

Established  
1977



www.wptriumph.org

# WPTA News

Volume 29 Number 2

Zōōs Nūz

November, 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

Already the driving season is coming to an end. All our runs and tours are finished, and now we switch to the general meetings, which are mainly social events. Our two events in October, the Anniversary Run and The Fall Leaf Tour, were both successful. I didn't make it to the Anniversary Run, as I, along with fellow WPTA members Bud Osbourne and John Bernard, were involved with the Hickory Apple Festival. I understand that it was a great day and everyone really enjoyed the windmills. Lunch was at Mt. Summit Inn, where we held a TRA national meet twenty-five years ago. I hear that the food and service is still outstanding. Thanks, Rich and Judy for organizing another great event for our club. I did get to the Fall Leaf Tour and enjoyed the drive in a new direction. Despite the cold wet weather, there were ten cars on the tour. The lunch at Shakespeare's was excellent, with very good food and service. I can't remember the last time that I ate in a castle. Thanks, Don and Sandy for organizing a great tour.

I want to thank the MG club for inviting us to some of their events this past season. I was only able to attend one, but found their members friendly and the event very enjoyable. Thanks Rich for handling the contact between the clubs.

On Saturday, November 19th, we will have a meeting at the Kings Restaurant at the Wexford exit of I-79. This meeting, for the election of officers, may be the last chance to drive your Triumph to a club event this year. We do need a nominee for membership chairman, as Ed Woods has resigned. If interested, please contact me at (724) 356-7341, for more information. I still have a few of the denim shirts with our club logo in both ladies and men's sizes and will have them, as well as grill badges and patches, with me at the meeting. Bring a little extra money and get some holiday shopping out of the way. I hope to see you at the Kings.

*Wil*

## No Meeting, Meeting

December 10, 2005 - 1:30PM

### Cranberry Quaker Steak & Lube

It's that time of year again when the WPTA gets to take over the bar area of the Cranberry Quaker Steak & Lube. Come one and all for some bench racing, wings and cold refreshments (not necessarily in that order). This is a great way to end a morning of holiday shopping or have your spouse drop you off while they do some holiday shopping. This non-meeting is timed to miss both the lunch and dinner crowd so we can (and do) literally take over the bar, rearranging furniture as needed. Questions? Call Gary at 724-378-9610.

## Name Badges

Name badges with the WPTA logo are available. I have orders for four badges, but I need a few more orders to get them engraved. If you have been meaning to order badges, please do it now!! The price is \$5.00 per badge, which includes postal delivery. To order badges, print the name for each badge on a piece of paper. It is suggested that last name be included. Send it with your address and a check payable to WPTA to: Wil Schweitzer, 20 Grandview Ave., Hickory, PA 15340

## Anniversary Run Wrap Up

By Richard Dick

We had 14 vehicles to start, but the hill to Seven Springs took its toll on an MG TD, who went home on a flatbed. The weather was a 10. The wind mill turbines were awesome! Seems everyone enjoyed this stop. The Yough Dam was beautiful and the roads this year were the best for driving. Our thanks to all those who showed up for the run and to those that met us at the Summit Inn for a great late lunch.

Judy and I wish to thank all those who took part in a run this season, those who sponsored a run, the MG club for their participation, and Ed Major for doing all he does for WPTA. This has been a very successful year, and we hope even more members will get involved in someday next year.



Candid photos from Anniversary Run

# Frustration 404

by Douggie

As this driving season is coming to a close, I've been reflecting on what kind of driving it really has been.

Early on was great, the TR3 and TR6 were running well and the world was good. I decided to take the 3 off the road for a facelift. I'm not ready to do a restoration yet, but some new metal here and there and paint are in store. Plans are to have it back on the road sometime next summer.

In late May, I decided to take the 6 to Indiana to call on customers. Twelve miles from home, I noticed that my temp gauge was in the red. After a cool down period, we limped down the road to a local foreign car garage. After further cooling, water, and a long search for the radiator cap, it were back on the road.

