

Established
1977



www.wptriumph.org

Dzus Dnuz T

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Zōos Nūz

October, 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

Well, the cooler fall weather did arrive, but with a vengeance. The weather changed from too hot to frosty cold overnight, but now has warmed to nice fall driving weather. It was really pretty nice for both the British Car Festival and British Cars at Hartwood. Linda and I had a wonderful time on the British Car Festival weekend. The Central Pennsylvania British Car Club certainly hosts a great event. We also enjoyed the cross country drive to Altoona with a stop at the Jimmy Stewart Museum, a really interesting place. My TR4A ran well except for a small problem in Indiana. The engine died at a traffic light, but a new ignition rotor had it running again after just a short delay.

I had the "2000" Roadster out for some test rides. It ran well, but didn't want to stop. I bled the brakes, as the pedal was very soft after sitting for about five years, but it needs more work. I should have it ready for the Anniversary Picnic.

While eating lunch with some other Hickory Apple Festival volunteers, a fellow who knew that I had some Triumphs, mentioned that his brother has a British car in his salvage yard. The car is a 1974 TR6 with flood damage, but some body parts aren't too bad. The car isn't a rust bucket. It is complete, except for the rear bumper and the gearbox, which I bought. If interested in parts, Bongiorno Auto Wrecking is located a few miles north of Hickory on Route 18, toward Burgettstown. The phone number is (724) 356-7797. Don't wait long. This car will be crushed in a few weeks.

There are only two WPTA driving events planned for October. First, on Saturday, October 6th, is That Dam Tour, a new tour hosted by Ken Mikos. Second, on Saturday, October 20th, is the Fall Leaf Tour, our traditional scenic tour, this year hosted by Don Harkus. Come out to enjoy some end of the season driving in your Triumph.

Wil

2 Triumphs in every Garage Vote for Don Harkus for President

Paid for by the committee to Elect Don Harkus

That Dam Tour

By Ken Mikos

Look'in for some DAM good fun? Then join us Saturday October 6th for that DAM run. We will depart from the Eat n Park Restaurant located in the Pittsburgh Mills Shopping Plaza off Rt 28 North promptly at 10:00am. The Dam tour will take us through some of the best DAM 80 miles of roads that Armstrong and Indiana County offer. We will make DAM stops at Crooked Creek, Conemaugh and the Loyalhanna with a final destination and late lunch at Machitelli Kiski Valley Inn (724-639-9466) which located in Saltsburg.

So top off the fluids, drop the tops and join us for the best DAM run of the year. Guaranteed!

Fall Leaf Tour 2007

by Don Harkus

This year Don & Sandy would like to take us for a drive in the country to enjoy the beautiful country side. With a stop along the way here and there so we can maybe pick a pumpkin or two.

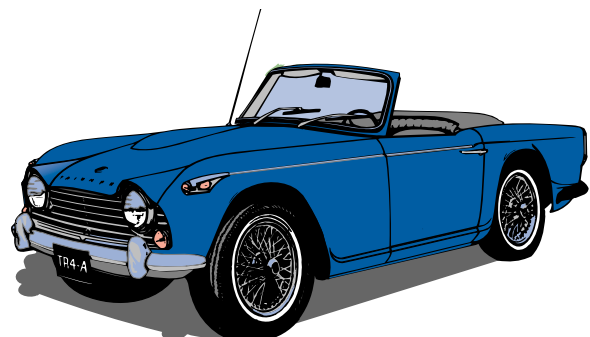
This year we will be meeting at the old stand by place KINGS on route 910 and 79 Wexford at 10:30 am. I hope to eat at the SHAKESPEARS near Ellwood City on route 65 at sometime around 2:30 to 3:30. I hope the weather will help us out this year. If any questions call me at home 724-486-2023, or cell 724-822-5447.

Don's Wrap Ups

by Don (a man of few words) Harkus

The **Leap Frog Run** was a good turn out with a beautiful day, maybe a little rain on the way home. We ate at Harmony Inn; I believe fun was had by all, after all this is the goal we all have tried for.

The **DOGS WITH HOGS** was a good time; food was great and a lot of it Thanks to Cathy & Sandy. There was plenty of good bull flying too, a few beers what could anyone ask for more. I hope this will be a event that will carried on for years to come after all the club helps to pay for this event, so next year put it on your calendar.





A Stop at Hemmings

by Bruce Stutzman

As you may know, Ed, Tom and Harvey Woods, Ed Major and I, along with several Texas Triumph drivers just got back from a 12 day Triumph run thru New England and the New York Adirondack Mountains. One of our stops was at the Hemmings Motor News Sunoco station and museum in Old Bennington, VT. In the attached photo is my TR4, Ed Major gassing up his TR3 and several of the Texas Triumphs at the gas station.

