

Established  
1977



www.wptriumph.org

# Dzus Dnuz T

Volume 28 Number 5

Zōos Nūz

February, 2005

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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

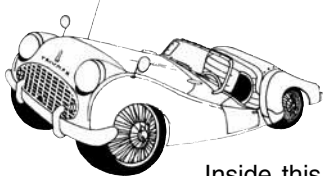
Big change in plans. No trip to Florida for the Super Bowl and a few days of warmer weather. After over thirty years of being a Steelers season ticket holder and numerous chances in the Steelers Super Bowl ticket lottery, I finally won the chance for tickets to the Super Bowl, if the Steelers were to play in it. Alas, the Patriots took away my winning chance. I missed the WPTA holiday party in order to watch the Steelers get their lucky win against the Jets, and advance to the AFC Championship Game. I would be missing the February 5th Brunch Meeting at the Wexford Kings, if the Steelers were playing in the Super Bowl, but I will be at Kings. This is a different time of day for our meeting and I hope that more of our "seldom seen" members will come out. Those who prefer good coffee, to good beer, should certainly be there. The March meeting at the Church Brew Works is more to the liking of those who prefer good beer, but coffee is available, as well as good food at both meetings. These meetings are very much social gatherings, with very little, if any, business conducted.

One item of business that I would like to have approved is the resumption of the Driver's Award. In the past this traveling plaque was inscribed with the name of the member who drove his or her British car the most in a year. The winner would then keep the plaque for the balance of the following year. WPTA has changed over the years, so I would like to see the award going to the member who attends the most events, in a British car. I will be looking for action on this at the February 5th meeting. Try to be there.

Once again I will have men's and ladies' denim shirts and a blanket with the WPTA logo, as well as patches, decals, and badges. All for sale at reasonable prices.



*Wil*



## Cars\_On The Move

Inside this edition of the Dnuz Dnuz is the annual Membership listing as of 12-31-04. Here are the changes since the 2003 listing of Triumph cars in WPTA.

TR2/3's have increased by one, 68 and maintain their lead over the TR6's by 10, who decreased to 58. TR4/4A's are the same at 30 cars. TR250's are up 1 to 10 cars. TR7's are up 2 to 14, and TR8's are down 1 to 6 cars. Spitfires are down to 34 from 40, Stags are up 1 to 2 cars, we have 1 Triumph 2000, and 1 Mayflower.

Altogether we have 231 Triumphs and 47 other various British cars reported to our Membership chair. If anything in your listing is incorrect, please send Ed Woods an update.

## See You At Kings

The club is trying something new. This month's meeting will be at 10:30 at the Wexford Kings at the intersection of I-79 and Route 910 in Wexford. Breaking away from the ordinary evening meetings, we hope to get a few of the "seldom seen" members out. See you at King's.

## Road Atlanta 2005

By Jerry Van Vlack

Every year several of us plan on attending the major Vintage Triumph road racing event sponsored by the Friends of Triumph or FOT as some would know them. In 2002 it was at Mid-Ohio in honor of the 50th Anniversary of Triumph. In 2003 we went to Mosport just east of Toronto and last year we went to Virginia International Raceway in Danville, VA right on the NC line.

This year it's Road Atlanta just north of Atlanta GA on the weekend of April 29, 30 and May 1, 2005. This is going to be a trip for sure. Ed Major is busy planning the route and I hear that it avoids the Interstates as much as possible. My guess is some nice WV, VA, TN, NC, SC and GA roads are going to get their share of oil this spring. It will undoubtedly involve a week's travel. I just hope the snow is gone from some of the mountain passes. A special message to Jim; I will bring the grill and cook.

Road Atlanta calls these races the Walter Mitty and they are sponsored by the great folks from Grassroots Motorsports, publishers of a magazine by the same name as well as the magazine, Classic Motorsports, both of which are targeted to the automotive enthusiast. Races will include the ever popular MG/Triumph Challenge as well as class races for many vintage race cars not often seen. The Triumph racing guys are a great group and welcome us every year.

I invite any and all who can participate to join in the fun. As the date gets closer we can plan departure dates and times or you can drive your everyday iron via the Interstate and meet us there. Rooms in Georgia are blocked at the Holiday Inn Express Chateau Elan Lodge (770) 867-8100. A special rate of \$75.00 per night is blocked for Triumph enthusiasts. There are several hotels in the area and for the shoppers in our ranks the Mall of Georgia is close by. I understand the Chateau Elan Lodge is magnificent too if you'd prefer something more upscale.