The car was still running hot, but as long as we were moving, it was drivable. One of my customers, (a former Triumph owner), came out to look at the car. While looking at the engine compartment, I noticed that the line from the charcoal cannister to the front carb was disconnected. Aha! This will surely fix the problem! Aha! It didn't!

With the vintage races at MidOhio coming up in two weeks, there was certainly enough time to fix it. The radiator was pulled and taken to the shop for a dipping and a flush. Didn't work. But, while out, it got a new coat of paint and looked like new. What could be the problem? Timing adjustments and a new thermostat didn't help. Back flushing the engine with a garden hose proved worthless.

I was still busy on the TR3, and two weeks passed. The 6 made it to MidOhio, and barely around the parade laps. A new 160 degree thermostat did nothing to assure a cool trip home.

I finally broke to suggestion when I got home and installed a new water pump. Same results. New fuel filter, nothing. Tune up, nadda. I was pulling at straws.

Another common answer to my common question was head gasket. It had no common traits to this problem except for the heat. But, what the heck. The summer party was coming very soon and I didn't want problems along the way.

Pulling the head proved that the problem wasn't the gasket. While torqueing the head, the stud stripped in the block. My father was able to find a magnetic drill, Fred Williams had the proper heli-coil, a borrowed head gasket from Jim Shaw, and the car was back on the road for Indiana.

Along the way, while pulling up to a red light, the car pulled hard to the right. Hummm. We limped to a parking lot where a tap of the brakes resulted in a squealing tire. Jacking the car up (which is quite a feat with a factory jack) revealed no brake fluid leaks on the rotors. I did find that my inner tie rod had become disconnected from the steering rack. The tab washer had broken. Memories of "three wheeling it" in the medial strip on I79 several years ago, due to a broken vertical link, came to mind. I strapped things back together finger tight and made it back to my favorite foreign car garage to borrow the proper tools. Working in 90 degree weather on fresh tarmac did nothing for my demeanor or my wardrobe.

I was feeling fortunate for finding the problem at 5mph and not 65. Dave Hagenbuch summed it up best. "You're quite lucky, most people with that problem never find out what caused the accident."

Still, my overheating problem existed. A comment I would frequently receive was, "Turn on the heater, it will help get rid of the heat". Sage advice from someone not in the cockpit.

This problem was going on far too long. I had a bottle of Prestone Flush on the shelf, couldn't hurt to try it. This yielded a bucket of mud. Back to the store for more, and more, and more... Finally, after replacing or fixing everything in the cooling system, this seems to be the ticket. Though the temperature is not perfect after five flushes, it is quite acceptable. I will continue with it in the Spring.

Two other small details I attended to during my search were the replacement of the distributor and a carb rebuild. The distributor was functioning, but after replacement with a refreshed one, I found that I hadn't been getting full vacuum advance. The car was running much better. It still had a random miss that haunted me from the old blue car. The carbs were the only constant between the two.

Rebuilding a set that came with the Arizona car made a world of difference. No miss. The car ran very strong, with only one problem, the idle was at 1700 rpm and wouldn't react to adjustment.

After consulting a specialist, I was shown exactly what to do. The temperature compensator and the bypass valve are both air pollution controls that evidently don't hold up to time. Fortunately, In Butler County, we don't have to pass emissions...yet. So, I was informed to run the nut on the temperature compensator blade all the way in. This did nothing for the idle. I then placed a solid gasket in the bypass valve, blocking it off. This brought immediate results. Some minor adjustments to the carbs, and the car is running better than ever. Unfortunately, Stromberg, and Triumph for that matter, did not build these machines to last 30+ years.

The car is now fun to drive. I can now drive it with confidence that I will make it home.

Hopefully, next summer will be more enjoyable.

## Fall Tour Wrap Up

by Don & Fred

This year's Fall Leaf Tour left King's, in Wexford, for some windy country trails through southern Butler and Beaver Counties and proceeded to Shakspeare's Castle near Elwood City. Though nobody ended up in the moat, there was more than enough water provided by mother nature. Eleven cars and more than twenty people showed up for the tour on the rainiest Saturday in recent memory.

