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# Dzus Druz T

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Zōos Nūz

August, 2007

President  
Vice President  
Treasurer

Wil Schweitzer 724-356-7341  
Gary Fredo 724-378-9610  
Bruce Stutzman 412-831-8884

Rec. Sec./Web Master, Dex Stoltz  
Membership Chair, Richard Dick  
Newsletter Editor, Bruce Stutzman

dexter@stoltzhaus.com  
britcarnuts@comcast.net  
stutzman@adelphia.net

Business and/or social meetings are held monthly close to the middle of the month. Please refer to newsletter for the time and location.

## BCD Huge Success Record Turnout Saw Beautiful Day

### Where There's A Wil

Bigger and better than ever, that was British Car Day 2007. The weather was ideal, our workers were organized, and participants kept coming and coming. Many thanks to Roy Miller and Woody McVicker, the chairmen; Jim Stoffel, the field manager; Scott and Erin Permar, registration; Diane McVicker and Linda Schweitzer, at the tent; Dan McGowan, auction and door prizes; Becky Gaida and Deb Gawlas, who tallied the votes; and all the workers who helped in many ways. They made the show a great success.

The Johnstown Brewery Run was also a great success. While scattered showers were predicted, they missed our tour, and the temperature wasn't bad, for July. Thanks Rich and Judy for another great event.

We have another show, or should I say display, coming in August. This time as a service to the Muscular Dystrophy Association. We have been asked to bring British cars to Camp Lutherlyn on Wednesday, August 15th, from 6:30 P.M. to 8:30 P.M. This annual car show has been a highlight among the MDA campers in the past. Camp Lutherlyn is located off Route 422, near Butler. From I-79 take Route 422 East 8.2 miles, or from Route 8 take Route 422 West 7 miles. At 84 Lumber turn south onto Dick Road. The main entrance is on the right, 1.5 miles down the road. At the end of the camp entrance drive onto the large field and join our group. There will be other cars there for the car show.

P. J. Wright is putting together a different event, a run to a winery for wine tasting and a picnic, on Saturday, August 11th. Sounds like a good time to me. See P. J.'s article.

The last event in August, on Saturday the 25th, is "The Surprise Driving Event", coordinated by Don Harkus. This is another new event, which is good. See Don's article. The mix of new and traditional events seems to be keeping participation at a high level.

*Wil*

British Car Day, 2007

Dear members of the Western Pennsylvania tribes Association,

WOW!

What an incredible show, what an incredible day, what an incredible club, and most of all what incredible members.

Those of you who know me rarely see an article written by me, but I was so overwhelmed by our club that I cannot refrain from writing. Everyone did such a fantastic job and I would personally like to thank each and every one of you for the integrity you showed at British Car Day. We registered a little shy of 500 cars. We pre-registered approximately 380 cars; you do the math for gate registration. That was a ton of work. I asked Bruce for a quick treasures report he offered a big Cheshire cat smile, shook his head positively and said quote we have money. I feel compelled to make some specific thank use in hopes of not insulting somebody I forgot to mention:

\* Scott and Erin Premar, registration you guys really worked hard and I realize how much time was allotted to the show

\* Woody and Diane McVicker, I intentionally misspelled McVickor just piss Woody Off. Woody and Diane truly were the chairmen of the show, they attended all of the Pittsburgh vintage Grand Prix meetings and were the British Car Day ambassadors for our club Diane and Linda Schweitzer took care of all responsibilities at the tent.

\* The Roadster Factory, Becky and Deb, counted the ballots and coordinated with the Scott and Erin to present the awards promptly at four o'clock bags and Summer Party participants.

\* Jim Stoffel, Field Marshal extraordinaire "ahch tun" mien Captain. Ouch, that had to hurt. Jim 120 more than expected. A special thanks to his army of red flags directing parking

\* Dan McGowan, and family a raffle and giveaways, lots of time and running around plus personal donations

\* Fog brothers, gate registration

\* The Osborne's, gate registration

\* Will Schweitzer our president thanks for letting me announce the awards

\* Eric Stoltz for anything asked

\* Ed Majors printing and story telling

\* You, you know who you are!

Thank you,

*Roy*

# Picnic At Stone Villa Winery

## Saturday , August 11

On **Saturday, August 11**, a run to the Stone Villa Winery which is near Donegal, Pa. is planned. Strap your picnic basket on your boot and join us on this run of about 60 miles through the Laurel Highlands. We will end up at the Stone Villa Winery where they have tents, umbrellas, and a wonderful wine tasting facility overlooking a mountain lake. For those who want to stay past 1:00PM; there is light musical entertainment. The only restriction is that there must be at least one bottle of their wine per table and no other alcoholic beverages are permitted. For the beer challenged there is a bar at the Donegal Highlands golf course but a short jaunt on down the road.

We will be meeting at the Steak N Shake on Route 51 south about a mile south of the Lebanon Church Road cloverleaf at 9:30AM, the run to take about two hours. Fill up your picnic basket, grab your best girl and join us for this run through the foothills.

