

Established
1977



www.wptriumph.org

Azus Anuz T

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Zōos Nūz

October, 2002

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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.

25th Anniversary Edition

On The Mark

Well this is it, our 25th Anniversary issue, and a collector's item for sure. This issue will be selling on ebay soon for at least twice the newsstand price. Lets see, what is two times nothing? Enough joking, this is really a great milestone in WPTA's history. Many organizations never make it to their 25th birthday.

I'm not sure why this group has survived, but I'm sure glad it has. I think one reason for our continued existence is that our founding fathers are still two of our most enthusiastic members. Thanks to Ed Major and Ed Woods for your great idea 25 years ago, and thanks for your continued support and enthusiasm. I'm sure most everyone knows the story by now about the two Ed's placing an add the "Pittsburgh Press" looking for people interested in sharing their interest in Triumph Sports Cars. Next time you see either Ed ask them about the early days of the club. The stories are great and have gotten better with age.

I think another reason for our continued success is the type of people this organization has attracted, many I am very proud to call my friend. The backgrounds are diverse but the interest in these little cars intense. In our membership there is a willingness to help other members with their projects that you do not see in other car clubs. Also, there has been a steady stream of people willing to step forward and do what it takes to keep this group growing. A special thanks to all our retired presidents, some, unfortunately, are not here to enjoy our 25th anniversary, but all should take credit for our success. Thank you Ed Major, Terry Deluca, Ed Woods, Fred Greenberg, Jerry Van Vlack, Jim Antis, Paul Mooney, Jim Shaw, Fred Williams, and Jim Underwood.

Many of you have heard this story before (and is my best WPTA memory), but this is what I think has made our group unique. My first tune up clinic, I think was 1989 or 90. I had my TR6, (this is the same car I drive today), for a year or two and been a member, but not very active. I had mentioned to Jim Shaw at one of the club meetings, at the Penn Monroe, that the clutch needed replaced in my TR6. Jim immediately volunteered to help me with the replacement and tells me to get all the parts I need and come out to the Tune up clinic, which was a few months away. I get everything I need and drive out to Roy Millers garage, (in Lawrenceville then), for the Clinic. I am clueless, and I have no idea what I am getting myself into. I get to Roy Millers garage and just get the car on jack stands when Dave Antis, Dan Greene, and Jim Shaw are crawling under my car to lend a hand. I had never met Dave or Dan and had only talked to Jim once or twice before. These guys spent most of the day working on my car. I was sold, this was the type of organization I wanted to become active in!

The main thing with our group is our members are not just

takers, but they have given back to the club and the membership. I'm proud that I've been involved in many Triumph projects and pleased to have had a hand in several of the clubs award winning Triumph restorations. I've sanded a fender or two, and also participated in several non triumph projects that

continued on page three

Fall Leaf Tour Phase 02

by Don Harkus

Plans have been made and the route set. The natives have been warned and the authorities notified. Militia is on alert. Keep the children indoors! Unless of course they drive British cars.

The WPTA will be heading north on the 2002 edition of it's annual Fall Leaf tour. This years' addition promises to be a classic affair in the fresh fall air. The leaves are beginning to turn and predictions are for one of the best colorful falls in a long while! The tour will start with breakfast, if you care, and wind northward in search of forests full of fall foliage, not to mention winding country roads, rural farm country and an occasional scenic stop to rest and refresh (and drain).

Rain or shine we will meet at the King's restaurant at I-79 and 910 in Wexford. We will begin the Tour at 10:00 AM so if you are planning on breakfast, be there earlier. We plan on a more direct, but rural route at first, at least until we break away from major civilization. At that point, the route will turn into a meandering drive through the hills and valleys beyond Butler. There will be frequent stops and we will never be very far from the interstates (but not on them) for those who have only 1/2 a day to tour. For those more adventurous we will continue north and have made plans to have dinner and spend the evening at one of 2 possible destinations. The choice depends on the level of interest in overnighing. So let us know if you are interested. Currently there are four to five cars planning to make a night of it. For those having dinner but not staying, we will set you on a direct southward course toward the Pittsburgh area.

Early next morning we will be on our way once again taking an alternate route to the south and hitting some different locations of interest. I anticipate a short but crisp morning drive and breakfast before heading homeward.

