

Established
1977



www.wptriumph.org

Dzus Dnuz T

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Zōos Nūz

October, 2006

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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

Another busy summer has ended and fall is upon us. But fear not, we still have a few driving events before it is time to store our Triumphs for the winter. First is our Fall Leaf Tour with the MG Club on October 14th, and the following weekend is the Iron Butt Leaf Tour. Be sure to see the separate articles for each.

On the last Saturday of the month is a General Meeting at King's in Wexford, which gives our members another chance to drive their Triumphs. This meeting is necessary to accept nominations for the officers to be elected at the November meeting. None of the present officers have indicated that they aren't willing to serve another year, but nominations are open to all members.

WPTA was well represented at the Central Pennsylvania British Car Festival, which, as always, made for a great weekend. The Ohio Adventure, a new event this year, was over some of the best back roads that I've seen. Thanks Bob, for organizing the event.

I took Linda's Spitfire to the Sunday car show at the Kreps Covered Bridge Festival and when I got home, since the top was down and the day was beautiful, I suggested that we take a ride. We ended up driving south on West Virginia Route 88 to Oglebay Resort, where we had a wonderful dinner at Wilson Lodge. Spur of the moment trips like this are so enjoyable.

Wil

Fall Leaf Tour

by Don Watson

Come join us Saturday, Oct. 14th for a fall run through southwest Washington County in PA. We will be visiting about half of the 21 old covered bridges during the run, each bridge with their own unique story providing a rustic, tranquil, and nostalgic drive back to the 1800s! Most of these bridges we will drive through and stops for Great Photo opportunities, so bring your cameras! We'll meet Saturday, October 14th at The Washington Mall parking lot by Home Depot and the Waffle House. (I-70, Murtland Ave. exit 19A) From Pittsburgh, travel south on I-79 towards Washington, PA. and then I-70 east to exit 19A! There are other food joints in the area, so come early for brunch! A drivers meeting will be held at 11:30am and we all should be out the gate by 12:30pm. We'll end up at 5pm on Wheeling Island and Gaming Center with 4 restaurants and bars to choose from, not to mention slots and greyhound racing if you feel lucky. The dog racing will not start until 7:30pm, so some might want to make an evening of it. (I understand that Dick has arranged for special financial loans for all of us....NOT) If you have any questions call Don Watson 304.243.1797.....Pray for good seasonal colors, topless weather and step back in time as we drive in FALL!

**TWO FALL
LEAF
TOURS**

More on Bud's Iron Butt Leaf Tour

by Bud Osbourne

ED NOTE: Hopefully you have reserved your room at the Lafayette Hotel in Marietta, OH. See last month's DZUS DNUZ.

The first, annual (???? Well, it COULD happen) "Bud's Iron Butt Leaf Tour" will be run on the weekend of 10/21 and 22. Not looking for, nor do we really expect/want a large turnout for this event. However, we won't turn anyone away, either. What I can tell you, so far, is this:

1.) We'll depart from The Village Green, just west of Hickory, on Rt. 18 S. on 10/21 (Sat.) around 9 AM. Breakfast will be available.

2.) Driving distance, on each of the two days, will be 150 to 175 miles.

3.) We will use a combination of main, two lane roads (PA Rt. 50, WV Rt. 88, Ohio Rt. 7), and very twisty, hilly, scenic back roads running through Ohio's Wayne Nat'l Forest. AGAINST MY BETTER JUDGEMENT, I will have an alternate route available, for those who just want to take the most direct (but, admittedly, still scenic) route.

4.) We'll arrive in Marietta, Ohio by mid afternoon, and stay at The Lafayette Hotel, a beautiful, historic hotel in the heart of Marietta's Historic District. A block of 10 rooms has been reserved under the name "356Burgh". Access the hotel on the Web at: www.lafayettehotel.com

5.) We'll dine at the Marietta Brew Works, just a short walk up Putnam Street from the hotel. There is good reason for this selection being within "walking distance" of our hotel.....

6.) Marietta features a gorgeous, riverfront park, which extends up the left bank of the Muskingam River for about 3/8 of a mile. At the downstream end of the park is the area of town where the hotel is located. At the upstream end is The Ohio River Museum, with the Campus Martius Museum just a block inland from there. Both are excellent museums (among the artifacts is the steam powered, sternwheel towboat W.P. Snyder, Jr., one of ONLY two surviving vessels of that type on the inland waterways, and the only one still afloat), if you enjoy early American history, and "Americana". The Historic District of Marietta features plenty of interesting shopping for the ladies (antiques, craft, "knick-knacks", clothing.....but the antique tool shop closed, after the Hurricane Ivan flood : ().

This a somewhat informal, "laid-back" event. In other words, it won't be like the typical club tours, where we do everything but wipe your noses for you.....this event requires you to do some thinking about what you want to see and do. Accordingly, stopping points along the route will be at your individual discretion, including lunch.



