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www.wptriumph.org

Dzus Dnuz 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

As I write this, we are in the middle of the holiday season. One of the early events, where Linda and I were joined by Richard Dick and Judy, was a Victorian house tour in Allegheny West, where WPTA had a car display last July. Highlight of the tour was the John De Santis home and model train collection, the largest collection of prewar standard gauge model trains in the world. It was awesome. New Years, which Linda and I will spend in San Antonio, is just a week away. Our daughter Gail, who some of you might remember as Tom's twin sister, gave birth there to our second granddaughter three weeks ago. We will be back home in time for the WPTA Holiday Party, on January 15th.

Yes, there was a No Meeting Meeting. We had a fair turnout, although it was a little short of the fairer sex. Perhaps they were shopping. Two of our members bought denim shirts with the WPTA logo embroidered on them. I usually have some shirts and blankets with me, but a wide variety of regalia is available from Mario at Cutting Edge Embroidery, (412) 343-4860 or cuttingedge.emb@verizon.net.

For our February meeting we are switching to a 10 A.M. Saturday morning at a Kings Restaurant. Mark your calendar for February 5th and check the Dzus Dnuz for location, etc. While you are at your calendar, mark the weekend of June 23rd to 26th for the 2005 Triumph Register of America national meeting in Branson, MO. This looks like the premier Triumph destination for 2005, with participants choice awards for all classes of Triumphs, and a multitude of events and drives. Plan to go a few days early or stay a few days after the meet, to vacation in Branson.

If you haven't sent your reservations for the Holiday Party, do it soon. Hope to see you there.

Wil

Below: A few familiar and not so familiar faces who attended the "no Meeting" meeting. It was obviously too warm for skiing and too cold for sailing since Miles McGoff was there.

Holiday Party 2005

by Jim Underwood

ATTENTION.LAST CALL !!!!

We are dangerously close to having to cancel this years Holiday Party or make other arrangements! However, we only need a few more people to meet the minimum and the deadline is still a week away as I write this. Nancy & I have decided to extend the deadline to benefit those of you who may be procrastinating. So, if you don't want to miss a great meal and even better company, send your check today! If you send it as soon as you get this newsletter, there will still be time for us to finalize the arrangements.

We need the final count by the 10th so DO NOT DELAY! The details are repeated below.

This year's holiday party will be held on Saturday, Jan. 15 2005 at The Clubhouse Grille at Cedarbrook. The location is at the intersection of I-70 and Route 51 in Belle Vernon PA. Nancy & I attended a banquet there last year and the buffet is terrific. Also there is plenty of parking and we have a very large room reserved. The menu consists of: Carved Sirloin, Chicken Marsala, Stuffed Shells, Broiled Cod, Parsley Potatoes, Green Beans and Mushrooms, Salad & Rolls, Desert, Iced Tea & Coffee. Hors D' Oeuvres and cash bar at 6:00 dinner served at 6:30. The cost is \$20.00 per person, tax & gratuity included. Send a check payable to WPTA to Nancy Underwood, 805 Harold Street, Belle Vernon, PA 15012. Directions are as follows.

From the intersection of I-70 and Route 51 take Route 51 south. Turn left at the second light onto Route 981. The entrance to Cedarbrook is about a half mile on the left. The Clubhouse is at the top of the hill. There are two motels located within a mile for those who may wish to stay the night. The Holiday Inn at 724-929-4600 and The Sleeper Inn at 724-929-4501. Hope to see you all there.

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



TR6 Restoration in 147,962 Easy Steps

The adventure continues...

by Doug Foyle

Since body work is difficult in an unheated garage, I switched to building the chassis. Everything went together easily. I had competition springs mounted on the old car. When I put them in place, I did not like the ride height. It gave the appearance of a 4 x 4. I decided to purchase Good springs, which brought the height down to where I wanted it. I had to make some simple modifications when fitting the sway bars, but everything went smoothly. The drive line was installed and of course the brake lines.

Once we got the body tub into position, it was time for alignment. I used the original body mounts and made adjustments from there. This took a bit of time and still isn't where I would like it. I had placed plastic sheeting on the rolling chassis with the hopes of keeping everything clean while doing body work. Which leads me to the next step.

I hate body work. Period. It took me one year to get everything ready for paint. Granted,

it was one year of weekends and some week nights, but an entire year of walking around with putty filled lungs and no fingerprints.

