

Established  
1977



# Dzus Druz T

Volume 25 Number 4

Zōos Nūz

January, 2002

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Newsletter Editor

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

Wow, it's here; 2002. We're well into the new millennium. This is really an exciting time to be alive. Just imagine the discoveries waiting out there in the sciences, medicine, and space. It seems almost every day there is a new something or other. How about that new two-wheeled transport? Personally, I still prefer the four-wheeled type but think about the world your children and grand children are growing up in. The possibilities are endless. The only downside is the dangers are just as endless, but the potential is inspiring. I am hoping that the best of humanity is going to shine.

The year 2002 also has some significance for our little group. Later this year the WPTA will begin volume 26 of the Dzus Druz and do you realize what that means? This year is the Western Pennsylvania Triumph Association's 25th anniversary! That's right, it's been twenty five years since the two Ed's, (that's Ed Woods and Ed Major), probably in a drunken stupor, had this idea of a club for Triumph TR2's and 3's. I'm sitting here trying to imagine what that conversation was like. Ed-1: "hey Ed, how about we start a Triumph club", Ed-2: "good idea! Pass the pitcher." I'm sure there was a little more to it then that, but thanks to the two Ed's for coming up with a good idea that has turned out to be an amazing collection of people with one common thread; their affection of cars, and in particular British Triumph Sports Cars. It is also nice to think about some of the positive affects this group has made over the years and I hope that we can continue well into the future.

This year being our silver anniversary, I would like to see every member make an effort to come out to the events this year and first, express their thanks to Ed Major and Ed Woods first for coming up with the idea, and secondly thanking them for their continued participation in the WPTA for these 25 years. Ed Woods is still an officer and Ed Major; well let me just say that if it wasn't for Ed Major, our newsletter would not exist. All of us owe a debt of gratitude to the two Ed's. Thanks guys.

Recapping last month; we had our annual "No Meeting, Meeting", December 8th. Turn out was not as large as in past years but we had a nice group of 8 or 9 members. Ed Major filled us in on how it's going getting his TR250 together with two very active boys under foot. In fact, Ed predicted that he should have it started and running by now. Hope that is the case. Jim Shaw updated us on progress on his Geranium long door TR2. Jim also is getting very close to putting the match to his newest. Bill Emery recounted this racing year. Ken Nelson described his latest parts purchase, Ken is still in the acquisition phase of his TR4 project. We also met our newest member Darrell Slaughter who recently purchased a 59 TR3A. Darrell ends up being a neighbor of mine in the South Hills. Darrell did not bring a photo but it sounds like a very nice running and driving TR3. I, however, was only able to talk about the list of projects I hoped to accomplish this winter. I better be careful or the winter will slip past me and I won't have anything done. Well, that was about it for last month.

Coming up this month is our Holiday Party. It's being held at

Wright's Seafood Inn in Carnegie January 19th. Cash bar will open around 6:30pm with dinner being served around 7:00pm, come out early and toast to our 25th anniversary and new year with your WPTA friends. Hurry and get you RSVP in, we will only be able to take the first 50 couples.

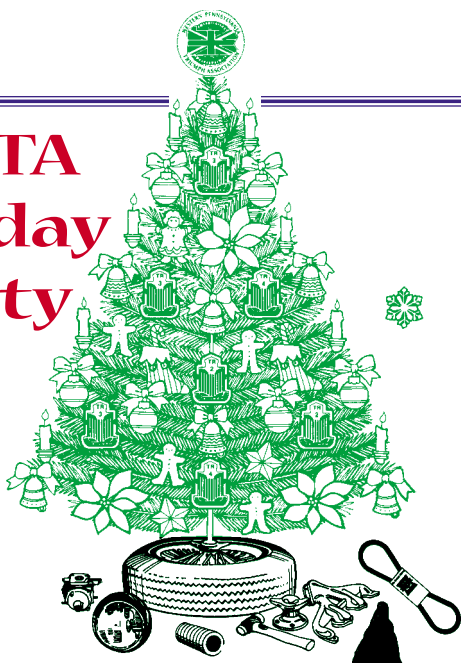
Sherry has planned something a little different this year. We are going to have a Triumph Grab Bag. To participate you have to bring a Triumph related item gift wrapped to exchange. Here's a brief description of how the "British Grab Bag" will work from the boss herself: "All those interested (I'm sure that will be all!) need to bring a British car part or memorabilia item wrapped to the party. You will be handed an envelope with the rules and regulation and 2 "trading tickets". The fun will begin shortly thereafter. So, start looking for the perfect British gift now!"

