

Established
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www.wptriumph.org

Dzus Dnuz T

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Zōos Nūz

April, 2004

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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.

Where There's A Wil

Spring is here, or so says the calendar. Is your Triumph ready for the summer driving season? If not, it's time to get to work on it. If you need some help, especially with electrics, attend the tech session on April 17th, the meeting on April 16th, or the tune-up clinic in May. Many of our members are very willing to give advice and/or physical help.

We had a good turnout at Callahan's for the February meeting. I heard some good comments about the food and drink, as well as the location, so I scheduled the April meeting to be there. I would like to have the meetings in various locations, especially some to the north and east, but I need some suggestions. If you can suggest a place, let me know by e-mail or phone. The traditional March visit to The Church Brew Works was really a success. Only three Triumphs were seen in the parking lot, but so many members showed up that the space reserved for WPTA was very crowded. Even though seats were at a premium, everyone seemed to be having a good time discussing Triumphs and making plans for upcoming events.

In the February Dzus Dnuz, I wrote that club regalia could be purchased at EmbroidMe in Cranberry, which has closed. We are looking for another embroidery business to service our club. If you know of one, please let me know. I have WPTA embroidered patches for sale for \$1.00, as well as decals and badges. I will have them at the April meeting.

Work on my 2000 Roadster is progressing at a good pace. I found Kip Motor Co., a company in Dallas, Texas, that specializes in parts and service for uncommon British cars. I sent the camshaft to them to be restored and ordered some parts that are unique to the 2000 Roadster. I received part of the order which included a kit for my Solex downdraft carburetor. I don't know if I will rebuild it, but at least I have a kit if needed. Kip Motor Co. has a website, www.kipmotor.com, from which you can download their catalog called "The Orphan Book", Austin to Vauxhall One Call Does It All. For Triumphs, the catalog lists parts for Mayflower, Renown, 1800 and 2000 Roadsters, as well as TR2 and TR3.

Mark and I attended a PVGP Car Show Meeting in March. Plans are being made for this year; some of which will affect British Car Day in a positive manner. British cars will have their own lane when they leave Forbes, which will hasten access to the show field. Vendor trucks aren't to be routed around, not through, our show. Our workers will be permitted on the show field earlier than the participants, by means of a special pass. Access to the show field will be where it was last year, but with better ramps for crossing the curb. Mark or I will keep you updated on future British Car Day plans.

I hope to see you at Callahan's on April 16th and at Bud Osbourne's garage on April 17th

Wil

En-Lightened A Tech Session At Bud's

by Bud Osbourne

Just a reminder to any of you who've felt victimized by Joe Lucas, at one time or another. Your pain has been felt and your prayers have been answered! Come on out to Bud Osbourne's garage on Saturday, April 17, at 10:00 A.M. and become "enlightened". We'll show you just exactly what makes a Lucas electrical system "tick", or not, as the case may be. We'll also have a bite or two to eat. Those of you having a thirst for adult beverage are welcome to bring your own to add to the wash tub's contents (it'll be the same type as last year).

Attendance at this important event will assure you of the following:

- 1.) A good, well-grounded understanding of how to prepare your Triumph/MG for a trouble-free run (electrically speaking) through the up-coming driving season.
- 2.) How to (properly) trouble-shoot your Triumph/MG's electrical system, and get going, again without wimping out and calling AAA.
- 3.) How to spot improper electrical repairs and correct the damage before it strands you, again.
- 4.) A good dose of Triumph/MG camaraderie.

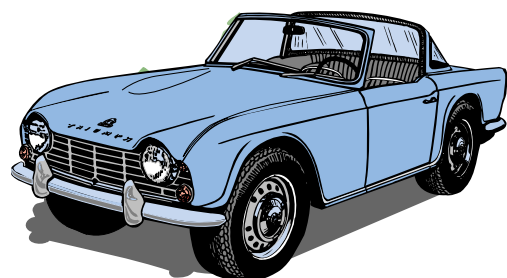
The Clinic

This year's drama will be played out again at Roy Miller's garage in Sharpsburg. The stars will be few with a cast of tens. Come out on May 1st at 8AM to see who gets a transfusion, a transplant or who knows, maybe an implant. Will Spitsy have the energy to attend, or will she just plain run out of gas?

You will have to be there to see if John (the organ donor) Swauger from The Roadster Factory will make it before ole Betsy really gets steamed. Scott Schober is again kindly supplying the 20w-50 plasma.

Please contact Doug Foyle (724)452-5218 if you plan major surgery.

Make sure you attend to see how this drama plays out. It may be stressful, so bring your own refreshments.



