

Established
1977



Azus Anuz T

Volume 24 Number 2

Zōos Nūz

November, 2000

<i>President</i>	<i>Mark Phillips 412-561-5972</i>	<i>Recording Secretary</i>	<i>Gary Fredo 412-825-3893</i>
<i>Vice President</i>	<i>Dave Jerman 724-349-6639</i>	<i>Membership Chairperson</i>	<i>Ed Woods 412-486-4294</i>
<i>Treasurer</i>	<i>Bruce Stutzman 412-831-8884</i>	<i>Newsletter Editor</i>	<i>Bill Kern 412-793-0411</i>

Business and/or social meetings are held monthly close to the middle of the month. Please refer to newsletter for the time and location.

On The Mark

Fall is here. My furnace is running and my neighbor's leaves are in my yard. I hate this time of year, but it's time to start planning those winter projects. I am considering several improvements to the TR6 and Sherry's TR4 is feeling neglected. I guess it is a good time to park the car for awhile. First, however we've had a busy month. For the members that could not attend, let me recap.

We had a garage tour to Sam King's garage October 7th. Sam had been having some trouble with his 1974 TR6. The car would run at lower speed and it would idle but at highway speed it would not run very well. Thanks to Ed Woods and Gary Fredo for showing up to lend a hand. After a little chitchat we dug right in. From Sam's description we thought there could be an ignition problem; we gave the vacuum plumbing a check. Everything seemed fine but was it working? After checking every manual Sam had and still not knowing if all vacuum lines were connected correctly we quickly decided to go to the basics. What's the compression? Number 1-145psi, number 2-145psi, number 3-125psi, "oops, but that will work", number 5 "O'boy, crank it again, that can't be right. We have a problem 45psi!" Lastly, number 6-145psi. Well, the good part was we found the reason for it not running very well. We pulled the valve cover to see if the valve was stuck, unfortunately everything seemed to be moving and squirting oil in the cylinder did not improve the compression, so it looks as if the number 5-exhaust valve is burned through. We won't know for sure until Sam pulls the head off and depending on the condition of the other valves Sam might be able to replace the one valve and just freshen up the head and get it back together. Or he could do nothing as several of our club members have done and still get several years of service out of it.

Well, nothing we could do to improve the exhaust valve situation we spent the rest of our time going over some general items to improve performance. With the burned valve it will need careful tuning to get it to run. We changed spark plugs, lashed the valves, and worked some on the carbs. I don't think we did any harm, which is always good. We'll have to keep track of Sam and see what happens when he gets that head off. This would have been a good garage tour for some of our members to attend who are trying to improve their mechanical skills. Always start with the basics before attempting very complex mechanical fixes, which you might not need. Some basic items you will always want to check are. What is the compression? Do you have good spark? Are the plugs gapped correctly? Set valve lash. Is fuel getting to the carburetors? Performing a few easy checks can narrow the possibilities down till you find out what is the real problem.

Several weeks ago we had our annual Fall Leaf Tour and as Juan Antonio Samaranch, President of the International Olympic Committee, stated at the end of the Olympics "This was the best fall leaf tour ever". Just ask anyone that attend-

ed. The weather was picture perfect, and the Jerman's had mapped out a great run through Indiana County that included 4 covered bridges. I personally had no idea that there were that many covered bridges in our area. What a great drive. We had no mechanical breakdowns but we did have a quick inspection on the roadside but Ed Woods wiggled a wire and instantly fixed a misfiring TR3. Hey Ed, can you come over and place your hands on my lawn mower?

When we came to the end of the rally the other half of the host duo, Mark and Meghan Tweist opened their beautiful house to our little group of beer drinking, dirty fingernail, dirty shoe, poor mannered, Triumph grease monkeys. Mark and Meghan have rebuilt a turn of the century barn into a beautifully appointed home. The only problem: Sherry got several ideas that she may add to her "Honey Do List" hanging on the refrigerator. Many thanks to the Tweists for taking on this task. The preparation in hosting our group is quite an undertaking. We were treated to a magnificent meal and from what I saw everybody had their fill. Following desert Mark lit the bonfire and we all gathered around for some banter and laughter. What a great time. It really doesn't get much better. Thanks to the Jerman and Tweist tag team for hosting the Fall Leaf Tour.

Now, to business. Yes, we did have a General Business Meeting at the Fall Leaf Tour. The only business up for consideration was nomination of officers. All current officers were nominated for reelection. Election of Officers will be held during our next meeting scheduled for November 15th, 2000.