For more information on the winery their email address is: [www.stonevilla.com](mailto:www.stonevilla.com)

P. J. Wright 412-833-4142.

## "The Surprise" Driving Event

by Don Harkus

On **August 25** we will leave from the KINGS restaurant in Wexford at the junction of 910 and 79 at 3:00 for a drive that I hope to be a little different than usual. We will leave in a game of Leap Frog, the leader will drive for 15 minutes then pull over and the next car will be (The Frog). Then the frog will drive where he or she wishes to go for the 15 minutes, or if the frog wishes to stop, then they do so. I am trying to do something difference so to show us all that it is not that hard to make a run up. I hope we will have a good turn out for this, the more the merrier. Contact Don Harkus Cell 724-822-5447

## Quaker Steak & Lube Wrap Up

by P J "The Navigator" Wright

Saturday, June 30, dawned as a beautiful cool, sunny morning, Just the kind of day to enjoy a ride in the country. Eighteen cars, Triumphs, MG's, an Austin Healey and one TVR joined up before 9:00 am for this annual run. Joining us for the first time were new members Bill and Diana Repack with their beautiful white 74 TR6. We sent the 4 fast cars off first, the rest of us followed through the country with the requisite pit stop in East Palestine. As we entered New Springfield, several of the lady navigators plotted a new course for the Hummel Gift Shop while the rest of us continued to Scott Harper's Team Triumph. There we met up with 5 cars from the Cleveland Triumph group, so for once Scott's emporium was surrounded by a bevy of colorful, drivable cars rather than the usual assortment of hulks that reside there. Scott, as usual, was a fine host providing us with cold drinks, coffee and pastries, which quickly disappeared. On to QS&L for lunch and libations where we finally got every one together. We had become somewhat scattered with the stops at McDonalds, the gift shop and Team Triumph. It was a great day, the weather never let us down, both the food and the company were superb as usual.

## British Car Festival - Altoona September 7-9

by Richard Dick

We hope if you are attending this year's event you at the very least have your room reservation! In case you did not know this weekend is Penn State vs Notre Dame and rooms are at a premium for a 50 mile radius. Some of us again are going on **Friday, Sept. 7th** in a caravan. Our plans are to meet at 10 a.m. at Dean's Diner on Route 22, Blairsville. After Breakfast or Brunch or Lunch we plan to visit the Jimmy Stewart Museum in Indiana, PA. Following this visit we will travel cross country over the mountains to Altoona. Bob King promised me it would be an interesting trip!! I'm glad I am not in charge of this part! Any questions, please contact Richard Dick at 724-379-5172 or [britcarnuts@comcast.net](mailto:britcarnuts@comcast.net).

## WPTA Anniversary Run

by Richard Dick

WPTA will be 30 years old this year. We are planning a celebration to honor this event including a cake! The day is **Saturday, September 29** and will start with a run done by Gary and Lynne Fitzgerald. I blackmailed him into doing it. The meeting time is 10:30 at the Cracker Barrel Restaurant in New Stanton just off IS 70 and close to the Turnpike entrance/exit. The run will end at Rich & Judy's place where the picnic will begin. We will provide snacks, hot sandwiches, side dishes, coffee, tea, water and soft drinks and of course the cake. No alcoholic beverages will be provided but please feel free to bring your own. If you think about it, toss a chair in . We should have enough cover in case of rain. The picnic should get under way about 2:00 p.m. in case you can't make the run but still want to attend the picnic. Our address is 106 Cypress Ave., Monongahela 15063 if you have GPS or are getting directions from the internet. Lastly and very important, please let Judy or me know you are coming so we will be able to have sufficient food and beverages for all . You can let us know at any of the functions or call 724-379-5172 or email [britcarnuts@comcast.net](mailto:britcarnuts@comcast.net)



# MDA Summer Camp Car Display

by Wil Schweitzer

You and your car are needed to bring a little joy to some kids with muscular dystrophy. WPTA has been invited to an "International Car Show" at Camp Lutherlyn in Prospect, PA. MDA Summer Camp is a special place where children ages six to twenty-one get the opportunity to do activities than they cannot in everyday life. The children are paired one-on-one with a volunteer who becomes their aid for the week. There will be approximately 53 campers, 60 volunteers, and 10 MDA staff members participating in this program.

We have been asked to participate by bringing our cars to Camp Lutherlyn on Wednesday, **August 15th**, from 6:30 to 8:30 P.M. The annual cars show has been a highlight among the campers in the past. Some of the campers will enjoy sitting in the cars and tooting the horns.

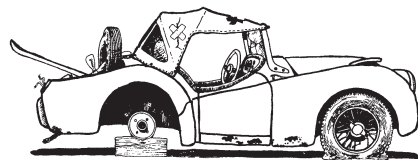
Camp Lutherlyn is located off Route 422. From I-79 take Rt. 422 East 8.2 miles or from Rt. 8 take Rt. 422 West 7 miles. At 84 Lumber, turn south onto Dick Road. The main entrance is 1.5 miles down the road.

