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# Dzus Dnuz T

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Zōos Nūz

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President Mark Phillips 412-561-5972  
Vice President Gary Fredo 724-378-9610  
Treasurer Bruce Stutzman 412-831-8884

Recording Secretary Dexter Stoltz 412-865-1201  
Membership Chairperson Ed Woods 412-486-4294  
Newsletter Editor Bruce Stutzman 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.

## On The Mark

Boy is it hot, I'm not complaining, I love the heat. Even though our house isn't air-conditioned, I love this weather. The reason I love it is that before you know it, in a few months, we'll be looking at sidewalks that need the snow shoveled. However, I wouldn't mind a little rain, the only good thing about the dry summer is I haven't had to mow the lawn in several weeks, my kind of summer.

First off, I have to apologize to everyone for several errors in our balloting at British Car Day. The counting of ballots was flawless, however, when I was looking up the registration numbers for the winners name, I goofed on three occasions, I guess the eyes aren't what they used to be. The corrections have been made to our winners list on the web page and actually the three I goofed on nobody picked. Sorry for the confusion, and if you were not at BCD to receive your award, rest assured that they will be coming soon, I mailed them this weekend.

August is always a great month for one reason, Summer Party. August 9th thru the 11th was a British Car owner's dream weekend. The Roadster Factory's weekend party is always a great time. I couldn't get the time off for Friday's activities but I understand the drag strip was "smokin'". I'm sorry I missed the fun.

I did get to Amaugh mid-morning Saturday and found WPTA's tent. Thanks to Fred Williams for organizing our presence on the field. The tent was needed throughout the weekend for relief from the sun. I spent most of the morning checking out vendors and visiting with WPTA members. Early afternoon several of us decided to try our luck at the poker run. It was a nice relaxing drive and the ice cream at one stop was excellent. I wish my poker hand was as good as the ice cream. I heard that someone actually had a straight flush; they should have played the lotto that day.

We got back to the grounds and were just planning to head over to the autocross, when the call came in, a dead TR4 on the side of the road. The team sprang to action, Jim Shaw went through the TRF tent picking up parts we might need, Dan Greene collected up tools that could be useful, but someone left the food and beverages in the other car, rats. We found Wil and Tom Schweitzer safely on the side of the road and thankfully under some shade, the TR4 dead as a doornail, "Wil, you want to sell it yet"? The gaggle of mechanic were perplexed. What do you call more than two triumph mechanics? Wil said he had been having problems frying rotors in this car. We checked several items, replaced the high-tension lead, points and contemplated a new distributor cap, however, after we put in a new rotor, it started as if nothing was wrong. Amazing, but don't ask too many questions, just get in the car and drive. However, we discovered our fix was short lived. About a mile from the Roadster Factory, the car died again. This time we changed the coil. That did nothing, but as soon as we put another new rotor in the car, it ran fine. You know I hate it when a car gets angry with you, its kind of like when your wife is mad at you, you never really know what you did to make them mad, and they sure as

hell aren't going to tell you.

I don't understand how by replacing what appeared to be a perfectly new rotor with a newer one makes the difference.

*continued on page three*

## Dogs with the Fogs

Following "British Cars at Hartwood" on September 22nd, at or about 4 p.m. onward, Harv and I are going to cook hot-dogs at Superior Grove in North Park (see map) for any WPTA member, including family, who RSVP's Harv or me by Friday, September 20th and sez: "Yes, I'd like to have Dogs with the Fogs". You need not have attended BCAH.

We absolutely have to have a head count so we can determine how much to buy. Neither of us wants to be eating 'dogs and Kielbasa for two weeks afterward. So don't show up if you haven't called Fog 1 or 2, unless, of course, you bring all your own food.

WPTA will provide a grove, fire, hotdogs, kielbasa, buns and condiments. You'll have to bring your own beverages and other picnic-type food. We will have paid for an alcohol permit, so beer is O.K., but remember North Park is heavily patrolled by County Police. Restrooms will be close by; the indoor type, not the port-a-johns.

