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www.wptriumph.org

Dzus Dnus T

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Zōos Nūz

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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

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Thank You!! Thank You!! Many thanks to all those who made the 25th annual British Car Day a success. This includes the participants, who braved the threatening weather, as well as the workers who distributed registration forms, raised and lowered the tents, directed traffic, registered the cars, counted the ballots, etc. Special thanks to British Car Day chairmen, Roy Miller and Woody McVicker, registration chairman Ed Woods, field chairman Jim Shaw, and awards chairman Bud Osbourne.

On a personal note, Linda and I took her Spitfire on a run to Oglebay Park for lunch on Independence Day, traveling much of the same route as the June 18th Oglebay Park Run. The WPTA jinx is still working. Many places that we have utilized for events closed shortly after our visit, the latest being the Krispy Creme where we started the Oglebay Run. Let's hope that Oglebay Park fares better.

My "2000" Roadster now has the engine and transmission resting in place, waiting to be bolted down and have the external parts installed. Ed and Bruce were out a few weeks ago and we got the engine and transmission joined and placed in the car. Then we shifted to my TR2, which was running very poorly. After some checking, trouble was found in the distributor and one carburetor. I will clean up a replacement distributor, and rebuild the carb. Hopefully the TR2 will be back in shape shortly.

There is still time to register for the TRF Summer Party and volunteer to help with the Saturday evening car show. Registration blanks are available at The Roadster Factory website and in your BCD bag., or register by phone at TRF. This event has something for every type of British car enthusiast. You shouldn't miss it.

On Saturday, August 20th, we will have the traditional Quaker Steak & Lube Run. This year we have a new event organizer, P.J. Wright, who assures us that the weather will be favorable for a most enjoyable run. See his separate article.

Please notice that the date that we have been showing in our calendar of events for British Cars at Hartwood and Dogs with Fogs is incorrect. The correct date for both is Sunday, September 25th. British Cars at Hartwood is a car show similar to BCD, organized by Jaguar Cars of Pittsburgh. Dogs with Fogs is a picnic in North Park, after the show, organized by our members Ed and Harvey Woods.

Wil

Calendar Correction

Two items have been reported wrong in past Dzus Dnus issues. **British Cars at Hartwood** and **Dogs with Fogs** are scheduled for **September 25th**, please mark your schedule accordingly.

Johnstown Brewery Run Saturday July 30th

By Richard Dick

There will be a combined MG and Triumph Club Run to the Johnstown Brewery on July 30th. We will meet at the Cracker Barrel Restaurant in New Stanton at 11:00 a.m. It is at the New Stanton Exit off of I 70 and very close to the New Stanton Turnpike Exit. Lots of nice back roads! We will be meeting the Central Pennsylvania British Car Club for lunch at the Brewery as we did last year. Wil and Linda and Rich and Judy will be staying overnight for a play at Jennerstown and anyone wishing to join us is very welcome! Contact one of us if you wish to stay overnight.

For information or any questions call or email Rich at 724-379-5172, rdick@midmon.com.

Foxburg Inn Tour Saturday August 6th

By Richard Dick

Tom Rynne of the MG Club is in charge of the Foxburg Inn Tour. Meet about 9:30 a.m. at Panera's on Route 22 in Murrysville. It's about half mile east of Sardis/Trafford Road. The route will take us up through Appolo and east through Spring Church on Route 56. We'll follow the river north through Kittanning and Rimersburg and on into Foxburg. Tom will be requesting seating in the main dining room so we can have a view of the river. All WPTA members are invited to join all the MG Runs. Hope to see you there!

Quaker Steak Run Saturday, August 20

by P. J. Wright

Keep your schedule open for the run to Quaker Steak and Lube at Sharon Pa for a late lunch and libation. Plan to gather the cars and your copilot at the SOERGEL NURSERY off Rt 79 N., EXIT 73, ROUTE 910, AT 10:00AM SATURDAY AUGUST 20.

Soergels has coffee and restrooms and a large parking lot. After the run there will be several options for those interested including Volant Crafts, Grove City shops, Amish country, and other points of interest near the QS@L in downtown Sharon. This should make an interesting and fun day and you will still be able to make it home in time for the Steeler game which starts at 7:30 that evening. More details to follow in the next Dzus Dnus.

