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Dzus Druz T

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Zōōs Nūz

March, 2008

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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.

Dusk Till Don

Hello there! It is that time again, I am sitting here looking at the snow outside with my twisted ankle that I did yesterday at The Tech Session (see PJ article), and thinking about the year ahead. Spring right around the corner. In March there is the annual Church Brew Works meeting on March 15 at noon. At the end of the month is Bud's Tech session on carbs, and what else.

I have received an invite to the Corvette Club who is doing a poker run for charity for St. Barnabas. The date for this Poker Run event will be on May 18th between 9:00am and 11:00am at St. Barnabas on Meridian Road in Gibsonia. A hand will cost about \$10.00. You can buy as many hands as you wish, then some place along the way you can buy more. You only need to buy one to play. The Run will end up at Narcissi's Winery on route 910, where there will be a disk jockey playing music, food, great wine tasting, a chance to vote for participants' choice, and other surprises. If any questions you can contact Bob Cirilli at cirilli@connecttime.net or call him at 724-449-3323.

Don

Tech Session

Come out March 30 to Bud's to learn Carb & Ignition systems. You should be able to tune up your Triumph after this tech session. Go home, order all your parts and bring them to the Tune Up Clinic in the spring, and Bud will personally ensure that your car is running right.

Bruce will bring a real working 60's era Sun Machine, so bring your distributor. When you go home you'll know if it's working properly and what the advance curve really is. Good stuff.

Bud's is located in Hickory PA just a bit off route 50, we will start at 10 am. Bud guarantees sports car weather.

From Membership

By Richard Dick

THIS IS THE RED STAR ISSUE! If your label has "Expires Dec. '07" highlighted in pink and there is a red star next to it, this is your last issue of Dzus Druz until I receive your \$20 made payable to "WPTA" for your '08 membership. Send it ASAP to: Richard Dick, 106 Cypress Ave., Monongahela, PA 15063 along with any changes in address, vehicles, email, etc. If you think I have made an error, please give me a call @ 724.379.5172 or email me: britcarnuts@comcast.net. I do appreciate the membership keeping me updated on changes so we can continue to maintain accurate records.

Tech Session Review

by P J Wright

Saturday, February 23, a lousy, cold, snowy day at best, still brought fourth several stalwart WPTA members to attend the front-end rebuild tech session at President Don's emporium.

Professors Doug Foyle and Bruce Stutzman mesmerized the attendees as they took the wide-eyed students through the intricacies of a front-end rebuild. Knuckles were bruised, but not egos as these two explained the meanings and workings of upper arms, lower arms, trunions, ball joints, sway bars, and bushings of various designs and colors.

After about 7 hours of work, rather than the usual eating and beer drinking, the front end of my TR 6 was disassembled, parts identified, cleaned, greased as required and reassembled with new bushings. The proof of the pudding was that when the project was completed there were no leftover parts, and all the tools found their way back to their rightful owners.

President Don provided the overall supervision from his made-to-order lawn chair as he had early on in the session slipped on the stairs and sprained his ankle. The paramedics were not called and no report was sent to OSHA.

The only diversion for this whole event was when Don's wife, Sandy, conjured up a roaster of hot sausage and kielbasa with all the fixings. That caused a short respite in an otherwise full day of hands-on instruction.

The next day's report on the condition of the attendees found an unusual amount of horse liniment being used to soothe the tired and bruised bodies. A project like this requires a lot of stooping, bending and rolling around on a cold cement floor. However none of our aches could compete with Don's sprained ankle!

Refreshments were served and a good time was had by all.

Import Carlisle

by Ed Major

What: Import Carlisle, **When:** May 16-18, **Where:** Carlisle PA Fair Grounds, **Why:** The best foreign car parts flea market around, a great car show, auto crossing and much more. Come out and enjoy the camaraderie.

