

Established
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www.wptriumph.org

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President
Vice President
Treasurer

Wil Schweitzer 724-356-7341
Gary Fredo 724-378-9610
Bruce Stutzman 412-831-8884

Rec. Sec./Web Master, Dex Stoltz
Membership Chair, Richard Dick
Newsletter Editor, Bruce Stutzman

dexter@stoltzhaus.com
britcarnuts@comcast.net
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

Summer is here, as evidenced by our many driving events. There is one almost every week. Since our last newsletter, we have had the Ohio Adventure, the Cemetery Run, the MG Solstice Tour, Mid-Ohio Vintage Races, and the Quaker Steak & Lube. I managed to make four out of the five, and had a great time at each event. Coming in July are the Vintage Races at Beaverun, British Car Day, the Pittsburgh Vintage Grand Prix, The TRF Summer Party, the VTR National Meet, and the Johnstown Run. Articles with details are elsewhere in this newsletter.

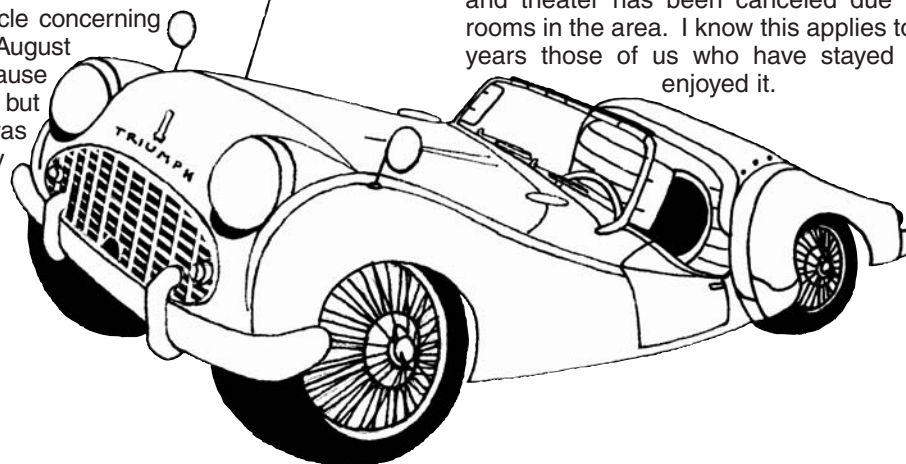
If you haven't registered your car for British Car Day, hurry, as pre-registration ends in just a few days. Help will be needed for British Car Day, both on Friday evening, to set up the show, and Saturday morning, to direct the cars on the show field. Friday's work starts about 5 P.M. and lasts until about 9 P.M. On Saturday, help is needed from 8:30 A.M. until noon. Workers cars will be admitted to the show field before 9 A.M., when field admission begins.

The last weekend of July has the Johnstown Run, hosted by Richard Dick. The run to Johnstown is always a great ride and the food and drink at the Johnstown Brewery are always excellent. After lunch we are going to drive to Ligonier. See Richard Dick's article. Linda and I are planning to stay the night at Lady of the Lake B&B in Ligonier and drive to Jennerstown on Sunday for the matinee at Mountain Playhouse. If you care to join us, give me a call at 724-356-7341.

Another outing that Linda and I have enjoyed over the years is Old Fashioned Days at Idlewild Park and Soak Zone, on Route 30 near Ligonier. To get FREE admission, which includes the amusement rides and water park, for two persons to this wonderful facility, just arrive in your antique or classic car on any day, July 23rd to July 27th. You will be directed to a special show area and be given the option of driving your car in a parade of the cars through the park, at 7 P.M. Linda and I are planning to go on Monday, July 23rd. If you want more information call Idlewild at 724-238-6784.

Please read my article concerning the MDA car show on August 15th. It is for a good cause and costs you nothing but some gas to get to it. I was told that the kids really enjoy the cars.

Wil



British Car Day 2007

By Ed Major

It's hard to believe that in three years WPTA will be celebrating 30 years of British Car Day's. Along with that the club will have raised and donated over \$100,000 to the PVGP Charities. Wow! Not too shabby for a bunch of old guys.