WPTA will again be hosting the FOT with Coffee and Rolls in the mornings but we will not be taking the BCD Tent all of the way to Georgia. Bruce will be up before the dew is dry and have the coffee made.

I'm planning on another Memory to log onto several years from now.

# Memories 2004

By Jerry Van Vlack

Several years ago, maybe sometime around 1982, I wrote a small column about my most memorable WPTA moments. As I recall there were many individual things that I remembered about my participation in driving events, meetings, Nationals and just things Triumph related. Soon after that I moved to Ohio and my participation in WPTA was very limited. I missed the Club but just could not get back for events and for the longest time I was concerned that my car would not make the frequent trips to Pittsburgh, and then too, there was the young family that took so much of my time. I stayed in touch by maintaining my membership and getting that all important newsletter every month.

Well things change, I've made some simple improvements to the car, the family is now grown, I'm still in Ohio but I now make the trip whenever I can and I'm collecting some more memories too. The point is that I am again participating in something that is really fun and relaxing for me. I wonder how many other members, who like me, would benefit from greater participation in planned events.

While my 2004 Memories are every bit as good as those from 1982 they are fewer since I just can not attend every event. But I try!

Some of the best 2004 Memories include:

- The first drive of the season to the Tune-Up Clinic; which in my case amounts to about a 250 mile round trip.

- The tour to the VIR races in June which lasted several days and included close to 1000 miles I would guess, maybe more. Just going up and down over the back roads of the WV and VA mountains must have been half of those miles. All to practice my culinary skills for Bruce, the Ed's, Harvey and of course Jim Shaw who claims to love my cooking so much. He's easy to please. There were others too who had something to eat and I can't remember them all. I cook till the food is gone and that's pretty quick. I wouldn't have it any other way. And then too we as a Club have been providing the FOT racers, Coffee and Rolls in the mornings at our Hospitality Tent, a 3 year tradition. Bruce loves to get up in the morning and get to the Track before the dew is dry. I hope we can keep doing this for many years to come. See the article about Road Atlanta somewhere else in this Newsletter.

- Of course British Car Day, who could miss that? Again a chance to drive the car another 250 miles.

- A quickly planned last minute trip to the Watkins Glen Vintage Races with Ed Woods and of course meeting up with Bruce, Ed Major, Jim and Dan as well as Bernie who by some accounts had the best of times with some real pro-racers. Ask him about it! It was here that I learned how much Jim enjoys my cooking. I didn't cook and he was unhappy about it. He didn't starve. Let's see another 800 miles perhaps.

- And last but not least Dogs with Fogs. Another 250 miles.

The common tread for me is that I'm out enjoying the car and driving it a lot. Fun, fun, fun as the Beach Boys would say. So I encourage everyone in the club to participate in those events that someone has taken the time to plan and make some of your own Memories for 2005.

## Classified

**For Sale:** "1975 TR7 Coupe, custom rims, \$1500; 1980 TR7 Conv, new Robbins top, new clutch, \$1700; Ryan 412-671-0671.

**For Sale:** 1978 Spitfire 1500, BRG, OD, 88k, older amateur restoration but nice condition. Last inspection expired 6/04, but not on road for last 12, 18 months. Good tires and top. Needs some routine maintenance before driving. Asking 2950, Call P J Wright, 412-833-4142 or pj.wright@verizon.net

# The 2005 TRA National Meet

## The Meet of the Next Generation!

For the first time in history, the TRA National Meet is being held west of the Mississippi. To attract the next generation of Triumph owners, we will be awarding 1st, 2nd, and 3rd place awards for ALL classes in both a Participants' Choice show, as well as the traditional concours show.

This year, the TRA National Meet is being held in scenic Branson, Missouri, from Thursday, June 23 through Saturday, June 25, 2005. If you've thought about attending, but it's just been too long of a drive, then this is your opportunity. Due to the extent of the participant's choice show, this is an event for ALL Triumph owners, from the TR2 to the TR8, Spits, Stags, Heralds, Doves, even a Southern Cross, or whatever year and model Triumph you may want to drive, trailer, or even push.