There is nothing else on our calendar in January except for the Holiday Party. I am still hoping to get a garage tour or two scheduled this winter. I have taken a few calls and emails from people with projects for a garage tour; I have not been able to schedule anything so far. One member may be pulling the head off his TR6 to take advantage of the TRF valve job special, another has inquired about help on a top replacement on his Spitfire. I have warned him however that project may be beyond the tours ability, but if anyone has the ability and is willing to lend a hand drop me a note. Also, we had a request for help on a set of TR4 carburetors and a transmission. If I am able to get something scheduled for January, watch your email for a notification. If not, I'll have something in the February newsletter. I would like to get something scheduled for February, March and April, which are historically our slowest months. So, watch your emails and the newsletter for a garage tour notice.

Well, even though we are in the middle of winter it is time to start planning next years calendar and this being our silver anniversary I am hoping for some great runs and rallies. If you are interested in hosting an event and wish it to be part of the WPTA calendar we need to start to hear from you. We have historically started our driving season with the Tune Up Clinic, which occurs in early May. After that, I would like to schedule at least one driving event a month till the Fall Leaf Tour in October. That is a minimum of seven events. Last year I think we had 9 or 10 driving events. If you hosted an event last year and are interested in hosting the same or a similar event in this historic year for the club I would be very happy to hear from you. Well, actually the Vice President needs to hear from you. Gary Fredo, our new VP, is the keeper of the WPTA calendar. Gary will make sure your event gets on the calendar and that it does not conflict with anything else happening in the club or other regional car activities.

Well, that's about it for now. Please consider hosting an event in this important year for the WPTA. Finally, due to the Holiday's coming up and I am actually writing this on December 15th, our newsletter meeting was the 17th. This gives me the opportunity to tell all from Sherry, me and all your WPTA officers: have a great holiday and we hope all your dreams and wishes come true. See you at the Holiday Party!!

# WPTA Holiday Party



Come join us for WPTA Annual Holiday Party

WHO: All of our Triumph Friends

WHAT: Annual Christmas Party

WHERE: Wright's Seafood Inn

WHEN: January 19th, 2001 7:00 to ???

Please join us for a night filled with fun and festivities.

Bring with you a Triumph / British Grab Bag.

That can include a valuable part, or not so valuable, or any British Memorabilia. We will draw numbers for those who want to be part of the Grab Bag.

Cost per person is \$25. Please note it will be a cash bar.

RSVP's need to be in by January 10th. Please fill out the

form below and send back to :

Sherry Phillips

647 Royce Ave.

Pittsburgh, PA 15243

## Directions to Wright's:

**From Downtown** - Go thru Fort Pitt Tunnels onto Parkway West. Take Exit 3 Carnegie / Heidelberg. Turn left onto Rt. 50 W. Go 1.3 miles and turn left at Wright's Seafood Lobster Sign.

**From Airport** - Take Parkway East towards Pittsburgh to 79 S. Take Exit 55 Heidelberg / Kirwin Hts., make left on to 50 E. Go 1.1 miles and make right at Lobster Sign.