This is the main reason to bring your Triumph (or whatever) to BCD year after year. It doesn't have to be picture perfect; it just needs to donate \$20 to a good cause. And you will be rewarded with a magnificent day, a great parking spot and lots of cars racing right next to the show. WPTA has about 170 members; I would like to see 200 Triumphs attend this show. Registration deadline is July 7th for pre-registration, so get your checkbook out and mail your form in today. You can download an extra form at .

If there is nothing else you do this year with your club, BCD is a must.

On a secondary note, the club always needs plenty of volunteers to set the field on Friday night and to park cars for a few hours on Saturday morning, so come on out and be part of this great, no make that "grand" event.

Johnstown Brewery Run

by Richard Dick

The fourth annual Johnstown Brewery Run is on again this year for Saturday, July 28th. The meeting time is around 10:30 with the first cars off at 11:00 sharp and the meeting place is the Cracker Barrel Restaurant just off of I-70 in New Stanton and near the New Stanton turnpike entrance/exit. We will travel some great back roads over to the brewery and then enjoy the wonderful food and refreshments there. The Central PA British Car Club out of Altoona will be joining us there at the brewery about 1 pm. The more people we have the merrier the run will be!!! Now for the bad news. The stay overnight and theater has been canceled due to a lack of available rooms in the area. I know this applies to only a few but in past years those of us who have stayed over have thoroughly enjoyed it.

Picnic At Stone Villa Winery

Saturday , August 11

On Saturday, August 11, a run to the Stone Villa Winery which is near Donegal, Pa. is planned. Strap your picnic basket on your boot and join us on this run of about 60 miles through the Laurel Highlands. We will end up at the Stone Villa Winery where they have tents, umbrellas, and a wonderful wine tasting facility overlooking a mountain lake. For those who want to stay past 1:00PM; there is light musical entertainment. The only restriction is that there must be at least one bottle of their wine per table and no other alcoholic beverages are permitted. For the beer challenged there is a bar at the Donegal Highlands golf course but a short jaunt on down the road.

We will be meeting at the Steak N Shake on Route 51 south about a mile south of the Lebanon Church Road cloverleaf at 9:30AM, the run to take about two hours. Fill up your picnic basket, grab your best girl and join us for this run through the foothills.

For more information on the winery their email address is: www.stonevilla.com

P. J. Wright 412-833-4142.

Ohio Adventure

Wrap-up by Linda Schweitzer

We had a bright sunny morning for our drive to Wintersville, Ohio to begin the Ohio Adventure. When we got to the King's, we were pleasantly surprised to see many Triumphs and other British cars in the parking lot. We had 13 cars in all. We knew to expect a good day as Lynn and Bob Twaddle planned a run for us last year and it was great. The first 75 miles was a combination of beautiful scenery, many route changes, and lots of twists and turns on some really good roads. I'm not sure how Bob knows all these great roads but it gets better every year. At the 75 mile point, we stopped at the Gnadenuhnen Memorial Park. It was the scene of a Delaware Indian massacre by Colonial troops. The museum was informative and we were back on our way after Gary's Spitfire got a battery charge from Richard Dick. Gary's car continued to have trouble and he eventually left for home with Don Harkus as an escort after switching batteries with Don. The rest of the trip to our Amish lunch destination was fairly uneventful except for getting lost and some overheating by Wil's TR4A. He poured a bottle of cold water on it and it was good to go. I still like my idea of an enema bag with long tubing and lots of cold water but somehow Wil just won't go for it. I concocted this idea when the Roadster was overheating on some long trips. But I digress, lets get back to the Amish lunch.

Roman and Ada Schlabach have a beautiful farm and greenhouse in Sugarcreek, Ohio that they open up to groups for home cooked meals. Everyone was very pleased with the meal and the hospitality of our Amish hosts. Ada and Roman are in their seventies and are amazing people. Our meal for 30 people was all home cooked (and home grown, too) and I can tell you the desserts were 4 different kinds of home made pies that were incredible. After the meal, we were able talk and rest under the big trees in the front yard.