Please let me know if you are interested in overnight accommodations so that we can reserve the appropriate amount of space.

Don Harkus 724-822-5447

Presidents of WPTA

Ed Major - Sept. 1977 to Aug. 1980
Terry DeLuca** - Aug. 1980 to Mar. 1981
Ed Woods - Mar. 1981 to Jan. 1983 (est)
Fred Greenberg* - Jan. 1983 to Sept. 1984
Jerry Van Vlack - Sept. 1984 to Nov. 1984
Ed Major - Nov. 1984 to Nov. 1986
Jim Antis - Nov. 1986 to Feb. 1989
Paul Mooney** - Feb. 1989 to June 1990
Jim Shaw - June 1990 to Dec. 1992
Fred Williams - Dec. 1992 to Dec. 1996
Jim Underwood - Dec. 1996 to Dec. 1999
Mark Phillips - Dec. 1999 to present

* Deceased

**Not a current WPTA Member

Thirty Years of Triumph & A Beer or Two Later

by Ed Major

Our current Illustrious president asked me to write about my most "memorable" Triumph moment, for the 25th anniversary of the club, most memorable moments for me and my TR3A are when I did something pretty stupid but still escaped with my life or maybe a speeding ticket (we won't talk of underware soiling events!). However, I think Mark is looking for more of an enjoyable memorable moment so this is what I believe is mine, but we have to start 30 years ago.

Most of the current members of WPTA know my TR3A and my TR250 as 'shinny' cars, and it's nice to have them all fixed up and shinny. But that is not what it is all about; it's the fixin' up part I like the most. Back in the early days, before the club, I was the guy who always bought "good used" parts for my TR3. Why, the only reason I ever met Ed Woods in the first place is that he had this great supply of good, used parts. He had an ad in the Pittsburgh Press back in August of '72 advertising used TR parts when my water pump sprung a leak, so off I go up north to retrieve a good used one.

Ed never actually saw my car until June of '77 because every time I went up to his place it was because the TR was down and needed some more "good used" parts. On that particular fateful day in late June of '77 (could of been July), I had just got my TR back from the body shop with a new paint job from an insurance company, someone had demolished the rear of my car, when I decided to take a ride up to Ed's and show off my shinny TR3. As fate would have it he was over at his Dad's working on the rear brakes of a TR3A. After a couple of beers (can't remember if they were mine, his or his dad's) he said that he was just back from attending the Triumph Register of America National Meet in Burr Oak Ohio and was authorized to start a local TR3 club. Right then and there we committed to put an ad in the Press and meet once a month (even if it was only the two of us) and have a beer or two and talk Triumph. Well, after that the rest I guess is history.

Having talked about my most memorable moment I should tell of the most forgettable moment of my Triumph and me, it was probably when I first met Charles Runyan at a WPTA meeting at Wil Schweitzer's house in March of '78. He was telling the members of our newly formed TRA chapter of his plans to fly to England and buy tons of new parts for the TR3 marque and I told him I didn't think a parts business selling "new" Triumph parts would succeed. So much for my insight into the parts business, of course remember, I was the used parts king in those days!

What's in a Name

by Bruce Stutzman

It occurred to me that some of our readers might wonder why this newsletter has the name that it has. Some may even wonder what a DZUS is and what the T shaped thing above the round thing with the square hole in the middle is. See the masthead. Not surprising if you never owned a TR3.

In the beginning, i.e. 25 years ago, we had a contest among the membership to name the newsletter. Woody McVicker won the contest hands down with the very clever DZUS DNUS. Since we were all TR3 owners no explanation was needed. Some of the other suggestions, as I recall, were the Lube Rag, the Grease Spot, the Rust Bucket and the Oil Drip. All, of course, were very appropriate as they accurately described the condition of our TR3's at the time.

Perhaps now though an explanation of the dzus fastener is in order. The dzus fastener is a very secure fastening device that can very quickly be opened or closed. For this reason it is still found on race cars holding body panels together.

Its first use on a Triumph was to hold the windshield stanchions to the body on the TR2 (2 on each side). On the TR3, dzus fasteners replaced the TR2's complicated bonnet fastener assembly. From then on every TR3 had what is commonly called a T Key in the pocket of the driver's side door because it was the T Key that opened and closed the dzus fasteners.

