



Asus Anuz



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President, Don Harkus dharkus@aol.com 724-822-5447
 Vice President and Event Coordinator,
 Jim Keenan mij57@msn.com 330-402-0707
 Bicycle & Kayak Events Chairman, Ken Mikos 412-795-8248

Treasurer, Bruce Stutzman 412-600-7275
 Rec. Sec./Web Master, Dex Stoltz wpta.webmaster@gmail.com
 Membership Chair, Larry Ross membership@wptriumph.org
 Newsletter Editor, Bruce Stutzman stutztr4@gmail.com

On The Road Again . . .

Hi all! So what has everyone been up to?

I just got a new work truck. Would you believe, a guy hit the driver side when I was parked. This happened on a Monday. Broke the headlight and cracked the hood. I got the headlight fixed on Friday, not the hood. Then Saturday someone else hit the other side, broke the headlight and cracked the hood on that side. Just my luck, maybe I should look on the bright side. I didn't do it, no one got hurt, and it will only have to go to the body shop once. So much for my month.

I heard through the grape vine, as I was in California at the time of the run for Charles. The people that went stayed dry, and had a good time in remembrance of Charles. The Flea market was a bust, rained out.

I almost fell out of the truck when Bruce told me that it did not rain for Carlisle. Who would have thought that would happen. I know that parts are getting slim Pickens at this event anymore. Where else can the guys go and look at old parts, drink beer, and shoot the bull? Great time!

This month Rick Brown is doing his run on the 15th to Amish country in Ohio. I like seeing how we did without autos. Who would think possible, nice stuff sounds like fun. Hope I can make it. Then John is going to take us through the Winery Run on the 29th, maybe a few tastes too.

Let's all try to be there. Hope this rain lets us alone for a while.

Don

Keep on truckin'!

Winery Tour

by Karen and John Styduhar

Please join us on Saturday, **June 29th**, as we follow the Wine and Brew Trail in Lawrence County, PA, and visit some of the local wineries and breweries located along Route 208. We will begin at the Country Fair Convenience Store, 1843 South Center Street, Grove City, PA, which is near the Grove City Premium Outlets off Interstate 79.

Driver's meeting will start at 10:30 AM and the tour will begin travelling west. We will visit two wineries, two breweries, and one hard cider location which also sells infused vinegar and oils. We also stop at the Cheese House in New Wilmington, PA where they stock over 100 domestic and imported cheeses. Bring a cooler for your purchases. We end our tour with lunch at Bogey's Bar and Grill, 3535 Upland Avenue (Route 616) in Lowellville, OH. We should arrive there between 1 and 1:30 PM. Tables have been reserved but your RSVP by June 25 to johnstydo@gmail.com or call 724-699-8594 would be appreciated.



Photo by Mike Bongart

On the Charles Runyan Memorial Run; Always a great view through your rear view mirror.

The British Invade Amish Country

by Rick Brown

Please join us on **June 15** for our Run to Amish Country. We will travel back roads into Ohio before stopping for lunch at the Dutch Valley Restaurant in Sugarcreek. After lunch you may start back home, or join a group to make the most of your visit to Amish Country.

We will meet in the empty parking lot near Shop & Save on Steubenville Pike in Imperial PA 15071. This is just four miles west of Exit 60 of I-376, where Route 30 splits off from Route 22. There is a McDonald's next door for those who need to fill-up (or empty out) their morning coffee. We will conduct a short driver's meeting at 10:00 am, and all groups will be gone by 10:15. It will be a leisurely 99 mile back road trek, with a pit stop at mile 54. We expect to arrive for lunch around 1:00 pm.

If you have evening plans, keep in mind that the drive back to the starting place is only about 1 ½ hours using Routes 250 and 22. However, we do hope that you will join in to extend your stay before starting back home. If you would like the route instructions ahead of time, or you need additional information about attractions or hotels, email me at rickerbrown1956@outlook.com.

Next Month is the PVGP and our British Car Day. Are you registered?



KASTNER CUP 2019

Buttonwillow, California

by Jerry Van Vlack

Early May found me in California with 3 of my TR friends from Chicago, all FOG's incidentally, attending this years Kastner Cup. The weekend was hot and dry and a welcome change from local weather. Buttonwillow Raceway is very flat and therefor difficult for much spectating other than the front straight and start finish. Not at all like other tracks several of us have attended.

There were some significant Triumph racecars there. The Huffacker Engineering TR8 and TR7 were there as was the Kastner 250K which led to an interesting Cup race. The TR7 was particularly fast when it ran, it seems ignition problems plagued it all weekend. Several fast TR4's and a surprising fast Spitfire too. Of course, Jerry Barker's Herald ran well when it wasn't broken. In case you don't know about the world's fastest Herald you have to see it to believe it. It scoots. Previously I sent a link to a professionally done video of the Cup race to everyone and it tells the story of the Cup race better than I can. If you deleted the email you can go to YouTube and search for Classic Motor Films and click on the 2019 Kastner Cup box and find the race video. The race was black flagged after 6 laps but not well explained why the black flag was necessary. I suspect it had to do with too aggressive racing. Gee I thought racing was aggressive driving. Maybe in California it's not politically correct, I don't know.