Ed (412.486.4294) and Harv (412.486.2549)

## 25th Anniversary of the WPTA-- Anniversary Run

*by Richard Dick*

The Anniversary Run has been changed back to Saturday, September 14, 2002. This year the run will be thru parts of the scenic Mon-Valley area. The run will be slightly shorter with rest stops along the way. The starting point will be the Amoco Service Station at the intersection of IS 79 (Exit 43) and route 519 and known as the Houston exit off 79 just south of Canonsburg. Judy and I have been busy working on this run and she likes it pretty much the way it is as of now. I will get there about 12:00 noon and will have the first group off no later than 12:30.

The run will end with a picnic at my house. Plans are to have some fried chicken, salads and of course the cake for the 25th anniversary of the club. I also will have glasses, plates and silverware for the picnic. I am asking you to bring some snack items to munch on and share. **AND PLEASE DON'T FORGET TO PACK YOUR FAVORITE BEVERAGES.**

If you are just coming for the picnic, go to the Giant Eagle at the intersection of route 88 and the beginning of route 837 north. Go about 1 1/2 miles north on 837 and I will have WPTA signs with arrows directing you to the house. My address is 106 Cypress Ave., Monongahela, PA.

**Editors Note:** *Who says you can't go back! The roots of our club started with members hosting events and meetings at their homes.*



## ADU4B

By. Bruce Stutzman

If you were paying attention at the Summer Party you got to peruse ADU4B. If not here is what you missed.

In 1964 the Triumph Competition Department decided to again compete at the 24 hours of Le Mans. The last time they had been there was 1961 with the TRS's.

They turned this time to the Spitfire and started development of a team of 4 cars. These cars were registered in England as ADU1B, ADU2B, ADU3B and ADU4B.

ADU4B was at the TRF summer party. Its proud owner is Vern Brannon, the President of the Vintage Triumph Register.

ADU4B finished 2nd in class at Sebring in 1965 and 1st in class at Le Mans the same year. So this is the real deal.

The car looks like a GT6 with faired headlights. Not so, however, GT6's didn't exist until 1967. Actually it has an aluminum body with a fiberglass fastback top attached.

The cars' 1147 c.c. engine produced 109bhp as raced in 1965. Although they were originally fitted with TR4 gearboxes, for 1965 the newly developed GT6 gearbox was fitted because it was lighter. They also had aluminum cylinder heads. The chassis frames were even thinner gauge steel to save weight.

The Triumph historians among us may recognize a difference in philosophy between the competition department under Ken Richardson that closed in 1961 and the new competition department under Graham Robson that opened in 1962. Whereas aerodynamics and lightweight were of little concern during the development of the TRS (the frame was even beefed up and was thereby heavier than a TR3 frame) they were very important in the development of the Spitfire Le Mans cars. The Le Mans Spitfires even had a higher top speed than the TRS.

The two "blokes" standing next to ADU4B in the accompanying photo are former Triumph factory employees and are quite interesting. Chris Holbrook (on the left in the photo) worked for Triumph from 1960 to 1970. Fred Nicklin (on the right in the photo) was a very important person in the development of both the TRS and the Le Mans Spitfires as he was the development test driver.

Their presence along with ADU4B made for a special Summer Party this year. And if you didn't know they were there...

And by the way Vern is also the owner of Ken Slagles 1981 SCCA production national championship TR8.



Tom and Doug having breakfast at TRF



The Schweitzers at the gymkana, apparently the only time the TR4A ran right all weekend!

## Fall leaf tour Phase 02

It's time for phase 02 of the annual WPTA Fall Leaf tour. Be ready to tour the wild and wonderful great north and scope out some of the prettiest county side and farmland you've ever seen. Catch the change of season from the vantage point of your British car!

This year we plan to meet at the King's Restaurant at I-79 and Rt910 and be ready to depart at 10:00 AM for a full day of back roads and colored leaves. The route will carry us due north at first and the zig-zag through some of the coolest country and stop at several places of interest. We have several surprises in store and, never ones to disappoint, probably a beverage or two here and there. In between we will skirt the perimeter of a large forest or two.