The fenders from my old car were rust free with some dents. The right rear required the most effort after meeting a woman who confused the go and whoa pedals. The rear valance was also a challenge after a west coast malady. I should have replaced it but didn't. My scratch and dent hood also required a bit of work. Two weeks and it still wasn't right. The night before painting, frustrated, I sanded nearly all my previous work away and applied one last coat of icing. Much to my surprise, it came out perfect. I hate body work!

Now was time for paint. September and unheated garages are not the best for this step. To make matters worse, I chose a weekend when we were infiltrated with ladybugs. The critters ended up not being as much of a problem as dirt and human error. I was not pleased with the end result or the one after that. Early November is an even worse time to paint. The car sat for several months before wet sanding.

In the mean time, The dashboard needed attention. It had been finished in oak and had begun delaminating. Fortunately, it worked as a good core. I had burl walnut remaining from a previous veneering attempt on the old car. The core was prepped and hot glue used to lay the veneer.

While re-ironing the veneer flat to the surface using a damp rag, the wood stretched. This would not have been a problem had I not already cut the gauge holes. I pulled the veneer to let it dry which allowed it to shrink in one direction, but I still had to fix the areas where it didn't shrink. My goal was to achieve a perfectly smooth finish. Burl, not having any grain to speak of, does not lie very flat. Over several months and after about 50 coats of finish and a lot of sanding, I achieved exactly what I wanted, a beautiful finish.

Six months later, I pulled the

dash from storage to find that the finish had turned into a topographical map. Keeping my presence of mind, I did not mistake it for a boom-a-rang. I decided to fix it.

Since installing the dash, the finish problems have continued. My only option is to strip the old finish and start anew. Boffo Motors in New Brighton has done some phenomenal woodwork on cars, so I'm going to use their process.

Now was time for electronics class. Everything seemed very straight forward. Until my old neighbor and fellow WPTA member, Bob King, had to come to my rescue. I was using an old harness that had a couple leaks and other interesting problems. Two days of his expertise got everything working well.

I was missing a wiper switch and the hazard switch was not working. Bob fixed the hazard and my spare. The washer switch took a long time and many phone calls to find. But I was able to procure a very nice unit that actually worked. Now things were really coming together.

The license plate lamp was another problem. I couldn't find a decent example and repairing the accident damage on mine was out of the question. I was rummaging through the parts sale at the Mid-Ohio vintage races with Bob. At the time I was undecided on what to do about the dashboard. Bob told me of one he had seen, so I went to take a look. Unfortunately, it was the wrong one. But it was so nice, I bought it anyway. While walking some more, Doug Braden stopped me and inquired about it. He thought it was the nicest original used dash he had ever come across. I showed him where it came from. Later, he told me that he bought the guy out of all his NOS items. Unfortunately, I didn't take the time to look through all of his Lucas items, I could have saved a fortune on the light that eventually came from Doug. When Fred gets his TR250 on the road, take a look at his dash.

The engine I planned to use was one I had from the old TR6. It was to hold me over until I could rebuild the original unit. I reused my old carbs. After a cleaning, everything was installed, and the car started...and ran...sort of. After a needed valve job, it ran better...sort of.

Bumpers were next on the list. I had only the original rear unit. It was in very nice usable condition...before it fell from its storage place. Although it is very repairable, I found a nice one on ebay for a better price than rechroming would cost. My eyes were opened when I was quoted an amount exceeding the original cost of the car-delivered, for rechroming the front and rear bumpers.

A conversation with Scott Harper at Team Triumph led me to Portage Plating in Streetsboro, OH. They straightened and chromed the front bumper for \$150. It's not show, but looks great from three away.

Seats were taken to Larry Learn who performed his magic. Larry later installed the top. Money well spent.

Larry gave me installation tips for the interior. With my father's help, we were able to complete it in short order. I was quite pleased with the results. I had ordered a custom color carpet from TRF to compliment the light tan seats and mallard paint.

The next project was the windshield. The Arizona sun had taken its toll on the vinyl surround. After replacement and paint, with the help of friend Kurt Stolzenbach and several Yeunglings, we installed the glass. A task made much easier if the frame is attached to the car. The lubricating soap not only made it difficult to hold on to, it also cleaned the final remnants of body putty from my fingers.





Upon installing the windshield, the seal did not seat properly. When removing it, the anchor bracket popped up and dented the body. Another fix it!

After three years, the car was finally ready for the road in time for the July 4, 2002. My mother likes

to see her grandchildren in the Zelienople parade which ended with a much needed cool down drive. One mile from town, my niece asked, "Uncle Doug, where is the smoke coming from?" "We're on fire" wasn't exactly what either of us wanted to hear me say. Fortunately, it was only my overdrive harness and new solenoid.

