



www.wptriumph.org

# Dzus Dnuz T

Volume 30 Number 4

Zōos Nūz

January, 2007

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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

HAPPY NEW YEAR!! After a very good '2006', I am hoping for an even better '2007' for the Western Pennsylvania Triumph Association. How good '2007' will be, depends to a great extent on the planning meeting at 'Excuses' on January 13th. If you have a suggestion, or an idea for a new event, or if you are willing to organize an event, come to this meeting. I would like to see our inactive members and new members take a greater part in our activities this year. You don't have to have CEO qualifications, just volunteer. It's your club, help to make it better.

Did you make some New Years resolutions? Hopefully one of them was to participate in more WPTA events in '2007'. I understand that there is more to life than WPTA, but try to attend an occasional event. I think that you will enjoy it. And, you can start with the holiday party on January 27th. There is still time to make your reservation.

Last year I planned to go to the TRA national meeting in Ohio, but other obligations ruled it out. This year the Vintage Triumph Register, the national club for all models of Triumphs, is having it's annual meeting at Valley Forge, Pennsylvania, from July 17th to 21st. Check it out at [www.vtr2007.com](http://www.vtr2007.com) and mark your calendar. Plan to join one of the caravans to this event. More details will follow in future newsletters.

*Wil*

## From Membership

I'm glad I got down on my knees and pleaded for the membership dues. The response has been very good. My thanks to all who have paid!! For the procrastinators out there, PLEASE send the \$20, made payable to WPTA, if you have a highlighted "Expires Dec.'06" on your mailing label.

Ed Major is going to compile and publish a roster in February of all paid members and we would hate not to have you included in the list.

Let me know of any changes and/or skills you have so we will be up to date with our information. Richard Dick, 106 Cypress Ave., Monongahela, PA 15063

Phone: 724.379.5172,

Email: [britcarnuts@comcast.net](mailto:britcarnuts@comcast.net)

*Rich*

## WPTA Holiday Party Saturday, January 27

at Rico's Restaurant  
in the North Hills  
just 1.4 miles from I-279 N

See reservation form on page three of the *Dnuz*



## Planning Meeting (Steering Committee)

January 13, 2007 10:00AM (breakfast served until 11AM)  
Excuses on South Side

by Gary Fredo

Well, it's getting close to the end of another year for WPTA. I was fortunate enough to be able to make quite a few events in 2006 and they were all well attended and everyone had a great time. I want to thank everyone who coordinated an event this year as well as give a thank you in advance to Jim and Diane for organizing the holiday party. I also want to thank the members that showed up to participate at the events. Remember the only reward that the event organizers receive is strong participation, smiles on the participant's faces and a thank you. If you attended an event this year and didn't get a chance to thank the event organizer then please do so at your earliest chance. Once again thanks to everyone that was willing to spend the time to put together an event this year.

On to new business! There is a planning / steering committee meeting on the calendar in January. This is the perfect opportunity to get an early jump for an event on the calendar for next year. This is also a great time to bring up any winter events that anyone is thinking about organizing. If you have been thinking about planning an event for next year please come to the meeting or contact Wil or I before the meeting so we can reserve a date on the calendar for your event. Also please remember that the events don't have to be long events that take up most of the day. If you only have the time available to plan a short event that is fine because there are plenty of members that only have time to attend a short event – a perfect match! Of course there are plenty of members, including myself, that really enjoy driving our Triumphs for hours on end so both types of events are needed. Also if you are new to event planning and need some tips give me a call and I can either offer guidance or refer you to one of the other members that have experience in the type of event that you want to plan. Hope to see a big turnout at the planning / steering committee meeting. There are no excuses for missing this one! See you there.

Currently the calendar is pretty slim for the beginning of next year. If anyone would like to organize an event for January, February or March, give me a call at 724-378-9610 or email at [garryfredo@yahoo.com](mailto:garryfredo@yahoo.com)

*Gary*

# Understanding Your Ignition System - Part 7b

## Some Comments about the Pieces that Make Up the Ignition System

by Bruce Stutzman

### SECONDARY CIRCUIT

#### ROTOR ARM

The rotor must be a tight fit on the cam. If yours flops around throw it away. There are still some old rotors around that did not have the little spring that holds them tight on the cam. If you have any of these throw them away.

A couple years ago a batch of rotors were made with a built in short! Like keeping these cars running isn't tough enough.

