

Coventry Chronicle

New Jersey Triumph Association Newsletter

January 2006



The Macau Spitfire on the runway at Enstone Airfield in 2002
Courtesy of Canley Classics

The **New Jersey Triumph Association** is a local chapter of the *Vintage Triumph Register*, the *Triumph Sports Owners Association* and the *Triumph Register of America*.

Membership dues are \$25 for the first year's registration – which includes the official NJTA Club Pin – and then \$20 annually thereafter. Dues are to be submitted by April of each year. This entitles you to participate in all club activities, meetings and elections. You also will receive the Club newsletter, *The Coventry Chronicle*, in which you are able to post free classified ads for a run of three months - which can be renewed.

The Coventry Chronicle is the official publication of the New Jersey Triumph Association and is published monthly, except for December. NJTA has been established for the enjoyment and preservation of the Triumph automobile. NJTA is open to all owners of Triumph autos and to those interested in Triumph autos.

Technical material is provided for reference and should be utilized advisedly.

Opinions expressed are those of the contributors or correspondents and are not those of the New Jersey Triumph Association, its members or its officers or advisors.

Visit us at our website
www.njtriumphs.org

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From the Editor...

Happy New Year!!

Well everyone it's a New Year and the nights are long and it's cold outside. My Triumphs are very still now. I tried to start the TR-4 before Christmas and found that the fuel pump wasn't working. I rebuilt the fuel pump and then, after a long time, it fired up. Finally I moved it and it got stuck in the mud.

One of my resolutions this year is to organize the boxes and bits of Triumph parts that I have laying around. Hopefully this is the year I finally do it and some of those parts can actually make onto the car!!!

We have a couple of good bits to start the year off, we have our Winter Triumph Picture Contest (\$50 prize in regalia dollars!!!). The Club elections were held in November, see the results in the Club News section.

Soon enough the weather will warm up and Club and car events are going to start up again. We can all get to take our Triumphs out and drive our piece of history.

I really appreciate all the ideas and suggestions that you have sent me to help improve your newsletter....keep 'em coming!!!

Thanks!!

--- Joe Ientile

njtriumphassociation@yahoo.com

Links

This is a new section and a very quick list, please send me your suggestions and I am sure the list will grow. Also I will start to categorize them as the list grows
Please send me your suggestions at njtriumphassociation@yahoo.com

Please Note: These links are provided for reference only

www.njtriumphs.org

www.vtr.org

www.britishmotorheritage.com

www.ebay.com

www.triumphreport.com

www.aaa.com

www.canleyclassics.com

www.mossmotors.com

www.the-roadster-factory.com

www.victoriabritish.com

www.hemmings.com

www.triumphreport.com

Online Auto Chat

[HTTP://GROUPS.MSN.COM/AUTOREPAIRONLINE](http://GROUPS.MSN.COM/AUTOREPAIRONLINE)

www.britishcarforum.com

Club News

Reminder: We meet the fourth TUESDAY of each month (Except December) at 7:30 at The Chimney Rock Inn 342 Valley Road, Gillette NJ 908 580 1100

Meeting Information from November 22 2005

Topics Discussed:

The main topics we discussed were different part suppliers

We also had our annual elections

Here are the results from the November 22 2005 elections

President: **George Hughes (20)** Allen Rosenberg (2)
Vice President: **Vince Maggio (20)**
Activities: **John Bullock (20)**
Newsletter: **Joe Ientile (20)**
Rally Master: **Skip Carney (14)**
Publicity: **Jim Medley (20)**
Club Recorder: Mike Romond (1) Joe Ientile (1) **Allen Rosenberg (4)**
Regalia: **Art Wildman (20)**
Membership: **Ron Weinger (20)**
Treasurer: Rob Vollers (9) **Mike Romond (11)**
Archives: **Earl Genge (20)**
Insurance Advisor: **Angela Anthony (20)**

Winter Triumph Picture Contest



NJ Triumph Association is having a Winter Triumph Picture Contest !!!

To enter:

Send us or bring a picture of your Triumph in a winter setting to the next Club meeting.