Wil and I were gone from home almost 10 hours for our adventure but it was a fun day with good friends. Thanks again to Bob and Lynn for planning this run for us. Can we expect another run next year? It would be hard to top the last two you have done.

Better Headlights

by Bruce Stutzman

One thing that has become clear to me (pun intended), is that as I get older, I don't see as well at night. I take small comfort in knowing that I am not the only one.

Modern vehicles have headlights that illuminate the road better. Why can't we do the same thing with our TRs? Actually we can. How much better depends on how much effort we want to put into it.

A couple years ago, I replaced the sealed beam headlights in my TR4 with NAPA Gold halogen sealed beams. That night I went out and I noticed no improvement in road illumination. More on this later.

So, what can we do?

1st - Aim your headlights correctly. A big improvement in road illumination can be realized if yours are out of alignment.

2nd - Test your headlight circuit for voltage drop. Headlight output goes down as voltage to the headlights goes down. The electricity in our headlight circuit goes thru the ignition switch, thru the light switch, thru the dimmer switch to the headlights. This is lots of feet of 18 gauge wire and the grounds may even be thinner wire. The switches, the wires and the grounds are old and are surely corroded. There is a lot of opportunity for resistance to reduce the voltage that actually makes it to the headlights. The result - less light output. We can test this with a voltmeter and we can make improvements.

3rd - Switch to headlights capable of illuminating the road better, i.e., quartz halogens. All halogen bulbs are not equal, however. Take my NAPA golds for example. When I read the boxes they came in, I found the only benefit touted was, "more than twice the life". Nothing was said about better light intensity. Also the bulb wattage wasn't even stated.

Halogen bulbs produce a hotter whiter light and are capable of carrying more current and producing more light than conventional bulbs. Our TR headlight circuits may not be capable of carrying more current though, so stick to the bulbs with similar wattage. Modern conventional sealed beams are 60/45 watts. Common wattage ratings for off the shelf halogen sealed beams and bulbs are 60/40, 60/55 and 65/55. Under no circumstances should you install lights in your TR with a wattage rating higher than 65. Remember, the headlight circuits in Triumphs thru TR6 are not protected by a fuse!

The other part of a headlight that determines how well it illuminates the road is the lens and reflector. There are different grades of halogen headlights. The better quality the headlight the better the lens and reflector. This is worth the extra money.

Standard sealed beams are so "out" that most auto parts stores don't even stock them anymore.

All the Triumph parts purveyors sell halogens that will work in our cars including those with replaceable H4 bulbs.

You can use halogens with your stock generator.

If you are interested in learning more check out www.dimebank.com.





WPTA EVENT GUIDELINES

• First and foremost this document should be considered guidelines and not rules. We are hoping that these guidelines help an event coordinator to create a successful event, but they don't have to be followed to the letter.

ALL EVENTS:

• It is important to send an article describing your event to the newsletter two issues before the date of your event. The article should include all critical information such as date and time of event, meeting place, directions, any costs involved with the event, etc.

• Remember the newsletter article is your advertisement so the more you talk up your event the better the chance that you will have a good turnout.

• Most of the WPTA events do not require an RSVP. There are some exceptions such as the holiday party. If you are going to require an RSVP then you should make sure that is very clear in your article as most members will not be expecting to have to RSVP.

• If your event includes a restaurant, pick a restaurant that is moderately priced and has a variety of items on its menu. Preferably the restaurant would have a variety of beverages available for consumption. If you have to vary from this then it would be a good idea to mention the specifics in your newsletter article.

• A follow-up article for the newsletter is also important. This will entice members to come out to future events once they realize how much fun they are missing out on. Also, we like to get as many names and faces of members in the newsletter as possible.

DRIVING EVENTS:

• Pick a starting point that is easy to find and in an area that isn't too congested. Remember that there will be a lot of participants trying to find the starting point in an unfamiliar area. It's also best if the starting point is near a gas station and a bathroom if possible.