Branson, Missouri is not just a beautiful and scenic area with great roads for our Triumphs, but it offers virtually everything for the entire family: amusement and water parks, outlet malls, world class golf courses, various museums, countless big star shows, and many other entertainment venues. To get a better idea of some of these attractions, spend some time at [www.branson.com](http://www.branson.com) on the web.

We will complete the final registration form and schedule in the next few weeks, but the schedule will include the following:

Thursday:

- Early morning breakfast drive

- All day registration and auction item drop-off

- On-your-own scenic drive and Stone Hill Winery tour

- Two different on-your-own Ozark Mountain drives

- The Branson Belle Riverboat cruise, dinner, and show

Friday:

- Early morning breakfast drive

- All day registration and auction item drop-off

- On-your-own scenic drive and Stone Hill Winery tour

- Two different on-your-own Ozark Mountain drives

- A scenic drive and poker rally

- An SCCA supported autocross

- The TRA welcome cookout, games, & traditional auction

Saturday:

- The traditional TRA concours for TR2's, TR3's, & TR4's

- A complete participants' choice show for all Triumphs with

  - 1st, 2nd, and 3rd place awards for all registered

  - classes of competition

- A scenic drive and poker rally

- On-your-own scenic drive and Stone Hill Winery tour

- Two different on-your-own Ozark Mountain drives

- The awards presentation, banquet, and raffle prizes

The host hotel is The Dutton Family Inn directly on the main strip (U.S. 76) in scenic Branson, but with an entrance from the back so you don't have to get onto the main drag. Rooms have been secured at the unbelievable price of \$40 per night for all TRA attendees. Call the Dutton's at 1(888)-388-8661 and identify yourself as a TRA or Triumph show attendee, or check out their website at [www.theduttons.com](http://www.theduttons.com). We also have an overflow hotel directly across the street at the Day's Inn at a price of \$49.99 per night. Call them at 1(417)-334-5544, and again, identify yourself as a TRA or Triumph show attendee. The final schedule, costs, and details will be provided in the next few weeks, but it's time to start planning this event, so mark your calendars for Thursday, June 23 through Saturday, June 25, 2005, or make it a full vacation, and come for the entire week - both hotels will extend their prices for the full week prior to and after the event.

We are excited about the opportunity of seeing many new faces and many new cars that will take advantage of this great location, the weather, and the terrific schedule of events.

# "Waxers"

by Bruce Stutzman

I was perusing my latest copy of *Classic Motorsports* the other day and came to Burt Levy's column. Most of you should know who Burt is. But if not, he is the author of *The Last Open Road* trilogy, a columnist in *Vintage Motorsport* and *Classic Motorsports* magazines and a vintage racer. Burt did a book signing in the WPTA tent at British Car Day a couple years ago.

In his column, Burt is being chided by Tim Suddard the very capable publisher of *Classic Motorsports* and *Grassroots Motorsports* magazines and also a TR3 vintage racer. Tim's issue is that Burt is directing his prose to the vintage racer (of which there are few) and not to the vintage car "waxer" (of which there are many). His point being there ain't enough vintage racers to support his magazine, hopefully there are enough "waxers".

Well dear reader, most of us presumably are Tim's "waxers". Hopefully that term doesn't stick because it is not an accurate description and is, in fact, somewhat elitist. But his point is correct. It is on the economic shoulders of us many hobbyists, with help from the few racers, that our hobby survives. Look at the British Motor Trade Assn. ad on page 26 of Tim's magazine; how many of its listed members could survive on racers alone.

So my fellow "waxers" your responsibility is clear; support the purveyors of our hobby (our own The Roadster Factory immediately comes to mind) so they stay around to support us.

Actually the distinction between the vintage car owner-driver and the vintage car owner-racer is pretty blurry. I don't know any TR racer who doesn't own at least one road going TR. There are an awful lot of former racers who are car owners and still enjoying the hobby. And there are a lot of TR owners who, although not racers, are active race weekend participants.

Now, I hope I never hear the term "waxer" again.

## Attention: Friends Of Triumph

by Joe Alexander

The FoT announces, with great enthusiasm, that Kas & Peg Kastner will be joining us in the Paddock at Road Atlanta. Kas says: "Peggy and I will be attending the Mitty at Atlanta and expect the TR guys to do well."

