

Established
1977



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Volume 23 Number 12

Zōos Nūz

September, 2000

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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.

On The Mark

Have you noticed, the days are getting shorter? I hate waking up in the morning and its still night. Swimming pools have closed and those yellow buses are causing traffic jams all over the city. Hate to say it but the summer is over. Have to start planning those winter car projects.

I understand we had a good club accounting at The Roadster Factory's Summer Party. I was unable to attend but I heard that it was a big success. Congratulations to Charles, John, and the whole staff for a great party. I hope someone out there will take a moment and make a first hand report.

We also had a WPTA sponsored run last month. We made a "Run to Bradford" on August 26th. What a great day. Nothing like cruising 60-65mph through the Allegheny Forest. We had a great day for it, hardly a cloud in the sky. Once there we toured the Zippo/Case Visitor's Center. There were some interesting displays, and several members made purchases of the latest Case knives. I had no idea that Zippo makes that many lighters. There is a lighter for every taste, occasion, or historic event. There are Ford, Chevy, military branch, Beatles, Kiss, and Harley Davidson lighters just to mention a few. I was impressed. Following the tour we drove a few blocks down to Main Street in downtown Bradford and had a very good lunch at the Downbeat.

The whole incident to report was a stuck horn. Linda Greene was asked by a small child on the sidewalk to blow the horn of their TR3. When she did it continued to blow. Dan had to disconnect the horns to get it to stop. Dan has reported that Linda from now on is only permitted to wave.

Following lunch a few of us decided to stop at the Kinzua Bridge on the way home. I have never seen it. It is an old railroad bridge now owned by a scenic railroad company, which still uses it. Two trains cross the bridge daily. When the train is not using it they let the public walk across. 301 feet does not sound that high but when you stand in the middle of the bridge and look over, it is an impressive sight. It takes longer then you thought for a small stone to hit the water below. It is also unnerving walking the bridge that has a 1" or so gap between boards and seeing the tops of the trees below your feet. Some of us could not finish the walk across. I won't mention any names but her name is spelled SHERRY. One strange fact that someone in our group overheard was that this year at the bridge there has been 3 jumpers and 4 weddings. The rest of the drive home was uneventful. We made a quick stop to stretch our legs and fix Gary Fredo's headlights. It was a great day but a long one. We covered 390 miles on the route. Maybe we'll make it an annual event.

Ed Woods dropped me an email and reminded me about the Jaguar Club's show at Hartwood Acres. These guys

come out every year to Schenley and I think it is only fair that we show up to theirs. The date is 17 September. See the article for details on registration.

Also, this month is our Anniversary Run. It is scheduled September 23rd. It should be a great day. The Friendship Inn is long gone but I'm sure Ed and Bruce will make the route interesting. This is always a great run and getting our founding fathers together with a few cold brews is always entertaining.

Looking through September to our final driving event this year please come out for the Autumn Leaf Tour. It is scheduled for October 14th. The Twiests and Jermans are co-hosting this event, please see their article in this newsletter. It sounds like a great time hope to see you there.

This past month I have finally been able to spend time on the TR4. I finally got a chance to get the frame blasted. Thanks to Don Harkus and Fred Williams for giving me a hand on getting this nasty job done. I've got a quick primer coat on it so it won't rust. It is almost ready to start going back together. I still need to do minor welding on the frame.

In one of its previous lives it had a trailer hitch attached. I ground the brackets off but whoever welded it to the frame blew through the frame. I also have to repair an area up front where it looks like a chain was attached and torn out. Nothing that I did not expect. I still have too many small pieces in boxes to blast. I have several weekends of standing at the cabinet before I'm finished.

Also, got the engine torn down. It is surprisingly clean. Which is good and bad. It is good because someone has rebuilt it and it is bad because someone has rebuilt it. It looks like there are new valves in it and I think the head has been machined down. I'm going to have to have the head and block checked out before deciding what to do. I'm hoping to catch some luck here and not spend too much on the engine. I would like to rebuild the engine on the TR3 this winter if I can. I hate to have that car just sit there because the engine is soft and about to let go. I recently had to move the car where it is stored. I poured some gas into it. Turned the key, pushed the starter button and on the second crank it started right up. I drove it out of the building. Clutch is fine, brakes are good, so why am I storing this car? See ya soon.

