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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

Saturday, November 27th, what a day for a drive! Linda and I went out to breakfast and ran into Bud Osbourne and his Porsche buddies meeting for breakfast at Cherry Hill Grill. There were five very shiny Porsches in the parking lot. I hope that they were driven a little farther than to Hickory, on such a nice day. I bet that there were some Triumphs out on the road as well. Perhaps we should schedule an event for November next year. Do we have a volunteer to organize it?

The Steering Committee meeting a week ago went very smoothly. We have the committee chairmen for British Car Day, and the organizers for many of our scheduled events. Roy Miller has agreed to be the British Car Day chairman. A tentative calendar of events was put together, including some new events such as a flea market. Due to the success of the Halloween Get-together, and other Saturday social events, we plan to try daytime Saturday social/business meetings. Watch the Dzus Dnuz and mark your calendar as these events are listed.

The clearance sale of WPTA regalia was an overwhelming success. Every item was sold by the end of the Halloween Get-together. Since the response was so great, the Steering Committee authorized me to order more regalia. I ordered some blankets and some men's and women's long sleeve shirts in medium, large, and extra large. I hope to have them at the No Meeting, Meeting on December 11th. The shirts will be \$25.00 and the blankets \$22.00, our cost. You can order almost any clothing article and various other items, with the WPTA logo, from Mario at Cutting Edge Embroidery. The phone number is (412) 343-4860. It usually takes about two weeks for Mario to fill an order, and possibly longer nearing the holidays. One of our members has ordered and received some items, and was pleased enough that he ordered more. Watch the WPTA website in the future for a link to the Cutting Edge Embroidery website, where Mario will have a page for WPTA regalia.

I missed the November meeting, due to a "business trip" to Las Vegas. While there, I had a chance to visit with my daughter Sandra, her husband, and my two grandsons. On Saturday, Linda and I took the boys out to Nellis Air Force Base, home of the Thunderbirds, where we saw the most awesome air show that I have ever seen. I understand that my absence didn't deter the WPTA membership from re-electing me president. Thank You!

Our next meeting is the No Meeting, Meeting on Saturday, December 11th. Also, don't forget to send in your reservation for the Holiday Party on January 15th.

Wil

No Meeting Meeting Quaker Steak & Lube

It's time again for the annual No Meeting, Meeting. Let's all get together at the Cranberry Quaker Steak and Lube on Saturday December 11 around 1pm to enjoy some wings and beverages. You don't want to miss this event! It's been well attended the last couple of years and we literally take over the bar section of the restaurant.



Holiday Party 2005

by Jim Underwood

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. So far the response has been slow as expected with this club. Our thanks to those of you who registered already. We need at least 35 people to reserve the room so get the checkbook out today! I realize the location may be a little out of the way for some of you but on the plus side, there is very little traffic to contend with and the food is great. The cutoff date is January 1 2005. 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.

Hunting a Dove

by Wray Brady

This rare car was listed on e-bay about 30 days ago. I spent several hours evaluating it and report the following results.

This car was bid to \$6,500 on e-bay, well below the seller's reserve. It was offered to me at \$9,000 cash. I could have also swapped my restored TR4 even up, and I could have kept the mini-lite knock offs and tires on the car as you have seen it. Eventually I decided to pass. The seller indicated that he had a firm bid for \$10,000 from an English buyer that he would accept. He really didn't want to have to deal with the overseas issue, thus his willingness to offer me the car for less.

The seller had purchased this dove from a VTR add about 3 years ago. The car was purchased without personal inspection for \$16,000 and then shipped to Massachusetts. The seller said that the car was not properly represented to him.

This car had a Heritage trace proving it to be one of the 100 or so odd dove's produced. Original colors were spa white, came with heater, o.d. and radio, wire wheels and is RHD. The car had been restored in England prior to shipment to Texas. At one point in its life it had been restored as a normal TR4. At another point it was on a trailer and fell off destroying the rare fiberglass top. The top was replaced by a surviving Dove top.

I did not see the car personally, but viewed more than 100 pictures, many of which were shot when the car was on a lift. I would describe the car as a decent driver that had been improperly restored. It was painted BRG which was lifting and cracked in several spots. Panels were reasonably straight with decent gaps and alignments. The car ran well, all electricals and overdrive ok. It had a black interior in very nice shape. Headliner good but stained in 2 places. Motolita 14 inch steering wheel included. It was missing all tools. Chrome was decent, no dents some pitting. Glass good. The car had poor welding done replacing the rockers, and was undercoated. Engine bay was clean and complete.

Had I bought the car I would have driven it until my TR3 is done. This would have allowed me to thoroughly understand the condition of all the mechanicals. I am confident that when stripped the car would have required a substantial amount of work in the sills, floors etc. I rejected it because the market for this car is very limited as it only went to \$6,500 on e-bay, it would be hot in the summer and the price of having the "only one" was too steep. But it sure was fun looking.