Name \_\_\_\_\_

# Attending \_\_\_\_\_ x \$25 per person = \_\_\_\_\_

Choice of:

Boston Scrod with Buttered Bread Crumbs \_\_\_\_\_

Chicken Marsala w/ Mushroom Wine Sauce \_\_\_\_\_

Roasted Rosemary Roast Beef with au jus \_\_\_\_\_

Dinner includes:

Soup Du jour

Tossed Green Salad with House Dressing

Rice Pilaf

Grilled Vegetable Medley

Dessert

# Share the pain, own a British Car

by Bob Westerdale

*This story came to us via the internet, we don't know Bob but thank him for sharing this great story*

In 1972, at age 18, a buddy and I decided to take his '60 3A from Northern NJ to Frankfort NY to visit a friend who had relocated. It was early February, and bitterly cold. He had only purchased the car a few weeks ago, and had done minimal tech review. ( hey what did we know?) The car had over 210,000 miles, and still had the original engine- no rebore, maybe 1 valve job. ( DPO- Mr. Tete Tetens of Hackensack NJ ) the car burned an even mixture of gas and oil, but still went OK. We loaded up and hit the highway, and I soon noticed my buddy was having a helluva time keeping the car on the road. He said the steering was really lame, with a lot of play in the wheel and possible alignment problems as well. I had read the TR3 service book indicating the steering could be tightened up by 'simply' removing a few shims from the shim-pack in the steering box.

We pulled off the highway, laid down in the snow and discovered how nicely the ball bearings and gear oil could fall out of the steering box ( the bearing cages were toast). We took a few shims out, and pretended to refill the oil, and back on the road again. Now, the car was wildly undriveable; after the trip was over I discovered the steering shaft 'split' coupling was nearly disconnected, so most of the play we noticed was in the shaft, not the steering box. We pressed on, regardless.

The car had an original top and ill fitting curtains, providing a generous flow of arctic air to keep one refreshed, and to dissipate the increasing volume of exhaust in the cabin. As frostbite is a major concern in most TR3's, we stopped at the local hardware store and bought a roll of 'Mystic' tape ( Duct tape was still a figment of Mr. Duct's imagination) and set to closing up those nasty gaps. Sadly, it was extremely cold, and every breath you took formed a cloud of vapor, which conveniently condensed on every surface we tried (unsuccessfully ) to tape up. We retired to a bar for a bit of refreshment, and then planned to enter the car and tape it up experienced earlier. ( So You try and have a few beers and then tape up some crappy curtains in the freezing cold while holding you breath!) It worked to some degree, but a couple of extra jackets and hats did the trick.

It was about 11 pm in upstate New York when I noticed an 18 wheeler following very closely, flashing his lights and being a general nuisance. At the time I had no idea what was on his mind, but later decided that he objected to the shower of sparks that came from under the car whenever the emergency brake cable ( the crossover) bounced on the ground. Seems one of the clevis pins had gone away, but no worries. I could see the sparks in the mirror, but figured it was normal. We decided we could try to outrun him, despite the onset of some light snow. Fortunately, we did.

The exhaust got louder as we neared our destination, and at about 2 AM, we were just in time to catch the eye of a local gendarme, who was probably irritated by last call at Donut World. He pulled us over, and demanded we both get out of our now securely taped up car. I would've welcomed a night in a warm jail cell by this time, but he forced us to move on. A few miles further, the headpipe tore out the muffler's front section, so we had no trouble staying awake from then on.

After awakening the next morning at our buddies house, we set out to find a muffler for this here furrin' car. I think we ended up with something from a Massey Ferguson tractor, but what the hell- it was a tractor motor.... We fought all day trying to install this wretched thing, tore out the tunnel, rolled around in the snow, using my buddies terrific selection of cheap-o tools, and eventually had some form of exhaust system, good enuf....

During the test drive, we found the clutch had gotten a bit close

to the floor,, and a quick fluiuf check indicated the clutch was not our friend anywmore. Strangely, the firewall below the master cyl. was dripping with semi viscous fluiuf, and Aha! we discovered the hard line had shaken itself to death underneath one of those little clamps that is supposed to prevent this type of problem. Driving w/o a clutch was not on the agenda,, so we went back to the Auto parts and Tractor guy who assured us the hardlines were most certainly metric and there was no way he could help us. Ingenuity prevailed, and I bought a flexible rubber brake line of approximately the right diameter, clipped off the ends and attempted to make a repair of the existing leaky line. We cut out the broken section, and had to forcibly jam the rubber line into position. little did we know, that the sharp ends of the hard line I had cut had peeled a little bit of the rubber ID off, which had gone off to float around in the clutch hydraulics. We bled the clutch, and all seamed OK. Another test drive seemed to indicate success, but at a traffic light, the clutch suddenly seemed very hard to depress- at least quickly. Under moderate foot pressure, it would allow you to gradually depress the clutch, and upon release of the pedal, it would slowly crawl back, and the off we'd go. You had to plan about 5-10 seconds ahead if you expected to drive along with the rest of the cars. It was absolutely hilarious, especially if you brought the engine up to 4,000 and let the clutch out. Wahoo! I pulled off the rubber line, and removed the swarf.. All was well.