The TR3A had even more dzus fasteners. They replaced the TR3's side curtain retaining bracket assemblies. The T Key was even more important.

Actually the T Key performed more opening and closing functions on the TR's than just the dzus fasteners. It was also used to open and close the boot lid and the spare wheel cover. The holes in which the T Key is inserted are covered by those lovely little escutcheons.

With the arrival of the TR4, Triumph discontinued their use of dzus fasteners and T Keys.

Are You Dancin'?

By Bruce Stutzman

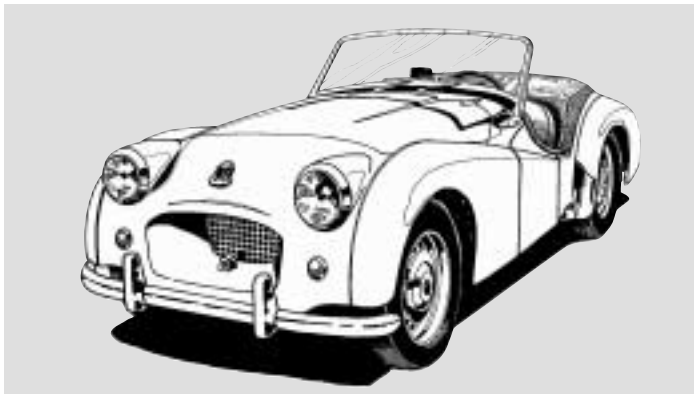
I just finished reading *Road & Track* Editor-in-chief Thos L. Bryant's column in the October 2002 issue. Bryant talked about recently deceased Rob Walker's marvelous life and all that he did.

Bryant then quotes a line from a song by Lee Ann Womach "...and when you get the choice to sit it out or dance, I hope you dance." We have been dancing all summer. Have you been dancing with us or are you sitting it out.

We started with our traditional tune up clinic at Roy Miller's garage on May 4. We pitched our club tent at Import Carlisle over the weekend of May 17-19. Many of us then spent the June 14-16 weekend at the 50 years of Triumph celebration at the Mid Ohio Race track. July 13th we were driving the marvelous back roads of Washington County with the MG and Porsche 356 club. The next weekend was the Pittsburgh Vintage Grand Prix and our British Car day. It is simply marvelous being such an important part of this marvelous event. August 9-11 we found ourselves at the Roadster Factory Summer Party. Charles Runyan packs that weekend with fun things to do with your car. The Grand Prix Festival at Watkins Glen, NY the 1st weekend in September was an absolute delight for those of us who went. Also in September the traditional Anniversary run ended at Richard Dick's house and the newest event on our calendar - Dogs with the Fogs at North Park. Yet to come the fall Leaf Tour.

If you're sitting out the dance because your TR doesn't run or isn't reliable tell us. We can probably help.

Nike has a term for it, "Just do it."



First Meeting

By Jim Shaw

It is my honor as a past WPTA president to write this article on one of my most memorable moments with the club. This is a daunting task, to make a choice between the many interesting runs, national events, meetings, tech sessions and numerous work parties. I have dwelled on this subject for a number of days, and finally arrived at a suitable event to cover.

As some of you know my interest in this hobby began a number of years ago in my home state of Indiana. If I wanted to talk Triumphs with someone I could look up Johnny Ewell or drive out to see Jack Wheeler and find out what he was working on. He, like now, was always working on something. The Triumph Club of Indiana was just beginning to form, but we had only been able to attend one gathering. I had also been to a couple of National events, thus my exposure to the hobby, although quite interesting, was also limited. With a change in employment came a change in location. We moved to Pa during July of 1986. The VTR National was of course taking place in August of that same year and we managed to get away and attend parts of the event. This was a very busy time for the club hosting a National event. I did manage to meet a few of the members of the club, but the one who took time out to talk to Joni and I was our own Bobby Wyner. He encouraged me to come to the first club meeting in the fall and see what the club was all about.