Quote of the Month

"When was the first race?

When they built the second car!"

The Anniversary Run or Meandering Through the Ligonier Valley

by Bruce Stutzman

Ed and I mapped the route for this years' Fall Leaf Tour on Sunday. We always have a great time doing this in a TR and we always seem to find a great pub or two while we're out there. Sunday, however, was raining so Ed showed up at my house in his Mustang Cobra. Well - Cobras don't meander very well, especially when Ed is driving. We did find a good pub, which hopefully, you will enjoy with us on September 23. We also mapped out a great tour through the Ligonier Valley.

We will meet at 10:30 AM at McDonalds in New Stanton, and go off a few cars at a time. We'll take route 31 to Donegal and then we'll meander through the Ligonier Valley. There will be plenty of time to stop and shop in Ligonier if that strikes your fancy. We'll be going past both the Smith and Lenox glass outlet stores in Mt. Pleasant if that strikes your fancy.

We will finish at Ligonier Beach where we rented the picnic pavilion so pack a picnic lunch. The pavilion is right next to their restaurant and bar so you can eat restaurant food if you prefer. Beer and spirits will have to be purchased on site at, we're told, reduced prices. The prices are already quite reasonable.

If you get lost while meandering just look for routes 711 or 381 and go north to Ligonier.

Autumn Leaf Tour

by Dave Jerman

This fall, on Saturday, October 14th, the Twiests and Jermans have planned a great Autumn Leaf Tour that includes; spectacular scenery, covered bridges, and a festive party on the farm! The tour itself will be sixty miles long and take around two hours to comfortably cover the route. Beginning at King's Restaurant on Route 66 in Delmont at 2:00 p.m., we will wind our way northeast through Westmoreland and Indiana Counties. An hour long stop is planned at Reeger's Pumpkin Festival where special parking will be reserved for our British cars. This year's Autumn Leaf Tour meanders through the backcountry that gives Western Pennsylvania its unique charm. The tour will take you past four covered bridges. The first of these, the Thomas Covered Bridge, is still in use. All four bridges afford excellent photo opportunities for your memory book.

Our final destination at 5:00 p.m. will be Mark and Meghan's farm in Home, PA. There, we will enjoy a scrumptious pig roast with all the trimmings, a bonfire, cider making, "Mama Twiest's" homemade pies, 10 acres of pumpkins, and a tour of their home, which they converted from a barn, built in 1913. Camping is available on the farm, as is parking for your RV if you are so inclined. Indiana is only six miles away with a variety of overnight accommodations available. This is homecoming weekend for IUP so plan on making reservations early.

Mail your reservation check of 15 dollars per person by Saturday, October 7, 2000 to Mark Twiest, 1603 Kimmel Rd., Home PA 15747. If you have any questions about this year's tour, you can contact us at 724.463.1612 or MGTwiest@grove.iup.edu. Don't miss this opportunity to stretch your car's legs and enjoy the company of fellow club members and enthusiasts.



TR3 Rack and Pinion Steering

by Bob Westerdale

I had received several requests from listeners who were interested in the Rack and Pinion Steering conversion I did on TS36967E. Sorry for the length, it is a tough topic to address in 50 words or less... A steering conversion kit is offered in the UK by (I believe) a Company called Pro-Tech. The fellow who handles these in the US is:

British Auto Restorations
4002 Brandon Ave. SW
Roanoke, VA 24018
Attn: Mr. Ted Smith

The rack is from a Mini-Cooper (S?) and is fitted with the appropriate tie rod assemblies. They supply some steering shaft conversion bits, couple of universals and a shaft segment as a solution for the split shaft vehicles. I do not have any info on the long steering shaft solution. (But is available...)