The Coming Out of Bernie Clark's TR4

by Anonymous

A lot of superlatives have been used to describe the results of Triumph restoration projects. And, in fact, those words would all accurately describe 3 of the TRs in this photo taken at Watkins Glen a couple weeks ago - but not the 4th car, Bernie's yellow TR4. Bernie's car may not look that good yet but remember where the photo was taken. IT IS A RUNNER! And that is the biggest compliment that can be given to a TR.

As someone was heard saying, "Bernie must have balls the size of basketballs to drive that car the whole way to Watkins Glen and back!"

Classified

HELP WANTED: I'm looking for a mechanic to work on my TR6 and thought one or more of your members might be able to help. I do a lot of the work myself but some jobs I just don't want to tackle; any help from your members would be greatly appreciated. Thanks, Scott Miles, Johnstown, Pa. 15905 TR6shooter@MSN.com



FOR SALE: A true barn find, 1969 MGC very complete car, has some rust but not too bad, mostly in the wheel wells behind the front wheels and front rockers. The trunk and floors look good as is the interior. The car is showing 71,000 miles and has been sitting in a barn for the past 20 years. For more information and photos call Mike (412) 795-8381. The car is in the Pittsburgh, PA. area.

FOR SALE: Many nice parts, Webber carbs, rebuilt transmission, new splined hubs, rebuilt center cluster gauges and many other good parts. I will sell these parts at very reasonable prices, if possible please feel free to give my number to any of your members who might have an interest, thank you, Chief John McCormack.732-863-8068.

Understanding Your Ignition System

Part 5

by Bruce Stutzman

Ignition Reserve

Ignition reserve is very simply the difference between how much voltage your ignition system produces and how much voltage is needed to jump the spark plug gap. All the voltage developed by the coil doesn't make it to the spark plug because of resistance in the secondary circuit. Worn or defective ignition system components also decrease the amount of voltage that makes it to the spark plug. That is OK though as long as enough makes it. But remember, when the voltage required to produce a spark finally exceeds the output of the ignition system, the plug will no longer fire.

So, how many volts does your engine need? Our standard engines in good condition need about 10,000 volts to fire a spark plug. Corroded, improperly gapped spark plugs, however, can need 15,000 volts or more to do the job. Worn out oil burning engines also need more.

Modified engines need more than standard engines. How much more depends on the state of tune. The additional voltage required is in direct proportion to the compression pressure in the cylinder.

It takes time for a coil to build up enough voltage to fire a spark plug, about two milliseconds. Consequently, the higher the engine RPM the less time available for the coil to build the spark. At high RPMs we need a stronger spark but we get a weaker one.

So, now we know why the reserve was built in. What can we do to make sure sufficient voltage is always available to do the job?

1. Use the correct coil. If your engine is in standard tune you should be using the standard Lucas coil. It develops sufficient voltage to do the job. I am not sure how much but at least 20,000 volts. If your engine is modified, upgrade to the Lucas Sports Coil that is rated at 40,000 volts. Now you really have a reserve. More on coils in Part 7.
2. Keep your spark plugs clean and correctly gapped.
3. Keep the secondary (high tension) circuit in good condition. More in Part 7.
4. Use the correct ignition timing. Retarded timing increases the voltage required.
5. Make sure your coil polarity is correct. If your car is negative ground, the white wire from the ignition switch should go to the positive terminal on the coil. If your car is positive ground the wire should go to the negative terminal.

If you have sufficient reserve you can try increasing your spark plug gap to .030. This increased plug gap will expose more spark energy to the air/fuel mixture resulting in improved combustion and more power. But, it takes more juice to jump the wider gap.