So it was that Ken Nelson and I embarked on the journey out to infamous Penn Monroe Grill in October for the first fall meeting. At that time WPTA was recovering from the National Meet and attendance was not up to the usual numbers. But never the less the usual cast of WPTA members were there. One member who seemed happy with lack of attendance was Gary Dankmyer, I found out why later when he filled gallon milk jugs with the Beer that was left in the keg.

Meetings then, as now were informal, with Triumph talk before the business meeting, during the business meeting, and after the meeting. Jim Antis was the President at the time doing his best to hold a meeting with a bunch of people discussing Triumphs seeming all at once. I knew at that time that I was going to enjoy being a member of WPTA. Little did I realize that I would later become President of the WPTA.

What I remember most of my first club meeting was the enthusiasm that the WPTA members had for their cars. I met both Ed Major and Ed Woods, who I would later find out started the WPTA. Bruce Stutzman, then campaigning a TR-4 vintage racer with Bill Fornwalt. Roy Miller who was in the process of adding a TR-250 to his collection. And many others with cars and projects of their own

What all of them shared was a common enthusiasm for the people and the cars that make up our club. It is in closing that I want to thank all of the members of our club for making this an enjoyable hobby.

On The Mark *continued from page one*

members needed a hand on. This is what has made this group survive; it's the people and their commitments to the WPTA. Thanks to everyone that makes this a unique and wonderful organization.

Well, I guess I'll get off the soapbox now. As far as last month, September was very busy. First, however, there is an announcement, something that is very appropriate in our 25th anniversary issue: our Website is up and running! Those of you who have web access go to www.wptriumph.org and see one of the best car sites on the web, and if you don't have web access yet this should be a good enough reason to go out and get that new computer. Thanks to Ken Nelson for spearheading the effort. Without Ken stepping forward our page would not be a reality. Actually, I think it was more like being pushed out in front of a bus, or at least a TR4. Also, thank you to Scott Theuer and Garry Neifert of Cyber Innovations for their time and effort in designing our page. I know that I was not a fan originally of the web site but know that it is up and running I think it will be well worth the effort and expense. See Ken's article for additional information on this very exciting announcement.

Also last month, a special thanks to Richard Dick and Judy for a great Anniversary Run. The drive was perfect, and the food great. Also, thanks for inviting the group into your home. Dick, you will have to let me know how you got the weatherman to cooperate. The entire day threatened rain but not a drop till the party was over. Great job and many thanks.

Also in September was what appears to have become an annual event, or at least I hope it will: "Dogs with the Fogs". Thanks to Ed and Harvey Woods and their lovely brides, Tina and Betty for hosting a great event. The dogs were burnt to perfection.

Coming in October we have two events. First up will be a General Business Meeting October 11th at the 911th Air Wing. Historically October's meeting is to nominate officers for elections in November. This year there are no vacancies so I think we will have a very short meeting and spend most of our time at the bar. Sounds like a plan to me.

Second event is our annual Fall Leaf Tour on October 19th. This year's host is Donald Harkus. I have heard that Donald has the route mapped out and we're ready to go. I can't wait! Make sure you have this day marked on the calendar.

Well, I guess that is about it for me in our Anniversary issue. I just want to say that I am very proud of what the Western Pennsylvania has been able to accomplish in the first twenty-five years and I can't wait to see what the second twenty-five bring.

See ya soon.

~WPTA~ Calendar of Events

- | | |
|-----------|---|
| Oct 11 | General Business Meeting at the 911th Officer Nomination |
| Oct 19-20 | Fall Leaf Tour
Don Harkus |
| Oct 29 | Newsletter Meeting, (Tuesday!!!)
5pm-Typecraft/6pm-Michael's Pizza Bar |
| Nov 15 | General Business Meeting at the 911th Elections |
| Nov 25 | Newsletter Meeting, |

~ Events Of Other Interest ~

Oct 19-20 Parts-A-Rama

Fiscal Responsibility

Reprinted from the May '81 Druz

After 3 years of total fiscal irresponsibility the membership of **WPCTRA** turned things around at the April 1981 meeting. Bruce Stutzman was unanimously elected Secretary-Treasurer, deposing Ed Woods to total obscurity. Stutzman, when interviewed by this reporter, said his position lies somewhere between Adam Smith and Tip O'Neill, received 100% of the vote (discounting abstentions).