The Cup was awarded to Brian Howell in a TR4. Brian is the new owner of British Frame and Engine, a longtime supplier of go-fast stuff for Triumphs. Brian was very fast and drove a smooth race. Pretty good advertisement for his parts.

When the cars came in under black flag the TR 8 was losing coolant and would not have made it to the end and in a conversation with Tony Garmey who drove the 250K he mentioned he doubted he'd have made it to the end either since it was blowing oil out of the catch cans and filling up his foot well. I'd like to have seen more of the battle between those 2 cars as it was intense. The TR 8 was driven by one of Lee Mueller's sons, I think it was Mark Mueller. The Mueller name is closely associated with Triumph and Huffacker racing as in Mother Mueller racing parts.

A highlight for me was being introduced to well know author and designer; Peter Brock, who designed the Triumph 250K along with Kas Kastner. Peter also designed the Corvette Stingray and the CobraDaytona Coupe. Eventually there will be a posting of a conversation and interview between Kas and Peter Brock about the design and build of the 250K.

In all it was a nice trip. Next year the Kastner Cup returns to Mid-Ohio in June. Plan on going as it will be another great weekend of racing and close by.

Triumphant Thoughts (The Synaptic Misfires of a Triumph Enthusiast)

by Jim Keenan

Good news. My TR8 just completed a successful run to Winchester, Virginia and back. Last month's article detailed the cooling issues I was having with my TR8. After following my own advice and taking the proper amount of time to repair the car things went much better on the redo of the cooling system repair. All hoses were replaced and with help from some club members' other issues were addressed.

John Styduhar helped me delete all of the wiring that remained from the A/C and fuel injection systems, which were no longer on the car. This was a slow process of going wire by wire whilst using a wiring diagram printed in such a tiny font it was almost impossible to read. Thank goodness I found a magnifying glass. My TR8 now has a much cleaner look under the bonnet.

It turns out that bleeding the trapped air in a TR8 cooling system is a real pain in the rear. Upon refill and initial testing all appears to be fine, until you hit the road. When the "pocket" of air passes over the temperature gauge sender the gauge spikes quickly to the right (hot) and then returns slowly to a normal reading. This problem so perplexed the previous owner that he installed a second temp gauge, believing that the factory gauge was the issue. Pat Ledford (a TR7/8 expert) helped me solve about 90% of this problem. He brought a special funnel to my garage and assisted in bleeding the air from the system. This funnel is clamped to the remote reservoir and raises the level of the coolant to a point that as the system burps, coolant replaces it. After two bleedings, there is still a little air in the system as the problem still persist but less often and not as severe.

I would like to thank John and Pat for their help. It reminded me that one of the reasons I belong to the club is that the nice cars come with great owners.

Jim

It Didn't Rain; Almost

by Bruce

Carlisle - It is hard to believe, unless you were there, that the weather was great - warm sunny days. Nobody can remember the last time that happened.

A great weekend but very few club members were there. Wray Brady and Jim Shaw had earlier bought another huge stash of parts plus 2 derelict TRs. So they were very motivated to sell some of the 2 pick up truck loads they took. Jim Grady and his friend Scott were there showing off Jim's recently restored TR3A. Another very nice Jimmy Mack redue.

Other club stalwarts there for the weekend were Ed Woods, Bud Osbourne, Larry Ross and Bruce Stutzman.



"Bobby Wyner is ready to go!"

Triumph Ownership; Trials & Tribulations

by Larry Ross

As most of us already know, being a Triumph owner is a love/hate relationship. We love the Triumph driving experience, but hate when things go wrong. Here are a few examples:

TR8 – As most of you know, I am now 2+ years into the “restoration process” of a 1980 Triumph TR8. The latest issue to rear its ugly head is a much hated electrical gremlin. It seems that the alternator was not charging the battery, but actually draining the battery.

Off to Williams Electric to have the alternator rebuilt. For example, when I took the vehicle down to the Tune-up Clinic, the battery was fully charged. 35 minutes later when I pulled into the Galbreath complex, the battery read 9.5 volts. Yikes!

With the help of Woodsy (Ed Woods) the dash was taken apart because the “ignition light” was not activated on start up. The ignition light acts as a relay to charge the battery. After swapping lights around, we decided the light bulb was ok. Back to the drawing board we go. Eventually, Woodsy ran a jumper off the alternator and the ignition light was activated on start-up.

However, the rebuilt alternator was checked again, not only by Williams Electric but also by Am-For Electronics (Jim Gill). The alternator was given the green light by both.