Send the picture to:

NJTA Winter Triumph Picture Contest

PO Box 6

Gillette NJ 07933

The Winner will be decided at the February 2006 Club meeting

The prize:

A \$50 gift certificate for NJTriumph Association regalia

Directions to the Chimney Rock Inn in Gillette

Reminder: We meet the fourth TUESDAY of each month (Except December) at 7:30 at The Chimney Rock Inn 342 Valley Road, Gillette NJ 908 580 1100

Directions Coming From NJ Turnpike, Route 1 & 9, Newark Airport Area:

Take Route 78 (West) to exit 40. At stop sign make a right. Proceed to a 4-way stop sign and follow sign for Gillette. Continue about a half a mile to a traffic light. At light make a right onto Valley Road. Continue 1 mile and CRI is on your left hand side.

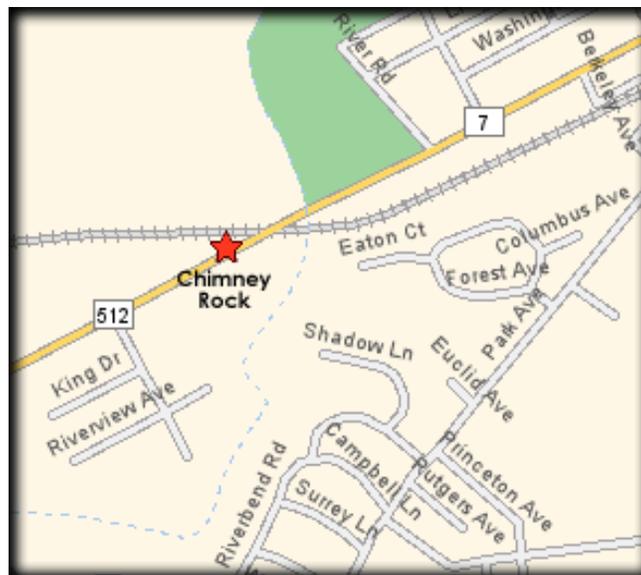
Directions Traveling West on Route 22: Pass the McDonalds on the right. Take Route 78/Scotch Plains, Fanwood, Berkeley Heights, New Providence exit. At the first traffic light after the exit, make a right onto Diamond Hill Road. Continue through three traffic lights. Diamond Hill Road turns into Union Avenue, continue to stop sign and make a left onto Springfield Avenue. Go through two traffic lights, CRI is a ½ mile on the right.

Directions Traveling East on Route 22: Pass Sears/Terril Road on the right. Take exit for Route 78/Scotch Plains, Fanwood, Berkeley Heights, New Providence exit. Then take immediate right for Route 78/Berkeley Heights, New Providence. Go over overpass and continue straight through the traffic light onto Diamond Hill Road. Continue through three traffic lights. Diamond Hill road turns into Union Avenue, continue to stop sign and make a left onto Springfield Avenue. Go through two traffic lights, CRI is a ½ mile on the right.

Directions from Morristown, Basking Ridge & Bernardsville Area: Route 287 South to Exit 30A (North Maple Ave). Continue 2 miles on North Maple Ave. Bear left onto South Maple Ave. Continue 2 miles to yellow blinking light (church on right). Bear left onto Long Hill Road. Travel 2 miles to the 2nd 3 way stop. Turn right, bear left down the hill about 1 mile to the first light (American Gas Station on the right). Turn left onto Valley Rd. CRI is one mile on the left.

Directions Coming From Shore Points, Woodbridge & New Brunswick Area: Take Garden State Parkway North to Exit 127 to Route 287 North (Route 287 splits, always stay right). Continue for about 10 miles and exit right onto Route 78 East. Take 78 until Exit 40. Turn left after exiting, go approximately 1 mile to a four way stop (blinking red light). Turn right onto Mountain Avenue. Take first left onto Park Avenue and follow to the end, turn left onto Plainfield Avenue. At light, turn left onto Springfield Avenue. CRI is ½ mile on the right.

Directions from Pennsylvania, Clinton & Area West (From 78 East) : Take Route 78 East to Exit 40. At stop sign make a left. Proceed to a 4-way stop sign and follow sign for Gillette. Continue about a half a mile to a traffic light. At light make a right onto Valley Road. Continue 1 mile and CRI is on your left hand side.