The **WPCTRA** free election committee, after observing the election, pointed out, however, that a majority of the electorate enjoying a high state of inebriation, didn't realize an election was in progress. As a matter of fact, Stutzman wasn't even aware of the election having visited the mens room at an inappropriate time. After appropriate relief, Stutzman returned to the meeting amidst cheers of jubilation from the membership.

Rising to the occasion, Stutzman promised a chicken in every pot while quickly asking why Frank Janocha didn't provide a pot closer to the action so he could have refused the nomination.

Recognizing that the **WPCTRA** constitution requires the Treasurer to provide a bi-annual treasurer report, and that Woods has provided mere lip service to this constitutional requirement, Stutzman, who obviously advocates fiscal responsibility, provides the following financial statement as of May 31, 1981:

Assets (000's)

Current

cash	\$374
receivables	36
Morris Garage common stock	(3)
national kickbacks	376
Roadster Factory stock	6400

Fixed

welder	375
parts cars	200
influence	1500
spring compressor	2

TOTAL ASSETS

\$10000

Liabilities (000's)

Current

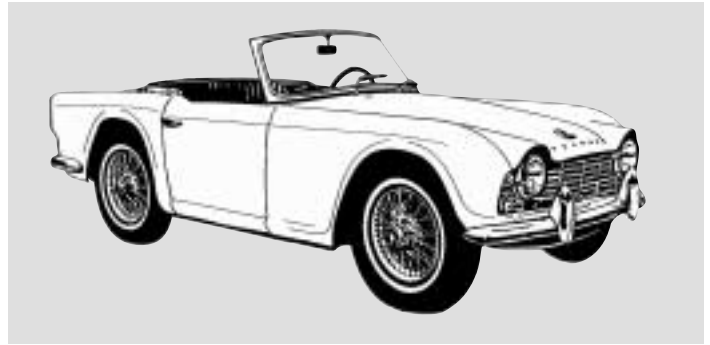
dues overpayments	\$419
embezzlements	3707
printing costs	15
postage	40
bar tabs for officers	2700
bar tabs for members	1

Fixed

garage rents	918
towing expenses	711
AAA memberships	215
AA memberships	215
executive travel	319

TOTAL LIABILITIES

\$10000



Memories 1981

By Jerry Van Vlack

Reprinted from the Dec. 1981 Druz

A meeting at Bill Carroll's house.

Bill Carroll.

April tune up clinic at Frank's and his beautiful TR3.

Dan McIntosh, Wil Schweitzer & Ed Wood's 3 way transmission deal.

A caravan to the National.

A two hour lunch stop.

A 3 minute tire change.

The number of people in Tom Wiands TR3.

A tour of Oatlands.

A trip to Start Your Engines.

A Rallye at the National.

Benji's concern for his TR3 in the trusty hands of Woody and Terry.

Benji's 3rd Place award but he's not at the banquet to accept.

Fred's 1st Place Award.

The membership attendance award for the second year in a row. WPCTRA's sweep of awards in all categories.

Bill Fornwalt leaving the National on Saturday for the second year in a row.

A mellow President at the Presidents meeting.

The long trip home & participants departures along the way until there is just me, my TR and the last few miles.

Pool parties at the McVickers.

Ed & Jerry's speed event to VTR's National.

Bruce, Ed & Jerry judging the VTR cars.

Wil's "Best of Show" at VTR.

Late night discussions with Mike Cook from JRT.

Breakfast at the Poconos.

August rallyes in the rain & Terry's hot dogs.

Ed Woods & 12 ears of corn.

BRITISH CAR DAY.

Success beyond anyone's dreams.

Congratulations to Ed & Woody for a job well done.

Wil's "Best of Show" at British Car Day.

An Aston Martin, Cobra, Morgan, Lotus E'sprite, and many many more all in one day.

GOOD FRIENDS, GOOD TIMES, PROUD MOMENTS.

THANKS WPTA
JERRY

Favorite Bumper Sticker:

Hang up and drive.