The next presentation of the Kastner Cup will be made following the MG/TR Challenge.

Richard Taylor is Chairman of the Meet

## Duez Notice

"If your mailing label sez "04", your membership expired in December. Please send your renewal check in the amount of \$15 or multiples thereof to:

Ed Woods, 105 Hawk Drive, Glenshaw PA 15116

A few club members having "too much fun" last year at Watkins Glen



## 2005 Calendar of Events

- Feb 5** **Brunch Meeting, at Wexford Kings**  
10:30 am, Route 910 and I-79
- Feb 28** **Newsletter Meeting**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- Mar 12** **Church Brew Works**  
Dexter Stoltz 412-865-1201
- April 9** **Lunch at Coventry Inn**  
Ed Major 412-488-1600 X207
- April 23** **Tune-up Clinic with Tech Session**  
Tentative topic for tune-up clinic Tech Session will be "Tuning your Triumph"
- May 7** **WPTA Flea Market on the South Side**  
Ed Major 412-488-1600 X207
- May 19-22** **WPTA at Import Carlisle**  
Ed Major for rooms 412-488-1600 X207  
Jim Shaw to sell parts 412-262-3878
- June 4** **Red Belt Rally**  
Jim Shaw 412-262-3878 &  
Doug Foyle 724-452-5218
- June 25** **Oglebay Run**  
Will Schweitzer 724-356-7341
- July 16** **British Car Day at Schenley Park**  
Roy Miller – Chairman 412-967-6483
- July 30** **Johnstown Brewery Run**  
Richard Dick 724-379-5172
- Aug 12-14** **TRF Summer Party**  
Tentative event [www.the-roadster-factory.com](http://www.the-roadster-factory.com)
- Aug 20** **Quaker Steak & Lube Run**  
Tentative event – need event organizer
- Sept 18** **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**  
Need event organizer

### ~ Events Of Other Interest ~

- Apr 29-May 1** **Walter Mitty Classic Vintage Races**  
Road Atlanta
- June 6-7** **24 Hours LaMans France**
- June 17-19** **Vintage Races, Mid Ohio**
- June 23-26** **TRA National Meet**  
Branson MO,
- July 9-10** **Vintage Races, Beaver Run**  
[www.beaverun.com](http://www.beaverun.com)
- July 16-17** **Pittsburgh Vintage Gran Prix**
- July 26-30** **VTR National Meet**  
Rockford IL, [www.vtr2005.org](http://www.vtr2005.org)
- Sept 8-11** **Watkins Glen Vintage Race Festival**
- Sept 18** **British Cars at Hartwood**

## Ad1 Classified

For Sale: '73 TR6, Red clear coat, rebuilt engine, upgraded rack mounts, needs to be finished, lots of new stuff, \$4000, Bill 724-772-6039

