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www.wptriumph.org

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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

As I write this the sun is shining brightly through the den window. Spring is finally here! With Spring comes driving our Triumphs, as was shown by the number parked at Great Southern Shopping Center for our April meeting., and at Bud's home for the Saturday tech session. Friday evening I saw Wray Brady's very nice newly restored white TR4 with the red interior, for the first time.

I have been asked to put together a display of collector cars for the Allegheny West House and Garden Tour on Sunday, July 11th. I am negotiating a \$13.00 per person package deal, to include brunch and a ticket for the tour, for those displaying a car. Brunch will be at the Ugly Duckling, a quaint cafe serving gourmet food, which is an easy walk from the display. In the past, the self guided house and garden tour has included mansions, a church, and a variety of smaller houses and gardens. There will be craft demonstrations, such as a blacksmith, and vendors of unique decorative items positioned along the streets. Side streets in the area are closed to traffic during the tour, which lasts from noon to 6 P.M. The cars need to be in place between 11:30 A.M. and noon and should remain in place until 6 P.M., when the touring ends. Brunch will be available until 2 P.M. The display is limited to a maximum of 40 cars, to keep

American Cancer Society Relay for Life

Lucky Stars Team Poker Run 2004

On Saturday, May 8, the first, annual American Cancer Society Race For The Cure Poker Run will be held, starting at 10:30 A.M. from the parking lot of 84 Auction, on route 136, in Eighty Four, PA. Because Bud was too dumb to run the other way, when "volunteers" were nominated, he's been charged with planning the route for cars (some other poor slob got nailed for the bike route planning). The Poker Run route will cover approximately 85 miles (same length as a typical Washington County Tour), and end at Mingo Creek Park, for food and refreshments. Cost is \$25.00 per car and additional poker hands can be purchased for \$5.00 each. We're expecting anywhere from 300 to 500 bikes (and, I'm hoping that will include at least a couple of old Triumphs, BSAs and BMWs), giving you an idea of the scope and magnitude of this thing. We need a good showing of British cars, to uphold the honor of England, WPTA, and good taste in beer.

The bikes will leave in one, large group at 11 A.M. The cars will follow, starting at 11:30 A.M., in groups of 3 to 5 cars. The cars' route will be similar to the bikers', but won't be restricted to main roads, like the bikers'. We're hoping to see a strong WPTA turn-out for such a worthy cause. Beer will be available along with food at Mingo Creek Park, it is recommended that beer drinkers bring some of their private stock.

ample space between cars, so sign up early. Please contact me by phone at (724) 356-7341 or e-mail wilandlinda@hotmail.com, or see me at the Tune-up Clinic on May 1st. Participation will be by advance registration only.

Be sure to check the Calendar of Events, so as not to miss any in which you might want to participate. Linda and I are planning to do the American Cancer Society Poker Run on May 8. It looks like a fun driving event, at your own speed, plus a picnic, with food and beverage provided, to cap the afternoon. I will also be attending Import Carlisle on May 20 to 23. As always, this guy's weekend should be a great time. To end the month there is the All British Car Display at Kent Ohio, which is a nice drive on other than Interstate roads. Hope to see you there. If you desire additional information about any of these events, contact the person listed in the calendar or myself.

Wil

The Clinic

by Doug Foyle

May 1st at 8AM at Roy Miller's garage in Sharpsburg is when and where this drama plays out.

Be there to see if Betsy is sane, has a screw loose or is her head cracked. Will the doctor be able to fix her? Or will he just embalm her, or maybe embalm himself?

You will have to attend the The Clinic to see how the drama plays out. Take advantage of the 20W-50 that Scott Schober has kindly donated. Order your parts from The Roadster Factory and have them delivered to The Clinic. You must specify that you want John Swauger to deliver them. He will be bringing miscellaneous tune-up parts with him for sale.

Bring your own embalming fluid. We will be calling out for solid food.

Please call Doug Foyle at (724)452-5218 if you plan a large project.

Don't miss this episode as there will be no reruns.

2004 North Of Pittsburgh Tour May 15

Fun time, I hope to be had by all who attend on May 15. We will be leaving at 3:00 from TARGET's parking lot on Route 228 east of interstate 79 Mars exit. We will head north and end up at The Harmony Inn for dinner at 6:30. There will be some great roads and a couple of stops along the way topped off with great food, drink and atmosphere. If any question call me Don Harkus at 724-284-9172 or cell 724-822-5447. Hope to see you there.