Speaking of meetings I hope all are planning to attend our November meeting. As mentioned we will be electing officers but also we will be planning the 2001 calendar. I already have some commitments from members on hosting events for next year. If you are interested in hosting an event please give me a call or drop me an email at: phillips@fm.pitt.edu.

As I stated in last month's newsletter our meeting is Wednesday, November 15, 2000. The place is the Fireside Inn. It is located on Steubenville Pike, Route 60, in Robinson Township. If you want dinner you can order off the menu and there is a cash bar. We will not be having a keg. The room is open to the public but the management has said that they will set some tables up so we have a private area. They said that having a meeting should not be a problem. We'll give it a try and see how it works.

Directions are very easy. From the North and South suburbs take Rt. 79 to the Moon Run exit which is exit 16. At the end of the exit ramp that will be Rt. 60. Travel South on Rt. 60 (head toward Pittsburgh) for approximately 1.5 miles. The Fireside Inn will be on the left. If you see the Bruce Plastic sign you've gone too far. From the East take the Parkway Rt. 376 to Rt. 79 north and exit Moon Run and follow the directions above. From the West jump on Rt. 60 and head toward Pittsburgh. These are general directions, see the map on the last page and if you have any questions give me a call.

See ya Soon.

Too Much Fun!

by Ed Major

The past Triumph driving season has seemed to slip by very fast, but, . . . I must have had some fun somewhere. When I went to have my TR3 inspected this week I told the mechanic that he must have made a mistake on my sticker last year, I couldn't have gone XXXX miles since last inspection! But Bob showed me the previous years records and after thinking about it he was right.

Lori also reminded me how often this year I was "MIA" around the house. I sort of remember a trip in May to do a little business in Mechanicsburg and then down to Carlisle for the annual autojumble. Then there's the quick trip to the TRF spring drive in, with those great Indiana County roads. Of course the vintage races at Mid Ohio is one of those I hate to miss and although Bruce offered to take his car, and did, I'd feel kind of naked without my "TR3" so I took it. There's something about a couple of TR's running down the back roads that I just love! One memorable night in June as Bruce and I stopped for dinner at a local restaurant in Lexington after a day at the track we bumped into a group of Triumph racers that Bruce knew and we were asked to join them and share a pitcher or two, the likes of Ken Gillanders from California, Tim Suddard from *Grassroots Motor Sports*, TR Guru J.K. Jackson, Mike Jackson with the events fastest Triumph (TR3A no less), Glen Effinger, Joe Alexander, the list goes on. And we talked the night away about our cars.

Although I didn't make a lot of WPTA regular events this year (they always seemed to be up against work or other personal stuff), the "3" did make BCD, the TRF summer party, the Anniversary Run and the Fall Leaf Tour (This years foliage tour was probably the premier event of the year and will be repeated next year, mark your calendars).

Then there's the annual run to the vintage races at Watkins Glen, I always say that this event isn't allowed to be bumped by the "family trump card". Five days, four nights of old British cars, sports car racing, beautiful upstate New York roads, concourse & peoples choice car shows and scenery you just don't have around here, and great car people (as Jim Shaw would always prompt me to say - it doesn't get any better than this). For the past three years at each vintage race we also end up at the campsite of Jim & Nancy Underwood where we watch the current NASCAR race and enjoy their hospitality, food, drink and great times into the night talking cars.

It wasn't a good year, it was a great year of "Triumph", thousands of reasons to have a good time with some great friends! Yes time flies . . . but memories are timeless, and probably will be revisited this winter many times on those cold winter nights.



Early Morning run at TRA 2000

Classified

Wanted. TR6. Must be in excellent condition. I'm not looking for a show car, but want a very good driver that I won't have to make any excuses for. It's for my wife, who bought one new and drove it for 6 years, so she knows them well. John Tuleibitz. 724-452-4924. jatuleib@yahoo.com. For Sale: 2 Spitfires \$750 for both, call Ed Woods for info 412-486-4294