Our first stop on the tour was at Yeck's farm for some wet pumpkin picking, hay rides, and hot cider. After regrouping, we headed toward the castle for a knightly dinner and mead. The atmosphere was wonderful in the dinning hall and the food was better, not to mention the mead which was as good as expected.

Thanks to all who attended!

## Classified

**For Sale:** 1978 Triumph - Spitfire Under current ownership for last six years. Originally from Arizona, driven only in Top Down weather. 90% restored to original condition. New paint, complete new interior- dash, carpets, seats, all mechanicals in great shape, all instrumentation functional. Good top, tonneau cover and folded top cover. Has been driven for last five years; progressive restoration included new clutch, clutch master and slave cylinders, brake master cylinder, new shock absorbers, new trunnions, all bushings have been replaced with polyurethane bushings. Car is equipped with tubular header and comes with two sets of wheels and tires, original vintage Dunlups, used one summer and 6 inch Sumitomo's on Cromodora Mags, currently on the car. \$6,500 drives it away. Call 410-518-6550 or 410-353-8115 for more information.

**Wanted:** I am a VERY serious buyer desiring a 1960 TR3 in TRULY excellent restored condition. Concourse condition not necessary, but close will pay top dollar for the right car. I owned an original so I know what I am looking at. Any TR3's or information about one would be greatly appreciated. Contact "Wick" Parcels at: PARCELLS@infionline.net or (757) 425-5715

**Ed Note:** The following product information is from the internet, for your perusal and consideration.



## Lucas Replacement Wiring Harness Smoke kit, P/N 530433



I (we) heartily endorse this product, and am applying for distribution rights to FOT members, where the price will be discounted so far that members will not have to pay us for it — we will pay you.

For the true restorer, a rare chance to acquire a smoke recharge kit for your old Lucas system.

<http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=4554570060>

Have you inadvertently let the smoke out of the wires on your classic British car? This, then, is the solution to your problem!

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIYsmoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own...

This Genuine Factory Authorised kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped

smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

**Carburetor is a French word,  
which translates to:  
"leave it alone"**

## Ladies & Gentlemen

The Holidays are coming, without a doubt he would like a shirt or other piece of apparel with the WPTA Logo Embroidered on it. How about a nice pair of boxer shorts (remember the logo should go on the left cheek). But seriously now, Cutting Edge Embroidery is our "official" supplier of club regalia. See details in the ad below.

## Cutting Edge Embroidery

Official regalia for WPTA  
No Minimum Embroidery Order



Located 15 minutes from  
Downtown Pittsburgh &  
the Airport on Rt 60 in Robinson.

**5386 Steubenville Pike,  
Pittsburgh, PA 15136  
Phone : 412 -787-0906**

Email: [info@cuttingedgeembroidery.com](mailto:info@cuttingedgeembroidery.com)  
Web: [www.cuttingedgeembroidery.com](http://www.cuttingedgeembroidery.com)

## Calendar of Events

- |               |                                                                                 |
|---------------|---------------------------------------------------------------------------------|
| <b>Nov 19</b> | <b>General Meeting at Kings</b><br>10:30 AM, Route 910 in Wexford               |
| <b>Nov 29</b> | <b>Newsletter Meeting (Tuesday)</b><br>5pm-Typecraft/6pm-Michael's Pizza Bar    |
| <b>Dec 10</b> | <b>No Meeting, Meeting</b><br>Cranberry Steak & Lube<br>Gary Fredo 724-378-9610 |
| <b>Jan 28</b> | <b>Holiday Party</b><br>Jim & Diane Bastone 412-486-7335                        |

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)

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

**Nov. 19 - General Meeting at Kings  
10:30 AM, Route 910 in Wexford**



## Nov. 19 General Meeting Kings on Rt 910

We will be meeting at 10:30 at  
the Kings,  
Interstate 79 and 910.