The engine did not instill much driving confidence. A heavy Lucas Oil Treatment/20w-50 mixture resulted in 24 lbs of oil pressure. Enter Jim Shaw. Jim had a motor he'd acquired at Carlisle. The carbs on it were clean, but we had not clue about the engine. He was taking it to TRF for core, but if I wanted it... Who am I to say no? I pulled the oil pan and some bearings.

Things looked good. Cleaning and painting were all it needed for installation.

While swapping motors, Fred Williams and Bruce Stutzman stopped by. Fearing work, they wouldn't even accept a beer. But Bruce looked at the car and turned the wheel. "Doug, your rubber steering rack bushings are bad." "No they're not, those are urethane bushings". Fix it. So, I finished the engine swap, fixed the overdrive and was back on the road in two days.

TRF Summer Party resulted in a new aluminum steering rack mount. The trip to the summer party proved to be an adventure. Twelve miles into the seventy mile trip and the car died. It wasn't getting gas. Priming got the car going again...for three miles. So that's how we made to Kittanning, three miles at a time. We pulled into a bus garage where I do business. Armed with a jack and air line, the problem was solved. It seems that that the AZ sun had turned the old gas into tar. I had cleaned the lines before installing, but not well enough.



The new steering rack bushing, along with Richard Good springs and nylatron bushings, upgraded sway bars, Panasports and tires make for a very firm ride. It is comfortable, but probably firmer than the TR3. The car handles great and is very well balanced. There is no comparison to a stock set up. Ground clearance, on the other hand, can present a problem. There are 2 1/2 inches at the sway bar brackets. Anything larger than a centipede is in trouble.

Penn Dot's finest are a major concern.

There was a problem that had been bothering me from the start. I had a vibration coming up through the seat that was enough to buckle my knees after one long drive. After many attempts at solving it, a different driveshaft solved the problem. A new wheel bearing made the car a real joy to drive.

I still need to install a stereo. No hurry, there is already one hanging out the back.

The original engine is still waiting a rebuild. A cam from the blue TR6 and new pistons are on the shelf. A Falcon SS competition exhaust has already been installed. I plan to start working on the head this winter.

Next on the list is my 1954 Healey. But that will be a story for another time and a different newsletter.



2004 Calendar of Events

- Jan 15** **Holiday Party at Cedarbrook**
Jim & Nancy Underwood 724-929-8187
- Jan 25** **Newsletter Meeting (Tuesday)**
5pm-Typecraft/6pm-Michael's Pizza Bar
- Feb 5** **Brunch Meeting, at Wexford Kings**
Tentative date, time and location.
- 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
- 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
- Dec** **No Meeting, Meeting**
Date and location to be determined

~ 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
- July 16-17** **Pittsburgh Vintage Gran Prix**
- July 26-30** **VTR National Meet**
Rockford IL, www.vtr2005.org
- Sept 8-11** **Watkins Glen Vintage Race Festival**
- Sept 18** **British Cars at Hartwood**
Jaguar Cars of Pittsburgh

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
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**January, 2005
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Dzus Dnuz**

Sat., Jan 15 - Holiday Party at Cedarbrook



Above: Bob Foyle's new sign helps deter door to door salesmen.

Classified

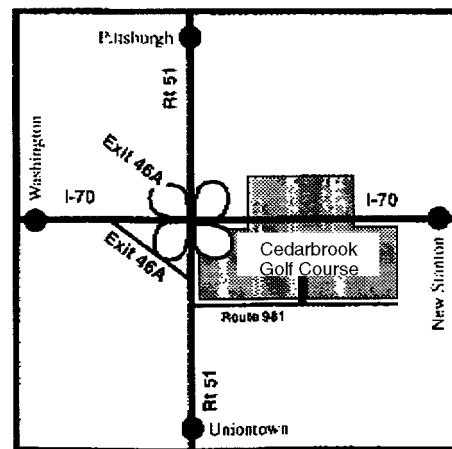
For Sale: 1973 Red convertible Triumph Spitfire. Fair condition, new brakes and suspension. Asking \$1900. 724-695-1716 (Home) or 412-310-1775 (Cell) Ask for Mike.



Right: This is the best \$10 beer I ever had, and the only one!

Sat., Jan 15 - The Holiday Party

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Cedarbrook Golf Course

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