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www.wptriumph.org

Triumph

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Zōōs 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.

The Crack Of Don

Hi guys and gals,

This year is off to a great start. The holiday party was a grand success, as always when Ken and Dana put it on. Lots of great gifts from The Roadster Factory; Ken had us all tell a little story about ourselves when we received our gifts which was a lot of fun.

The winner of the Driver's Award this year was a surprise; it wasn't me. P.J. Wright took it home; a very deserving winner. He only won by one though, so let's see who comes to the most events next year.

We're going to Team Triumph on Saturday February 21. A new meeting place; Perkins Restaurant on Route 19 just south of the turnpike interchange. We can leave some of our cars there and share rides.

We printed the new 2009 club calendar on page 3, so check it out. Some of it is still a bit sketchy, but it will continue to be updated as we get more specific information. We've got a lot going on, having this much fun is going to be hard work.

GO STEELERS !!!

New Home Needed

by Doug Foyle

After countless years, the Tune Up Clinic is looking for a new location. Roy Miller's building, which has been its home for many years, has been sold.

We would like to thank Roy, whose loyalty to the clinic for those years and many more at his previous location, for making this annual driving event possible.

The event is held annually on a Saturday in late April/early May from 8AM to 5PM. We would need a facility large enough to accommodate 8-10 cars and additional parking for 15-20 more. A location central to Pittsburgh would be ideal, but we will consider all offers.

If you would be willing to open your doors to our motley crew for a day, please contact Doug Foyle at (724)452-5218.

Photo by Mike Yurko



PJ Wright Wins Drivers Award

Donny's Run to Team Triumph

by Gary Fredo

Don will be taking us to Team Triumph to pick up some Winter project parts on February 21st. In our daily drivers, except Don who will, of course, be in his TR4. This will give everyone a chance to load up their cars and trucks with all those valuable parts and pieces that we lust after. Team Triumph probably has the largest selection of used Triumph parts available.

We will meet at Perkins's restaurant at 8 am for anyone who wants breakfast and we plan to leave around 9 am when Don will lead the caravan up to Team Triumph. Perkin's is located on Rt 19 in Cranberry township south of the Turnpike entrance. If anyone is planning to purchase a large amount of items then it might be a good idea to call ahead and place your order. The number for Team Triumph is 330-392-7176. Just let Scott know that you will be picking up the order when you come up with WPTA.

Past Due Dues For Some!

by Richard Dick

If your label has Expires Dec. '08, it should be highlighted in pink, and your membership in WPTA has expired!!!! Don't miss an issue of the newsletter or possibly an event. Send your \$20 check made payable to "WPTA" to Richard Dick, 106 Cypress Ave., Monongahela, PA 15063 ASAP. Also if you disagree with my information, call 724.379.5172 or email me at britcarnuts@comcast.net.

Please welcome our first new members of '09, Dave and Mary Franco of Pittsburgh. Judy and I send our sincere thanks for all involved with last years activities. Bravo for a job well done! This year looks to be very promising and quite possibly the best year yet. We are always looking for new involvement from the membership. Make it a point to attend one more activity than you did last year.

TR250 and TR6 Emission Control Systems (Part 2)

by Bruce Stutzman

Last month in Part 1, I discussed the several emission control systems used on these cars. Herewith are the cars and systems used, listed by year. Plus some other changes made relative to these systems. When I say "to the end" the system continued in use to the demise of the TR6 although it may have been changed in some way.

1968 TR250

1. Zenith Stromberg 175CD-2SE emission carbs; there would be minor changes almost every year to these carbs, used to the end.
2. PCV valve 1968 and 1969.
3. Vacuum retard used to the end.

1969 TR6

1. Same as TR250.

1970 TR6

1. Minor carb. changes. Leaner metering needles used to the end.
2. Discontinued PCV valve. Crankcase now vented into the carbs, used to the end.
3. Different dizzy model with new advance curve.
4. Evaporative loss control system with emission tank, sealed fuel cap and 2 outlet carbon canister.

1971 TR6

1. Minor carb changes.
2. Different dizzy model with new advance curve.
3. Vacuum advance discontinued to the end.
4. Evaporative loss control system same as 1970.

1972 TR6

1. Minor carb changes.
2. Evaporative loss control system changes - separator canister replaces emission tank and different fuel cap used to the end
3. Thermostatic vacuum switch added to vacuum retard used thru 1975.
4. Different dizzy model with new advance curve used to the end.
5. Compression reduced to 7.75:1 thru 1973.

1973 TR6

1. Minor carb changes.
2. 3 outlet carbon canister and anti run on valve used to the end.
3. Change to ballast coil and resistor wire to aid starting used to the end.