Gary's Reflections II

by Gary Fredo

Thought I'd give you an update on my Triumph situation. I tried to get the TR7 inspected last Friday. On the way there I lost most of my braking ability. They would still work if I pumped them a little and I couldn't find any fluid leaks so I thought I would press on regardless in the hope that they wouldn't drive the car and I could still pass inspection and fix the brakes before the next run. Amazingly enough no one ever got in the car and it passed the safety inspection without any problem (headlights left in the upright position, of course)!! Unfortunately it wasn't even close to passing the emissions inspection. I also couldn't get an exemption because you can only get one exemption per year per car! Since I already got an exemption in June I'm stuck till next year for the emissions sticker and if I can't get an emissions sticker then they can't give me a safety sticker. Bottom line: My TR7 is off the road till I get classic plates and I don't have to worry about the emissions sh___. I was hoping to hold off for two more years and get antique plates but ya gotta do what ya gotta do. So it looks like I won't be able to make the Fall Leaf Tour. Hope this doesn't inconvenience anything for the meeting. Looks like I have quite a few winter projects:

Fix brakes

Fix headlight buckets (won't go up & down automatically)

Fix automatic trans cooler (leaks)

Fix dash lights

All this stuff broke during the 850 miles that I drove this summer in four months!! On the bright side I should have lots of "How to Repair" subjects to choose from for that newsletter article you want me to write. If I ever figure out how those headlights work that could be a good article. See ya.

Better Late Than Never

From Chris Martin

As many of you know, we have a new baby in the house. My brain cells are disappearing at an alarming rate. For this reason alone I have neglected to recognize the valor and bravery of those who came out to set up for British Car Day. Wind, torrential rain, sleet, nothing could deter those brave souls who were there Friday. Thanks again for your efforts, I hope to see you all there next summer. It can't possibly be like that 2 years in a row, right?

Also, a quick thanks to all those who replaced their entire wardrobes with WPTA stuff. Too bad we didn't have club Wellingtons.

Regalia Reminder

It's never too early to start your Christmas shopping, and who wouldn't want to find a club shirt under the tree?

A new supply of club gear has arrived, so place your order soon. In addition to the clothing items, we still have a few grill badges available. Perfect Christmas gift, if you ask me.

I hope to have a source for club hats in time for the start of the driving season. If you're interested, or have a friend who makes hats or something, let me know. Thanks, Chris.

Touching up Small Scratches

by Miq Millman, miq@teleport.com

From: *The Vintage Triumph Register* www.vtr.org

Do you have a small ding or scratch in your otherwise good paint job? If so, here is a technique I've used with good success for touching up such flaws: I'm going to presume that the chip is down to the bare metal for this process. First, get some items to help you with the job:

small bit of primer, compatible with the paint on your car color matched paint

A very sharp #2 pencil with unused eraser on the end

two or three extra pencils with unused erasers

double sided tape or contact cement (cc preferred)

600 grit wet/dry sandpaper

320 grit wet/dry sandpaper

220 grit wet/dry sandpaper

some organic cleaner (simple green works great)

a couple of cotton tipped q-tips, paper shafts required optionally a magnifying glass

spray cleaner (Aero Kroil is the best I've found) or rubbing alcohol. empty shoe box bottom, cut to fit over area with chip. Polishing compound (not rubbing compound) cloth diaper if possible, or lint free terry cloth rag Carefully clean the chipped area with the undiluted organic cleaner and examine the edges of the chip to see if they are loose edges to the chip. Probe the area carefully with the sharpened pencil point (the graphite point is soft enough to not damage the paint edges, and will come off with the alcohol or spray cleaner easily with out rubbing) to look for areas that are lifting up. Make mental notes if any areas exist, or if possible, remove them. Cut a small circle of 220 grit sandpaper and glue it to the eraser on the pencil. Attach some 320 grit sandpaper to another pencil, repeat with 600 you'll need both of these soon, so do them all together. Use this to carefully roughen up the edges of the chip and the exposed bare metal. Use the spray cleaner to remove the dust particles. The spray cleaners have a high rate of evaporation, so should not interfere with the paint. Use the 320 to roughen up about a small area of paint outside the chip, about 3 or 4 millimeters should be enough. Use the spray cleaner to remove the dust. Carefully pull most of the cotton off one end of the swab. Just a minor bit is needed since you are using the paper shaft as well to apply paint. Dip the prepared end into the primer about 5 mm and dab the paint into the chip. Start at the center to create a dome of paint and pull it out to the edges. If there were loose edges of paint, try to get the primer under them as well as coating most of the roughened up paint. Leave about 1 mm of exposed roughened paint around the primer. The coat should be very thin. If the first drop didn't cover the chip completely, in the next step, dip the swab deeper into the paint. But don't over do it. It is much better to have too little paint in a layer than too much. Probably another 3 mm is enough. Allow 2 hours to dry (!). You'll thank me later that you waited this long. take the shoe box and make sure that it can easily cover the area you just put paint on, trim it if needed to fit better. I use my car cover to hold it in place. This keeps the dust out while the paint is drying. Once the paint is dry, use 600 grit to roughen up the surface and reapply another dallop of primer in the same manner. Let it dry another 2 hours. Once the paint is dry, use 600 grit to roughen up the surface if you can see bare metal in the scratches, repeat the previous steps one more time. Usually two coats is enough however. This time apply the color paint in the same manner, dip the sheared swab about 5mm into the paint, and place a drop in the center of the chip, then pull it out