Plenty of Regalia Available

Black plastic license frame with NJ Triumph Association lettered in white

Price: \$2.50 apiece or two for \$4.00

Mechanic`s tool bag heavy cotton canvas 11"x7"x6" black with embroidered NJTA logo

Price: \$21.00

Polo shirts 100 % cotton pique brand Jonathan Corey 500 made in USA with embroidered NJTA logo

Colors: hunter green(brg), royal blue;

Price: sm thru lg \$31.00, xlg-xxxlg \$33.00

**Grill badge NJTA logo in cloisonné' hard enamel finish with chrome or gold background
(holes to fit standard bumper badge holder)**

Price: Gold \$32.00,

Chrome \$28.00

Triumph Owners Service log book spiral bound black 7"x10"

Price: \$12.00

Baseball style cap unstructured low profile with embroidered NJTA logo any color or combination of two colors, khaki/dark green etc.

Price: \$14.00

Send order with check or money order payable to the
New Jersey Triumph Association

Shipping:

\$8.00 for orders to \$60.00

\$10.00 for orders to \$125.00

Mail to:

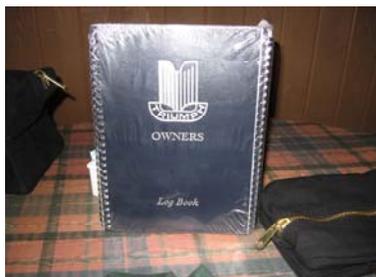
Art Wildman

33 Hillcrest Rd.

Martinsville, New Jersey 08836

For inquires,

jwildman@optonline.net



Logbook



NJTA Patch



Polo Shirt



Grill Badge



Mechanics Toolbag

The Macau Spitfire

Article courtesy of



Canley Classics

The Triumph Spares Specialists



web : www.canleyclassics.com / email : info@canleyclassics.com / telephone : 01676 541360

A Brief History

If you have been waiting for a history of this most famous Triumph Spitfire to appear on our website then I apologise for the delay. For even though I have dreamed of owning it since I first saw a picture of it on the cover of one of Graham Robson's first books, *The Story Of Triumph Sports Cars*, written in 1973, and have actually owned it for 2 years, it has taken to now to collate the huge amount of source material we have gathered about The Macau.

It would have been easy to simply copy verbatim one of the many potted histories that have appeared over the years in publications far and wide, and we think we have a copy of them all! One of the the most obvious reasons not to do this, is which one should we pick, as they all seem to contradict each other in many fundamental areas!

I am indebted to many for their contributions but the following deserve special mention.

The Macau Spitfire in its original form in 1965

Vernon Brannon - owner of Le Mans Spitfire ADU 4B and president of the Vintage Triumph Register, who filled in most of the gaps through the cars history through its time in the USA in the 'lost years' the mid 1970s, up to its export to Switzerland in 1991.

Bernard Robinson - editor of the Triumph Sports Six Club magazine, 'The Courier', and long time Macau fan, who provided some lovely pictures, and moral support when the decision was being made to spend an inordinate amount of money on such a small car!

Kas Kastner - former head of the Triumph competitions department in the USA and one time owner of The Macau, who's reminisces and pictures can be seen elsewhere on this site (Kas Kastner Musings).

Fred Nicklin - ex Triumph test driver who in his time drove most if not all of the Le Mans Spitfires including lapping the Mira test track at nearly 130mph in The Macau, lucky man. A frequent visitor to our premises, Fred's reminisces always keep us spellbound, Fred you should write a book, wink, wink! One snippet of information Fred divulged is that he actually drove The Macau past our gate on his way to that famous Mira 130mph track test. Apparently we are on one of the former Triumph test routes. Fred remembered the run to

and from Mira being almost as exciting as the track itself, remember the car wasn't registered and had a straight through open exhaust, he said it seemed that he was chased by every dog in Warwickshire!

Ray Henderson - head of Triumph experimental and in overhaul charge of the construction of all Triumph competition cars through the Spitfire period. Ray who still lives locally, spent a day with us, and amongst the many things learnt that day was that Ray used to keep his boat in one of our sheds whilst he worked at Triumph!

So here it is, no guess work, no copying other people's work, I have the car here in front of me and paperwork and photographs from nearly every of its 38 odd years.

