has now become a case of: I've got half an hour before I have to leave to do \_\_\_\_\_, I guess I'd better get the MG in and do \_\_\_\_\_, so that I can drive it this weekend. So, instead of working in a leisurely, patient manner (with the sweat rolling off), and getting it just right, I work in brightly lit, air conditioned comfort, but feel stressed about getting it done in the short time I have available. All those years of hard work, trying to get to where I now find myself.....AND I CAN'T TAKE THE TIME TO ENJOY IT!!!!!!

About two months ago, while visiting a dear, old friend & fellow "river rat", who manages one of the local shipyards, he shared something with me, which he'd said to his son, that really jarred me back to reality.....the REAL reality. You see, a few years ago, he lost his wife to cancer. He'd been struggling through the grieving "process" and I was really concerned that he wasn't doing too well. Finally, this spring, he realized that he had to get on with his life. Although he still couldn't bear to part with the old Honda Gold Wing motorcycle, upon which he and his wife had taken so many long trips, he bought himself a brand new Gold Wing, and started to ride, again. Then, one Friday afternoon, in late spring, he asked his son (2nd in command at the shipyard): "You got 'er, son?" To which his son replied: "What do you mean, Dad?" He replied: "God only gave me so many summers. How many do I have left?" That was the first of many weekends where John would, if the weather looked good, throw a few items in the Honda's saddle bags, and head out on the road. No destination in mind....just sort of go where the "spirit" leads, and turn around in time to be back at work on Monday morning.

Now, John is about 65, has never missed a day of work in his life (started working on the river at about age 14), has arthritis, and a bad knee.....but he's doing what he loves to do the most, while he can still do it. Now, last summer, after catching myself making some lame excuse (to myself) for driving my Golf (daily driver) on an errand that the MG would have been well suited to; I got to thinking about how sometime sooner than later (and, probably much sooner than later), I wouldn't be able to wiggle into and out of an MG anymore. At that point in time, I realized that I didn't want to have any regrets about not driving my MG while I still could. So, I made

a point of driving the MG every chance I got. I figured that, if it breaks, or gets "dinged", I'll just fix it and go on driving it.

But, by this spring, I was extremely busy with work (still am....."make hay while the sun shines"), and the MG was not getting used, much. Beginning to detect a familiar pattern, here?

Anyway, John's response to his son jarred me back to reality. How many summers do ANY of us have? The times spent with "good cars, good friends and good times" have been some of the most enjoyable times in my life. Why, then, when I've been blessed with excellent health and the means to own and drive at least two of the cars I've always loved, should I not make the most of what I've been blessed with? After all, when my ability to drive and enjoy these cars is gone, IT'S GONE. And, like the old saying goes: "you can't take it (in my case, the MG) with you".

So, the next time you have the opportunity to drive your Triumph/MG, or whatever; just ask yourself "how many summers do I have left?" See you on the road!

## Iron Butt Leaf Tour

By Bud Osbourne

OK. It's now official. Our Iron Butt Leaf Tour will be run on October 21 and 22. I've reserved a block of 10 rooms at The Lafayette Hotel for the night of 10/21, under "356Burgh". It's \$73.00 for the rooms w/Queen size bed, and \$68.00 for rooms w/twin beds. The hotel tells me there are a total of only 20 rooms (including the 10 reserved for our group) available for that night. So, don't wait until the last minute to reserve a room. More details will follow in the October *Dzus Dnuz*.

## Ohio Adventure

by Bob Twaddle

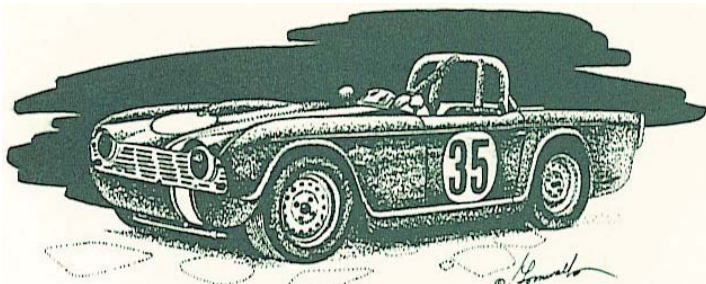
September 16th is the date for a new event that will take us through some of the scenic Ohio countryside. Meeting time will be at 10:30 am. If you have any questions give me a call at 740-768-2190.

The drive I am thinking of is about 100-120 miles from the starting point at Kings Family restaurant at Wintersville Oh.

Directions coming from the Pittsburgh area, take route 22 west, once entering Ohio stay on Route 22 West to Route 43, Wintersville-Carrollton exit. Up the ramp to the light. Looking to the right you will see Kings on the other side of the road. Turn right and a quick left into the Kings lot.

We will be on some nice twisty state and county roads to Tappan Lake Marina for a break. Continue down through more back roads past another of the water shed lakes we are passing through. Will make our way via more country roads and end up at Carrollton Oh at the Meadows Golf course for a mid afternoon dinner.

After dinner we can come down Rt 39 back to East Liverpool Oh and take Rt 30 back to the Pittsburgh area. It will be a long day for some and in the 200 mile range.



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## WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

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Issue of the  
Dzus Dnuz

**September 16, Ohio Adventure**

**September 24, Dogs With The FOGs**

**September 30, WPTA Anniversary Run**



**FORSALE:** 1969 TR6, solid car, perfect rust free frame, no known problems, drive it home. Offers around \$7500. Details [fogbro1@comcast.net](mailto:fogbro1@comcast.net)

**WANTED:** Bourden tube for a TR2-TR3B Temperature gauge. Mine is ruptured and altho lots of places rebuild the gauge, no one can repair a bad Bourden tube. It's the part inside the gauge that moves the needle. Got an old beat-up temp gauge in your parts box? I don't care about the dial, needle or anything else. Frank 858-279-1846 [fnconklin@aol.com](mailto:fnconklin@aol.com)

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



### Calendar of Events

- |           |   |
|-----------|---|
| Sept 16   | Ohio Adventure<br>Bob Twaddle 740-768-2190                              |
| Sept 24   | Dogs with Fogs<br>Ed Woods 412-486-4294 or<br>Harvey Woods 412-486-2549 |
| Sept 25   | Newsletter Meeting,<br>5pm-Typecraft/6pm-Michael 's Pizza Bar           |
| Sept 30   | Anniversary Run,<br>Richard Dick 724-379-5172                           |
| Oct 14    | Fall Leaf Tour, with MG club<br>Don Watson                              |
| Oct 21-22 | Iron Butt Fall Leaf Tour<br>Bud Osbourne, 724-356-4464                  |
| Nov       | General Meeting,<br>Date and location to be determined                  |
| Dec       | No Meeting, Meeting,<br>Gary Fredo 724-378-9610                         |
| Jan       | Holiday Party,<br>Jim & Diane Bastone, 412-486-7335                     |

### ~ Event Of Other Interest ~

- |           |   |
|-----------|---|
| Sept 8-10 | Vintage Races, Watkins Glen   |
| Sept 9-10 | Degrosso Car Show, Altoona  |
| Sept 24   | British Cars at Hartwood  |
| Oct 14-15 | British Reliability Run<br><a href="http://www.abrr.org">www.abrr.org</a> |