We also enjoyed a good meal and great micro brews at the Madison Brewing Co. a block or so down Main St. in Old Bennington the night before. We will tell you more about this most excellent adventure in upcoming issues of the Dzus Dnuz.

A Word About Fuel Economy

by Ed Major

On a recent trip in my '58 TR3, I kept good records of just how my car was performing on the open highway. When all was tallied up, the car traveled 1950 miles and averaged 25.71 mpg. Compare that with the family sedan that gets about 21 and the mini van getting 18, I would have to say that this 49 year old car gets it done. Just one more good reason to get your Triumph out of the garage and drive it. There was one minor problem when a 30 year+ old heater hose decided to call it quits, but a mere 5 minutes later I was on the road.



Vintage Racing

by Dex

During the Beaver Run Vintage Races which are part of the PVGP, I had the opportunity to take a charity ride in a TR6 which was participating in the activity. The car is owned by Bill Tobin, rookie and one man operation.

Bill has participated in several vintage races this year including Watkins Glen where we had the opportunity to discuss his eclectic career, car and aspiration at length. Being new to vintage racing, he is interested in learning about mechanical updates, tips or whatever that can help him to achieve the advantage needed for his Triumph to win on the race course.

If you have any suggestions or would like to talk with Bill, please contact him at the following: Bill Tobin, 1706 High St, Erie, PA 16509, 814-868-8629.

A few of the WPTA members at the British Car Festival, from left to right: Jim Stoffel, Mary Ann Stoffel, Linda Schweitzer, Judy Gunsallus, Richard Dick, Christean Dugan, Hershey Dugan, Kathy Wendell, Rich Wendell, Nancy Brown, Joan Gibbs, and Bob King.



Distributor Function

by Bud Osbourne

Let's be brutally honest, here: most of us haven't a clue as to how correctly or incorrectly our car's distributor is functioning. Sure, some of you (like me) check dwell angle & timing at semi-regular intervals and lubricate the distributor cam and mechanical advance mechanism. However, it's safe to say that after 30 to 50 some odd years of operation, their operation is only a vague imitation of their original function.

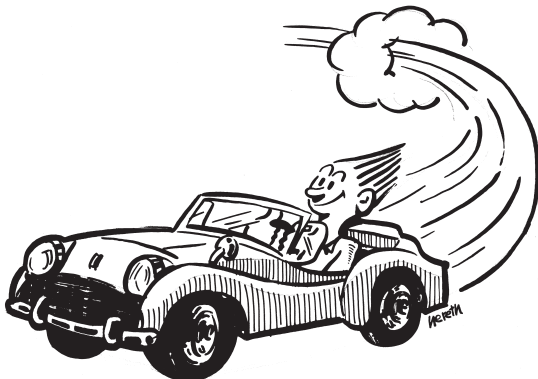
Look at it logically. Most of these cars were just plain TORTURED by the neglect of their original, and/or subsequent owners. Lack of lubrication, over-tightening of the clamp, months & years of sitting idle.....it's all taken a toll.

Recently, in a quest for some of that gone-but-not-forgotten performance, I tried out a few different distributors from my parts stash, and found that none of them were even close to working correctly. In fact, the total advance was so far beyond what it should have been that I felt I had to stop driving the car until I got it corrected (extreme spark advance = pre-ignition.....or DETONATION). I didn't want to risk an otherwise very healthy engine to detonation. In response to a request for information about rebuilding/restoration service for Lucas distributors, on the Spridget Talk List, the unanimous recommendation was to send it to Advanced Distributors (www.advanceddistributors.com) in Shakopee, Minnesota. I contacted the owner; Jeff Schlemmer, who directed me to the "advance curve" section of his website. There, I found and printed a very thorough questionnaire, which would give Jeff all of the information he needed to tailor my distributor to my car's (and my) needs.

I sent one of my core distributors out to Jeff (via UPS 2nd day air). In addition to making the tired, old distributor look absolutely concours, Jeff installed a new shaft bushing, repaired the cracked clamping ring (I'll NEVER need to worry about over-tightening the clamp, again), and modified the 1971 spec advance curve to his own interpretation of the 1967 specs. He also installed new points & condenser, and set the dwell angle precisely at 60 degrees. My total cost (excluding shipping) was \$139.00.

The difference in my Midget's performance, with the newly rebuilt distributor, is nothing short of ASTOUNDING. The idle is smooth & quiet, at 800 rpm, and the throttle response, at any rpm, in any gear is nothing short of direct and heart-warming.