Established  
1977



# WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

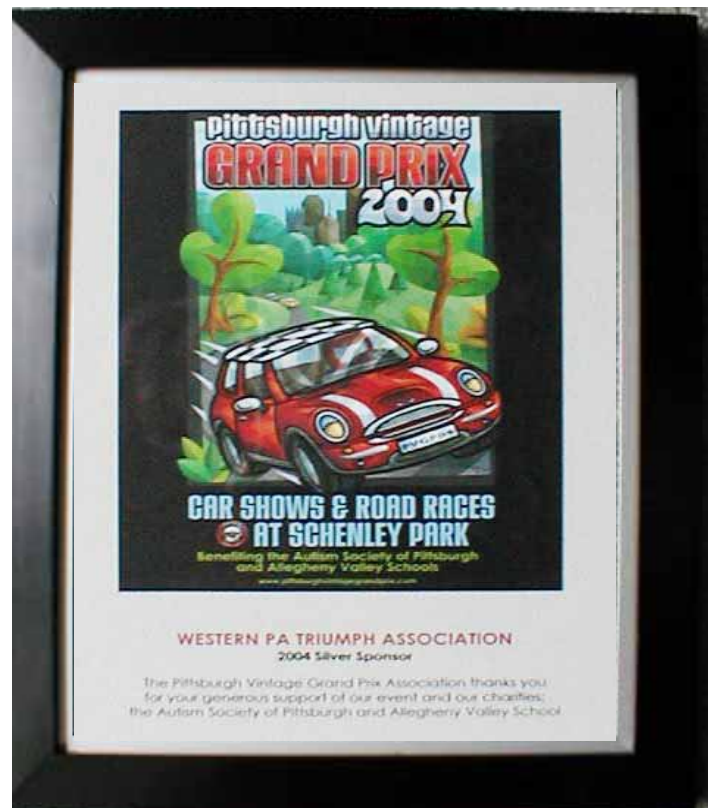
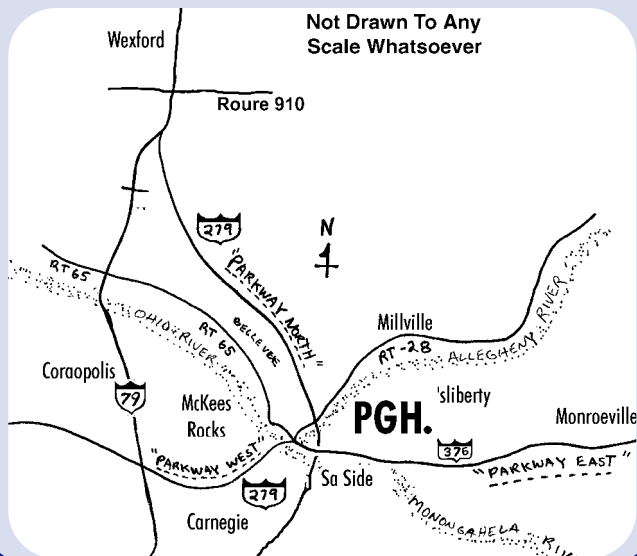
A CHAPTER OF THE VINTAGE TRIUMPH REGISTER  
A CENTER OF THE TRIUMPH REGISTER OF AMERICA

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

**February, 2005  
Issue of the  
Dzus Dnuz**

**Sat., Feb. 5 - Brunch Meeting at Kings**

**Sat., Feb. 5 -  
Brunch Meeting  
at Wexford Kings  
10:30 AM**



This framed poster was presented to WPTA in appreciation for our sponsorship of the PVGP

# A word about reliability...

by Justin Wagner

I bought my first TR 4A when I was 15 years old... in 1977... It was a tired 10 year old car... I fully restored it. It was set up for very high performance and I had a lead foot. The car was beautiful and I spent so much time maintaining the car that I began to identify with the main characters of "Christine" in the Steven King novel/movie... The problem with that first TR was that it was not reliable. I was always able to hobble it home, so I only had it towed once... (when my heated brakes went out as I approached a turn at high speed... fortunately, they had removed the tree that used to be there)... So, on one hand, I was proud of the fact that I was always able to get it home, one way or another, but I did come to believe that the cars were very unreliable. I never left home without a tool bag (that saw as much use out on the road as at home in my garage!) and while I'd put several hundred miles on the car in one day... it would always be in circles, usually within 100 miles of home. I just didn't trust it to other states, etc. I accepted the idea that British cars, including Triumphs... just were not reliable cars. As far as I could tell, the stories of "Lucas, Prince of Darkness" were all true. After a drunk driver slammed into the car, I gave it up in the mid 80's. Now push forward to 1992 or so...

I bought another TR 4A. It had been sitting for over 20 years, exposed. Everything was frozen. The windshield was cracked and the convertible top had long given way U.V. and rain. I did a relatively quick, but extensive rebuild on the car's mechanicals. My goal was to get it back on the street as soon as possible, so that I could enjoy the project, rather than allow it to turn into a long term restoration project. I focused on the areas that would get it on the road, and then as time went by, I would restore the rest of the mechanicals as I enjoyed driving it. I did quality work, but not to the point of being anal retentive! I focused on keeping it basically original, but more important, I focused on paying close attention to the areas that my first TR had problems with. And that is what this story is about.

