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www.wptriumph.org

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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.

Dusk Till Don

Hello again, I hope Santa was good to all. I think I must have been a little bad, because He brought me a new truck, but he brought the payment book with it also!

Sitting here, thinking of all that happened this year, brought a smile to my face; we had a lot of fun in 2008. We lost some friends and family also, but all and all it was a year to remember for all.

I have, or should I say Fred has, my TR3 just about ready for paint, if things go right it should be painted next month; then the fun comes when it goes back together (I hope).

This month we have the Holiday Party, Bud's Beer and Bull at Geno's, then the Planning Meeting for 2009. If anyone has an idea for an event please come to this meeting.

Then next month on Feb. 21st we will be going to Team Triumph (Scott Harper's in Warren OH) in our daily drivers so if you wish to come along give Gary or me a call. More on this next month.

Happy New Year.

Don

Planning Meeting (Steering Committee)

by Gary Fredo

January 24, 2009 11:00AM

Geno's Restaurant in Lawrenceville

Another great year of events! Thanks to everyone that helped with events last year. In 2007, I said I hadn't seen that great of a year, event wise, for a long time. Guess what? I believe that 2008 was as great as 2007, if not better. We have our great event planners to thank for these two great years of events. Two years of great events in a row! Let's go for the trifecta and plan another great year in 09. Hopefully we will get plenty of our past event planners as well as a few new volunteers at the Planning meeting.

The Planning meeting will be held at Geno's Restaurant in Lawrenceville starting at 11 AM on January 24, 2009. For those that might be hungry and thirsty, we can order lunch and beverages during or after the meeting. Geno is opening up early for us so we should have the whole place to ourselves. Geno's is real easy to get to. It is located at 5147 Butler Street. You can google the address or their website for a map. Or, if all else fails, call Geno at 412-781-3432 and he can give you directions. If you have an idea for an event that you would like to coordinate, give me a yell or be at the meeting.

Don has already got a "goodie run" to Team Triumph scheduled for February 21.



Dana Sayz

Every spring, summer and fall us girls put up with you knuckle heads and those British Jalopy's. They are uncomfortably hot to ride in, prone to leak water when it rains and

over breakdown (ie: Gary Fredo). I won't even mention the money that you throw away on parts! So guys, here's a little tip: let that women in your life know you appreciate her support by signing up to attend this years Holiday Party scheduled for January 10. The food, drink and conversation are always exceptional and there is no better way to prepare your loved one for the 2009 driving season.

Time is running out, so mail in your holiday party registration today. See you then!

Holiday Party

by Ken Mikos

The WPTA Holiday Party will be held again at Pugliano's (Voted Areas Best Food) Saturday January 10 starting at 7:00pm. For the price of \$34 you will receive a gourmet meal that includes appetizers, salad, main course, desert with all tips and gratuity included. As usual with this group I have arranged a private cash bar which will be stocked with your favorite beverages.

So mark you calendars, I look forward seeing you then. Have happy holidays.

Please respond no later than January 5, 2009.

Name(s)	Selection
_____	# _____ Veal Parmigiana
_____	# _____ Prime Rib
_____	# _____ Crab Cakes
_____	# _____ English Scrod

TOTAL CHECK ENCLOSED \$ _____

Please make all checks payable to WPTA and send them to me at the following:

Ken Mikos / WPTA, 156 Old Farm, Pgh., PA 15239



TR250 and TR6 Emission Control Systems (Part 1)

by Bruce Stutzman

The TR6 never met its potential in the U.S. Instead of improving it, British Leyland engineers were apparently spending their time keeping it legal meeting all the new and changing U. S. emission regulations.

There were several emission systems on these cars that became more complicated each year. These emission systems with all their vacuum tubes, rubber hoses, connectors, adaptors, etc. can be troublesome, some more than others, when allowed to deteriorate. Say - vacuum leak.. The service manual lists maintenance procedures for some of them. For example, the carbon canister has a filter that should be replaced every 12,000 miles; the canister should be replaced every 48,000 miles. Good luck finding a filter, but it can be cleaned. Some of these systems can be disconnected or removed, but make sure you know what you are doing.

1. Evaporative Emission Control System

Beginning in 1970, fuel tank vapors could no longer be vented into the air. A carbon canister was mounted next to the radiator & the fuel tank was vented into the canister. The canister is purged thru the carbs.