The vendor supplies some robust mounting brackets that use the original steering box and idler arm mounting positions on the frame. No irreversible hacking. I had installed 2 previous rack units in my car, a GT6 and an MGB that were not to my satisfaction. (Bad bump steer, wrong turns ratio...) The TR3 is a very narrow car, and most donor car racks are set up for wider tracks. When you install the wider rack, you end up with short little tie rod assemblies. As the suspension travels up and down, these little tie rod assemblies do not travel in the same arc-path as the suspension components. When the suspension moves up and down, the toe in/toe out condition changes significantly, which leads to really bad handling. SO, the key is to design the steering so that the tie rod assemblies are reasonably close in length to the upper and lower control arms, so that as the suspension travels up and down, no significant change in toe in/toe-out occurs. In addition, you must also consider what happens when the car is driven around in a reasonably tight circle. The outer wheel travels a larger radius path than the inner wheel. This requires a 'Toe-out' condition, which is also known as an "Ackerman" (whoever he was...) This effect is designed into the steering by careful positioning, front to back, of the steering rack. The brackets supplied...set (the position) If you were to draw an imaginary line between the centers of the outer tie rod joints, positioning the rack slightly behind this centerline will provide a degree of 'Ackerman'. Too far forward will result in a toe-in condition during cornering, which is really bad! One wheel fights the other, instead of taking the car around the turn.

After the installation of the Mini Cooper rack, I still had some bump-steer. Subsequent head scratching made me

conclude the brackets, as supplied by British Resto, locate the rack about 3/4 of an inch too low, which gives rise to the following problem- Picture in your mind (for you Mensa types!). Sketch on paper what the front suspension looks like when viewed from the front of the car. The upper and lower control arms are pointing slightly downward; i.e. the inside bushing position is a bit higher than the outside lower bushing position. The upper and lower control arms are approximately parallel; I measured them at somewhere around 6 degrees from horizontal. When I measured the tie rod assemblies, they were now headed 'uphill' by a couple of degrees, in opposition to the control arm orientation. Now think about what happens when the car hits a bump and the suspension moves- The outer tie rod end travels an arc which starts from a position which is higher than the inside tie rod end. It will therefore tend to pull the steering 'lever' arm towards a 'toe-in' condition. Conversely, the upper and lower control arms, pointing downward by about 6 degrees, cause the wheel spindle assembly to travel outwards, as it travels in response to the bump. This movement, which occurs naturally in all 'control arm' systems like this, actually worsens the toe-in condition. The spindle assembly is headed towards a wider track, and the steering lever is being pulled inward, and the wheel is then directed to a further toe-in condition. I did some rough calculations, and sure enough, the toe in changes by about 1/8" on a 2" suspension deflection. This doesn't sound like too much, but it did seem noticeable on the road. I made some 3/4" spacers to raise the rack mounting position, which made the control arms and the tied rod assemblies travel in the same arc-paths. The car now drives very nicely, the steering effort is light and responsive, the turn's ratio is suitably quick, and there are no compromises in turning circle or tire scrub...

Other issues:

You do lose the fan and hub extension, the kit includes an electric fan (I already had installed one) and thermo switch. Obviously the turn signals become an issue, as the center mounted control head and horn button have nowhere to go now. I had previously installed a GT6? Spit? upper steering column and stalk mounted directionals and Hi beam switch, so I didn't have to fiddle around with the original stuff this time around. It is a project, but certainly not an insurmountable task. The guy who runs British Resto- Ted Smith- seemed very helpful and quite honest. He claimed to have done about 20 cars so far...(NFI)

Sorry for the long-winded blather. I've been trying improve the steering on these cars for a very long time, and this time I am definitely satisfied with the result.

Hartwood

In case you're unaware, the Jaguar Club of Pittsburgh is again sponsoring British Cars at Hartwood. The date is 17 September. Cars are to be on the field between 9 a.m. and 11:30 a.m. Participant voting till 2 p.m. Registration is \$15 by Sept. 1st, \$20 after. This is a nice, laid back, low key event in a beautiful setting. Consider it. Info: 724.837.7585 Checks payable to J.C.O.P mailed to J.C.O.P. c/o Butch Hurley, 207 Duquesne Blvd., New Kensington, PA 15068

Might I point out that there were many fine Jags on the field at Schenley before the first TR6's showed up in any numbers. I thought the Jag folks were supposed to be afraid of bad weather, not us!!! Fogs 1 and 2 are signed up.