The Early Years

The Macau Spitfire's conception and actual construction is well documented with several excellent photographs in the Heritage archive showing the method used to turn a endurance coupe in to a single seater open short circuit screamer. Built for the November 1965 Macau Grand Prix and commissioned by Walter Sulke of Z.F. Garages the Standard Triumph distributors in Hong Kong. The basis of the car used the all aluminium tub of the 1965 Le Mans Spitfires, the coupe roof being substituted for a flat glass fibre deck with a raised hump behind the drivers head aping the Jaguar D type arrangement. A rigid strut linked the rear deck and the dash top from which a soft tonneau (not solid as some have stated) covered the redundant passenger compartment with not even a seat fitted. From the curved Perspex windscreen forward it was almost all standard Le Mans with fared headlamp aluminium and glass fibre bonnet, 70X engine producing 108bhp on twin 45 DCOE Webers, sitting on a lightweight chassis.

Always right hand drive there seems to be a deal of confusion by some authors about it having at some time being converted to left hand drive which it never was. Maybe this confusion arose due to the cars chassis number which is suffixed with an 'L' normally indicating an export car built left hand drive, or maybe its because pictures have appeared in print over the years (including one in a parts suppliers catalogue) where the negative has obviously been reversed giving the appearance of a left hand drive car! Critical examination of the unique

The Macau Spitfire

Article courtesy of



Canley Classics

The Triumph Spares Specialists



web : www.canleyclassics.com / email : info@canleyclassics.com / telephone : 01676 541360

bulkhead area of The Macau today reveals no alterations or repairs that would have been necessary in the conversion to LHD and the re conversion back to RHD. More critically the people who would have carried out the conversion and re-conversion all tell me they have no recollection of doing it, so it didn't happen!

At the end of October 1965 the car was shipped to Hong Kong, not much time to prepare for the race on November 28th! Walter Sulke managed a third place in the 30 lap Grand Prix against stiff competition including Jaguar E types, Lotus Sevens, and Formula Junior cars. Later at the same event Albert Poon drove the car to a second place in the Portuguese Trophy race.

Although raced successfully in further races in the far east The Macau's stay out there was short, returning to the Triumph competition department in Coventry early in 1966. Here it appears the car was fettled for a further period of racing this time in the United States for which it was despatched on the 13th April 1966 aboard the 'Moidancer'.

the car proved uncompetitive in its original 1200cc form against larger capacity cars, and only ran in this form for 2 or 3 races. Kas recalls doing the now famous 2 litre 6 cylinder conversion over the Christmas holidays in 1966 ready for the 1967 season. At the same time the original 22 gallon 'Le Mans' petrol tank was replaced with a sealed 'Moon' smaller capacity aluminium racing tank to satisfy the current regulations. Also incorporated around this time to satisfy the USRRC regs was a passenger seat, necessitating the removal of the centre spine, the tonneau cover over the passenger compartment, and the installation of a full width Perspex screen. The bonnet gained extra bulges and scoops and took on a far more aggressive appearance. Kas remembers winning \$800 after getting a third place in the under 2 litre class at Riverside. Kas has supplied several pictures from this period taken at both Riverside and Cottati race tracks shown on these pages. Towards the middle of the 1967 season the car was painted overall white and the hump behind the drivers head was removed probably to make it look even less like a single seater.



Kas Kastner

Delivered into the hands of ace Triumph tuning guru Kas Kastner The Macau was soon pressed into service with Kas's preferred driver Charlie Gates. Racing in a series called the USRRC (U.S. Road Racing Championships)

After the 1967 season Kas quickly disposed of The Macau, as he has said out with the old in with the new, new projects came along and The Macau was now surplus to requirements.

The Macau Spitfire

Article courtesy of



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The 1970s

The car passed to Alamo Sports Cars in Texas in February 1968 who raced it in the SCCA (Sports Car Club Of America) Nationals. It may have been during this period that the original magnesium wheels were substituted for wider Lotus 'wobbly' magnesium wheels, necessitating the rear arches to be cut back and flared both front and rear.

The Macau changed hands again in July 1974, this time Barry Jerry (Gerard T Barry) being the lucky chap. Mr Barry actually registered The Macau for the road with the registration PKN 689 in the county of Bexar Texas in November 1979.