2. Closed Crankcase Ventilation System

Beginning in the late 60s, engines could no longer be vented into the air. In 1965, Triumph engines were sealed and a positive crankcase ventilation valve (PCV) placed between the valve cover & intake manifold to discharge engine vapors thru the intake system. In 1970 the PCV valve was dropped & the carbon canister was included in this system. The crankcase was now vented into the carbs, not the intake manifold. The system became even more complicated in 1973 when an anti run-on valve was connected to the carbon canister.

3. Air Injection Pump

In 1975 an air pump was added. Mounted to the front of the engine and turned via pulley and belt, the air pump injects fresh air into the exhaust manifold to burn unburned hydrocarbons.

4. Vacuum Retard System

This system retards the spark at idle apparently reducing some type of exhaust emission. It operates only at idle and detracts from idle quality. It consists of a vacuum retard canister attached to the rear of the dizzy and a suction tube to the rear carb. Like all the others it got more complicated; a vacuum switch was added in 1972 and, in 1974, fuel traps and more suction tubes were added.

5. Zenith Stromberg 175CD-2SE carbs

Simply referred to as the emission carbs they have temperature compensators, throttle bypass valves, idle trimming screws (all mounted on the right side of the carbs) and fixed non adjustable jets. Some of them did, however, have adjustable needles. There were several different versions.

6. Exhaust Gas Recirculation System.

A vacuum controlled EGR valve was mounted into the head starting in 1974. Its vacuum link is to the rear carb.

So, just some of the new terms that became part of the TR250 and TR6 owners vocabulary; Just in case you wondered why I never owned a TR built after 1967:

- | | |
|--------------------------|-----------------------------|
| ●air pump | ●flame trap |
| ●carbon canister | ●E.G.R. valve |
| ●emission tank | ●check valve |
| ●separator canister | ●diverter valve |
| ●anti run-on valve | ●air injection tube |
| ●temperature compensator | ●air manifold |
| ●bypass valve | ●vacuum retard |
| ●idle trimming screw | ●vacuum control valve |
| ●restrictor adaptor | ●thermostatic vacuum switch |
| ●emission control valve | ●fuel trap assembly |



What to drink when you can only have one

No Meeting Meeting

by Gary Fredo

We had an interesting twist at this year's event. It seems that someone named Gary with a car club reserved the Quaker Steak and Lube room for 1:00 and someone named Gary with a car club reserved the Quaker Steak and Lube room for 2:00. What are the

odds? Unfortunately this confused the crap out of the folks at the Quaker Steak and Lube and they ended up double booking the room. Being the easy going group that we are, we decided to go to the bar area directly across from the room and set up over there. After moving furniture around for a couple of minutes, we had everything looking like it used to in previous years when we would take over that section. Everyone seemed to have a good time despite the slight location change. There was plenty of bench racing, maintenance/repair tips and general socializing going on. Thanks to everyone that attended.

Triumph World Article

by P J Wright

Triumph World magazine has again printed an article in the December issue about a WPTA event held this past summer.

The article on page 42 includes a picture taken at the "Wings of Freedom Tour" of two members cars with a B17 bomber along with members Chuck Chapas, P.J. Wright, Dick Gaier, Cathy Fisher, and Rich Wendell.

The magazine is carried in some Barnes and Noble Book Sellers; however, the South Hills outlet no longer carries this periodical.

Letter Thru The Editor:

by Dougy

Ken, Fortunately my TR6 did not break down during the Fall Leaf Tour. Thankfully, I was driving in a group with you and was confident that had anything broken, you would have the nearest mechanic on speed dial.

Lefty Loosey, Righty Tightly...right?

Fortunately for all the world's children, Santa hitched a ride with Tom Stricker this year



Letter To The Editor

Subject: "Jerry's Retort", December Dzus

by FOG 1

I think the author's been living near Cleveland so long that he's caught the Cleveland Brown's Whining Disease! The first rule of any event on public roads is that all traffic regulations are to be observed. So you were going too fast to navigate the instructions? Now whose fault is that? Lost? Global Positioning? Ask someone for directions and then publicly admit to having done so? Heresy! It was only Indiana County for goodness sake. What's global about that? I think folks that get lost between Murraysville and Armagh should stick to the PA turnpike! Difficult for even Ohioans to get lost there!

The Triumph Trans-America Charity Drive 2009

by Jerry VanVlack

www.triumphtransamerica.org.uk

If you don't yet know about this event, log onto the above web site. John Macartney, who I had the pleasure to meet at Watkins Glen this past September, will be driving across America this summer to raise money for charity. The web site goes into more detail than I have space to describe. I think his efforts are commendable. Our fellow Triumph enthusiasts from the Chicago TR club are restoring a Stag for the trip and those details are included on the web site in detail. Some interesting reading.