TR4 to TR3 Gearbox Transplant

by Jack Sutherland

When the gearbox on my trusty TR3A suffered serious dental problems, it seemed to be a golden opportunity to replace it with an all-synchro TR4 unit (Caution! - Purists read no further). A number of sources indicated that this was a straightforward swap and they were correct. The basics are generally well covered in my TR3 shop manual but in the process of carrying out the transplant a few quirks were encountered and lessons learned that may be of interest to others considering such a substitution.

* The TR4 box was about 9/16 in. longer than the TR3 unit by my measurements.

* The clutch, speedometer cable and drive shaft mated up perfectly. The splines in the drive shaft easily accommodated the reduced length required.

* The mounting feet on the TR4 box, however, moved the same 9/16 in. toward the rear of the car. This necessitated drilling two new holes in the gearbox mounting cross-member and flattening its rear flange slightly to accommodate the standard TR3/TR4 mounting.

* The front mounting flange on the new box, a TR4A unit (CT56335), was about 1/4 in. thicker than the original flange. Thus, all studs and bolts that pass through the flange needed to be increased in length. Per my Moss Europe catalog, this may not be an issue with earlier TR4 boxes.

* The plastic clutch alignment tool bought with the clutch kit was warped to the point of uselessness. Fortunately, I was able to borrow the first motion (input) shaft from an old gearbox to use in its place (thanks Bruce!).

* Even with the new tool, great care was needed in the clutch alignment process. With the tool in place, the clutch mounting bolts should be tightened equally in small increments, checking at each increment to assure the tool slips in and out very easily. If resistance is encountered at any point, start over (it took us three tries).

* When installing the new box, I found it very helpful to have the mount, the cross-member and the drive shaft completely removed. The more room to maneuver it the better.

In my case, I replaced a non-overdrive gearbox with another non-overdrive unit. From what I can determine, installation of a box with overdrive would involve the same issues.

National Road Rally

by Bruce Stutzman

The entry form is on their internet site which is www.nationalroadrally.com. There is talk of a TR vs. MG shootout at the autocross. I may have to puncture a tire on Underwood's MGB.

Steering Rack Mounts

by Bruce Stutzman

As we all know TR4s and Spitfires came with rack and pinion steering, a huge improvement over the cam and peg system on TR3s.

About midway through the production run of TR4s the factory changed the way the steering rack was mounted to the frame. They welded two sturdy pedestals to the frame and mounted the rack on them.

They also changed the mounts themselves from solid aluminum to steel with rubber inserts. The purpose of these rubber inserts was to isolate the steering wheel from road vibrations. They met that objective quite well; unfortunately, they did a poor job of performing their primary objective of securely mounting the rack to the frame. After a while the rubber inserts would deteriorate and the whole rack would move when the steering wheel was turned.

This mount was used on all late TR4s, TR4As, TR250s, TR6s, Spitfires and GT6s and is the reason why Triumph rack and pinion steering was always considered to be inferior to other cars.

The Roadster Factory has a better idea. They sell a hard urethane insert for only a few dollars more than the rubber ones. They also have an improved version of the original aluminum mounts.

So take a minute and perform this simple test. The front wheels must be on the ground. Have a friend look at the rack while you turn the steering wheel. If the rack moves (and it probably will) you now know what to do to get the crisp steering you always should have had.



The Cam Shaft tech session at Don's house last month. Jim is working on Fred's car while the rest of WPTA looks on.



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Reservation Deadline Nears

by Ed Major

Import Carlisle, May 21, 22 & 23, is now in our sights and it is time for you to make your reservations. You can call the "Howard Johnson's" Inn at 717-243-5411 x113 and talk to Tara directly, or just place your reservation at the front desk. Either way, make sure you mention WPTA or Ed Major to get the \$79 rate. They will only hold the rooms until April 21st, so act today.

New Product

by Jim Underwood

I have come upon an idea for a new product that may be of interest to fellow car collectors. I thought I would throw it out here and see if it gets enough response to merit production.

Back in the early spring I was called upon to do some, aaaah... lets just call it emergency body work, on Bruce's TR4. This would require it to spend quite a few weeks in my possession so as to fit it in with the regular work at my shop. Bruce was concerned that while the 4 was absent, it's designated spot in the Stutzman garage might be overtaken by his lovely wife. He even went so far as to try and solicit one of Ed's cars to temporarily occupy its space. I pretended to find this all rather amusing at the time but was privately sympathetic of his concerns. You see, although I admit to having arguably more garage space than average, it still tends to get filled up rather quickly and Nancy & I often have opposing views on what belongs where. A case in point occurred after the holidays. I had moved the TR8 from its parking spot over into the shop to continue work on it.

Several days later I returned to the stall where it had been sitting to find several of those red & green plastic tote thingies, full of Christmas decorations, sitting right smack in the middle of the floor. Well, not exactly in the middle as she was careful not to set them in the oil slick the TR had deposited. As you may imagine, a rather short but intense discussion followed during which I was assured that this was a very temporary nesting spot for the pesky boxes.