Plans are being made to include an overnight so be prepared, if you are so inclined, to spend the evening, with us celebrating the coming of winter! There will be more specific info I next months newsletter so make sure you put the date on the calendar, and plan to have fun!!

## Parts-A-Rama.

Will be held at the Lawrence county Fair Grounds (I-79 To Exit 105, Slippery Rock, Rt. 108 West), on October 19th and 20th.

## Week end at Bernie's 02

by Fred Williams

It was a hot July weekend when we decided to do a garage tour and investigate the condition of Bernie Clark's much talked about TR-4. To this point all I have ever seen of this car was the Carbs that Bruce and I rebuilt several years ago at the Tune-up Clinic. So it was time for Bernie to put up (preferably beer) or get a real car (and still give us beer). I am proud to say that there is a real Bernie's TR-4 and it is now in running condition.

Once arriving at Bernie's (somewhere between here and the other side of God's country) the first thing we noticed the refrigerator in the far corner. So far - so good! After examining the car we decided that it needed tuned and the carburetor jets adjusted. Dan Harkus did the tune up and I started on the carbs. We had things dialed in in short order and then went for a test run (after replacing the steering knuckle). We figured out why the horn did not work (the grounding straps were missing from the steering column).

Everything now seems to be running fine. We summarized that all the car needs now is the interior installed as well as some wiring to pass inspection - and driven. That part we left up to Bernie!

Hey Bernie! - How about an update?

## On The Mark *continued from page one*

What happened to the rotor over a five mile distance to make it stop working? We finally got Wil and Tom back to TRF where Wil promptly purchased a pocket full of rotors, just in case, till he could track down the cause. Wil, let us know what you've found out.

After our rescue, the afternoon was just about over, so it was over to the drive-in for a nice picnic dinner, visiting with friends, watching the movies, nice relaxing evening.

What a great weekend, but Sunday's car show is my favorite event. Checking out the cars and talking about cars. The only problem, it was hot. I didn't stick around for the awards, I was pretty well done by 3:00 and headed for home. I heard several members did well at the awards ceremony, Jim Shaw's TR2 got a 1st, Dave and Joyce Parks' TR3 a 2nd, and Ed Major's TR250 a 2nd. Good job.

What a great show, thanks to The Roadster Factory, Charles Runyan, John Swauger and everybody else for hosting a great event. Can't wait till next year.

This month we have several events planned. The first is our annual Anniversary Run. Please notice the date has been changed to the 14th. Hope everyone knows that this is our 25th anniversary and comes out to celebrate. Richard Dick has planned a nice run that will end up at his home for a picnic. See Richard's article for all the details but please plan to attend.

Second up, on September 21st is another "Dogs with the Fogs" afternoon. FOG 1 and FOG 2, aka Ed and Harvey Woods will again host this event. This was such a great event last year; make sure you come out again.

Up coming events to mark on your calendar, we have a General Business meeting scheduled for October 11th at the 911th and Donald Harkus has volunteered to host the Fall Leaf Tour. Watch next month's newsletter for more details on both events. Lastly, I almost hate to mention it but Sherry is actually planning the Holiday Party, so watch the calendar for a date.

See ya soon.



## The Vintage Triumph Register

by Bruce Stutzman

The following is a commentary from Mike Cook, the Editor of *The Vintage Triumph* that appeared in the Spring 2002 issue. How many WPTA members belong to (and thereby support) our national club? My guess is not many. We all should! Blow the dust off your wallets and send \$30 (the annual dues) to membership secretary Bill Lynn. 100 Pine Tree Lane, Riverwoods, IL 60015. The VTR website is <http://www.vtr.org>

### Uncle VTR Needs You!

Andy Lindberg's comments on page 1938 are great news. Well over 100 registered for VTR 2002 by the end of April. Hotel rooms filling up fast. A second riverboat cruise has been booked. The enthusiasm is inspiring. It makes one think, "All is well with VTR!"

Hold on! Despite the obvious healthy interest in TR activities in North America, VTR membership has declined several hundred over the past couple of years. VTR is responding to member needs, and we have an improved magazine, published on schedule with regular color editorial, but membership has not even stayed level. What's going on?