Additional information call P.J.Wright at 412-833-4142 or email at pj.wright@verizon.net.

Know Your Strombergs

by Bruce Stutzman

History

S.U. carburetors have been around for 100 years. Strombergs a lot less. In fact, the Stromberg 175 CD carbs fitted to the 1963 TR4 were basically the first. They both eventually suffered the same fate as most of the other once proud names in the British automobile industry. Burlen Fuel Systems now owns both names and, thankfully, makes carbs and spare parts.

In the early 60s BMC, who owned S.U., told their competitors they would no longer sell them S.U. carburetors. BMC owned MG, Austin Healey, Austin, etc. Consequently, Triumph assigned the task to one of its engineers to build an S.U. clone without violating S.U.'s patents.

The result was the Stromberg CD. The only difference of any significance from the S.U. was the rubber diaphragm attached to the air valve (piston) used to form the suction chamber. S.U. uses a piston that is machined to a very close tolerance with the inside of the suction chamber cover.

The float chamber on all Stromberg CDs is located at the bottom of the carb body fixed with 6 screws.

It wasn't long till all Triumphs were using Strombergs. Jaguar, Rover, Saab, Lotus, Sunbeam, Vauxhall, Volvo and all other cars that had used S.U.s now used Strombergs (except BMC cars). There was a Stromberg CD for every S.U. application and they performed equally as well. The 150CD (1 1/2 in.) that was fitted to the Triumph 2000 Sedan and early GT6 and the 175CD (1 3/4 in.) Fitted to the TR4 and TR4A are excellent carburetors and would make good replacements for the later emission carbs.

Emission Strombergs

Automobile emission regulations went into effect in the U.S. in the late 1960s and got progressively stricter. Triumph owners with cars built from 1968 on have Stromberg CDs modified to deal with the ever increasing U.S. emission regs. These include Spitfire Mark 4 and 1500, TR250, TR6, TR7, TR8, GT6+ and Mark3, and Stag. They use types CD2SE and CDSE. At about the same time S.U. developed their own emission carb using the Type HIF.

The British Leyland era was starting in England. Development budgets were being used up just trying to keep their cars legal in the U.S. British cars, in my opinion, were getting worse not better. Few people would say that the 1980 Spitfire 1500 was a better car than the 1967 Mark 3 or that the 1980 MGB was a better car than the 1967 MGB. At least the TR6 never went to one carburetor.

In this atmosphere Stromberg's emission carbs did an admirable job of at least maintaining an acceptable level of performance from the cars they were fitted to. Needless to say they do not lend themselves to performance tuning.

Mixture Adjustment

In the early days of emission control lean was good rich was bad. So Strombergs were built with a lean mixture and sealed so the mixture couldn't be altered. If you have the earliest emission carbs with a hex head plug under the float you can adjust your jets a little. If that plug is round the jet is fixed. After about 1970 the jet was fixed and could not be adjuster. Later Stromberg used an adjustable needle that could be adjusted from the top with a tool made for that purpose, but the adjustment is very limited, basically lean and not so lean.

Other Emission Modifications

There are 3 emission devices, all located on the right side of the carb, that are intended to reduce emissions during deceleration and when idling.

1. The temperature compensator consists of a heat sensitive bi-metallic blade attached to a tapered plug that are located under the rather obvious plastic cover. The plug blocks a passage that when open allows fresh air to enter the mixing chamber behind the piston. Rising temperature sensed by the blade causes the plug to open. The seal around the plug housing must be in good shape and the plug housing kept clean so the plug closes properly. Just remove the 2 screws holding it to the carb body to inspect and clean it. Do not adjust it.

2. The idle trimming screw is the big screw located just above the plastic temperature compensator cover, the screw with a spring around it. It also allows fresh air to enter behind the piston through the same passage. Turn it closed and that passage will be closed permanently.

3. The throttle by pass valve is the device with 6 screws. The 3 slotted screws attach it to the carburetor body. The 3 phillips screws hold the 2 halves together. Enclosed is a spring controlled diaphragm that opens during deceleration and permits fuel air mixture from the mixing chamber to by pass the closed butterfly. Open it, clean it and check the diaphragm. If it is no longer flexible replace it.