The Triumph Chronicles

Keeping The Battery Charged

by Mort Binstock

I suspect that my Triumph driving usage is similar to others, fair weather usage. I don't drive my Triumph TR-6 much in the winter, not at all when there is salt on the road. Also, there are occasional periods during the warmer months when my Triumph is not used for several weeks at a time.

When my TR-6 is not going to be driven much I place its battery on trickle charge. I believe that trickle charging is important towards prolonging the life of the battery and even more important, to assure that my TR-6 will always start.

The Triumph's battery, when not being used, slowly loses its charge. Some of this loss occurs due to battery self discharge, some to continual loads imposed by the Triumph on its battery. For example, the Alternator's voltage regulator always operates drawing a minimal 0.015 Amperes. In addition, in my Triumph, the radio push button memory/clock and the alarm system always draw current too.

Trickle charging has worked well for me. My Triumph always starts. Also, my last battery lasted a long time. My Triumph's last battery was in service for 10 years before I decided it was time to replace. I replaced the battery after 10 years just to play it safe, I didn't want to risk getting stuck somewhere. The battery still worked; its magic green eye indicated it was still good.

I didn't like the procedures I had been using to connect or disconnect my trickle charger. My procedures were a nuisance and therefore, I didn't always timely connect my battery to the charger. For example, to connect the trickle charger I had to open the hood, feed the charger's wire through an opening in the grill, connect the charger's clip leads to the battery, then close the hood. The battery always remained in the car.

This method worked well, but was awkward and time consuming. As I am always short on time, as a result of this awkwardness, I didn't always connect or disconnect the charger in a timely fashion. This year I made then installed under the TR's hood a permanent harness fed through an opening near the hood's left hinge. This harness and the charger have matching polarized connectors.

To install this harness, I stripped the new harness positive wire. I unplugged the top wire [see sketch] from the fuse box, slid the positive wire onto the fuse box's terminal, then re-plugged the top wire. The top wire's plug connector retains the charger's positive lead in place.

I installed a crimped ring connector on the negative lead and grounded this wire using one of the two fuse box's mounting screws. Again, see the sketch for details.

It is a good idea to verify your connections with a voltmeter. For safety, an in-line fuse holder containing a 2 Ampere fuse was installed in the positive lead near the fuse box end.

This harness was neatly routed from the fuse box to the front of the car and through the grill. The harness is held in place using plastic cable ties. Wired to the charger end of the harness is a Radio Shack polarized connector part number RS23-445. This part number provides a pair of matching connectors. The second connector is wired to the charger. No need to worry about the correct polarity, the connector only fits one way. Battery charger connect/disconnect is now easy; just plug/unplug the connector.

A picture is worth a thousand words. See the enclosed sketch for details.

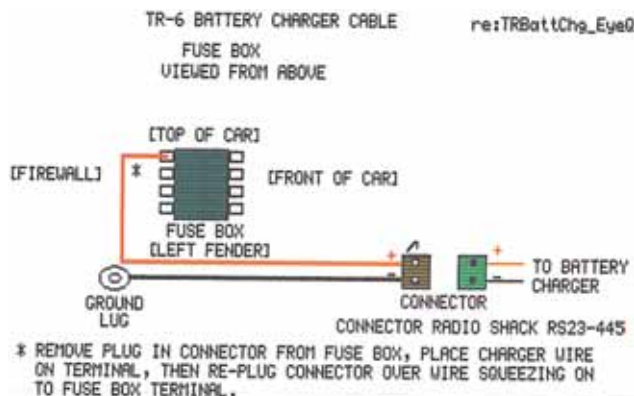
The trickle charger I use was built about 40 years ago for

my charging my Triumph Herald's battery. I no longer have any idea what is inside it. Fortunately a better charger is now commercially available. I have not used this charger, but it should work well. If you use one of these, write a short review sharing your experience.

This charger is designed to trickle charge 12 volt sealed lead acid batteries used for alarm system and emergency lighting. The charger comes complete with Alligator clips, charges at 0.5 Amperes, and comes complete with automatic shut off. I like this automatic shutoff feature.

This charger, part number 12BC0500D-1 is available for \$19.95 plus postage from Batteries America 1-800-308-4805. Batteries America also sells the same connector as Radio Shack. Ask for one each Tamiya pigtails, 1 battery, 1 motor. Total cost for these two connectors is \$3.