Last year, I walked into a VTR chapter meeting with a stack of *The Vintage Triumph*. Half of the members immediately surrounded me, grabbing copies. Was it a brand-new issue? No; it has been mailed a month previously. Had their copies gone astray in the mail? No; They were not VTR members! Not even the club president! When I asked why not, one said, "I only join in the years I go to the Convention."

Most had no real answer.

Nearly two and one-half million Triumphs were built. As of TVT issue #81, we had approximately 2,100 members in VTR. As a comparison, about 250,000 Austin-Healey cars were built. In North America, there are two national Healey clubs with a membership totaling more than 5,000. What is the difference? Healey club folks all belong to their national club as well as their local group. Jaguar hasn't yet built a million cars, but the Jaguar Clubs of North America has more than 6,000 members, and they require that local club members join the national organization.

We have no statistics on the total membership of VTR Chapters and Zones but let's assume that, like the chapter above, about half belong to VTR. Just multiply the issue #81 mailing figure, and you get a potential VTR membership of 4,200, minimum. That's still low but it would be a start. It may not yet be the time for VTR to require that all local club members join up, BUT it is certainly timely for all Chapters and Zones to support their national club and urge all of their members to send their \$30 to VTR.

### Congratulations

What do . . .

Jim Shaw  
Dave Hershberger  
Dave Parks  
Ed Major  
Bob Wyner  
Mark Phillips  
Bill Kern  
Dan McGowan  
Brad Mooney  
Denis Poland

*have in common?*

They are all WPTA members and they all won trophies at British Car Day 2002.



## The Triumph Chronicles

# Transmission Cover Replacement/Repair

by Mort Binstock

I recently pulled my transmission and replaced the clutch. While doing so, I discovered that the fiberboard transmission and drive shaft covers had deteriorated. My initial repair assessment was to replace both covers using plastic replacements from The Roadster Factory (TRF). TRF, at that time, only had the transmission cover in stock.

Determined to complete the project in a timely fashion and not wait for the out of stock cover, I purchased the transmission cover and decided to repair my existing drive shaft cover. I purchased from TRF their plastic cover and its optional rubber gasket kit. I did not purchase their optional hardware kit as my hardware was in good condition.

It took me several hours to prepare the cover for installation. First, I trimmed the rubber gaskets to fit then glued them to the cover base using Permatex High Tack gasket sealant. My cover had three access openings, two covered with a screwed on metal plate, one ringed with a rubber grommet. The TRF cover did not have these openings. I measured then traced these openings from the old cover to the new cover.

Openings were quickly cut out using a Dremel and heavy duty cut off wheels. For those not familiar with a Dremel, it is a useful high speed rotary tool similar in function to a Dentist's drill. I also used the Dremel this time with an 1/8" drill bit to drill the screw holes. These tasks were a success!

I believe that the TRF cover is dimensionally identical to the original. However, and probably due to the new gaskets, the cover's mounting holes did not quite match the TR's. The two holes were very slightly off, enough that the bolts would not thread into the car. I again used the Dremel this time with a metal burr cutter to slightly enlarge the cover's holes. Now the bolts engaged the threads!

I decided to repair the existing drive shaft cover using fiberglass cloth. I purchased from my auto parts store fiberglass cloth and resin. I cut the cloth to fit over the existing cover. I laid it in place and painted it with the resin. The resin soaked through the cloth to also saturate the fiberboard cover. USE ADEQUATE VENTILATION as the resin is smelly and not good to breathe. The resin and fiberglass cloth hardened resulting in a sturdy cover.

I hope that this chronicle article sharing what I learned will make your cover replacement or repair easier. It took me some additional time slowing my repairs to develop these installation and repair solutions. Instructions don't come with the parts!

I hope you are enjoying the summer and your TR!

Pictured below - Our own member Bill Emery  
"AT SPEED" !!!