The next day, we went through the tape up ritual, and headed for home. By comparison, it was an uneventful trip, until I felt a strange wumpa-wumpa coming from one of the rear retread snow tires at about 70 mph.

Remember this car now had almost no useful steering, so the instability caused by the blowout caused me to shoot wildly across many lanes of the NYS Thruway, with my buddy trying to instruct me on the fine art of 'counter-steering'. Despite both of us yanking on the steering wheel, and several quarts of adrenaline in our veins, the car won out and did an elegant 180, while we watched the scenery whizzing by in the wrong direction at about 50 mph. Fortunately we smashed into a the large roadside snow bank, ( going backwards) which damaged a few things, lights, spare tire cover, ripped the back window, etc. but nothing serious.

We changed the tire in about 10 seconds and dug out of the snow bank in less, and got back underway without the help of passing motorists.. The last 100 or so miles was uneventful. We both agreed to tell our parents absolutely nothing, to prevent the likely tirades about " them damn Foreign cars", as we were raised with Detroit iron. Upon arriving home, my buddy found a letter indicating his insurance had been cancelled, prior to the trip. You can only get away with this stuff when you are 18.

Ed, Bruce and Dan checking out a couple of Ford GT40's in the garage area at Watkins Glenn International Racetrack



## ~WPTA~ Calendar of Events

- Jan 19**      **Holiday Party at Wright's Seafood Inn**  
Sherry Phillips 412-561-5972
- Jan 29**      **Newsletter Meeting (Note Tuesday Date!)**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- Feb 25**      **Newsletter Meeting,**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- Mar 25**      **Newsletter Meeting,**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- May 17-19**    **Import Carlisle**  
Ed Major for rooms 412-488-1600 X207  
Jim Shaw to sell parts 412-262-3878
- July 13**      **356burgh Washington County Tour**  
Bud Osbourne 724-356-4464
- Aug ??**      **The Roadster Factory Summer Party**  
Jim Antis

### ~ Of Other Interest ~

- June 14-16**    **Vintage Races, Mid Ohio**  
Celebrating 50 Years of "Triumph"
- Sept 6-8**      **US Vintage Gran Prix**

## ~ Classified ~

**For Sale:** TR6 Top with bows, zip out rear window, good condition. Boot cover, needs some seam stitching, otherwise good condition. \$100.00 for all. TR6 seat covers, good condition, black, \$50.00 Does anyone have any decent TR4A/250 fenders? Jim Antis 724-349-0426.

*Due to increasing products liability litigation, American Beer Brewers suggest the following warning label on beer:*

**WARNING: The consumption of Alcohol is a major factor in dancing like a fool!**

### Pick your own photo caption

#### What is Bruce doing?

1. fixin' something
2. bench pressing his car
3. sleeping it off
4. stuck!

#### What is Jerry saying?

1. is it another autocross cone impaled on your car?
2. I don't think the voltage regulator is down there!
3. put a couple of extra hot dogs on the muffler for me
4. hay your fly is open





Established  
1977



# WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

647 Royce Avenue, Pittsburgh PA 15243

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

**January, 2002  
Issue of the  
Dzus Dnuz**

## **Holiday Party, Saturday January 19, 2002 at Wright's Seafood Inn**

**Holiday Party, Saturday January 19, 2002**

### **Wright's Seafood Inn, Heidelberg PA**

1837 Washington St., Heidelberg PA -- RSVP by January 10th