1974 TR6

1. Minor carb changes.
2. Fuel traps added to vacuum retard used to the end.
3. Compression reduced to 7.5:1 to the end.
4. Change to more aggressive cam to regain some of the lost power used to the end.
5. EGR valve used to the end.

1975 TR6

1. Minor carb changes.
2. Air pump.

1976 TR6

1. Same as 1975.

Classified

FOR SALE: '69 Spitfire 45K original miles, Ziebart rust-proofed in '69, needs minor body work (dings & scratches), including driver's floor pan repair. Non-O/D, runs great. \$5,300 obo. Bill MacTaggart 724-222-3647 (work).

FOR SALE: Rebuilt 'J' type TR overdrive transmission, \$1,750. Late type steel bushing transmission, complete specs on request. Ed Woods fogbro1@yahoo.com"



Street Legal Race Car

by Richard Taylor

Ed Note: *In case any of you romantics out there are contemplating driving your car to the track, taking the windshield off, pumping up the tires, racing it, then driving it home like the old days - consider Richard Taylor's comments. Richard is a real gentleman from Atlanta. I was at V.I.R. the one time he speaks of, that his car broke and he couldn't drive it home. I think the tow was \$2000.*

Driving a street-able race car is like taking a transvestite to the symphony. You're forever wondering what the hell you were thinking about. I drive my TR-4 both to the track and on the street. To the races I tow a light trailer with Hoosiers, tools & motorcycle (Triumph Trident). The bike provides transportation after the car has gone through its conversion. Some of these junkets are 750 miles or more; it's called grueling. It takes a couple of hours to unload the bike, unhook the trailer, remove the windshield, wipers, change tires and crank that cantankerous Triple. Not much time difference from the conventional set-up. But it's the compromise on the track that is the challenge. I faithfully shift at 5K; not because I want to but because I also need to drive home. The car still has lights, turn signals, horn, roll-up windows and heater; read heavy. The car also has a mild cam, intermediate compression and the tall rear-end w/OD. The engine dyno'd 125 hp at the flywheel with an in-line pickle muffler. A straight-pipe @ 5K showed 1hp gain; a reasonable price to pay for no-roar hassle. Consequently racing is one continuous study of inertia control. If you ever saw Bob Hoover fly his aerobatic air show in his Twin Commander with both engines feathered, you'll get the picture.

On the brighter side, in the last 28 races I've had but one DNF. VIR to Atlanta, on-the-hook, costs about the same as a Hans Device. AAA paid 1/3 of it. In fine, driving your car to the race ain't for everybody. If you're a fearless, steely eyed, fire-in-the-belly racer, forget it. But if you can find satisfaction back there in the pack squeezing everything that can be squeezed out of the car you've built, no matter how imperfectly, it's an option. But you will study more than your share of taillights and you will forever wonder what the hell you were thinking about.

New member Norbert Paitz sent us this photo of his 1961 TR3A, we look forward to seeing him and his car in the spring.



On "TR-9s" and Other non-Classics

by Bud Osbourne

Ed Note: *Bud, our club tourmeister and keeper of the flame of purity, records his thoughts on driving "TR9s" while enjoying a couple Old Speckled Hens in front of the fireplace on a cold winter's eve.*

One of the best parts of WPTA membership is the shared experience of owning, restoring, maintaining (well, some of us, anyway) and driving a very unique and endearing type of automobile. Experiencing the "trials & tribulations", as well as the exhilaration, of a classic post-war British sports car is what this club is all about. These cars attract a special kind of people to them (the term "nut" has been heard, more than several times), and we share an automotive experience which is just plain not available to drivers of any other type of car, new or old, foreign or domestic. These cars, be they Triumph, MG, Austin-Healey, Morgan, Sunbeam, or even Jaguar, place some demands on their owners/drivers which make for a very personal and rewarding experience. However, only a relatively small segment of the population is truly suited, emotionally, to experience the Classic British Sports Car. The rest of the population probably has more common sense.....but they'll NEVER KNOW what they've missed.

When you drive a "TR-9" to one of our driving events, you miss out on a major part of the classic British sports car experience, due to the fact that modern cars now do everything with such boring perfection, with total reliability & lack of temperament. You might say that our British classics have SOUL, and the "TR-9" doesn't. You can't relate to the driving sensations that your Brit car driving friends are experiencing, and they CERTAINLY can't relate to the driving experience you are having.....nor are they interested in doing so. To be brutally honest, "TR-9s" detract from the group experience of our driving events.