• It's usually a good idea to have a driver's meeting before the event starts. This is a good time to determine start times as well as discuss some of the following bullet points.

• You may want to ask everyone to turn their headlights on during the run. It's a good way to spot the other cars participating in the event plus it makes for a safer event as our small cars are easier to spot with the headlights on.

• You may want to have drivers without navigators run in the middle of the pack so they can follow the cars in the front, and the cars in the back can reel them in if they get lost.

• Depending on the number of participants, you may want to send everyone out in three different groups. Send the "fast" group out first so they will have clear running) and the "slow" group out last. The middle group, if needed, would be those drivers that like to drive a little briskly but also like to sightsee a little. The "fast" and "slow" groups are pretty self explanatory. Each group could include sub groups if there are a lot of cars in a particular group. The first and foremost reason for splitting into groups is for safety. Three cars are about perfect, five is pretty full and more than five can quickly become unwieldy and dangerous. The car leading the group has to spend way too much time watching his rear view mirror, when the group is too large. The best way to handle group sizes is to encourage the participants to make up their own

(Continued on back)

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groups of three, four or five. Another issue with large groups is that, in the case of the slower moving groups, they tend to impede normal traffic flow and upset the local residents who get stuck behind them.

- Bathroom stops are best if scheduled every hour to an hour and a half. The number of bathroom stops will of course be determined by the length of the run. Figure on timing the bathroom stops at the pace of the middle group mentioned in the bullet point above. Figure around every 25-30 miles of travel each hour on average including pit stops. Using this average will also help you to determine when you will arrive at the final destination.

- Anticipate that there might be breakdowns on the event. If you have a cell phone you may want to include the number on the driving instructions for participants to contact you in case they are having mechanical problems.

- Try to avoid gravel or dirt roads along the route. If you must include these types of roads then you should mention the approximate distance of these types of roads in the newsletter article and/or the instructions. You can also give participants alternate route instructions that will avoid the gravel and/or dirt roads. PennDOT has a bad habit of “tar and chipping” country roads the day before an event. The only way to know about this in advance is to perform a final route reconnaissance the evening immediately preceding your event if time permits. If the event sponsor/planner can’t do it (for whatever reason), they can try to find another club member willing to check it out for him. This may result in some last minute revisions to the route instructions that may result in reprinting/coping the route instructions or communicated to the participants in the driver’s meeting. Everyone on the event should already realize that they may have to drive over “tar and chip” roads but that you have done everything that you can to minimize this occurrence.

- Pretty much everyone on the run will be driving sports cars and most of the drivers prefer country roads over congested areas. Try to avoid such areas as much as possible during the run. It’s easy to lose part of the group at red lights and our cars tend to overheat when sitting in traffic on a hot summer day. Use a good mix of roads with painted lines (i.e. state routes, Rt 19, Rt 60) and roads without painted lines (i.e. SR or state rural roads, SR4065, SR1090). The roads with painted lines will enable everyone to travel longer distances pretty quickly while the roads without painted lines will provide plenty of twisty roads and country sightseeing. You may want to use the DeLorme Atlas & Gazetteer series of back-road atlas when planning and organizing a tour event. They make it very easy to plan a route around all of the congested/built-up areas, and find routes parallel to the routes used by the masses.

- A driving event can be a stand alone event or you can combine pretty much any other activity that interests you with the run. If you enjoy a particular activity then the chances are that others on the run will enjoy it also. The club has explored caves, toured historical areas, driven go-carts and everything else imaginable during driving events. Just remember that trying to cram too many activities into a tour event can make it too long of a day for many participants.