So, instead of going out and spending major money for bolt-on "performance modifications", in a vain attempt to get your TR to keep up with my little MG Midget, spend \$99.00 (Jeff's basic charge, including shaft re-bushing) to have your worn out distributor rebuilt, and gain FULL use out of that Triumph's relatively large displacement engine (1275 cc vs. at least 2200cc). You will be amazed and delighted with the results



Perogies and corn on the cob at every WPTA picnic Don Harkus for President

Paid for by the committee to Elect Don Harkus

Classified

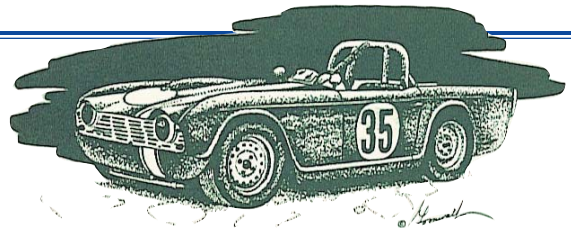
FOR SALE: 1980 TR8, approx 42k miles, great shape, \$9000 OBO, 412 865 1201

WANTED TO RENT: Trailer to haul Austin Healey 3000 from Hermitage, PA [North of Pittsburg] to Spartansburg, SC. and back. Need from Oct.3rd to Oct.23rd.

John Krebs 724-346-6187 JPKSR2@AOL.COM

FOR SALE: 1977 Spitfire 1500 for parts or "restore?". Clear PA title. Spent 20 + years in indoor storage. No evidence of accident damage. Engine runs and the car rolls freely. The actual mileage is believed to be under 41K! BUT! It's a complete car or should I say a car complete with rust! Would need inner and outer sills, floor pans, boot repair, and wheel well repairs. Many excellent parts, steel hardtop with good glass and decent headliner. Very nice spare right door. Bumpers should clean beautifully! Owner would like at least \$300 to cover costs. Contact Newt at fly6174@comcast.net or 724-339-8625.

FOR SALE: TR7 parts- hood, from an '80, good condition, has bulge on top so it would fit a TR 8; TR 7 headlight assemblies (2); motor and headlight assemblies all working; Triumph TR 7 heater intake duct, off an early TR 7, screw on, solid with gaskets, hard to find; rebuildable '79 head; 3 TR 7 radiators; TR 7 engine, runs good, less than 20,000 miles on rebuilt head; rebuilt starter used 2 months; AC compressor; head removal tool; EMAIL DRKup3@optonline



Calendar of Events

- Oct 6 That Dam Tour**
Ken Mikos 412-795-8248
- Oct 20 Fall Leaf Tour**
Don Harkus 724-486-2023
- Oct 30 Newsletter Meeting, (Tuesday)**
5pm-Typecraft/6pm-Michael's Pizza Bar
- Nov 10 Election Meeting,**
Kings in Wexford - 10 am
- Dec 15 No Meeting, Meeting,**
Cranberry Quaker Steak & Lube
- Jan ?? 2008 Holiday Party,**
Date and location to be determined

~ Events Of Other Interest ~

- Oct 6-7 British Reliability Run**
- Oct 13 MG Club Fall Leaf Tour (No Info.)**
- Sep 5-7 '08 Vintage Races, Watkins Glen**
Triumph will be the featured Marque at this event

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

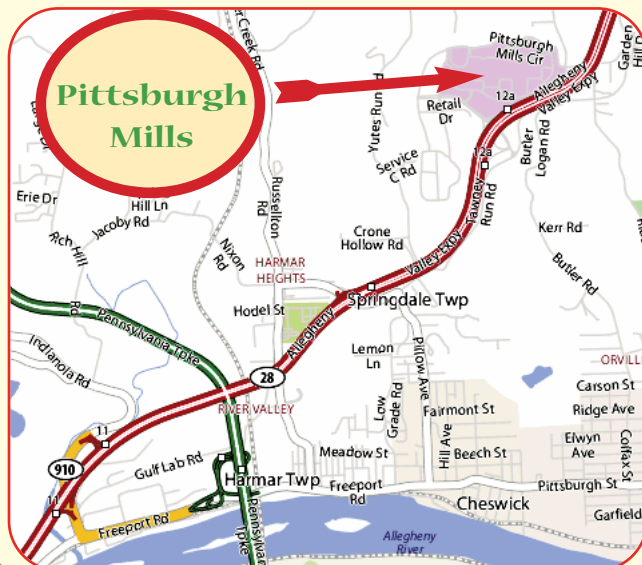
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**October, 2007
Issue of the
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That Dam Tour, October 6 Fall Leaf Tour, October 20

That Dam Tour October 6, 2007

We will depart from the Eat n Park Restaurant located in the Pittsburgh Mills Shopping Plaza off Rt 28 North promptly at 10:00am.



Fall Leaf Tour October 20, 2007

We will be meeting at the old stand by place KINGS on route 910 and 79 Wexford at 10:30 am.