O.K. So, what's a guy to do if his Brit classic is deep in the throes of a full restoration, or, for whatever reason, has failed to answer the call of the open road on that particular day? Well, there are a couple of things you can do in order to not miss out on the fun:

For one, contact Gary Fredo, who will be developing a list of open seats, which will be on the event. There are always several of our members, attending each driving event, who's wife/girlfriend/son/daughter was unable to be with him that day. I don't know any of them who wouldn't welcome a passenger, for the run.

For another, if you cannot make it in time to hop a ride; arrange to meet us at the final destination and join us for a good meal, cool drinks, and warm conversation.

Uncertain of your Brit car's ability to go the distance? Listen, this club offers some of the most helpful, knowledgeable membership of any car club you're ever going to find. But, like that TV commercial used to say: "ya gotta CALL us.....we can't call you!" If you ask around, you'll find more than a couple of members who's cars have been brought back to life/made drivable by some of our helpful members for the price of a few parts, and some good, cold beer. So, don't just stand on the sidelines and whine "they won't let me come out and play because I drive a modern car". Get a Brit car on the road, and join in the fun. Remember, as long as it's running and safe to drive, we don't CARE what it looks like. We'll just be glad to see another Classic British Sports Car back on the road where it belongs.

Ad'l Classified:

FOR SALE: New seat upholstery for spitfire. Backs, seats, and head supports. Herringbone style, Beige color. New, never installed. e-mail: spitfire77@comcast.net

Calendar of Events

- Feb 10 Beer & Bull Session**
6 pm at Geno's in Lawrenceville
5147 Butler Street
- Feb 21 Run to Team Triumph,**
Breakfast at Perkin's at 8 am, depart at 9 am
- Feb 23 Newsletter Meeting,**
6pm-Michael's Pizza Bar
- Mar 21 Church Brew Works,**
Dexter Stoltz 412-865-1201
- Mar 28 Tech Session, oil**
Bud Osbourne 724-356-4464
- April 11 Lunch at Starting Line Cafe**
Richard Dick 724-379-5172
- April 18 Membership Meeting**
King's at I79 Wexford exit
- April 25 Amish Lunch**
With MG club. Details to follow
- Apr/May Tune-up Clinic**
Date & location to be determined,
Doug Foyle 724-452-5218
- May 3 Solon Ohio Car Show**
Dick Gaier 412-371-7731
and Fred Segal 412-421-8602
- May 15-18 WPTA at Import Carlisle**
Hotel Carlisle for rooms 1-800-692-7315
Jim Shaw to sell parts 412-262-3878
- May 17 Run with MG club**
George Kress 724-625-7264
- June 6 Rally**
Rick Brown 412-969-0118
- June 20 Summer Solstice Tour**
Don Stewart 412-963-1893
- July 11 Washington County Tour**
Bud Osbourne 724-356-4464
- July 18 British Car Day at Schenley Park**
- Jul 18-19 Pittsburgh Vintage Gran Prix**
- July 25 Johnstown Run, with MG club**
Richard Dick 724-379-5172
- Aug ?? Quaker Steak & Lube Tour**
Bud Osbourne 724-356-4464
- Aug ? Rally/Tour,**
Doug Foyle 724-452-5218
- Aug 22 Rally/Tour,**
PJ Wright 412-833-4142
- Sept ?? Dogs with Someone**
Fred Williams 724-789-7476
or Don Harkus 724-284-9172
- Sept 26 Anniversary Run,**
Gary Fitzgerald 724-696-5824
- Oct 3 Ride 'em Cowboys and Cowgirls,**
Bill Repack 412-262-5055
- Oct 17 MG Club Fall Leaf Tour**
- Oct 24 WPTA Fall Leaf Tour**
???????
- Nov 14 Election Meeting,**
King's at I79 Wexford exit
- Dec 12 No Meeting, Meeting,**

~ Events Of Other Interest ~

- Jun 17-20 TRA National Meet**
Charles Town WV, jrosenii@lycos.com
- July 5 PVGP Kickoff Rally**
- Jul 11-12 Vintage Races, Beaverun**
- Aug 7-8 Roadster Factory Summer Party**
www.the-roadster-factory.com
- Sep 30-4 VTR National & Triumphest 2009**
San Luis Obispo, CA,
paulette.caudill@att.net

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

**February, 2009
Issue of the
Dzus Dnuz**

February 10th, B & B at Geno's February 21st, Team Triumph

February 10th Beer and Bull at Geno's Restaurant

6 pm at Geno's in Lawrenceville, 5147 Butler Street.



February 21st Run To Team Triumph

Meet at Perkins's restaurant at 8 am for anyone that wants breakfast, plan to leave around 9 am when Don will lead the caravan up to Team Triumph. Perkins is located on Rt 19 in Cranberry township, south of the Turnpike entrance.