At Import Carlisle, Woodsy and I had an in-depth electrical discussion with Jim Gill on the alternator and the electrical system in general. All of which is “Greek” to me.

However last night with the help of Woodsy, the ignition light is now in working order and the battery is being charged. I just need to “button up” the work that was done.

TR6 – This past weekend was Import Carlisle and the weather was projected to be horrible on Friday. Since I was leading the backroad run, I decided to take the TR6 since it is less claustrophobic to drive with the top up. However, I left my house in the morning to meet the guys for breakfast at the Cracker Barrel in New Stanton. By the time I crossed the Elizabeth Bridge, the clutch pedal was going to the floor. Now, I just replaced the slave cylinder on that vehicle 2 years ago.

I decided it was prudent to turn around and swap the 6 for the Spitfire. Back home I go to get the Spitfire. By the time I pulled into the driveway, I had to push the 6 into the garage as the clutch would not engage.

Spitfire – Well, it was a beautiful day to drive to Import Carlisle with the top down. So much for the science of meteorology. On the road we hooked up with Billy Greenberg and his merry little band of British cars from the Greensburg/Latrobe area.

On Saturday morning after breakfast, I decided to go to the quarter car wash to clean off the bugs from the front end of the Spitfire. After hosing down the car a gentleman in a Honda S2000 (with 161,000 miles) pulled into the wash bay. As I still had time on the meter, I motioned for him to pull in behind me to use my existing time. I hopped into the Spitfire to pull out of the bay, turned the key and heard click, click, click. CRAP!

I quickly checked under the hood and the engine compartment was completely dry. The gentleman in the S2000 then helped me push the Spitfire out of the wash bay. A quick call was made to Jim Shaw for assistance. As

I was waiting for Jim, I dried the vehicle off, then continued my under hood inspection. Since the vehicle was parked on a slight grade, the gentleman in the S2000 helped me push the Spitfire up to the top of the grade. Time to drift and pop the clutch. Ignition !

By this time, Jim was pulling in and he followed me back to the show field. However, on the main straight as I was pulling into the parking area of the North American Spitfire Squadron, the car died once again. The guys from the N.A.S.S helped me push the car into line. After a quick check, we determined that the battery was the culprit. Luckily, Gary Hunter had a battery charger and we pulled the battery out, found power off of a telephone pole and charged the battery.

However on inspection of the battery, we found out that the battery was “bulging”... Yikes!

Therefore, it was off to Advance Auto at the end of the day for a battery purchase. That also is another story for another day.

As I have always said, driving any British Auto is always a “work in progress”.

Get out and DRIVE!

~ Calendar of Events ~

JUNE

- 6-10 Cars & Coffee - Rick Brown 412-818-1433
The Beach House, 6285 PA-88, Finleyville, PA
- 6-15 The British Invade Amish Country
— Rick Brown 412-818-1433
- 6-18 Beer & Bull - Bud Osbourne 412-855-9969
Iron Creek Inn, 611 Millers Run Rd, Cuddy, PA
- 6-24 Druz Meeting Bruce Stutzman - 412-600-7275
Sunny Jim's, 255 Camp Horne Rd, Pittsburgh, PA
- 6-29 Winery Run — John Styduhar 724-699-8594

JULY

- 7-16 Beer and Bull @Waterfront
Bud Osbourne 412-855-7275
- 7-18 PVGP Country Side Tour
Bud Osbourne 412-855-7275
- 7-20 British Car Day at Schenley Park

AUGUST

- 8-10 Run to Sharon QS&L (details TBA)
- 8-17 1/2 Day Run — PJ Wright 412-833-4142

SEPTEMBER

- 9-6 to 9-8 Vintage Festival Watkin's Glen
Triumph is Marque of The Year
- 9-21 Caution, Curves Ahead Run
Gary Fredo 724-378-9610
- 9-28 Run — Curt Stroup 412 337 7764

OCTOBER

- 10-5 Run — Larry Ross 412 780 8495
- 10-19 Fall Leaf Tour — Don Harkus 724 822 5447

NOVEMBER

- 11-16 Run to TRF — Gary Fredo 724 378 7275

~ Events of Other Interest ~

CAR SHOWS AND NATIONAL MEETS

- 6-1 British Car/Motorcycle Show, Fort Washington PA
- 7-27 Northeast Ohio British Car Show — Hudson OH
Western Reserve Academy

VINTAGE RACES

- 6-13 to 6-19 VARAC Vintage GP @ Mosport
- 6-20 to 6-23 SVRA Vintage GP @ Mid-Ohio
- 7-12 to 7-14 PVGP Historics @ Pitt-Race

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Drive, Pittsburgh PA 15241

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June 15 — British Invade Amish Country
June 10 - Cars & Coffee — June 18 - Beer & Bull
June 29 — Winery Tour - Lawrence County

June 15, British Invade Amish Country

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June 29 — Winery Tour

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Charles Runyan Memorial Run Photos

Photos by Mike Bongart