Choke (Cold Start Valve)

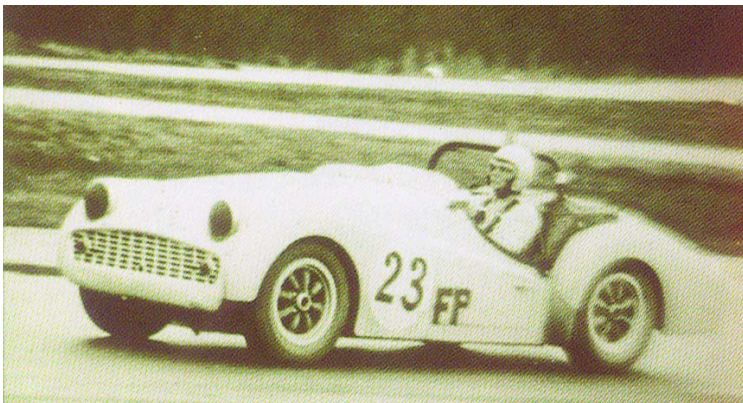
The first CD carbs use a starter bar that lifts the piston increasing the amount of fuel entering the mixing chamber while blocking the flow of air, thereby enriching the mixture.

The emission carbs use a cold start valve that is located on the left side of the carburetor. Fuel enters the valve through a passage from the float bowl. The valve has 4 very small holes that are progressively smaller that permit fuel to enter the mixing chamber. The amount of additional fuel entering the mixing chamber depends on which hole is aligned with the inlet port and that is determined by how far you pull out the choke cable. The cold start valve is easily removed for inspection and cleaning- 2 screws and a gasket.

Some later Triumphs even had an automatic choke on their Strombergs. Spitfire 1500, TR7, and Stag are examples.



A Bill Ames' TR3 based sports racer at BeaveRun last week, one of three cars built.



Pittsburgh Racing legend Donna Mae Mims at Marlboro race track in 1965.

Drive Your Triumph With Confidence

By Jerry Van Vlack

Several of us drive our Triumphs a lot each season and we frequently go long distances over a period of several days. Some of us don't drive so much or too far from home because of breakdown concerns. If you would enjoy driving your Triumph more and for longer distances; take comfort in knowing that you can, with some simple preparation.

Obviously you should start with a car that has passed the basic safety inspection for brakes, steering, lighting, suspension and tires. That's pretty basic stuff and I'd say that we all do a good job making certain the car is safe to drive.

Having said this, things can go wrong and we have experienced both minor and major breakdowns on our trips. We always get home and usually don't have too much of a delay along the trail. The secret to this success is to anticipate what can go wrong and prepare for it. Lucky for us, collectively we have guessed correctly. Some things that have failed on our trips are; front and rear wheel bearings, water pumps, regulators, fuel leaks, flat tires, fuel pumps, electrical connections and some overheating issues. Now don't get alarmed, none of these problems have left any of us stranded.

So, how do you prepare for the big trip?

First thing is to do a thorough inspection of your car's systems and if the water pump or fuel pump have not been replaced or rebuilt in 30 years, consider doing that before you leave. Same thing for radiator hoses and don't forget about those fuel line hoses too, that was my latest failure. Change them if they are suspect. Look for burnt wires and loose electrical connections, jack up the car and check transmission and rear end fluid levels as well as wheel bearing feel and end play. Now is a good time to just go ahead and repack the front wheel bearings. Personally this is something that I had neglected for too long. When I checked mine before last years trip to Watkins Glen it was apparent that I surely would have had a serious failure had I not decided to check them. One was loose and too dry. Top up the coolant, change the oil and filter and take a look at the brake and clutch fluid levels. Look for leaks in those systems too. Squirt some grease into those zerk fittings on the u-joints and front suspension. If you have a generator, put a few drops of oil on the bearing felts, a little bit goes a long way here. The basic thought is to lubricate those things that need to continuously rotate in order to keep you mobile. The owner's manuals and repair books have excellent charts showing what and where to lubricate each of our Triumphs.