to cover the chip entirely. Spread out the paint to cover all the area that is roughened up. Don't worry if you go over the area, it will be removed later. This layer of paint should be very thin, perhaps not even obscuring the scratches or some of the primer. That's ok. Cover it with your shoebox, and let it dry for 2 hours. Add another drop of paint and spread it out to cover the chip. The secret to this method is that you should never redip the swab when applying a layer of paint. If the chip is larger, dip the swab deeper into the paint this time, but only a little bit. Don't worry if the chip is not covered with paint yet, follow the same method you did with the primer and each successive layer adds a bit more paint to the initial drop, until the area covered is the right size. Again let this layer dry for at least 2 hours. Repeat the spreading drop of paint, 2 hour drying time, a number of times. The idea is to make the combined layers of paint ever so thicker than the painted surface of your car. I predict for a chip that is to bare metal, you will need about 2 coats of primer and 8 to 10 coats of paint. As always, more layers won't hurt, it just takes a lot more time. The 2 hours between coats is imperative.

DO NOT SKIP THIS STEP.

By now you should have a small blister of paint a fraction of a millimeter thicker than the paint job on your car. Let the last coat dry about a week before doing the next step. Really.

Wrap the diaper around your index finger and make sure the tip is covered. Use this to apply a small amount of polishing compound to the ex-chip, and polish the area in small circular motions. Use a clean area of diaper when the diaper is paint colored. Examine the blister of paint to see if it is blended in to the correct layer yet. Once it is, clean your car like normal. Then wax it with a good hard wax of your choice.

Yes this is a labor intensive process, but when you consider how much money a new paint job is going to cost, it's pretty minor. I have used this method many times (unfortunately) and you would be hard pressed to find the chips on the front of my car, even though it's black lacquer, the worst offender for chipping and showing blemishes.

A Good Excuse

A man in his 40's bought a nicely restored '58 TR3 and was out on the interstate for a nice evening drive. The top was down, the breeze was blowing through what was left of his hair, and he decided to open her up. As the needle jumped up to 80 mph, he suddenly saw flashing red and blue lights behind him.

"There's no way they can catch my Triumph, he thought to himself and opened her up further. The needle hit 85, 90... then the reality of the situation hit him." What the heck am I doing?" he thought and pulled over.

The cop came up to him, took his license without a word, and examined it and the car. "It's been a long day, this is the end of my shift, and it's Friday the 13th. I don't feel like more paperwork, so if you can give me an excuse for your driving that I haven't heard before, you can go."

The guy thinks for a second and says, "Last week my wife ran off with a cop. I was afraid you were trying to give her back."

"Have a nice weekend," said the officer.

Watkins Glen Weekend Most Heard Quotes

1. Bruce, what type of car was that?
2. Is there any beer left?
3. What time is it anyway?
4. Where are we going to eat?

The track has changed but Bruce and Ed are the same.

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

150 Holiday Park Drive, Plum Boro, PA 15239

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
A CENTER OF THE TRIUMPH REGISTER OF AMERICA

**November 2000
Issue of the
Dzus Dnuz**

November Elections Meeting/Social, Wednesday the 15th

**November Elections
Wed., November 15, 2000**

**Meeting at 8 PM
Fireside Inn, Route 60
Robinson township**

Arive at 6 PM for dinner



WPTA Calendar of Events

- | | |
|--------|---|
| Nov 15 | General business meeting
Fireside Inn |
| Nov 27 | Newsletter Meeting |
| Dec 9 | Hang out at the Cranburry Steak & Lube
Mark Phillips 412-561-5972 |
| Dec 26 | Newsletter meeting |
| Jan 10 | Business meeting at the Fireside Inn |
| Jan 20 | Holiday Party
Monterey Bay, Mt. Washington |
| Jan 29 | Newsletter Meeting |