- Use large enough print in the driving instructions so the navigator can read them. It’s also a good idea to double space the instructions so they don’t seem cluttered. Continuous mileage is preferred with the odometer set to 0.0 at start the starting point. Indicate items such as stop signs, red lights, a “Y” or “T” in the road and include instructions on what to do when approaching these items (right at “T”, straight at stop sign). Indicate routes by number and direction and roads and streets by name if possible (right at Rt 199 north, left onto Bourbon street). An example of instructions are as follows:

0.0 Turn left out of parking lot

0.9 Stop Sign – Turn left onto Route 519 South

3.7 Red Light – Continue straight

7.2 “Y” - Bear right

9.1 Stop Sign – Turn left onto Pittsburgh Street

- Most folks will be hungry and thirsty after the run so you may want to have the event finish at a restaurant. Those that are not interested in eating can always head home at that point.

- It’s probably a good idea to provide directions from the finishing point back to civilization. Many times participants won’t be familiar with the area where the event ends and will need a little help finding their way home. Directions to the nearest limited access highway (I79, I70, 60N, Rt28, Turnpike) should be sufficient.

Review of The Great Cemetery Rally

By Rick & Nancy Brown

The weather was near perfect as twenty-eight cars showed up ready to run The Great Cemetery Rally on June 10. We divided the cars into seven teams, and sent them off to spend four hours studying pictures, pacing off distances, deciphering clues, and calculating directions. In the end, the team of Ray & Susan Hough, Jim Underwood & Laurie Valdiserri, Todd & Kathy Blackburn, and Michael Galvin narrowly edged out P.J. & Carol Wright, Don Harkus, Scott Davis and Jean Markus to win the rally.

The groups toured Finleyville and Mingo Creek cemeteries near Finleyville, and Newkirk and Maple Creek cemeteries near Bentleyville. They discovered the gravesite of James McFarlane, who was killed during the Whiskey Rebellion in 1794 by an "Unprincipled Villain". They searched for headstones of Civil War veterans, They found monuments to husbands, wives, fathers, mothers, and someone referred to as a "Consort". They found stones with pictures of whales, cars, landscapes and steam equipment. They looked for a marker which misspelled (and then corrected) the name of the deceased, and another that named each and every family member. And they had to count all 169 headstones in Newkirk Cemetery.

After the rally, almost everyone was able to stick around Al's Café for food and drink. This gave us a chance to review how each group determined what was meant by "X marks the spot" in Finleyville. It is amazing to see how many different interpretations could be made for this clue. But as everyone knows, rules are rules, and the rally master's answer is the only correct answer. The only casualty of the day occurred rather early in the rally when Richard Dick blew a fuel pump and had to flatbed home. His teammates carried on admirably without him.

We want to thank everyone who came out to run this rally.

The format was quite different from most car runs, but the goal is the same — let's get out on the road, have a good time, and enjoy the cars and the company. Hope to see you all at the PVGP.

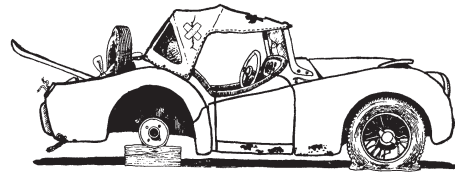
MDA Summer Camp Car Display

by Wil Schweitzer

You and your car are needed to bring a little joy to some kids with muscular dystrophy. WPTA has been invited to an "International Car Show" at Camp Lutherlyn in Prospect, PA. MDA Summer Camp is a special place where children ages six to twenty-one get the opportunity to do activities than they cannot in everyday life. The children are paired one-on-one with a volunteer who becomes their aid for the week. There will be approximately 53 campers, 60 volunteers, and 10 MDA staff members participating in this program.

We have been asked to participate by bringing our cars to Camp Lutherlyn on Wednesday, August 15th, from 6:30 to 8:30 P.M. The annual cars show has been a highlight among the campers in the past. Some of the campers will enjoy sitting in the cars and tooting the horns.

Camp Lutherlyn is located off Route 422. From I-79 take Rt. 422 East 8.2 miles or from Rt. 8 take Rt. 422 West 7 miles. At 84 Lumber, turn south onto Dick Road. The main entrance is 1.5 miles down the road.