Now is the time to start making your plans for Import Carlisle. This year we are moving to a new headquarters, the Hotel Carlisle. Mike Yurko has graciously scouted a better facility for us and has blocked off a group of rooms under WPTA. You can make your reservation by calling 1-800-692-7315 and saying that you're with the Western PA Triumph Association and get our group rate of \$111.95 plus tax for two queen beds. The place has a nice restaurant, a bar, indoor pool and an exercise room. The Hotel is located on US 11, just north of the I-81 interchange and the Turnpike. So find a partner to help pay the rent and make your reservations soon.

Understanding Your Ignition System - Part 9

'70s Triumphs' Vacuum Retard

by Bruce Stutzman

Another of the devices installed in 1970s TRs to help meet USA emission standards was the vacuum retard unit. They actually started using it in 1968.

The vacuum retard unit is easy to locate. It is attached to the distributor and looks exactly like a vacuum advance unit.

Lucas dizzys on the TR250 and >69 and >70 TR6 are unique in that they have both an advance and a retard unit. The retard unit is the one that points toward the firewall; the advance unit points toward the radiator. The Lucas dizzys in the >71 thru >76 TR6 only have retard units, also pointing to the firewall.

The Delco and Lucas dizzys fitted to Spitfires and GT6s, as listed below, only have retard units. They are mounted on the dizzy in the same location as the advance unit on earlier cars, but they can be easily identified as retard units.

The vacuum tube opening points toward the dizzy on the retard unit; it points away from the dizzy on an advance unit.

The following Triumphs were equipped with vacuum retard:

MODEL	DIZZY	STATIC ADV.	IDLE RET.
TR250/6	Lucas 22D6	10 to 12 deg. BTDC	4 deg. ATDC
GT6+/Mk 3	Delco	6 deg. BTDC	4 deg. ATDC
Spit MK4	Delco D204	6 to 8 deg.	BTDC 2 deg. ATDC
Spitfire1500	Lucas 45DE4	10 deg. BTDC	2 deg. ATDC
Stag	Lucas 35D8	10 deg. BTDC	4 deg. ATDC

Lucas' first electronic dizzy, the 45DE4, fitted to Spit 1500s, MGBs, TR7s, etc. is the one that ruined Lucas' formerly excellent reputation.

The retard unit functions only at idle (low RPMs). It retards the spark at idle between 8 and 16 deg. (depending on the application) to where the spark is occurring at 2 to 4 deg. ATDC. If you are not happy with the idle quality of your car this is probably why.

If you want to improve your car's idle quality disconnect the retard unit by pulling off the vacuum line and plugging the line. If you don't plug the line to the carb. you will have a vacuum leak. The idle speed should increase by 500 RPM and the idle quality improve because the car will now be idling at the static advance setting which is BTDC where it should be. Then you can adjust your idle speed back to the correct setting.

Don supervising the front end work on PJ's TR6



Mallory Distributors

by Bruce Stutzman

Mallory Ignition has for years been a respected manufacturer of high quality ignition components for race cars. Among Mallory's offerings are 4 distributors for British 4 cylinder engines that are designed to replace our Lucas DM2P4, 25D4 and 45D4 dizzys in TRs, MGs, Sprites, Alpines, Rovers, etc. They are as follows:

Part #2332001 dual point with mechanical advance

Part #2732001 dual point with mechanical and vacuum advance

Part #4532001 Unilite photo-optic electronic with mechanical advance

Part #4732001 Unilite with mechanical and vacuum advance

Mallory offers similar dizzys for the TR7. They do not have dizzys for Spitfires, TR6s & GT6s with their integral tach drives.

These dizzys are high quality racing components and, consequently, are expensive. They are machined from billet aluminum and they are very big. The circumference of a Mallory cap, for example, is more than 2 inches larger than a Lucas 25D4 cap. Their advance curve is infinitely adjustable. These features are great for race cars but pretty much overkill for the rest of us.

Dual point dizzys are very retro. They were developed 50 years ago for use in high performance American V/8s. As useable RPMs went up in these engines more dwell time was needed to saturate the coil. Dual points provided this additional dwell. An early dual point dizzy was built by GM as a performance option for the 1957 Corvette.