Res TR ations

By Ken Nelson

It's red and it's beautiful, even if I didn't write another word you'd already have an excellent description of Jim and Mary Ann Stoffel's 1967 TR4A. Like every other fine restored vintage Triumph, there is a story behind the car. As I run my eyes down the glistening fender lines of this Michelotti designed automobile, Jim tells me the history, the "tale of the restoration". As I listen to how he found this Triumph, in a condition that could have destined it for the salvage yard, I find I always appreciate the car even more, now that I know the whole story.

It was around 1995 when Jim and a friend found two destitute TR4's in Sarver, PA. Seems the previous owner had dreams of taking two rough TR's and making one, but a home construction project was requiring that he trade his dreams for cash. This car, CT67471 L, was considered the least desirable of the pair since the engine was frozen. Jim's careful eye detected a minimum of rust on the body tub, so he made the excellent decision to accept the engine rebuild rather than more bodywork. After lightening his wallet by just \$850, he was the owner of a TR4A and his friend bought the other.

The frozen engine had no surprises; a leaky head gasket had filled a couple of cylinders with coolant. After grinding the crankshaft and rebuilding the head, Jim found most of the remainder of the engine in good shape. He was even able to use the original pistons and liners. The 14,000 trouble free miles he has driven since the restoration was completed also speak well of that old, once-frozen motor.

While the body was less rusted than its' cousin from Sarver, it did require repair in the usual places. After new rockers, one floor pan, door skins and a couple of patches here and there she was ready for her new paint. A base/clear coat method was applied in a Chrysler Flame Red, very close to the original Signal Red color, which was unavailable in an exact base/clear coat match. Jim painted the car with a con-



ventional spray gun. The results were fantastic; the body finish on this restoration is excellent.

The interior was refitted with new carpet and interior kits from The Roadster Factory, all with Jim's labor. The original wood dash has been restored and looks outstanding. The black seats with white piping provide a very original and correct look to the car.

Four years after the purchase, this solid axle TR4A was on the road again in March 1999. Since the completion of the frame off restoration, Jim has added a pair of new SU carburetors and a set of Dayton 60 spoke chrome wheels. Although several years since the restoration and over 14,000 miles later, this car still looks in nearly show room condition.

Jim teaches Industrial Education in the Pine-Richland school district, currently instructing Auto Mechanics and Small Engine Repair classes. His professional expertise and experience really show on the TR4 restoration project. In addition to being one of the nicest Triumph's in WPTA, it really typifies our club's unofficial slogan; "we build them with our hands, not just our checkbooks".



Past President Report

by Jim Underwood

Well, as I understand it, I have been asked, as one of the illustrious past presidents of this organization, to submit some sort of an article in honor of the club's 25th anniversary. Something to do with memorable experiences ect. Hmmmm.....Let me think a bit. Well, I guess that would be quite a composition if I related them all and sure to bore youn to death. But first an observation, as I counted on the email forwarded to me, there have been 8 presidents including our current devoted individual which spread out over 25years equates to 3.125 Years-Per-Pres. This is an average mind you and a number greater than the 2.0YPPs recommended by our bylaws and proposed to the poor sap being groomed as the next presidential successor or should that read SUCKER! HAHAHA! I guess my point is that I imagined more past presidents over 25yrs. At any rate, I am honored to be listed among the brave few who have given up their time and ener-

gies for the benefit of WPTA.

That leads me to one really memorable experience, at the Coventry Inn, when Mark was officially voted in as our current leader. Oh For JOY!! Finally, after a year of subtle hints and not so subtle threats, someone was going to relieve me of my term. But that was a bittersweet day for the Underwood's. On one hand, Nancy & I would certainly miss the close involvement with the club and a few of the perks but on the other, I certainly don't miss taking those little pink pills before the meetings!

Like I said, there were many fun and memorable moments during my 3yrs. I guess the thing that was the most pleasurable for us was the support and help we got from a wide assortment of members. There were the stalwarts of the club as well as a few lesser-known individuals that volunteered either freely or sometimes after my prodding. Nevertheless, pitch in and support they did and that is something I will always be grateful for. I don't need to mention names, you all know who you are. It sure was great to witness others efforts unfold into successful events time after time. As I have always said in the past, it wasn't me; I just had VERY good help.

Hey, here's an idea. How about a past presidents tour every year? Think I'll talk to a couple of my old cronies & see if I can't resurrect the Steak & Lube Tour for next June. If it works out, I'll be first.