See you. Ed Woods

Classified

For sale 1980 TR8. It is in mint condition with only 15,500 miles. Everything is original. I am asking \$14,900. Photos available if interested. Laura Walker day phone 813-874-0005 evening 813-258-9607 email LLW4Atty@aol.com

Need Electrical Help?

This advertisement was sent out to a list of Triumph enthusiasts of which I was sent a copy of the email recently by a member and felt it warranted a listing in the newsletter. If you're interested please send money to the address listed. The WPTA does not make any recommendation other than it sounds interesting.

Mark

Listeners,

As many of you know, I dropped off the list last year to devote major time to writing an electrical repair manual for the TR250/TR6. Well, I'm happy to say it is finally finished! As usual, once I got started, I didn't know when to quit. What I originally envisioned as a 75 - 80 page booklet gradually morphed into the pound and a half monster described below.

I know this list is not intended to be used by commercial vendors to advertise, but I'm not really a "commercial vendor," and I am only making the book available to list members at the present. Other than this list, I have no way of letting you know it's available, as I am not advertising anywhere else yet, so please accept my apology for the blatant commercial!

About the book: The title is "Triumph TR250 - TR6 Electrical Maintenance Handbook." It has 200 pages, 34 chapters, 223 diagrams, 49 photographs, 43 troubleshooting flow charts, and 8 large scale (11" X 17"), complete foldout schematics. It is printed on a laser printer (each book is an original - no copies) at 1200 DPI, on 24 pound, super white paper, for crisp legibility. Is bound with a plastic comb binder so it will lie flat on your workbench, and has clear plastic covers, front and rear.

Contents:

GENERAL PRINCIPLES AND PROCEDURES:

SPECIFIC MAINTENANCE AND TROUBLESHOOTING

UPGRADES AND MODIFICATIONS

INDEX, SYMBOLS, AND APPENDIXES

As much as I hate to, I must charge \$25 for it (plus \$3.70 for postage and packing — \$3.20 for the stamp and \$0.50 for the mailer). It is VERY expensive to produce books in small quantities. If you want more than one copy (clubs, etc), up to five can be shipped for \$5, if you can wait 2 - 10 days for delivery. Ask for pricing and discounts on orders for more than five books.

To order, send check or money order to:

Dan Masters, PO Box 6430, Maryville, TN 37802-6430

Guarantee:

As much as I would like to, I cannot say with 100% certainty that the book doesn't contain errors — given the nature of the problem, that is not possible. Two Triumphs, just a few numbers apart off the line, may have several differences in the wiring, and, after all these years, it is very difficult to find truly original examples. I can say, however, that any errors in the book are minor in nature, and the supporting material will provide sufficient guidance that the errors will not be a real problem. About 80% of the material come from personal knowledge, about 15% from conversations with other owners, and about 5% from published documentation and plain old guesswork.

Nevertheless, I do guarantee your complete satisfaction. If you are not happy with the book, for any reason, return it within 2 weeks, in resalable condition, and I will refund your money, minus shipping, no questions asked.

If this book is successful, I will follow up with a second volume for the TR2 - TR4A, and maybe a later volume for the Spitfire and GT6.

Thank you, and sorry for the commercialism. It's good to be back on the list again (digest version for a while, as I work to fill orders).

Dan Masters,
Alcoa, TN

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

**September 2000
Issue of the
Dzus Dnuz**

Anniversary Run September 23rd

**WPTA Anniversary Run
September 23**

**Meandering Through
the Ligonier Valley**

**Meet at the McDonalds in
New Stanton at 10:30 AM**



WPTA Calendar of Events

Sept 23 Anniversary Run
Ed Major 412-488-1600

Oct 14 Fall Leaf Tour
Mark & Meghan Twiest

~ Of Other Interest ~

Sept 8-10 Watkins Glen Vintage Festival
Oct 4-10 SCCA National Runoffs
Mid ohio Race Course