I would encourage all club members to report any sales that they can confirm as it really gives us an unbiased appraisal of Triumphs.

Classified

For Sale: Four Michelin X-one tubeless radial tires. Size is P215 65R15. They are rated 95T M+S All Season. They are excellent and loaded with tread. I decided to go stock with Michelin X Redlines as original. They are equivalent to the Michelin Hydro-Edge 95T and look like Formula tires. Came on my TR6. First \$250.00 gets them. Fred Segal (412) 421-8602

For Sale: Yellow TR6, overdrive car that is pretty nice shape, \$8500. Mark Twiest 724.463.1612 or email mgtwiest@iup.edu
Wanted: an MG-TD (restored). I am looking to get back into British. Bob Dalrymple (724) 863-4163

Wanted: TR4A air cleaners to Stromberg carbs. Gary gmfitz1@msn.com

Distributor Alternatives

by Bruce Stutzman

The Lucas distributors in our TRs are old. The rest of the car is also old but this is about distributors. Come to think of it so are the drivers. But, I digress.

Lucas distributors are basically very reliable. Potential old age problems, however, are:

1. Bushing wear. If the bushing is worn the shaft and cam will wobble. Test for this by holding the rotor and trying to move it sideways. If you can there is wear in the bearing. Replace it. The problem with a wobbly cam is that you can't correctly set the points although you think you can. The dwell angle fluctuates, thus, so does the voltage delivered to the spark plugs.

2. Crushed base. The distributor body is aluminum. That which fits inside the clamp is quite fragile. If you clamp it too tight you can crush it. The distributor will appear to be firmly in place but it won't be. It will move and go out of time often to the point that your car won't run. The harder you clamp it the worse you crush it. A distributor with a crushed base is trash.

3. The mechanical advance mechanism consists of two weights and two springs. If working properly they will advance the spark from 10 to 14 degrees depending on the distributor (doubled at the crankshaft). A simple test is to hold the rotor and rotate it in the direction of travel (counter clockwise). It should rotate that 10 to 14 degrees and then spring back when you release it. If it doesn't turn everything is corroded together; if it doesn't spring back the springs are worn out.

4. The vacuum unit probably doesn't work anymore either, but so what.

Some of the alternatives that are now readily available to us are:

1. Buy a Mallory dual point distributor. The primary benefit to this is that you now have a new distributor which, presumably, will give you long years of reliable service. It is a points type distributor like the Lucas you replaced. If you buy one it is a good idea to buy an extra rotor, condenser and points. Your TR friends probably won't have the ones you need if you have a problem. The dual point operation has no benefit to the vast majority of TR owners. It has mechanical advance only. Some re-fitting of the drive gear is required. You will have to drill the drive shaft and fit a Lucas drive dog.

2. Install an electronic ignition (breakerless system) in your Lucas distributor. This will solve your wobbly cam (worn bushing) problem. It replaces the points and condenser with an electronic unit that requires no adjusting or maintenance. It improves the reliability of your ignition system. You must, of course, still have a properly operating mechanical advance mechanism. The two types of breakerless systems are optical and magnetic.

Optical - the Crane XR700. A chopper disc fits over the cam that cuts an infra red beam sending an electronic pulse to the coil. This system uses an external amplifier to enhance that electronic pulse.

Magnetic - the Petrinix Ignitor. A circular disc fits over the cam containing equi-spaced magnets that produce an electronic pulse when passing a sensing module. Everything fits inside the distributor cap.

Mallory, Crane and Petronix all sell their own coils. But, I believe, the coil to use with any of these systems is the Lucas Sports Coil.

I have been using a Crane XR700 and Lucas Sports Coil for years with excellent results.

3. Install a rebuilt Lucas distributor. This option is more

expensive than the others. But it is the only option that is totally original if that is important to you.

All of these options are available at The Roadster Factory.
4. Rebuild your Lucas Distributor.

The 2005 TRA Bigger, Better, and Uncut

by The Texas Triumph Register

NEVER BEFORE has the TRA been held west of the Mississippi River, and NEVER BEFORE has there been a participants' choice show at the TRA with 1st, 2nd, and 3rd place awards for all classes of cars entered.

The 2005 annual TRA national convention will be held in Branson, MO, from Thursday, June 23 through Sunday, June 26, 2005, and is being sponsored by the Texas Triumph Register of Houston, TX. For those of you who have never been, or feel that it's been too long of a drive, now's your opportunity to attend. And because of the expansion of the participant's choice show, this is an event for ALL Triumph owners, not just TR2, TR3, and TR4 owners.