I used to go through a lot of generators, subsequently, I made sure that it was a quality rebuild and that all the bolts that held the generator in place were extremely secure. Here, I moved away from "stock", and put in whatever fasteners I felt I needed to make sure that it would never come loose on it's own. (Which is something that happened on my first car a number of times!) I used to go through a lot of starters, so made sure my battery connections were top grade and matched it to a quality battery. I used to have a lot of "Lucas Prince of Darkness" issues, so I went through the wire loom... carefully replacing the connectors. I lengthened wires that were too short and always coming apart, etc. I re-wrapped parts of the loom that had become unwrapped. I simply cleaned it all up. I put a special lubricant on all the connectors (designed to increase electrical contact while keeping moisture out.). I replaced fuel lines, as my first car had a tendency to clog up. I slush cleaned the fuel tank, something I had never done with the first car. To make a long story short... it's not that I was necessarily throwing money or become obsessed with these areas, it's just that I did focus on these areas, spent the extra time, to remove the potential for future failure. So what's the result?

The car isn't my daily driver, but it doesn't just come out once a year. Once I worked out the initial "bugs" in the car, in the first year, the car has proven to be totally "turn-key" for over 10 years. Whether I take the Triumph or one of my more modern cars is never a question of "will it make it?". It's based on weather and my mood. (My TR 4A is permanently set up as a convertible with aeroscreens.) I have driven the car to San Francisco several times. The car doesn't have a "tool bag" in it,

like my first TR did. I do have a box of "spares", that I sometimes throw in on those 500 mile type trips, but I have yet to need it. The car runs cool in the hottest southern California traffic. (A new radiator AND I always use Redline's "Water Wetter" with coolant/water.) Whether the car has sat for a couple months or a couple days, it almost always starts within the first few seconds of effort, with only an occasion and momentary use of the choke. I'm knocking on wood as I type this, but I have to say, I've just been amazed. The fact is, the car has proven to be more reliable than almost any car I have ever owned.

Now, of course, this doesn't mean I haven't done anything to it in all these years. I certainly get in there and do some maintenance here and there. I finally rebuilt the rear axle some time back. I also put in an overdrive trans some time back. I had a freak electrical problem because I left a heater cable float about and it knocked into a positive connection. The result was my fault and quite dramatic, but I drove my car on to my destination and back. The car has not been perfect, but damn, it's been good to me. I will note, that I don't have the lead foot as I did in my youth (looking for V8's to race!), but I still have my fun here or there. I don't have the car set up as hot as I did, and I'm sure that adds some reliability that my first car didn't have. In the end though, my advice is this: If your TR is unreliable, this is NOT normal. If your TR's electronics are the basis of "Lucas Prince of Darkness" tales, over and over again, that is NOT normal. If your car is overheating all the time, that is NOT normal. Your TR should be as reliable as any other car. If it is not, it is not just a fate you need to accept. What you need to do is to take some time and focus on the areas that cause you trouble and tackle potential problems. If you go through life accepting the notion that TR's are just unreliable, then you'll only focus on repairing things as they break down and doing only most basic of maintenance. If you are just a bit more proactive, in the preventative maintenance category, your car will be there for you, 24 hours a day, just begging to be driven.

## Technical Correspondence

Reprinted Road & Track November 1967

### **Q. What preparations should one make on an automobile that is to be stored for a long period of time?**

A. There's no universal agreement on this subject; the processes at work take so long to do their damage that by the time the deterioration has taken place either nobody remembers what he did or the people who stored the car are dead. But we consulted an automotive museum, and here's their advice:

1. Drain the grease from differential and gearbox; fill with kerosene and run briefly to flush. Drain the kerosene and fill with SAE 50 oil.

2. Drain the fuel tank, put some kerosene in it, and run the engine until it dies. Thus kerosene, instead of gasoline, will be in the fuel lines and carburetor; kerosene will not gum up as does gasoline.

3. Drain the sump, refill with kerosene to as high a level as practical - remembering that the rear main seal may allow leakage.

4. Get the valve springs out of compression in a way appropriate to the engine; this will mean removing some of them on some engines.

5. As for the radiator, having it and the entire cooling system completely dry is best. Getting it completely dry is difficult and requires a lot of hot, dry air. Next best is to fill it with something protective; on modern cars the usual ethylene glycol antifreeze will do, but on old cars the hoses may not survive this. Distilled water is recommended for car with natural rubber in the system.

6. Apparently tires deteriorate more rapidly when they've been unloaded, so just leave the car on the ground with the tires on.