While an absolute necessity for high revving V/8s, dual point dizzys never served a useful purpose for 4 cylinder engines with their 60 deg. of dwell compared to 30 deg. for a V/8. Anyway, development of electronics in the 70s made points (dual or single) obsolete. And, in fact, most Mallory offerings are electronic including the Unilite.

If you are considering investing the considerable sum necessary to buy a Mallory dizzy remember they are made for race cars.

- You will have to drill the shaft to fit your Lucas drive dog.
- The point gap is .022 not .015 as on our Lucas dizzys.
- The advance curve is infinitely adjustable and Mallory sells Advance Curve Change Kit #29014 for this purpose.
- The curve (out of the box) is not optimum for any of the engines it fits (TR3, MGB, Sprite, etc.). It is just a basic generic advance curve.
- Mallory expects that the owner will change to the correct curve for his particular engine.

If you have a Mallory dizzy, want to change the curve to fit your engine and could use some advice or help; give me a call.

Dougie the left side worker bee



The Church BrewWorks

by Dexter

Hope to see you 15 March, around noon, for the meeting at The Church Brew Works, on Liberty Avenue. This always turns out to be an event where a lot of people show up. We've been, knock-on-wood, lucky the past few years as it's also been an event greeted with great weather for the season, and that brings a few cars out, too! Hopefully this year proves to be no exception. Join us for lunch! Looking forward to it!

Two Days at Hershey

by P J Wright

On Friday noon the Girls dropped my buddy and me off at the Hershey car show, ready for two days of overdosing on the makings of others. With my ditty bag slung over my shoulder containing two cans of warm beer and four cigars, we were ready for anything.

The car corral must have been a mile long with several hundred cars, all very much overpriced, some pristine, others as decrepit as the T Model pictured below. But ready for any buyer with money burning a hole in his pocket.

I wandered over the humongous parts field; several Union Jacks were flying indicating English Vendors. If not for the flags you could never have found English parts, as there were parts vendors there by the hundreds. Looking for a tail light for a 1922 Hupmobile? You could surely find one if diligent enough!!!

We stopped at the auction building, most of the cars on the dais did not make the reserve, the few that did, did not bring a very high price. However the seats were comfortable and by then our feet and legs and were starting to feel like the first day of basic training.

The Girls picked us up at 5:00PM, back to the motel and early to bed, anxious for an early start the next morning. By 9:00AM Saturday the place was packed!!! Many new and different cars were added to the Car Corral, but with all the same outlandish prices, however we now began to see an outburst of "SOLD" signs on the windshields.

The venture to the show car field was the usual disaster, the same as I have found in years past. The crowds were thicker than Ladies of the Night at an Elks Convention, making it difficult to get near the cars and impossible to get good snapshots. However the show cars you could see were out of this world, like going to a Miss America Pageant where all the girls are beautiful. Overwhelmed by so much beauty, we struggled back to the Car Corral where you could at least get a close look and talk to some of the owners.

There were not many Triumphs in the corral. I saw about 6 TR6's, one TR4A, and one TR3. The prices were all less than 20k, pretty much the lowest advertised price of any of the cars we saw except for MGB'S. Saw lots of MGB's and Healey's and two 1947 MGTC's that one would die for.

At 1:00PM we positioned ourselves on a grassy knoll to watch the cars leaving from both the corral and the show car field. That parade gave one the best view of the cars plus you could hear the engines run and the brakes squeal. For over two hours we sat mesmerized. What a place to drink warm beer and smoke cheap cigars!!! When we left after 3:00PM the parade still had a long way to go, but so did we.

We saw one club member in that great multitude, Rick Brown, who looked about as beat as we were.