Unfortunately, John's route does not bring him through Pittsburgh because I know WPTA would throw him a great party. Maybe some of us can hook up with him for part of his trip; I know others are planning to do so.

John is a very interesting individual. He is a "Brit" and worked for Standard Triumph, as did his father. He has some very informative insight into how our cars were made and the history of the whole Standard Triumph organization. Some of his stories are very humorous. A few have made it to print in the VTR magazine for all to enjoy. John was a featured speaker at "The Legions Speak" during the Watkins Glen Vintage Festival along with Kas Kastner and others. His stories are entertaining.

Log on to the web site, you'll enjoy the ride. WPTA will be making a donation and some of us will be donating individually.

Member Passes Away

by Ed Major

This past month, a good friend and longtime WPTA member passed away. Dave Antis died after a fairly short battle with cancer. Dave was the type of member who you always enjoyed talking to and seeing in his Triumph(s), which he had several different ones over the history of the club. Dave is survived by his wife, Bobbi, and brother Jim Antis, a WPTA member and past president. I will miss seeing his smiling face.

The club is sending a donation to the American Cancer Society in Daves memory.

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. \$5300 obo. Bill MacTaggart 724-222-3647 (work).

Letter Thru The Editor:

Jerry's Retort to Ed's Letter To The Editor About Jerry's Retort to Ken's Fall Leaf Tour Article

(I hope this doesn't go on too long!)

Dear Ed. (Foggy one)

Trust me when I say the Cleveland Whining Disease is in full epidemic at this point, but I haven't caught it. You can take the boy out of the 'burgh but you can't take the 'burgh out of the boy. Had I been driving during this event I would have observed all traffic regulations, I'd never admit otherwise. I wasn't driving, end of discussion.

Yep, we resorted to some modern technology and good old ingenuity to get to our destination. Face it; giving directions to get around Western PA just can't be done and when the directions were so flawed as these were it's next to impossible, unless of course you are going as slow as retirees and blue hairs with their blinkers on and can't hear the horns blowing around them when they signal right and turn left! Yes you did, I saw it when we were going slow behind the Congo Line.

Back to the speed issue, who was having more fun? I vote for Hot Shoe Major and Madman Stutzman and our group even if we were directionally challenged at times. And Gary was able to keep up even with a wheel falling off! I think our group enjoyed the challenge and I'd do it again with the same group. Next year the fast group is by invitation only. This years participants are Grandfathered for life. (I'm looking for votes here guys so speak up.) I forgot to mention that Ed has 4.10 gears so his odometer was reading about 1.1 miles for every milepost direction, remember that comment about processing information faster than a Pentium 4, try it some time at speed. Get your applications in early for the fast group as spaces are filling fast.....did I say fast.

Anyone can drive slowly.

Summer Party is back

by Bruce Stutzman

I was delighted to see the announcement in The Roadster Factory Christmas Gift Idea Book that the Summer Party will be back and at its traditional date in 2009. And the date has been announced early enough for us to include it in our summer vacation plans.

This event has for 20 years been a "must do" for hundreds of TR and MG enthusiasts across the country and it is in WPTA territory. I'll be there - 2nd weekend in August.

Jim Underwood is going to try to turn a sub 14 second quarter mile at the drag strip in his newly redone award winning TR8. You don't want to miss that!

Calendar of Events

- | | |
|----------------|--|
| Jan 10 | Holiday Party,
Ken Mikos 412-795-8248 |
| Jan 13 | Beer & Bull Session
6 pm at Geno's in Lawrenceville
5147 Butler Street |
| Jan 24 | Planning Meeting, at Geno's, 11 AM
Gary Fredo 724-378-9610 |
| Feb 21 | Run to Team Triumph
Scott Harper's in Warren OH, |
| Aug 7-8 | Roadster Factory Summer Party
www.the-roadster-factory.com |

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

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

Yer Dzues are Due

by Richard Dick

If your Dzus Dnuz label says "expires Dec 08" you need to ante up for 09. A \$20; check or money order payable to WPTA. Send it to me, your humble membership chairman, at 106 Cypress Avenue, Monongahela, PA 15063.

January 10th, Holliday Party
January 24th, Planning, Meeting

January 24th Planning Meeting

11 am at Geno's in Lawrenceville, 5147 Butler Street.



January 10th Holiday Party

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