Classified

FOR SALE: 1971 Spitfire MK IV for Restoration or Parts with Title, car is in bad shape, but I am trying to keep this li'l bugger from the scrap yard and sent to China. It is located in Western Pa. where Ohio, W. Va. and Pa meet. I am asking \$200 or best offer. You'll have to come get it. Forrest: forrestde@yahoo.com

FOR SALE: 1970 Spitfire Transmission, non-overdrive. Pittsburgh. Contact Rich: richkath@connecttime.net

FOR SALE: I started to restore a 1970 TR 6 in 1990. It is CC50594 built in Dec. 69. The car is in the beginning of the rebuild stage. The frame has been powder coated, the engine, transmission and differential have been rebuilt by The Roadster Factory. There is also \$2700 in associated parts, new fenders, headlamps, shocks, springs lever arms, etc. The body is in good condition, typical rocker rust but very clean otherwise. Please let me know if interested and I will supply a part list and pictures. I have \$8,000 invested and looking for \$5,000. Will entertain an offer. gkhughes@comcast.net 610-495-5228

Calendar of Events

- Jul 14** British Car Day at Schenley Park
- Jul 13-15** TRF Summer Party
- Jul 17-21** VTR National Meet
Call Wil to caravan 724-356-7341
- Jul 28** Johnstown Run, with MG club
Richard Dick 724-379-5172
- Jul 31** Newsletter Meeting, (Tuesday)
5pm-Typecraft/6pm-Michael's Pizza Bar
- Aug 11** Run to the Laurel Highlands
PJ Wright 412-833-4142
- Aug 25** Driving Event, Location to be determined
Don Harkus 724-284-9172
- Sep 23** Dogs with Hogs
Fred Williams 724-789-7476
or Don Harkus 724-284-9172
- Sep 29** Anniversary Run,
Richard Dick 724-379-5172
- Oct 20** Fall Leaf Tour
Don Harkus 724-284-9172
- Nov 17** Election Meeting,
Location to be determined
- Dec 15** No Meeting, Meeting,
Cranberry Quaker Steak & Lube
- Jan ??** 2008 Holiday Party,
Date and location to be determined

~ Event Of Other Interest ~

- Jul 7-8** Vintage Races, Beaverun
- Jul 14-15** Pittsburgh Vintage Gran Prix
- Aug 15** MDA Summer Camp Car Display
- Sep 7-9** Vintage Races, Watkins Glen
- Sep 7-9** British Car Festival, Altoona
- Sep 23** British Cars at Hartwood
- Oct 13** MG Club Fall Leaf Tour

Established
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WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

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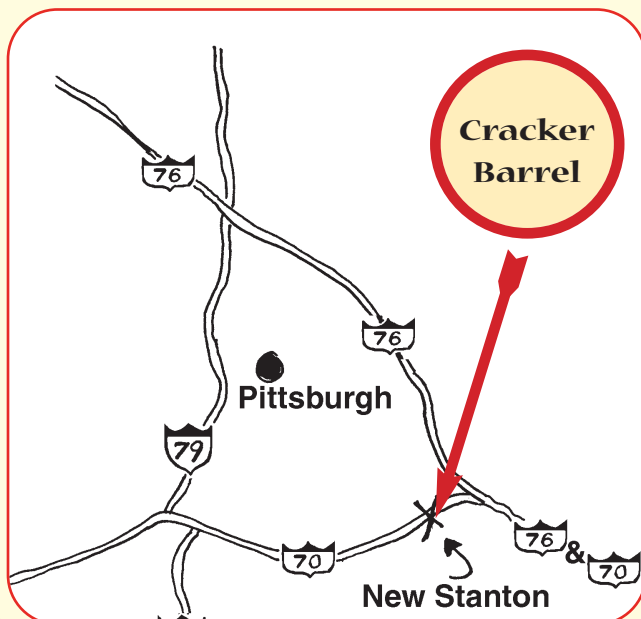
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**July 14, British Car Day at Schenley Park
July 28, Johnstown Run**

Johnstown Run

July 28, 2007

Meeting time is 10:30 am in New Stanton



British Car Day

July 14, 2007

Workers assemble at 8:30