Don't throw away a rotor that works unless it is loose on the cam. You can clean the brass contact and dress it with an ignition file. Keep the edges square.

#### DISTRIBUTOR CAP

Aftermarket caps are now being made with aluminum contacts (electrodes) instead of the traditional brass. Aluminum is, of course, also a good conductor of electricity.

Nowadays people are combing flea markets for NOS Lucas caps. If there is anything wrong with the caps currently being made, I don't know it.

The electrodes inside the cap can be cleaned and dressed with an ignition file. The spring loaded brush must always be in contact with the rotor!

Caps like rotors last a long time.

Keep both the inside and outside of your cap clean to help prevent tracking.

#### WIRES, BOOTS AND TERMINALS

The coil wire does 4 times the amount of work as the spark plug wires. Six times the amount on a 6 cylinder car, etc. The coil end of this wire corrodes, sometimes very badly, and can cause considerable resistance to the flow of electricity to the spark plugs. Pull it out of the coil chimney and check the end. If it is corroded, replace the wire and clean out the central chimney. Make sure this wire is pushed to the bottom of the chimney & held there by a properly fitting boot. If your coil has a screw in nut, use the brass washer on the end of the wire that is made for this purpose.

Cut the wires to the correct length. You don't want them flopping around. The yellow and black striped bumblebee wire is great. It has the added advantage of being stiff - no flopping around. Wire separators are also good for this purpose.

The flow of electricity thru spark plug wires causes electromagnetic interference. This first became a problem when radios were fitted to cars. Modern cars have a lot more electronics. The old accepted way to suppress this interference was to make wires with non-metallic conductors. These wires came standard equipment on our Triumphs. Lucas used graphite impregnated rayon braiding. American wires were made with carbon impregnated string.

Remember, the only good conductor of electricity is metal! These suppressor wires deteriorate over time. So if the wires on your car have non-metallic conductors and are old - replace them. You can easily identify these wires by scratching the end with your fingernail; it won't catch on the conductor like it will on a metal conductor.

If you insist on using these wires buy new ones with the terminals and boots already installed and cut the distributor end to the correct length. They are too fragile for you to try to install terminals yourself.

You should be using copper core wires in our old cars. It

is very inexpensive, has zero resistance to the flow of electricity thru it, is readily available and is hard to damage. How many of you remember the old Packard 440 wire. It had a great reputation that was well deserved. If you can find any - use it.

Modern high performance wires, called spiral wound wires, have been designed to suppress EMI but still have very low resistance. The conductor is metal wire wrapped around a center core. They are also expensive.

The best material for the insulation or outer sleeve of plug wires is silicone which has a high resistance to heat. Heat is not a big issue with our inline engines, however, like it is with V6 and V8 engines with their spark plugs so close to the exhaust manifold. The plugs on our inline engines are on the opposite side of the engine from the exhaust manifold and are out in the open. Neoprene insulation is very common and more than meets the needs of our inline engines.

Spark plug wires are 7 mm thick. High performance wires are 8 mm and 8.5 mm thick. We don't really need these thicker wires which are mostly just thicker insulation. They won't fit in our screw type distributor caps anyway.

It is very important to have good quality snug fitting boots at the ends of our wires. They help hold the wires on the plugs and keep the spark from arcing.

The hottest thing in terminals is the dual crimp terminal. The first crimp grips the insulation sleeve; the second crimp grips the conductor. It also locks very securely on the plug. Makers of spiral wound wires like MSD and Crane use dual crimp terminals. Remember, your wires are only as good as the terminals attached to them.

#### SPARK PLUGS

The center electrode on a spark plug is flat intentionally. Keep it that way. The side electrode is squared off intentionally. Keep it that way.

When doing plug maintenance, first clean them, then file the center electrode flat ( you will have to bend the side electrode a little to get your ignition file in) and file the side electrode square. Then re-gap them with a round wire gauge not a flat feeler gauge.

When reinstalling them don't over tighten them.

*Bruce*



For those who were getting well oiled at the Lube



Even Duggy is getting gray hair

Drive your TR and smile like this!!!



## No Meeting Meeting

The weather was unseasonably warm for this year's No Meeting Meeting on December 16. This, of course, resulted in many of the members arriving at the Quaker Steak and Lube in Triumphs and other British marques. There were so many sports cars in the parking lot you would have thought it was July instead of December.