7. Remove the battery and sell it if you can.

8. Cover the car completely to exclude dust.

# Driving in PA

1. Turn signals will give away your next move. A real Pennsylvania driver never uses them.
2. Under no circumstances should you leave a safe distance between you and the car in front of you or somebody else will fill in the space, putting you in an even more dangerous situation.
3. The faster you drive through a red light, the smaller the chance you have of getting hit.
4. Never ever come to a complete stop at a stop sign. No one expects it and it will result in you being rear-ended.
5. Never get in the way of an older car that needs extensive bodywork. Pennsylvania is a no-fault insurance state and the other guy doesn't have anything to lose.
6. Braking is to be done as hard and late as possible to ensure that your ABS kicks in, giving a nice, relaxing foot massage as the brake pedal pulsates. For those of you without ABS, it's a nice chance to stretch your legs.
7. Never pass on the left when you can pass on the right. It's a good way to scare people entering the highway.
8. Speed limits are arbitrary figures, given only as suggestions and are apparently not enforceable in Pennsylvania during rush hour.
9. Just because you're in the left lane and have no room to speed up or move over doesn't mean that a Pennsylvania driver flashing his high beams behind you doesn't think he can go faster in your spot.
10. Always slow down and rubberneck when you see an accident or even someone changing a tire.
11. Learn to swerve abruptly. Pennsylvania is the home of high-speed slalom driving thanks to the State Highway Department, which puts potholes in key locations to test drivers' reflexes and keep them on their toes.
12. It is traditional in Pennsylvania to honk your horn at cars that don't move the instant the light changes.
13. Remember that the goal of every Pennsylvania driver is to get there first, by whatever means necessary.
14. In the Pennsylvania area, flipping someone the bird is considered a polite PA salute. This gesture should always be returned.

# Patching Your Gas Tank with Paint Or Are you SURE you put that cigarette out?

Raymond L. Hatfield

From: The Vintage Triumph Register [www.vtr.org](http://www.vtr.org)

In an effort to share the experience, I would like to document how I patched the gas tank in my TR4A. When I purchased the car, I was aware that it had sat outside uncovered and the interior stripped out for almost 10 years. The body was in generally good condition, with very little rust under the circumstances.

Even as I have disassembled the car, I found very few surprises in the way of rust. This past weekend I finally removed the gas tank, only to find leaves and debris packed under it. This had held moisture against the indentation for the differential hump and allowed it to create a LARGE rust hole in this one spot, approximately 1" wide and 6" long. As I live pretty far out in the country, there are no welders or radiator shops close by - so I had to either come up with another solution or lay out big bucks for a new tank. The following are the steps I have taken and my observations. No financial interest, YMMV and all that...

1. I removed all the paint from the outside of the tank with paint stripper (the glue from the felt strips needed a second soaking). Looking back, I wish I had also stripped the inside of the tank at this time, just so I had clean, bare metal both inside and out.
2. I treated the outside with POR's Metal Ready, per instructions. If I had stripped the inside of the tank I could have treated that at the same time.
3. I cut out a piece of the repair cloth to cover the hole and overlap onto sound metal, trying to get it shaped so that it would match the contours of the tank and lay flat.
4. Next I painted the first coat of POR-15 onto the tank. I used a foam brush and made the coat thin as I could, but being sure to cover all bare metal. POR has great self-leveling characteristic, so the brush strokes smooth right out as it dries.
5. Then I placed the cloth patch into place, allowing the POR to act as an adhesive to hold it in place as I smoothed it into position. If I ever had to do this again, I think I would use some regular type cloth, such as an old sheet or maybe blue jean material. POR's cloth takes a great deal of paint to seal it, and the patch is noticeable even after it is. With a thinner, more tightly woven cloth it should be possible to get it to blend in and look stock.
6. I used the foam brush to dab POR-15 into the cloth, trying to fill the gaps. Unfortunately, the foam tends to pick strands from the cloth, so you have to be very gentle at this stage.
7. I waited the three hours suggested on the can to let the paint cure. At this point, although I could still see through the cloth in places, it was absolutely rigid and stuck to the metal tank. I put a second coat on both tank and cloth and allowed it to dry.
8. After this point I only painted the cloth patch, waiting three hours between coats (5!) until I could no longer find any holes in the tank by shining a light from the other side.
9. After the last coat dried, I filled the tank with water to test if there were any unseen holes left. After passing this test, I allowed the tank to dry out, then treated the inside with Metal Ready, carefully avoiding getting any on the patch (just being cautious)
10. After rinsing and allowing the tank to dry, I poured a small amount of POR-15 inside the tank and sloshed it around to make sure the entire inside was coated (a bit difficult with the baffles), draining the remainder back out. After this coat had set, I used a can of POR Tank Sealer to coat the inside as well.
11. As a final test, I poured a gallon of gasoline into the tank and let it sit overnight to see if any leaks developed. At this time, I can report that the tank holds fine, with no sign of leaking anywhere.