We're planning many events, drives, shows, and on-your-own options for everyone's interests, including:

The traditional TRA concours show for TR2's through TR4A's

A complete participant's 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 dinner and events

An awards banquet with door prizes

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

A poker run and rally

An autorama

A funkana

A winery drive and tour

A breakfast run and rally

The beautiful weather of Branson, MO in late June

We have chosen a host hotel in Branson and have already negotiated an unbelievable price of \$40 per night with them for all TRA attendees. 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 Sunday, June 26, 2005. Branson, MO is a vacation destination for the whole family, so start making your plans now!

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

Texas Triumph Register

P.O. Box 40847

Houston, TX 77240-0847

2004 Calendar of Events

Dec 11	No Meeting, Meeting Cranberry Steak & Lube Gary Fredo 724-378-9610
Dec 27	Newsletter Meeting 5pm-Typecraft/6pm-Michael's Pizza Bar
Jan 15 '05	Holiday Party at Cedarbrook Jim & Nancy Underwood 724-929-8187

Passed by a Ferrari

by Bruce Stutzman

How often have you been passed by a Ferrari? Or for that matter even seen one on the road? Not often I am sure. Just seeing one can make a car guy's day. They don't go by unnoticed.

How often have you been passed by Ferraris on a race-track? How about too many times to be able to keep count. Happened to me just the other day.

I did one of Jan McCoy's lapping days at Beaverun in my TR4. The TR and I haven't been on the track at Beaverun since Spring a year ago when we were punted off and into the armco by a jerk in a Honda. A thousand thank you's to Jim Underwood for making at all better. In case you didn't know, Jim owns a body shop in Belle Vernon and is an expert frame straightener.

But back to my story. 1st, my TR was the only vintage car there and most of the cars had at least 3 times the horsepower I had. The other drivers are talking about changing computer chips while I am fighting a leaky S.U. and wrapping my spark plug wires with duct tape trying to stop a high RPM miss. For me high RPMs means over 5 grand; for these guys it means over 7 grand.

They are talking about their \$3000 uprated brake systems and their new \$300 each Michelin Pilot Sport Cup tires while I am whacking my wire wheel knock offs with my Thor hammer.

2nd, we shared the track with the Ferrari Club; there were about a dozen of them. It goes without saying that there are no slow Ferraris. The 360 Modena, of which there were several, has 395 HP from its DOHC V8. The 456M, of which there were several, has 436 HP from its DOHC V12.

So, am I nuts or what? Probably, but what a great time. There are rules and everybody followed them. The most important relates to passing. You can only pass on the 2 straights, only on the left and only when the driver of the car being passed points out his left window for you to go by. Being the perpetual passee I took this rule very seriously. It is amazing how fast a Ferrari can close on a TR4 in the twisties and go by a TR4 on the straights. I'm closing in on 100 MPH and these guys are by me like the proverbial speeding bullet.

We had four 25-minute track sessions. That is almost 2 hours of flat out go as fast as you can driving. It doesn't get any better than that.

WPTA Public Service Announcement

How to Avoid The Flu

Eat right! Make sure you get your daily dose of fruits and veggies. Take your vitamins and bump up your vitamin c. Get plenty of exercise because exercise helps build your immune system. Walk for at least 1 hour a day, go for a swim, take the stairs instead of the elevator, etc. Wash your hands often. If you can't wash them, keep a bottle of antibacterial stuff around. Get lots of fresh air. Open windows whenever possible. Get plenty of rest. Try to eliminate as much stress from your life as you can.

OR ... You can take the doctors office approach. Think about it, when you go for a shot, what do they do first? Clean your arm with alcohol. Why? Because alcohol kills germs.

So..... Walk to the beer store (exercise),
put lime in your Corona (fruit),
celery in your Bloody Mary (veggies),
drink on the bar patio (fresh air),
get drunk, tell jokes, and laugh (eliminate stress)
and then pass out (rest).

The way we see it, if you keep your alcohol levels up flu germs can't get you!!!

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

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

www.wptriumph.org

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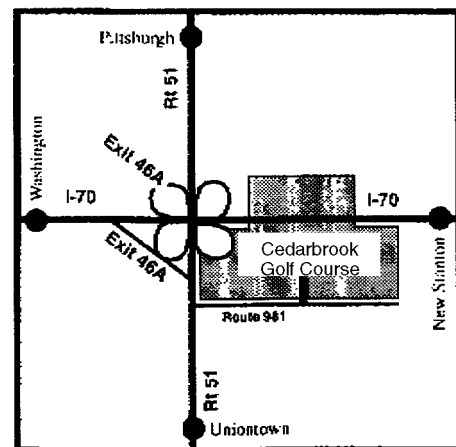
Sat., Dec 11 - The No Meeting Meeting
Sat., Jan 15 - Holiday Party

Sat., Dec 11 - The No Meeting Meeting

Starts at 1 pm



Sat., Jan 15 - The Holiday Party 6:00 pm



Cedarbrook Golf Course

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