Take a tool set along on your trip that includes the basic size wrenches and screw drivers. Include the small sizes up to about 3/4". Beyond that bring an adjustable wrench for that rare need for something over 3/4" such as the front wheel bearing hub nut. A small hammer and a set of pliers / cutters are good to have too. Bring along some cotter pins, gasket cement, wire ties, wire, hose clamps and electrical tape. If you have a spare fuel pump and water pump, put them in the boot too, along with some spare hoses, if you have them. Coordinate the spares in your boot with your fellow travelers. Maybe one can bring a fuel pump and another can bring a water pump. The point is to anticipate and then plan for what might go wrong.

Once you've done all of the above, pack your bags, turn the key or push the starter button and get on the highway. Drive your Triumph with confidence

Summer Party 2005

We're getting a great group of volunteers for the car show, so keep those phone calls and emails. Charles said it's going to be the best summer party ever. **So see you in Armaugh**

Classified

For Sale: 1963 Triumph TR-3B (#TCF1365L). Started restoration work on the car but

got sidetracked with family obligations. Nice example. No rust. Complete. Few small holes in the floor. Engine strong. Original color was signal red. Currently primed with fenders, doors, and hood removed. Please call 203-771-6140 or 203-457-0142 or email me at af3683@ctmail.snet.com for more information.

For Sale: I have a restored 1971 TR6, a 1965 TR4 red hard-top; 1958TR3A yellow (looks good - husband was working on these at time of death) also a 1961. One's green, the other blue. Still have numerous parts which my son has sorted, so they can be seen better. I also have a 1972 & 1976 Mercedes 450-SL. Sheila Baughman, HC 35 Box 59, Napier, WV, 26631, (304) 452-9813 or email: sheilabaughman@msn.com

For Sale: The red 71 stag goes to the upholstery shop soon for a new top and carpet. Then it is up for sale. Looks great and is running strong. Looking for \$11K. It comes with two sets of wheels. Dennis Zerega, 136 Alleyne Dr, Pittsburgh, Pa. 15215, (724) 782-0884 - home (412) 623-2296 - work zeregad@upmc.edu

Calendar of Events

- | | |
|------------------|--|
| July 30 | Johnstown Brewery Run with MG Club
Richard Dick 724-379-5172 |
| Aug 11-13 | TRF Summer Party
www.the-roadster-factory.com |
| Aug 20 | Quaker Steak & Lube Run
PJ Wright 412-933-4142 |
| Aug 29 | Newsletter Meeting,
5pm-Typecraft/6pm-Michael's Pizza Bar |
| Sept 25 | Dogs with Fogs
Ed Woods 412-486-4294 or
Harvey Woods 412-486-2549 |
| Oct 1 | Anniversary Run
Richard Dick 724-379-5172 |
| Oct 22 | Fall Leaf Tour
Don Harkus |
| Dec | No Meeting, Meeting
Date and location to be determined |
| Jan | Holiday Party
Tentative event – need event organizer |

~ Events Of Other Interest ~

- | | |
|------------------|--|
| Aug 6 | MG Foxburg Inn Run Invitation
Information TBA |
| Sept 8-11 | Watkins Glen Vintage Race Festival |
| Sept 25 | British Cars at Hartwood
Jaguar Cars of Pittsburgh |
| Oct 15 | MG Fall Foilage Run Invitation
Information TBA |

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

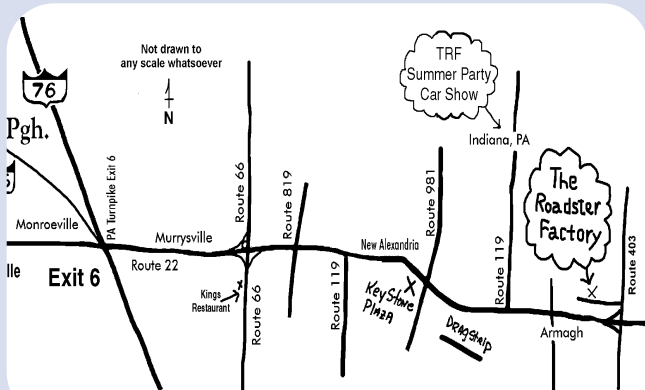
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August 11-13 TRF Summer Party **August 20 Quaker Steak 'n Lube**

August 11-13 The Roadster Factory Summer Party



August 20, Quaker Steak 'n Lube Tour

**Starts at 10 am at Soregl's
Nursery, I-79 N, Exit 73
(Route 910)**

