

Established  
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www.wptriumph.org

# Azus Anuz T

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Zōōs Nūz

February, 2011

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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.

## The Crack Of Don

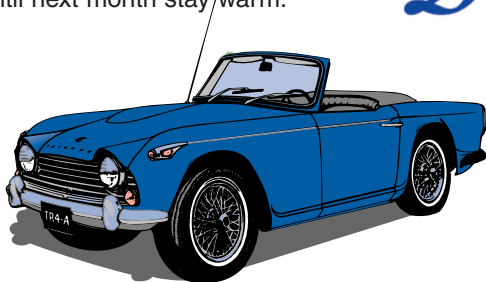
Hi everyone, so another year is here. I hope everyone is staying warm in this cold weather. What happened to global warming.

We had the Steering Committee meeting for this year and like always with our club it looks to be a busy year. A lot of great events are on the 2011 calendar. Take time to look through the calendar and mark your personal calendar with your favorite "don't miss" events.

Next month we are going to Team Triumph on February 19th. We will be meeting at the Perkins Restaurant on Route 19 just south of the entrance to the PA Turnpike. We will be meeting there at 8:30 for breakfast and leaving at 9:30 to make our way to Scott's at about 10:30 in the morning. Then some of us stop and get lunch after we leave Scott's.

So until next month stay warm.

# Don



## Run To Team Triumph

by Gary Fredo

It's that time of the year again where we make a parts run to Team Triumph in Warren Ohio to see what Scott has been up to. This is always a fun event because you just never know what Scott has picked up recently and has sitting in his large warehouse. There are usually a half dozen British cars in the warehouse that are for sale as a complete car for those that are looking for a project. And let's not forget about the rows and rows of used parts all nicely inventoried and ready to be installed on you British Car. He also has some interesting stuff hanging from the ceiling or on the walls. We will meet at Perkin's Restaurant on Rt 19 in Cranberry for breakfast at 8:30 AM on Saturday, Feb 19 and plan to leave Perkin's around 9:30 AM to head to Team Triumph. If you are planning to pick up a lot of parts then you may want to call ahead and put your order in and let Scott know that you will be picking them up on our run. This will give Scott plenty of time to get your order together. Scott can get pretty busy once we all arrive. Many of us will stop for lunch somewhere in Warren after picking through Scott's treasures before heading home. A lunch plan will be devised sometime after we arrive at Scotts.

## Run to The Roadster Factory

We are going to make a parts run up to The Roadster Factory on March 12th so everyone can pick up those last minute parts they need to complete their Winter projects. Exact details will be in next month's newsletter but plan to meet in the Monroeville/Murrysville area around 8:00 for breakfast, departing around 9:00 for The Roadster Factory and then we will have lunch somewhere in that area before heading home.

## Planning Meeting Follow-up

by Gary Fredo

I was worried that we might not get a big turnout for the planning meeting because of the snowfall from the previous night. The side roads were slippery but the main roads weren't too bad. Much to my surprise we had a great turnout. I guess it's tough to keep WPTA members away from a great but inexpensive breakfast at Excuses. And let's not forget the nice selection of beverages afterwards! Thanks to everyone who braved the weather and came out for the meeting and a double thanks to everyone who volunteered to coordinate an event this year. You will see a list of events in the usual place in the newsletter. As you can see the calendar is pretty full but there is still some room for additional events if you had something in mind and couldn't make the meeting. Drop me an email at garyfredo@yahoo.com or give me a call at 724-378-9610 if you are interested in putting an event together.

## Dues/Directory

by Richard Dick

We're postponing our publishing of the updated **Membership Directory** until the end of February 2011. so you still have time to get any changes to me. If you believe I do not have all your correct information in my file, email me at: britcarnuts@comcast.net, or give me a call at 724.379.5172, or send me a note to 106 Cypress Avenue, Monongahela, PA 15063. Please include email addresses, cell phone numbers and your latest British car updates.

Thanks to all the members that have already paid their dues for next year and the few who believe they will be here more than just next year. We always accept multiple year dues. If your label has "Expires Dec. '10" your \$20 dues are now past due. So blow the moths out of your wallet and get a check to me so you can be included in the directory.

# The Summer that Never Was

by Douggy

*Editors Note: After years of swapping one used engine for another, Doug finally builds one. Not just your run of the mill rebuild, however. This is a hot street engine with all the goodies including a three carb setup complete with air box. Herewith are Doug's chronicles; things don't always go according to plan.*

After years of driving a TR6 with various junkyard motors while acquiring parts for an engine build, I finally bit the bullet.

There was an 18 month wait while the machining was completed so the process finally started in about March. While the machine work was being completed, I prepped the head and connecting rods as per Kas Kastner's Competition Manual.

After the cleaning and paintwork were completed, everything was moved to Donald Harkus' shop. Assembly went fairly smooth, with some small setbacks along the way. After a few weeks, the motor was completed and it was on to the transmission.