Calendar of Events

- Mar 15 Church Brew Works,**
Dexter Stoltz 412-865-1201
- Mar 30 Tech Session, at Bud's Garage,**
Ignition and carbs 724-356-4464
- Mar 31 Newsletter Meeting,**
5pm-Typecraft/6pm-Michael's Pizza Bar
- April/May Tune-up Clinic & Mini Carlisle**
Date & location to be determined,
Doug Foyle 724-452-5218
- May 15-18 WPTA at Import Carlisle**
Rooms
Jim Shaw to sell parts 412-262-3878
- May 18 Ohio Run**
Paul Wunderlin 724-775-1977
- May 24 Northeast Ohio Car Show**
Dick Gaier 412-371-7731
and Fred Segal 412-421-8602
- June 7 Ohio Adventure**
Bob Twaddle 740-768-2190
- June 29 Rallye, with MG club**
Rick Brown 412-969-0118
- July 19 British Car Day at Schenley Park**
- July 19-20 Pittsburgh Vintage Gran Prix**
- July 26 Johnstown Run, with MG club**
Richard Dick 724-379-5172
- Aug 2 Nite Owl Rallye,**
Doug Foyle 724-452-5218
- Aug 16 (EMR) Early Morning Run**
PJ Wright 412-833-4142
- Aug 24 Garage Tour**
Fred Segal 412-421-8602
and Dick Gaier 412-371-7731
- Aug 13?? Quaker Steak & Lube,**
with stop at Scott Harper's
Bud Osbourne 724-356-4464
- Sept 21 Dogs with Hogs**
Fred Williams SATTP 421-334-1674
or Don Harkus 724-284-9172
- Sept 27 Anniversary Run,**
Gary Fitzgerald 724-696-5824
- Oct 18 Fall Leaf Tour**
Ken Mikos 412-795-8248
- Nov 15 Election Meeting,**
Location to be determined
- Dec 13 No Meeting, Meeting,**
Gary Fredo 724-378-9610
- Jan 3, 2009 Holiday Party,**

~ Events Of Other Interest ~

- April 19 MG Lunch at Starting Line Cafe**
Richard Dick britcarnuts@comcast.net
- June 11-15** Triumph Register of America
2008 National Meet, Huron Ohio
- June 19-21** TRF Summer Party
www.the-roadster-factory.com
- June 21 MG Club Solstice Run**
- July 12-13 PGVP Vintage Races, Beaverun**
- Aug 5-8** 2008 VTR National Meet
Ypsilanti MI
- Sep 5-7 '08** Vintage Races, Watkins Glen
Triumph will be the featured Marque
at this event, it will be well attended by
WPTA

Established
1977



WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

2348 Weston Dr., Pittsburgh PA 15241

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER
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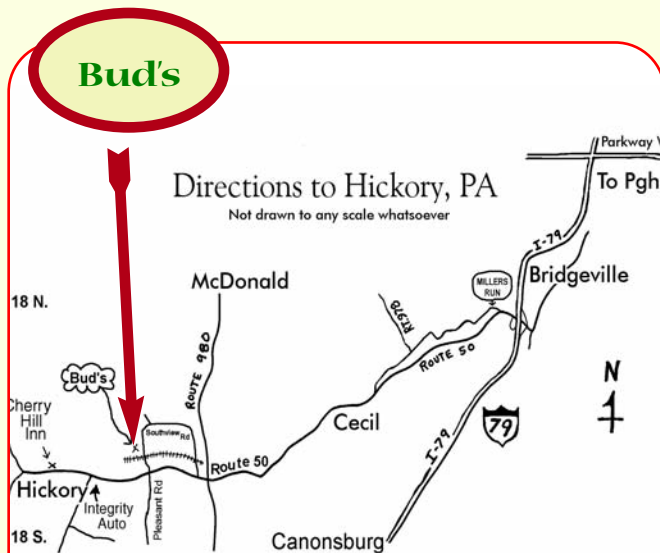
**March, 2008
Issue of the
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**March 15, Church Brew Works
March 30, Bud's Tech Session**

March 30 Carb & Ignition Tech Session

Buds Garage in Hickory - 10 AM

Bud's



Saturday, Mar 15, The Church Brew Works

around 12 noon

**Church
Brew
Works**