The 1980s

The Macau then passed to Forristall's GT Cars Inc, in Houston Texas in early 1981, from whom Dave Seibert of Atlanta Georgia bought it for \$8000 in February 1981. Mr Seibert continued to race The Macau in historic events including the Atlanta Vintage Grand Prix in November 1984, there still being stickers from this event in the car. Prior to this Mr Seibert had gone some way to restoring the car to its 60's spec by re-installing a hump behind the drivers head, and re-painting The Macau overall silver with a black painted bonnet top. This is very much as the car appears today, the paint having stood up well to the last 20 years.

During 1987 the car was again advertised for sale bringing enquires from Europe. We are not sure if it was sold at this time but the next time The Macau had a public airing was when it turned up for auction in Switzerland in September 1991.

The 1990s - Dieter Messmer

Bought by a Swiss motor trader Dieter Messmer for the equivalent of £6000 The Macau was back in Europe. During his ownership the centre spine joining the rear deck and the dash top was replaced enabling the passenger tonneau to be refitted. The Macau seems to have been used little during this time doing only the occasional local hill climb.

2001 - Back Home in Coventry

It became common knowledge in Triumph circles in 1999/2000 that for the right money The Macau was available yet again. In 2001 we made our first tentative

enquiry, checking the cars provenance and the price! On the 4th July 2001 we rented a Mercedes Sprinter and drove to Switzerland to buy The Macau. On arrival our initial impressions were disappointing, parked in an underground garage blocked in by several other dead cars, under a layer of dust The Macau sat forlornly on 4 flat tyres. After much pushing and shoving we managed to get the car out into the daylight where Dieter tried to get the engine started on petrol that smelt ancient. After several failed attempts pools of foul smelling petrol were forming on the floor under the open ram pipes of the 45 DCOE Webbers, this promptly caught fire! This was quickly put out and further attempts at starting the car were quickly forgotten about. Despite this I was more than satisfied that this was indeed The Macau before me, and I was happy to see the excellent condition of the basic car and the many original 1965 features still in situ.

Back home in Coventry we quickly gave the car a good wash, polish, and servicing after its period of inactivity. Temptation got the better of me and I steered The Macau out of Canley Classics gate straight on to Triumphs old test route mentioned by Fred Nicklin above, and cobwebs were duly dispensed with (in both me and the car!).

Since then The Macau has been regularly exercised including re-visiting the Mira test track with Fred Nicklin driving (Classic Car Magazine article reproduced here), a blat around Enstone Airfield (Practical Classics Magazine article reproduced here), and being displayed at the NEC Classic Car show and the Triumph Show at Stoneleigh.

Bearing in mind the historical significance of The Macau its future public appearances may have to be limited, it seems to acquire a new scratch or dent every time it is exhibited.

We hope to complete our museum buildings in the near future where The Macau will take pride of place along with our growing collection of Triumph prototypes and race cars.

WARREN TOWNSHIP

(a great community for 200 years)

ANTIQUE/CLASSIC CAR SHOW



Conducted by Warren Bicentennial Committee

400 car limit

Date: Sunday, September 10, 2006
(Rain Date: Sunday, September 17, 2006)

Time: 10:00 a.m. to 4:00 p.m.

Location: 46 Mountain Boulevard, Warren, NJ
Municipal Center Grounds

Featuring:

- Free Continental Breakfast (for entrants)
- Food & Beverages
- Plaques in all Categories
- Prize Giveaways
- Music from 50's and 60's
- Free Custom Dash Plaques and T-Shirts (for entrants)
- Trailer Parking Available
- Clean Restrooms

<i>Pre-Registration Fee</i>	<i>\$15.00</i>
<i>On-Site Registration Fee</i>	<i>\$20.00</i>
<i>Pre-Registration Deadline:</i>	<i>August 15, 2006</i>