The tranny that was in the car had a broken 1st gear and needed replaced. As the TR6 was still in use, the plan was to put one together using my spare OD TR3 gears in a TR6 case. The OD presented many more problems, but after a lot of sorting and a bit of a learning curve, it was time to make the swap. Thanks Donald for all of your help.

After a weekend of work, the old engine was out of the car and the new one was almost ready to go into the car. Funny how lower backs work. Heavy work with engines and trannys and everything was good. But bend over with a gasket scraper in hand puts you to your knees. A major setback, as while walking was difficult, installing a drive train was out of the question.

After two weeks, progress resumed slowly. With the help of some friends and the engine hoist, everything was in position very quickly.

Further assembly went pretty well, but I had problems with the linkage to the triple carbs hanging up. I was able to get #1 and #2 to line up with little difficulty, but #3 wasn't cooperating...at all. Richard Good's manifold setup is truly a work of art, and I would highly recommend any of his products to anybody. My rear manifold had unfortunately been drilled wrong. I had the carbs off probably 20 times while trying to get things to line up. The rubber hoses connecting the manifolds would not allow for enough adjustment and Richard ended up sending me a new unit.

But there were other problems. Before the 30 minute run time with Brad Penn Break In oil was complete, the engine started pressurizing the cooling system.

There was no transfer of oil or antifreeze, but the culprit was the head gasket. With a still tender back, the new gasket was in over a weekend. Unfortunately, within a few weeks I would be swapping out another gasket. Pulling and cleaning the oil pan and we were back in business. The system was pressurizing enough that it blew out the diaphragm in the heater valve.

A lot of rocker shaft clatter and a loud metallic noise were quieted down by reshimming the shaft and grinding the head. There had been enough surface cut from the head that it affected the angle of the thicker Goodparts pushrods. Dressing up a couple surfaces (not fun with the head in place on a new engine) and a new pushrod and the clearances were



fine. Shaving so much material from the head was due to increasing the compression ratio to 9.7-1 and some modifications to the combustion chamber to help the combustion.

Bruce Stutzman was a great help with setting up a distributor that I was very lucky to find and purchase from Scott Harper at Team Triumph. Bruce also came up with an early carb that I was able to use to take advantage of the vacuum advance the "new" distributor provided. Bruce's help and generosity was greatly appreciated. Thank you!

By this time, the car had missed the Tune Up Clinic, barely made British Car Day, and missed TRF Summer Party. For BCD, the engine overheated, making me the last car on the field. Going home, my idle was stuck at 4500 RPM....it made for a delightful day.

Other problems along the way have been with the electric fan(not totally resolved), the stereo(not important), a fried wiring harness(new one installed after a flatbed ride home), alternator(new rectifier and regulator), several oil leaks(some fixed), the throttle hanging up wide open(pedal catching on carpet), and many more.

The summer was full of challenges and frustration, the frustration part weighed very heavy.

The new engine isn't broken in yet, but the performance difference is wonderful. A little more ironing out of things will bring out it's full potential.

Was it all worth it? I'll have to wait to find out . . . next summer.

## Another Photo Caption Contest

Submit your captions to the editor and all replies will be printed in the March Dzus Dnuz. Did Fred get stoped in time? Or did he hit the wall?





## How to Static Time Your Car

by Bruce Stutzman

If your car had a points type dizzy when new the manual included instructions on how to static time the engine. These instructions were, of course, written in the King's English and, consequently, are confusing.

Lucas made their first electronic dizzy, the 45DE, in 1975 and it wasn't long till all the Brit cars were using it (MGB, Spitfire and Midget 1500, TR7, etc.). You could no longer set your timing statically.

**Truism #1** – Your dizzy must be equipped with points to be able to set your timing statically. Even if yours is a points type dizzy but you replaced the points with an electronic trigger such as a Pertronic Ignitor or Crane XR700 you can no longer set your timing statically.

Static advance is the amount of spark advance the engine has when not running. It is also the minimum amount of advance unless your dizzy has a working vacuum retard. Therefore, you set static advance when the engine is not running.

The basic piece of equipment you need is a test light.

### The Procedure by the Numbers

1. Set the points to the correct gap – usually .015.
2. Set the timing mark on the pulley timing scale to the static figure specified in the manual. For example, TR6 is 10 deg. BTDC. TR2-3&4 only have a TDC mark so use that.
3. Loosen the dizzy clamp.
4. Turn on the ignition switch.
5. Ground the test light.
6. Touch the moving point with the test light probe or to the dizzy terminal on the coil.
7. Slowly turn the dizzy body clockwise. The rubbing block should be moving up the front side of the cam lobe (not the back side). The light will go on when the points open and break the circuit.
8. Stop moving the dizzy and tighten the clamp.

**YOU DID IT** and you are done - unless your car is a TR2-3 or 4. Remember you timed your TR3 at top dead center (no advance). Now turn the knurled nut in the advance direction to the next slash mark. Each slash mark is 4 deg. The static setting per the manual is 4 deg. But 8 deg. is even better.

If the mechanical advance is in good working order your advance will now be correct at all RPMs. That may not be the case though with your 40 year old dizzy; especially if it is a Lucas DM2 or DM6.