I recommend that you trickle charge your battery when your Triumph is not being used for several weeks or more. The use of a pre-installed harness makes trickle charging easy to implement. Trickle charging should provide long battery life and a sure start. This concept will work with other Triumph models, only the under the hood connection point might be different. Here is to keeping your Triumph on the road. Happy motoring!



KARTing

By Ken Mikos

To all WPTA members with aspirations for an F1 try out or just interested in showing off your driving skills on a closed circuit track, here's your opportunity.

I have made arrangements for members and their friends to participate in a one hour GO-KART track session (weather permitting) June 26 at 6:00pm. You will get to showcase your driving skills in one of the eight fleet 10hp Briggs Animal Engine Karts at the NEW Beaver Run Karting Facility.

Rules and Restrictions:

- + With top speeds reaching a blinding 45 mph, absolutely no contact will be tolerated
- + No adult beverages are permitted
- + Drivers must be at least 12 years old and 5ft tall
- + Long pants and closed toe shoes are required
- + Beaver Run will provide additional required safety equipment

Cost for this evening of excitement will be \$75 per hour per car. If you wish to share a kart and run for only a 1/2 hour, cost is \$42.50. Please reply and send your check to me before May 15. I will cancel the run and return all checks the third week of May if we do not have enough participants

Make checks payable and send to :Ken Mikos, 156 Old Farm Rd, Pittsburgh., PA 15239

If you have any further questions please feel free to contact me at home, 412-795-8248.

See you then.

Coolin' It

by Bruce Stutzman

Triumphs are typically British in that they seem to have been endowed with a marginally effective cooling system. Presumably because it seldom gets hot in England, even though most of their sports cars were sold in the states.

Actually, if the cooling system is in good working order it is generally adequate. There are things you can do to keep the stock system working well, or if you prefer, make it work better. In this regard, I will talk separately about airflow and coolant flow.

Air Flow

1. Badges and driving lights in front of the grille can reduce airflow into the radiator. So, of course, does the grille itself. Some aftermarket grilles don't allow as much air to pass through as the original grilles do.

2. The air that does get through must pass through the radiator and not go beside it, under it or over it. This is the job of the fiberboard duct in front of the radiator. The duct must be in good condition and be fitted properly. Even when in good working order the factory duct is not all that efficient. It is only 3 sided (no bottom) and does not fit very snugly around the radiator.

3. Each succeeding fan the factory made pulled more air than the one it replaced. The blades on the TR4 fan are an inch longer than the blades on a TR3 fan and are squared off. Consequently, it pulls more air through the radiator. The 6 bladed late TR4A metal fan really works well but is hard to find. The 8 bladed TR250 yellow plastic fan is great but takes a bit of fitting on a 4-cylinder car.

4. Fit an electric fan as more TR owners, including myself, are doing. If you install a puller fan you will have to remove the standard fan but it is then redundant anyway. They really work well especially when wired to a thermostat.

Coolant Flow

1. Anti-freeze is not as effective at dissipating heat as is water. You certainly don't need the usual 50-50 mixture that is needed for winter use. You do need some anti-freeze though to keep from rusting the figure 8 gaskets on 4 cylinder cars.

2. Water Wetter is one of those marvels of modern chemistry, like Rain X, that really works.

3. Unless you're using the original thermostat with the sleeve that blocks off the bypass hose- block it off. This hose permits some of the hot water from the block to go back into the block without circulating through the radiator where, presumably, it would cool. (For four cylinder cars)

4. Re-core your radiator with a modern core without the crank hole.

5. Install the water pump designed for racecars that has a 6-blade impeller instead of the stock 4-blade impeller. This sucker really pumps some water. It is available at British Frame and Engine.

6. Fit a summer thermostat that opens at 165-170 degrees.

7. Use a 7 pound radiator cap on 4 cylinder cars. TR3's came with a 4 pound cap; TR4's came with a 7 lb. cap. & TR6's were fitted with a 13 lb. cap and a modified water pump seal designed to handle the increased pressure. There are different opinions on when this change was made, TSOA says January 1969.

A couple other things to keep in mind. A rich fuel mixture burns cool; a lean mixture burns hot. Timing too far advanced, too lean fuel mixture, low octane fuel and sparkplugs with too hot a heat range can help cause pre-ignition which causes excessive heat. This extra heat, of course, must be dissipated by the cooling system.