## ~WPTA~ Calendar of Events

Sept 14	<b>Anniversary Run</b> Richard Dick
Sept 22	<b>Dogs with the Fogs</b>
Sept 30	<b>Newsletter Meeting,</b> 5pm-Typecraft/6pm-Michael's Pizza Bar
Oct 11	<b>General Business Meeting at the 911th</b> Officer Nomination
Oct 19	<b>Fall Leaf Tour</b> Don Harkus
Oct 28	<b>Newsletter Meeting,</b> 5pm-Typecraft/6pm-Michael's Pizza Bar
Nov15	<b>General Business Meeting at the 911th</b> Elections
Nov 25	<b>Newsletter Meeting,</b> 5pm-Typecraft/6pm-Michael's Pizza Bar
Dec 7	<b>"No Meeting" Meeting</b> ?????????

### ~ Events Of Other Interest ~

Sept 6-8	<b>US Vintage Gran Prix, Watkins Glen, NY</b>
Sept 22	<b>British Cars at Hartwood</b> Jaguar Cars of Pittsburgh
Sept 22	<b>Metting of the Marques 2002</b> Boiling Springs PA 717-259-0180
Oct 19-20	<b>Parts-A-Rama</b> Lawrence County Fair Grounds

## The Triumph Chronicles:

# Bleeding The Clutch

by Mort Binstock

I wrote a Chronicle article around September of 1999 entitled, "Easy Bleeding The Hydraulics". I now use an even easier and more effective technique.

My reason for exploring better bleeding techniques is driven by my inability to easily obtain a second person to assist me. Two person bleeding is simple, easy, and effective. One person pumps the pedal, the other opens and closes the bleed screw. My approaches are designed for single person operation. I purchased from my automobile parts store a plastic check valve designed for bleeding hydraulic brakes. This check valve allows oil to flow in one direction. I then purchased appropriately dimensioned clear plastic tubing from Elmer's Aquarium shop.

The check valve plugs into one end, the other fits over the bleed nipple. So far I have only used this to bleed the clutch-hydraulics but it should also work for brakes.

I fit the tubing end of this assembly over the slave cylinder bleed fitting, the check valve into the master cylinder reservoir. Next open the slave bleed then start to pump the clutch pedal; slowly at first. Keep an eye on the reservoir level and top off when necessary.

Topping off will no longer be required once the plastic tubing fills with fluid. Pedal pumping can then become more vigorous.

When the clear tubing is bubble free, pumping can stop, the bleed closed, and the hose assembly removed.

I hope this technique will make your hydraulic bleeding easier and more effective. Enjoy your TR!

Mort





**BCD  
2002**



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1977



# WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

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

[www.wptriumph.org](http://www.wptriumph.org)

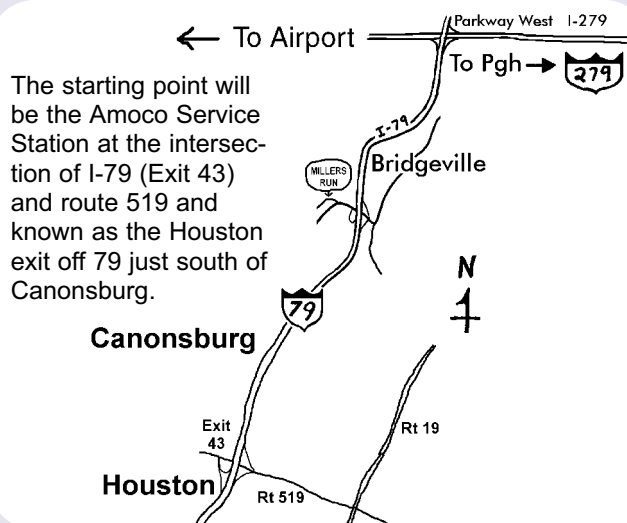
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## WPTA Web Site Debut - September 15th

### WPTA Anniversary Run Celebrating 25 Triumphant Years

**Sat., Sept. 14, 2002**

#### WPTA Anniversary Run Celebrating 25 Triumphant Years



**Sun., Sept. 22, 2002**

#### Dogs With the FOG's

Superior Grove in North Park (see map) for any WPTA member, including family, who RSVP's Harv or Ed by Friday, September 20th and sez: "Yes, I'd like to have Dogs with the Fogs".