If yours is an electronic dizzy you will have to time your car dynamically using a strobe (timing) light.

## ~ Calendar of Events ~

- Feb 19 Run to Team Triumph**  
Breakfast at Perkin's at 8 am, depart at 9 am
- Feb 21 Cars & Coffee**  
Rick Brown 412-969-0118
- Feb 22 Beer & Bull Session**  
**Quaker Sreak & Lube - Robinson Tn Ctr**  
Bud Osbourne 724-356-4464
- Feb 28 Dzus Dnuz Meeting, 6:00 PM**  
Michael's Pizza Bar, Sarah St., South Side
- Mar 12 Run to The Roadster Factory**  
Breakfast in Monroeville, location & time TBD
- Mar 19 Church Brew Works**  
Dexter Stoltz 412-865-1201
- April 16 Tune-up Clinic – Don's Garage**  
Doug Foyle 724-452-5218
- April 30 Lunch at Starting Line Cafe**  
Richard Dick 724-379-5172
- May 7 Tech Session, topic to be determined**  
George Kress 724-625-7264
- May 14 Garage Tour**  
Todd Bulebush
- May 19-22 WPTA at Import Carlisle**  
Mike Yurko for rooms 412-795-8381  
Jim Shaw to sell parts 412-262-3878
- June 4 Poker Run with FREE Club Picnic**  
Rick Brown 412-969-0118
- June 25 Summer Solstice Tour**  
Don Stewart 412-963-1893
- Jul 9 Mini Golf & Ice Cream**  
Richard Dick 724-379-5172
- July 23 British Car Day at Schenley Park**  
**July 23-24 Pittsburgh Vintage Gran Prix**  
**July 30 Johnstown Run**  
Richard Dick 724-379-5172
- Aug 13 Quaker Steak & Lube Tour**  
Bud Osbourne 724-356-4464
- Aug 27 Rally/Tour**  
PJ Wright 412-833-4142
- Aug 17-18 Erie Overnight Run**  
With MG Club - George Kress 724-625-7264
- Oct 1 Anniversary Run,**  
Ray Stockdale 724-627-7422
- Oct 15 WPTA Fall Leaf Tour**  
Don Harkus 724-486-2023
- Oct 23 MG Club Fall Leaf Tour**  
Chuck Kellor
- Nov 5 Guy Fawkes Day**  
With MG Club
- Nov 12 Election Meeting,**  
King's at 179 Wexford exit
- Dec 10 No Meeting, Meeting,**  
Gary Fredo 724-378-9610
- Jan ??, 2011 Holiday Party,**  
???????

## ~ Events Of Other Interest ~

- May 22 MG Club Run**  
**June 15-18 TRA National Meet**  
**July 16-17 Vintage Races, Beaverun**  
**July 19 PVGP Car Cruise at the Waterfront**  
**Aug 12 - 13 The Roadster Factory Summer Party**  
**Sept 9-11 Vintage Races, Watkins Glen**  
**Sept 9-11 Del Grosso Car Show, Altoona**  
**Sept 25 British Cars at Hartwood**  
**Sept 30-Oct 2 British Car Festival Waynesboro, Va**  
**Sept 30-Oct 2 30th Annual Fall British Car Festival**  
Wes Maupin, Chairman, (540) 396-3411

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

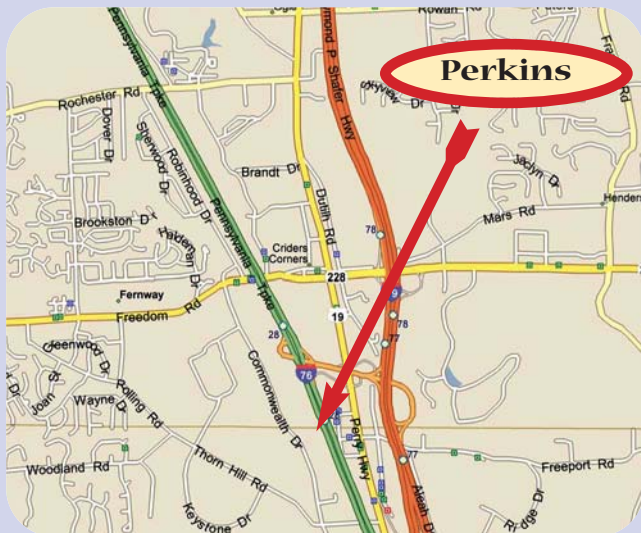
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**Feb 22, Beer & Bull - Feb 21 Cars & Coffee  
February 19 -- Run to Team Triumph**

## **Feb. 19 -- Run to Team Triumph**

We will meet at Perkin's Restaurant on Rt 19 in Cranberry for breakfast at 8:30 AM on Saturday, Feb 19 and plan to leave Perkin's around 9:30 AM to head to Team Triumph.



## **Feb 22, Beer & Bull Robinson Town Center, Quaker Steak and Lube**

Meet at 6 pm or thereafter, plenty of car talk, hot wings and cold adult beverages.