OK, so back to my product idea and... speaking of Christmas decorations. I'm sure you've all seen the newest fad, those big lawn figures of Santa, snowmen or whatever that inflates with a tiny electric blower. Well how about an inflatable TR or MG? With this device you could simply set it up, plug in and inflate it in the space that is to be reserved for your pride and joy and just as quickly deflate and place in the boot upon return. It would also have the advantage of being of such a flimsy design that any attempts by your spouse to pile objects on top of it would quickly be thwarted. By the way, DO NOT confuse this with an inflatable woman. If you have one of those you obviously won't be having the previously eluded to battle over storage space! Merchandizing need not be limited to collector cars either as it could replace the age-old practice of Oakland & Southside residents using odd chairs to reserve their parking spots. It has been threatened lately to have city workers (providing Mayor Tom still has any on the payroll) remove these chairs on sight. They surely won't bother if it appears an actual vehicle is there, would they? Plus, in the event of a snowfall, while you're away, you can simply shake the snow off to the sides and Voila. A clean parking spot. Hmmm... maybe heated air injection so the snow melts as it falls plus remote inflation & deflation right on the same key fob that unlocks your doors.

The options seem endless. I would like to proceed with R&D and subsequent production of this project ASAP but am presently held up awaiting the startup funds from Bruce. Actually this is all just a spoof and proof that it's winter, I've been watching Monster Garage too often and am myself full of hot air. BUT. I wouldn't be at all surprised to see it for sale in Hemmings Motor News or the feature of an infomercial on Speed Channel in the near future!

Quotes Overheard Between Two FOG's

When I buy something and misplace it, I buy another one.
Is that profit or propheth?
I always go by the worst case scenario.
I always look at the dark side.
I never direct my feet to the sunny side of the street.

2004 Calendar of Events

- April 16** Monthly Meeting, at Callahan's
in the Great Southern Shopping Center
- April 17** Tech Session, Electrics,
Bud Osbourne 724-356-4464
- April 19** Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar
- May 1** Tune-up Clinic.
Doug Foyle 724-452-5218
- May 20-23** WPTA at Import Carlisle
Ed Major for rooms 412-488-1600 X207
Room Deadline April 21st
Jim Shaw to sell parts 412-262-3878
- May or June** Butler County Tour
Don Harkus
- June 4-6** National Road Rallye, Cumberland MD
Bruce Stutzman 412-831-8884
- July 10** Washington County Tour
Bud Osbourne 724-356-4464
- July 17** British Car Day at Schenley Park
Wil Schweitzer 724-356-7341
- July or Aug** The Roadster Factory Mini Summer Party
- Aug 22** The "Honey Don't Drive So Fast" Rallye
Ken Mikos or Mike Yurko 412-795-8381
- Sept ??** Anniversary Run
Richard Dick 724-379-5172
- Sept ??** Dogs with Fogs
Ed Woods 412-486-4294
or Harvey Woods 412-486-2549
- Oct 16-17** Fall Leaf Tour
Don Harkus
- Nov 12** General Business Meeting
location to be determined
- Dec 11** No Meeting, Meeting
location to be determined
Gary Fredo 724-378-9610

~ Events Of Other Interest ~

- May 1** British Car Swap Meet & Show
330-867-5000
www.northeastohioaustinhealey.com
- May 8** Poker Run American Cancer Society
84 Auction, to Mingo Park
- May 29** All British Car Display
Kent, Ohio
- Jun 10-13** International Triumph Challenge at VIR
Virginia International Raceway
- Jun 18-20** Vintage Races, Mid Ohio
- Jun 24-26** TRA National Meet, Springfield OH
www.triumphregister.com
- July 17-18** Pgh Vintage Gran Prix Schenley Park, PA
Mark Phillips 412-561-5972
- Jul 14-17** VTR National, Richmond VA
804-746-9409
- Sept 10-12** Watkins Glen Gran Prix Festival
See Bruce, Ed M, Bernie, Ken, Jim S, Dan
Jim U, Nancy or Mike for information
- Sept 20-26** SCCA Runoffs
Mid Ohio Race Course
- Sept ??** British Cars at Hartwood

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
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**April, 2004
Issue of the
Dzus Dnuz**

April Meeting, Friday the 16th at Callahan's Grill, Great Southern Shop Ctr Tech Clinic, Saturday the 17th at Bud Osbourne's in Hickory PA

**April Meeting, Friday the
16th at
Callahan's Grill,
Great Southern Shopping Center**

**April 17 Tech Session
the 17th at
Bud Osbourne's, Hickory PA**

Directions to Hickory, PA

Not drawn to any scale whatsoever