For More Information Call: Ann Carlson, 908-753-8000 ext. 222

REGISTRATION FORM ON BACK

Township of Warren

Antique/Classic Car Registration

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

Year: _____ Make: _____

Model: _____

Class # _____

Classes

- #1 Pre 1949 Stock/Restored
- #2 Pre 1949 Modified/Custom
- #3 1949-1954 Stock/Restored
- #4 1949-1954 Modified/Custom
- #5 1955-1962 Stock/Restored
- #6 1955-1962 Modified/Custom
- #7 1963-1969 Stock/Restored
- #8 1963-1969 Modified/Custom
- #9 1970-1976 Stock/Restored
- #10 1970-1976 Modified/Custom
- #11 1976-Present
- #12 Unrestored
- #13 Mustangs
- #14 Corvettes
- #15 Chevilles/Camaros
- #16 Street Rods
- #17 Hot Rods
- #18 Mopar Muscle
- #19 Foreign
- #20 Stock Trucks/Custom Vans & Trucks
- #21 Race Cars

Description:

***Modified/Custom:** A vehicle with one or more of the following:

A non-original power plant, major body modifications, chrome or dechromed 30% or more, major change in riding height, custom paint, non-original hood scoops, Non-stock suspension.

***Stock/Restored:** A vehicle that is as it appeared when new, plus any accessories of the era.

***Unrestored:** includes vehicles which are at least 25 years or older with minimum restoration.

NOTES:

- Entries to be judged must have the participant portion of the judging form completed. The judging form must be available in a conspicuous location at or on the vehicle during show hours.
- Each entrant or his/her representative must be present during judging of the vehicle.
- Judging will take place from 11:00 a.m. to 2:00 p.m. with awards announced at 3:00 p.m.
- Cars arriving after 10:00 a.m. will be shown, but may be too late for judging.
- We reserve the right to add or combine classes if it is deemed necessary.
- We are not responsible for any damage or theft.

JUDGE CAR? Yes _____ No _____

T-SHIRT SIZE

SM ___ MED ___ LG ___ XL ___ XXL ___

Send Pre-registration Forms to:

Township of Warren
46 Mountain Blvd.
Warren, NJ 07059

Make all checks payable to **“Township of Warren”**

Fall Foliage Tour

Photos by Bill Smith



Oil (*part one of two*)

Article by Kit Sullivan

Courtesy of Lincolns OnLine.com

Multi-Viscosity Is The Way To Go

There are two types of lubrication that motor oil gives to your engine: The first type is called a Hydro-Static Boundary Layer, and that simply means that the viscosity of the oil, which is defined as resistance to flow, is what is causing the oil to cling to the inside surfaces of your engine, while the engine is turned off and the oil pump is not operating. When your engine is first started, this static layer of protection will give the engine adequate lubrication for a few minutes (5 or so) until the oil pump has the ability to create enough oil pressure to get the heated oil moving up into the upper parts of your motor.

At this point, the second type of lubrication takes over: The oil pump is forcing the moving oil in between the engine's internal components, creating what is called a Hydro-Dynamic Boundary Layer. That simply means oil that is moving around by way of the oil pump. With a single-grade oil, the heat from operation thins the oil that is clinging to the upper parts of the engine quickly, much more quickly than the oil in the pan. This reduces its viscosity, or ability to flow and causes the engine to lose its Hydro-Static Boundary Layer of lubrication. Unfortunately, the relatively thick single-grade 30-weight has not warmed up enough in the pan to be easily pumped up to the upper-engine before the static layer is depleted. So what you have is an engine that has lost its static lubrication, but is not receiving any adequate dynamic lubrication yet. This creates an abundance of wear and tear. This is why most engines from the 50's and 60's would be all used up at around 50,000-75,000 miles. That, and the high sulfur and phosphorous trace elements in the oil.

Multi-viscosity oil nearly perfectly solves this problem. By starting out at a relatively thin weight, such as 5 or 10, the oil will be very easily and quickly pumped up to the critical parts of the engine, creating the dynamic layer of protection long before the static layer of protection is gone. Through the use of man-made additives called Viscosity Index Improvers (long chain coil polymers, which are temperature-reactive), the oil will increase its viscosity as it heats up to its full operating temperature.

The operating temperature for motor oil is 150 degrees. This overlap of boundary layers of protection is what has enabled engines to go for 250,000-400,000 miles on a regular basis, along with much better refined oil. Basically, it has taken almost all of the wear and tear out of the warm-up phase of engine operation, which is where 75% of all internal engine wear comes from.