Rotor Report

by Wil Schweitzer

In the September issue of the Dzus Dnuz Mark wrote about my problems with distributor rotors and asked that I let you know what I've found out about why they failed in my TR4A. First, I will give you a history of the problem. The first rotor, which had quite a few thousand miles on it, failed suddenly on the turnpike while I was returning from Carlisle, in May. I replaced it with a good looking used rotor, which lasted a few hundred miles and failed on Saturday of the TRF Summer Party, after I had finished the poker run. The car had been running just fair, with an occasional miss, but well enough to get through the TSD rally, and the gymkana., as well as the poker run. I replaced the points and condenser with new parts, but the new rotor didn't seem to fit, so Jim Shaw put in a used rotor that he had picked up before getting the new parts. The engine started, but we could hear a spark snap which we couldn't locate along the ignition wires. In hindsight, I think that it was in the distributor, going through the rotor to the distributor shaft. I started driving toward the Roadster Factory but the engine died after just a few miles. This time I changed the coil and checked the point's gap, but couldn't get a spark at the plugs. In desperation, I replaced the rotor with the tight fitting new one, and the engine started. I drove to the Roadster Factory, where I purchased a tune-up kit for my emergency box, and a set of ignition wires to try to eliminate the occasional miss which was still present. It was now time to head for the drive-in theater for the Saturday evening event, so I didn't install the wires. After all, the TR was running, but not for long. A few miles down the road, the engine died again. Once again I checked the points, which were okay, and then replaced the coil high tension wire. Still couldn't get a spark to the plugs, so I replaced the rotor with the one from the tune-up kit. The engine started and I was back on my way. That made three failed rotors in one day, and four in one driving season. Why??? At the drive-in, several "Triumph mechanics" were certain that the problem was something other than the rotors. We checked the cap for cracks or carbon tracking, and the distributor shaft for wear. Finally, Jerry Van Vlack tried the failed new rotor in his TR. The engine wouldn't fire, but when he replaced it with his rotor the engine started at once.

On Sunday I spoke to Dave from the TRF technical department. He hadn't any opinion about the first two failures, but theorized that the new rotor might have a crack behind the spring clip which allowed the spark to jump from the brass rivet to it, and into the distributor shaft.

I did get home without any further problems. I have installed the new ignition wires and replaced the distributor cap. The occasional miss is gone, but I still carry two spare rotors in my emergency kit.

On September 8th, Linda and I drove to the British Car Festival in Altoona, PA. The trip totaled about four hundred miles, and was without a rotor failure. While at the festival, I spoke to John Twist of University Motors, a technical writer for some British car magazines. He theorized that a short in the low tension winding of the ignition coil could have increased the voltage output, causing the failure of the used rotors. I had discarded the coil, which was replaced after the third used rotor failed, so I will never know if this was the cause. As for the new rotor that failed, John told me that recently he had seen a few new rotors that failed after being used for a short time. While John always replaces the rotor when doing a tune-up, he said that rotors don't wear out, so something caused the failures.

On September 14th, I took the TR4A on the Anniversary Run. Shortly into the run the engine developed a

miss and within a few miles quit running. I replaced the rotor with another new one, the engine restarted, and the TR4A ran fine for the rest of the day. I am now putting together a replacement distributor.

As a sidelight, the TR4A ran well enough for a second place finish in the TSD rally. Hopefully this clears the controversy surrounding the second place finish a few years ago, when Bruce Stutzman and Len Picton, in the car ahead of us, finished first and accused Tom and I of just following them.

Check it out.....

The New WPTA Web Site!

by Ken Nelson

It is official, WPTA has it's own web site! If you haven't seen it already you can view it at www.wptriumph.org. The objective of the club having our own website was two fold, one was to further enhance communication to our membership, the other reason was to give prospective members a venue to learn more about our club.

For those of us already in the club, a shortcut on your computer desktop can put you seconds away from our latest event schedules, complete with maps that can be downloaded and printed. Also listed are other events in the region that may be of an interest to you. A click on the Members Only section will provide the latest issue of the Dzus Dnuz, and back issues in an archive, plus you can print the current club roster. The Links area lists dozens of interesting other Triumph related web sites, or maybe you'd like to see your picture at a WPTA event in our Photo Album section. If you need to contact an officer of the club, don't forget the Contact Us area, with addresses and email links.