# The 2005 TRA National Meet

**It's Not Just for TR2's, 3's, and 4's  
Anymore!**

For the first time ever, the TRA national meet is being held west of the Mississippi River, and this year, we will be awarding 1st, 2nd, and 3rd place awards for ALL classes in the Participants' Choice show, as well as the traditional concours show.

The 2005 annual TRA national meet will be held in scenic Branson, MO, on Thursday, June 23 through Saturday, June 25, 2005. If you've never attended a national TRA meet, this is your opportunity. And because of the approach of the participant's choice show, this is an event for ALL Triumph owners, from the TR2 to the TR8, Spits, Stags, or whatever year and model Triumph you may want to drive, trailer, or even push.

Branson, MO is not just a beautiful and scenic area with great roads for our Triumphs, but it offers virtually everything for the whole family: amusement and water parks, three outlet malls, world class golf courses, various museums, countless big star shows, and many other entertainment venues. To get a true idea of some of these attractions, spend some time at [www.branston.com](http://www.branston.com) on the web.

We're in the process of finalizing and verifying the schedule and calendar of events, but the preliminary agenda includes the following:

The traditional TRA concours show for TR2's, TR3's, and TR4's

A complete participants' choice show for all Triumphs with 1st, 2nd, and 3rd place

awards for all registered classes of competition

A paddlewheel riverboat ride, dinner, and show

A welcome cookout dinner and events evening

An awards banquet with great door prizes

A poker run and rally

An SCCA sanctioned and run autocross

An SCCA sanctioned and run hill climb event

A winery drive and tour

Three different "on-your-own" area driving tours

The many shows, dining, attractions, and shopping of Branson, MO

The beautiful weather of Branson in late June

We have a host hotel in Branson and have negotiated an unbelievable price of \$40 per night with them for all TRA attendees. We are also negotiating with a second hotel (across the street) if we run out of room in the first. The actual schedule, costs, and details will be provided soon, but it's time to start planning this event, so put it on your calendars for Thursday, June 23 through Saturday, June 25, 2005, or make it a full vacation, and come for the entire week.

We look forward to seeing many new faces and many new cars that will take advantage of this location and terrific schedule of events.

*The Triumph Register of America  
and Texas Triumph Register*

*cordially invites you and your family*

*to join us in Branson, Missouri*

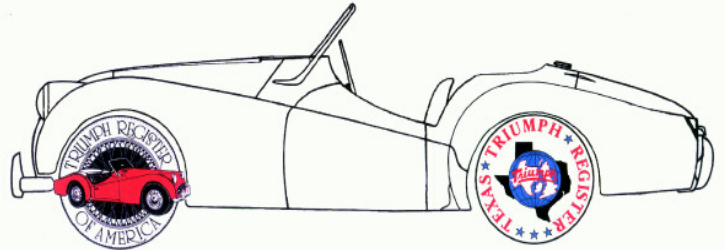
*on June 23, 24, 25*

*for the first ever*

*"West of the Mississippi"*

*2005*

*TRA National Meet*



*A family oriented place known as the "Live Music Capital" of the world, the Ozark Mountains, over 40 theaters with over 100 shows, over 350 restaurants, two beautiful lakes, the Showboat Branson Belle with a show and dinner, several theme parks, Stone Hill Winery, over 200 outlet malls and lots more.*

*And that's just for starters! There will be the Concours d'Elegance with separate classes for TR2's through TR4's. We also want to welcome all Triumphs from 1923 to the last Triumph, the TR8, to a Participant's Choice Car Show with separate classes. That's right, we want all Triumphs, east and west of the Mississippi, to show up for this great event.*

*More information will follow soon. So...mark your calendar now and plan to join us for a great meet!*