2004 Calendar of Events

- May 1** **Tune-up Clinic.**
Doug Foyle 724-452-5218
- May 15** **North of Pittsburgh Tour**
Don Harkus 724-284-9172
- May 20-23** **WPTA at Import Carlisle**
Ed Major for rooms 412-488-1600 X207
Room Deadline was April 21st
Jim Shaw to sell parts 412-262-3878
- May 25** **Newsletter Meeting, (Tuesday)**
5pm-Typecraft/6pm-Michael's Pizza Bar
- June 4-6** **National Road Rallye, Cumberland MD**
Bruce Stutzman 412-831-8884
- June 26** **KARTing at Beaver Run**
Ken Mikos 414-795-8248
- July 10** **Washington County Tour**
Bud Osbourne 724-356-4464
- July 17** **British Car Day at Schenley Park**
Wil Schweitzer 724-356-7341
- Aug 6-7** **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
- Jan 2005** **Holiday Party**
Jim & Nancy Underwood 724-929-8187

~ Events Of Other Interest ~

- May 2** **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

Classified

1959 TR3A #TS55585L. Disassembled. All major parts, new carpets and gas tank included. Engine and rear axle rebuilt. Most sheet metal primed. Will need title for reconstructed vehicle. \$1600/OBO. Call Rick at 412-244-0566 evenings.

1971 MBG in excellent condition. Please call Chuck at 724-225-7649 if interested. Chuck Neff

FOR SALE - Triumph '60 TR3A parts car. Chassis and drive train are OK. Body damage from wreck. Also 86 mm. engine and engine stand, hardtop, late TR3 roll bar, transmission parts, 3 heater cores, and various small parts. Also '69 Spitfire Mark 3 for parts. Prefer to sell as a package. Make offer. Larry Harvey (740) 522-5055. Located in Granville, Ohio.

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

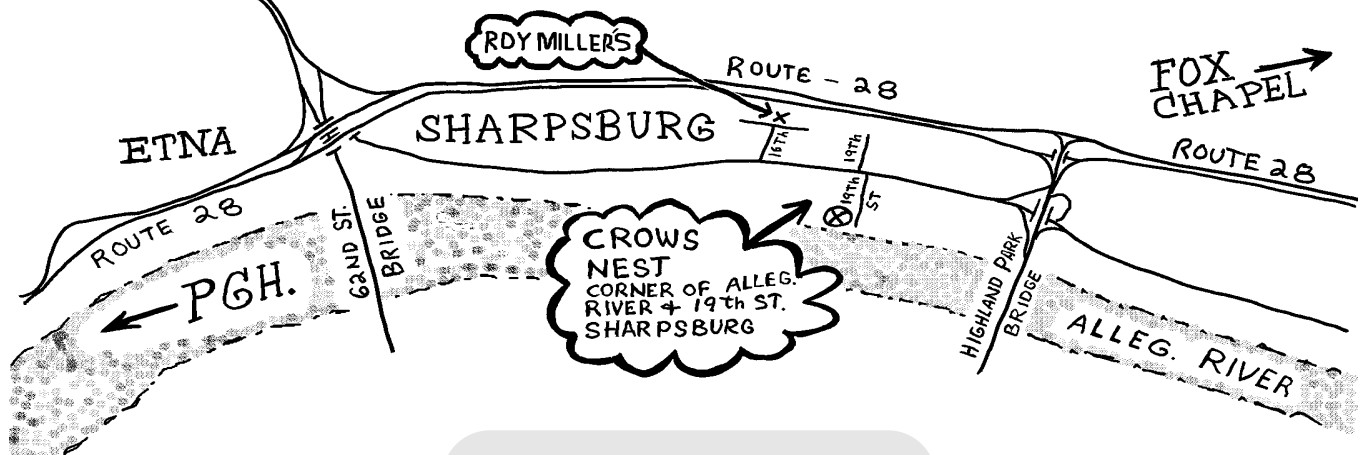
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Issue of the
Dzus Dnuz*

Tune Up Clinic at Roy Miller's May 1, 2004 in Sharpsburg

May 1, 2004 Tune Up Clinic See WPTA Web Page for exact Directions



**May 15
N of Pgh
Tour**

**May 8 Poker
Run
to Mingo Park**
See article for exact Directions

**May 20 - 23
Import
Carlisle**