Anyone who may like to join our club can also visit the Membership Information area and learn about WPTA and download a membership application.

Soon we will also add the WPTA Store, where you can order you favorite WPTA logo shirts, hats and other items. Plus we are planning to open the free Classified section to advertise to sell or buy Triumph cars or parts.

If you are a current member of WPTA and have not yet received a username and password for the Members Only section please email by clicking on Contact Us and then on webmaster@wptriumph.org. Issues of the Dzus Dnuz and the club roster are password protected for member access only.

We hope you enjoy the site and encourage you to check it frequently, it will be updated regularly and change often. The way to make it part of your regular computer routine is to place a shortcut to the site right on your desktop, from your favorites list. Meanwhile, if you have a digital image of you and your Triumph for our Photo Album, or some parts you are looking for or to sell for the Classified section, email us. Remember, it's your club and your website so lets make them both great!

"Oops"

In the last issue I listed the WPTA members who won awards at this years' British Car Day. Unfortunately, I missed Pat Davis whose lovely TR6 won second place in class. Sorry Pat!

**Support the National
Organizations ...
Join VTR & TRA**

Original WPTA Charter Membership

Jim Biery
Bill & Anita Carroll
Gary & Georgean Dankmyer
Terry & Jessica DeLuca
Richard Dominick
Lorraine Duche
Dave & Kathy Fleming
Marsha Gerber
Gary Hartford
John Hamm
Geoff and Brenda Hawkes
Jeff Hersperger
Joel Levinson
Dan & Linda Mackintosh
Ed & Lori Major
Ken Massie
Miles McGoff
Woody & Diane McVicker

Paul & Judy Mihalek
Mike Nicely
Bill & Carol Nofsinger
David A. Ridenour
Charles & Diana Runyan
Will & Linda Schweitzer
Michael R. Shane
Mr. and Mrs. Ron Slovak
Bruce & Linda Stutzman
John Swauger
John Treadwell
Tom & Sherry Wiand
Paul Wiegman
Ed & Marje Woods, Sr.
Ed & Teena Woods, Jr.
Woody & Doreen Woodside
Larry Young

Elect Wil Schweitzer for WPTA President in'03

- Four Triumphs in every garage
- Good rotors for everybody
- Back to the good old days - Free beer at every meeting
- Shipping waved on ebay purchases for all WPTA members
- Free towing within 5 miles of Hickory, PA

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
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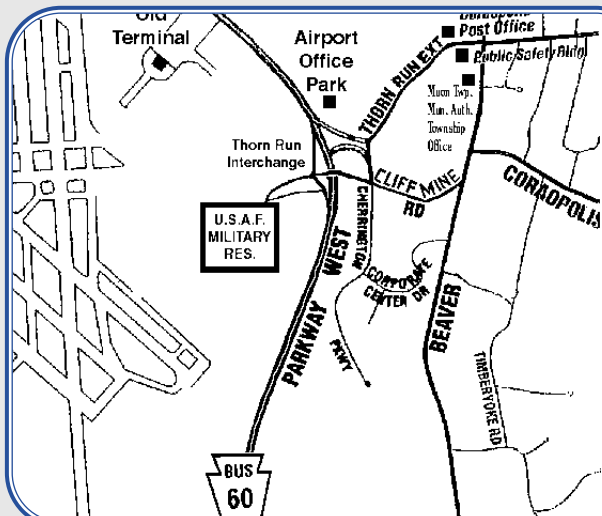
**October, 2002
Issue of the
Dzus Dnuz**

25th Anniversary Issue Fall Leaf Tour - October, 19 & 20, 2002

Oct Meeting

Friday, Oct. 11, 2002 at the
911th Air Group Club

The Club is located in Building 110 on the 911th air base. The base is adjacent to the airport off the Parkway West. Meeting starts at 8 PM. Arrive earlier for dinner.



Sat., Sun. Oct. 19-20, 2002 Fall Leaf Tour Phase II One Day or Two Day event