Fred Williams' TR4 is still very very nice. Ed Major has finally solved the carburetor issues on his TR250, which was there; he now has 3 SUs instead of 3 Webers. Pretty neat and it goes good. The FOGBROS arrived in Ed's TR3 sans top. They left that way too! Woody McVicker brought PVGP programs and BCD plaques for anybody needing an extra.

And lots of members inside. Probably the largest turnout since I've been coordinating the event. So large in fact that we didn't have enough tables. Of course that didn't deter the members of the WPTA. Those who didn't have tables were able to stand and drink their refreshments or find corners of tables, etc. where they could eat their hot wings. WPTA members are not to be denied their brew and hot wings! There was plenty of bench racing, maintenance/repair tips and general socializing going on. A couple guys were even disassembling a TR6 oil pump. Good times were had by all. Thanks to everyone who attended.

*Gary*

## Calendar of Events

- |        |  |
|--------|--|
| Jan 13 | Steering Committee Meeting<br>Excuses on the South Side, 10 am<br>Corner of 26th and Carson Streets<br>Gary Fredo 724-378-9610 |
| Jan 27 | Holiday Party,<br>Jim & Diane Bastone, 412-486-7335  |
| Jan 29 | Newsletter Meeting (Tuesday),<br>5pm-Typecraft/6pm-Michael's Pizza Bar   |
| Feb 10 | General Meeting at Excuses<br>10 am Breakfast, 11 am lunch, beer anytime   |

### ~ Event Of Other Interest ~

- |            |   |
|------------|---|
| Jan 19-21  | World of Wheels Custom Car Show<br>David Lawrence Convention Center           |
| June 12-16 | Triumph Register of America<br>National Meet in Geneva NY<br>Seneca Lake Area |
| July 17-21 | Vintage Triumph Register<br>National Convention, Valley Forge PA              |

## Jan 27, 2007 WPTA Annual Holiday Party

Cocktails at 6:00 PM

Cash Bar

Dinner at 7:pm at

**Rico's Restaurant,**

One Rico Lane 412-931-1989

In business 27 yrs,

Rico's is noted for their fine cuisine

Cost per person is \$39.50 (includes tax and gratuity)  
This includes hors d'oeuvres, soup, salad, choice of entrée, (see choices below), dessert and coffee.  
There will be door prizes.

To make your reservation please return the form by Jan 20th to Jim or Diane Bastone, 138 Sunset Dr, Pgh, PA 15237 -3741

Questions?? 412-486-7335; j.bastone@att.net

Make checks payable to W.P.T.A.

Name \_\_\_\_\_

#Attending \_\_\_\_\_ @ \$39.50 per person

Choice of entrée, served with baked potato, select one:

Chicken & Shrimp Piccata \_\_\_\_\_

Veal Parmigiana \_\_\_\_\_

Broiled Seafood Rico \_\_\_\_\_

Chicken Parmigiana \_\_\_\_\_

Rico Lane runs off Park Ave. Park Ave runs off Babcock Blvd about 100 yards from McKnight Road.



## Classified

**FOR SALE:** 1. TR3 factory hardtop, needs back glass \$100 or offer. 2. Rebuilt transmission with 'J' type overdrive. Fits late TR6 directly or TR3 thru early TR6 with modified rear mount. \$1200 outright. 412.486.4294

**FOR SALE:** 1972 TR6, fresh burgundy paint, new interior (not installed), runs good, but needs some minor mechanical fix up to be a great driver. A little TLC and this would be a great car, \$7900 OBO. Ed Major at 412-488-1600 x207 (weekdays) or Sheila Lowery at 724-744-7128

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)

**January, 2007  
Issue of the  
Dzus Dnuz**

**Steering Committee meeting Jan 13  
at Excuses on the South Side  
Holiday Patry, January 27, 2007**

## **Saturday, January 27, 2007 WPTA Holiday Party**

### **Directions**

Take I-279 N

Take the MCKNIGHT RD / EVERGREEN RD /  
US-19-TRUCK N exit- EXIT 11. 0.2 miles Map

Take the MCKNIGHT RD / US-19-TRUCK-  
NORTH ramp. 0.2 miles

Merge onto MCKNIGHT RD. 1.4 miles

Take the ramp toward  
WEST VIEW / MILLVALE. <0.1 miles

Turn LEFT onto BABCOCK BLVD. <0.1 miles

Turn LEFT onto PARK PL. 0.1 miles

End at Rico's Restaurant:  
1 Rico Ln, Pittsburgh, PA 15237, US