All is not perfect, however. The V.I Improvers are man-made additives and are VERY susceptible to the mechanical and very destructive shearing action of the

engine. This shearing action actually tears apart the additive package, including the VI Improvers, after a certain amount of time. Driving habits, engine type and condition make an enormous difference in

how long the additive package will function adequately, but 3 months-3,000 miles is a good rule of thumb for the typical city and highway driven vehicle. All city driving (stop and go, idling, etc...) will shorten the oils life dramatically by as much as 33%. Oil changes every 2,000 miles may not be excessive under those circumstances. On the other hand, mostly highway driving at relatively steady speeds on flat paved and dust-free roads is the best condition for your engine and its oil. This may allow you to increase the drain interval by as much as 50%.

The wider the range of viscosities on the oil, the less durable and resistant it is to Viscosity Index Breakdown. For example, 10W-30 oil does not have as much VI Improver as 5W-30, so there are fewer additives to be broken down by the shearing of the engine. In fact, 10W-30 is by far the most durable multi-vis oil there is. You should try to stay away from the wider spreads like 15W-50, 20W-50 and especially the 5W-50.

Also, thicker is not better, no matter what your mechanic or engineer told you. 20W-50 has 40% more viscosity (resistance to flow) at operating temperature than 10W-30. This means that your engine has to work 40% harder just to move the oil around inside your engine. An engine with thick oil produces significantly less power, uses more fuel, produces more emissions and runs hotter, all contributing to shorter engine life. A thinner oil can more easily and quickly be pumped-up to the critical parts of the engine, takes less energy to move it around, helps the engine to produce more power, less emissions, better economy. And the engine will last longer too! This has been proven numerous times in test after test, by many different and highly respected testing facilities.

Unfortunately, the rule that *you can't teach an old dog new tricks* prevents many 'experts' from accepting the facts. Indeed, when I was a kid, it was Castrol GTX 20W-50 in every car I had! In the years since, I have been working in the automotive lubrication industry, (15 years now) have been on the engineering boards of several major motor oil manufacturers. I feel lucky that I was able to see the light.

My '71 429 Mustang historically got about 10-11 mpg while it was run on 'dino' 20W-50. Now that I run nothing but Mobil 1 full synthetic in everything I own, my

Oil (*part one of two*)

Article by Kit Sullivan

Courtesy of Lincolns OnLine.com

Mustang now gets about 17-18 mpg, and runs cooler to boot! That is significant. Unless your car is an actual bona fide 'RACE CAR'- no city driving, no idling, no stop and go traffic, no foul weather driving, etc...- do NOT use racing oil in your engine. Racing oil has a very narrow and specific additive package designs for engines that are used in racing situations, like constant high rpm operation, steady speeds, no stop and go, no foul weather, etc...

The oil that is designed for passenger cars is immensely more sophisticated than racing oil, only because it has to function under an almost impossible array of conditions. If you drive your car on the street most of the time, a good passenger car or maybe high performance oil will be much better for you than any racing oil.

- The first number is the weight of the oil at cold start-up, so a lower number means a thinner oil that will be pumped up more readily.
- The second number is the viscosity (sic) of the oil once it has reached operating temperature (150 degrees).
- The additive 'V.I. Improver' helps it to do the opposite of what it wants to do when it warms up, which is thin out. (These types of oils are classified as 'non-Newtonian' because of this ability.)
- 5W-30 or 10W-30 is better in colder climes. In fact, the 'W' that is in the S.A.E. designation for an oils viscosity stands for winter, indicating that the oil will flow at its rated viscosity in 'winter driving conditions', as defined by the S.A.E. (By the way, the 'W' does not stand for weight, as many erroneously assume.)

Now, the first number in a multi-vis oil describes its viscometrics at cold start-up (engine off for 4 hours or longer, regardless of the outside ambient temperature). The second number describes it performance at operating temperature. This is where a lot of people get confused.

In a properly running engine with a properly functioning cooling system, it doesn't matter if you are driving in sub-zero temperature or 100 degree heat. The design of the cooling system will cause the engine & coolant, and therefore the oil to operate at whatever temperature it was designed to operate at. So what I'm saying is that the first number is critical in terms of climate. That is why the W (winter) designation is put after the first number, not at the end. The second number has almost no

correlation to ambient temperature, only the regulated temperature of the engine.