Ohio Adventure

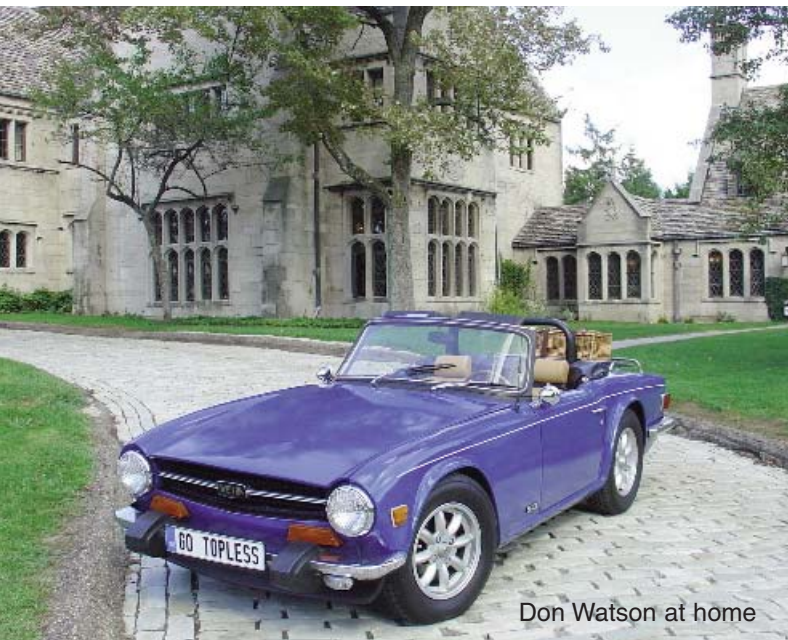
by Linda Schweitzer

Move over Bud Osbourne, Bob Twaddle our new member from Ohio is challenging you for the title of King of the twisty windy run. In our 100 mile jaunt through the Ohio countryside, we had 21 route changes and at least a zillion curves and turns. We met at the Kings in Wintersville, Ohio on a foggy drizzling morning, but supprisingly the cars kept arriving until we had 8. Bob led the run with his 78 Spitfire followed by Hershey and Chris Dugan in the 76 TR6, Bob King in the MGB, Rick and Nancy Brown in the Healey, Rich and Kathy Wendell in the Spitfire, Gary Fredo in his Spitfire, George and Joyce Lee in their MG and Wil and Linda Schweitzer in the TR4A. Most of the cars had their tops down despite the cool weather and the off and on rain. We had 2 great stops—one at George Custer's birthplace in New Rumley Ohio (we all know where he died) and one at the Tappan Lake Marina on Rt 250. We finished up with a great dinner at the Carroll Meadows golf course club house. The sun finally came out as we were driving home.

Thanks Bob for a great day. Let's give Bud a run for his money and do it again next year.



George Custer and friends



Don Watson at home



Not George Custer and friends

Central Pa. British Car Festival-Altoona, Pa.

by Linda Schweitzer

Thanks to Jim and Lori Pastore and their supporting cast for another great British Car Event. Everything was so well organized, the whole thing seemed to run itself. On Saturday there was the Funkana, with about 60 cars participating, the beautiful run through the mountains and the evening pig roast with Just Desserts. The Saturday events were held at the beautiful Altoona Campus of Penn State (your tax dollars at work as someone commented). All the Sunday events were held at the Delgrosso Park in Tipton, Pa. There were about 85 cars for the car show. It was a great time to show your car and enjoy the friendship of other British car enthusiasts. The WPTA group got together to play mini golf before lunch. Bob King and Linda Schweitzer both had hole in ones. I won't tell you who won the overall but watch out for certain attorneys. WPTA had 9 cars at this event. New members Todd and Cathy Blackburn came with their TVR. It was good to see Brad and Debbie Mooney who came with the 1971 Land Rover. It was a great week-end at a well run event. A great weekend to get out there and drive your car.

Calendar of Events

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| Sept 30 | Anniversary Run,
Richard Dick 724-379-5172 |
| Oct 14 | Fall Leaf Tour, with MG club
Don Watson |
| Oct 21-22 | Iron Butt Fall Leaf Tour
Bud Osbourne, 724-356-4464 |
| Oct 24 | Newsletter Meeting, (Tuesday)
5pm-Typecraft/6pm-Michael 's Pizza Bar |
| Oct 28 | General Meeting
10 am Kings in Wexford, |
| Nov | General Meeting,
Date and location to be determined |
| Dec | No Meeting, Meeting,
Gary Fredo 724-378-9610 |
| Jan | Holiday Party,
Jim & Diane Bastone, 412-486-7335 |

~ Event Of Other Interest ~

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|-----------|---|
| Oct 14-15 | British Reliability Run
www.abrr.org |
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WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

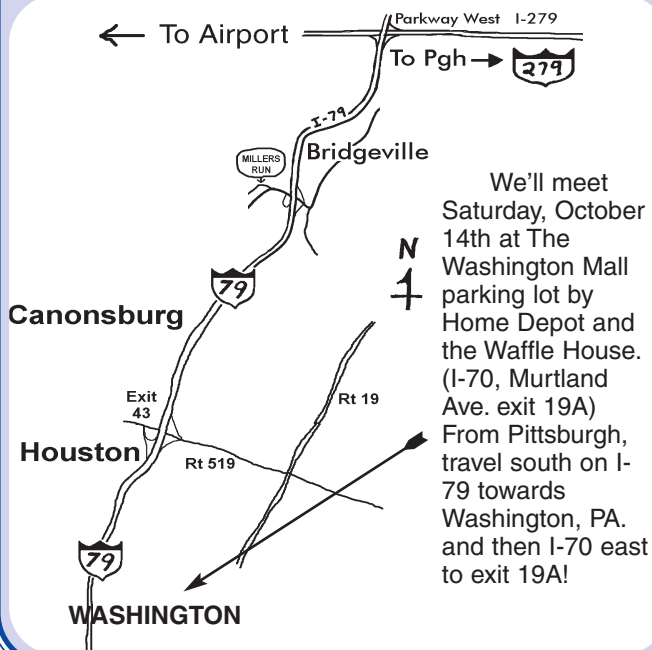
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**October, 2006
Issue of the
Dzus Dnuz**

October 14, Fall Leaf Tour
October 21-22, Iron Butt Fall Leaf Tour
October 28, General Meeting, Kings Wexford

Sat., October 14, 2006 WPTA Fall Leaf Tour



Sat., October 21-22, 2005 Iron Butt Fall Leaf Tour

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