A little trial and error will tell you exactly what weight of oil will best work in your car. For the first 500 or so miles after a fresh oil and filter change, the most volatile compounds of the motor oil will 'volitize' (boil off). This relatively rapid oil consumption will then taper off into the norm for that engine. So just top it off after 300-500 miles and then start the test:

- Make sure that the oil is exactly on the full mark of your dipstick at the beginning of the test.
- Check it at 500 miles, 1,000 miles and again at 1,500 miles.
- Do not top it off at any time unless it falls dangerously low. (1 quart or more).

If you find that your engine is using oil at a faster rate than normal (1 quart/3,000 miles), then try using an oil with 10 viscosity points higher in the second number. As an example: start with 10W-30, and at 500 miles top it off. If 1,000 miles later you are a quart or half a quart low, record it and continue with the test. At 3,000 miles, if you have had to add more than a quart counting from the first 500 mile top-off, then you should use 10W-40 on the succeeding oil change.

Record your results again. If the 10W-40 does not volatize as readily then you should stick with that. However, if it still burns away, then try 20W-50. But, if the 10W-30 does NOT burn off too rapidly, then you should stick with that. No need to put thicker oil in if it serves no purpose right?

Of course, this is all assuming that your engine is in fairly sound operating condition. If your engine has worn or bad rings, or worn valve guides this test will not be conclusive. And if your choke is not adjusted correctly, you may get a large amount of unburned gasoline pumped into your oil, which is TERRIBLE for your engine. Fuel-diluted oil is one of the worst things that damage your engine. Gas is a solvent, and solvents cut the lubricity of oil-the exact opposite of what you want. If you can smell gas in your oil (on the dip stick), you are WAY past due for an oil change!

See Next Month's Edition for the Second Part of this article

Classifieds:

1976 TR7 "Victory Edition" coupe with sunroof and rare factory white wagon wheels. Car needs restoration...not run in a number of years. Asking \$200. (The wheels are probably worth that!!!) call Allen 908-755-3794 or e-mail: bigalnj@aol.com

1979 Fiat Spider and a 1981 Fiat Spider. One car is fuel injected. Both cars have some rust, but have soft and hard tops. One car has a roll bar and custom wheels. These cars need a new home. Asking \$1500 for the pair or will sell separately. Call Allen @ 908-755-3794 or e-mail @ bigalnj@aol.com

Car trailer, large heavy duty dual axle with ramps. \$500 FIRM! Call Allen , 908-755-3794 or e-mail: bigalnj@aol.com

TR4A for sale. The car is a restoration project or very good parts car with wire wheels. The asking price is \$1,000.00. (negotiable) View online at www.autobahnenterprises.com Call Don Peterson @ 732-752-8005.

1976 Triumph TR6

Color - exterior: Red (pimento) - body solid, no dents or rust - a pretty car.

Almost new redlines.

Color-interior: Black - in very good condition.

Mileage: Unknown (I am the 2nd owner; purchased 1985 - driven approx. 2k/yr.)

Maintenance: This unrestored vehicle is well maintained. Parts rebuilt/replaced as needed. Engine never rebuilt; runs strong.

Price: \$10,500 - obo.

Contact: Craig Dozois: e-mail cdozois@optonline.net or call 973-263-5652

Large assortment parts from an abandoned restoration of a 1953 MGTD.

Located in Schnectady, NY. e-mail for pictures and info. Ronald Weinger sheron@att.net

Several wall mount parts storage bins. e-mail for pictures, Ronald Weinger sheron@att.net

For Sale: 16"x20" PIG mats, absorb 32oz of anything your car can dump on the floor, \$7/10; 42"

PIG socks, absorb 1/2 gallon of liquid, \$1.50 ea Ronald Weinger sheron@att.net

2 1969 GT-6s Complete or for parts. Call for needs Steve Bodenweiser 973 829 1618

WANTED: Floorboards for TR-6 or TR-4 in decent shape for a good price.

Call Joe lentile 732 980 3481 or email joei24@yahoo.com

MOVED: Matt Bakes, owner of Triumph Rescue, announced today the opening of his new and expanded headquarters and shop at 617 Walnut Street, Bally, PA. The new shop, at 10,000 sq. ft., is substantially larger than the old shop on Congo-Niantic Rd. where Matt and crew had been located for 10 years.