## WPTA Winners at British Car Day

**Congratulations to the following  
WPTA members who won awards  
at BCD.**

Matt Lark - 1st - TR3A,B  
Wayne & Barbara Allridge - 3rd - TR3A,B  
Wray & Sherry Brady - 3rd - TR4  
Jim Stoffel - 1st - TR4A  
Keith Lark - 2nd - TR4A  
Ed & Lori Major - 1st - TR250  
Jeff Zwergel - 1st - TR6 Early  
Rich & Kathy Wendell - 2nd - TR6 Early  
Eric Momberger - 3rd - TR6 Early  
Dick & Sandy Gaier - 1st - TR6 Late  
Mark & Sherry Phillips - 2nd - TR6 Late  
Dan McGowan - 1st - TR7  
Mike Yurko - 1st - TR8  
Dexter Stoltz - 3rd - TR8  
Richard Robbins - 1st - MGA  
Denise Robbins - 2nd - MG B Late  
Rick & Nancy Brown - 1st - Austin Healey MK I  
Dick & Sandy Gaier - 2nd - Austin Healey MK III  
Roger & Beth Zelt - 3rd - Jaguar XK8  
John Taylor - 1st - Morris Mini  
Dennis Poland - 3rd - Austin 20/6  
Fred Segal - 3rd - Nash Metropolitan

**Three FOG's are out walking.  
First one says, "Windy, isn't it?"  
Second one says, "No, it's Thursday!"  
Third one says, "So am I. Let's go get a  
beer."**



## Classified

**FOR SALE:** cheap. Lost storage. TR6 and TR3 bonnets (hoods); TR6 left door w/hardware; TR6 wheels, TR3 wheels; TR3, TR4, TR6 top bows; TR6 gas tanks; TR6 windscreens Ed Woods 412.486.4294; fogbro1@comcast.net

**FOR SALE:** new TR2/4 fan belt, cogged, fits all generator models, \$7 (too big for my alternator), it's good to keep one in the trunk! Ed, 412-488-1600 ext 207  
or email: ejmajor@typecraftpress.com

## The Dogs With The Hogs

by Don Harkus

This is annual event that has been held by THE FOGS BROTHERS for the last few years. Fred and I are hosting this event with a lot of help from Kathy and Sandy or should I say the girls are hosting this and us hogs are helping them after all I usually have no place in the kitchen and I think I can add Fred into that. You should bring your favorite beverage (BEER). It will be at the SUPERIOR Grove in North Park just like the years before after the Hartwood Car show

Date is **September 23** around 1:00 pm to whenever. Come early or after the Show. Call Don if you need direction 724 822 5447

## Calendar of Events

- Aug 11 Picnic at Stone Villa Winery**  
PJ Wright 412-833-4142
- Aug 25 The Suprise Driving Event**  
Don Harkus 724-284-9172
- Aug 27 Newsletter Meeting,**  
5pm-Typecraft/6pm-Michael's Pizza Bar
- Sep 23 Dogs with Hogs**  
Fred Williams 724-789-7476  
or Don Harkus 724-284-9172
- Sep 29 Anniversary Run,**  
Richard Dick 724-379-5172
- Oct 20 Fall Leaf Tour**  
Don Harkus 724-284-9172
- Nov 17 Election Meeting,**  
Location to be determined
- Dec 15 No Meeting, Meeting,**  
Cranberry Quaker Steak & Lube
- Jan ?? 2008 Holiday Party,**  
Date and location to be determined

### ~ Events Of Other Interest ~

- Aug 15 MDA Summer Camp Car Display**
- Aug 26 North Coast Triumphs Annual Show at Shaker Square, Cleveland, OH**  
Bob Brown 330-297-0082
- Sep 7-9 Vintage Races, Watkins Glen**
- Sep 7-9 British Car Festival, Altoona**
- Sep 23 British Cars at Hartwood**
- Oct 6-7 British Reliability Run**
- Oct 13 MG Club Fall Leaf Tour**

# BRITISH CAR DAY 2007 AWARDS

## Class 2 Triumph TR3A,B

1st Matt Lark  
2nd Roger Beliveau  
3rd Wayne & Barbara Allridge

## Class 3 Triumph TR4

1st Ronald Boals  
2nd Mike Moore  
3rd Wray & Sherry Brady

## Class 4 Triumph TR4A

1st James Stoffel  
2nd Keith Lark  
3rd Curtis Lutz

## Class 5 Triumph TR250

1st Ed & Lori Major  
2nd Ed McClouds

## Class 6 TR6, Early Pre '74

1st Jeffrey Zwergel  
2nd Rich & Kathy Wendell  
3rd Eric Mombberger

## Class 7 Triumph TR6, Late Post '74

1st W. Moine  
2nd Mark & Sherry Phillips  
3rd Dick & Sandy Gaier

## Class 8 Triumph TR7

1st Dan McGowan  
2nd Cheryl Loughrey

## Class 9 Triumph TR8

1st Mike Yurko  
2nd Greg Winnett  
3rd LeMoyne Nesbitt  
3rd Dexter Stoltz

## Class 10 Triumph Spitfire Mark 1,2,3

1st Roy & Barb Emahizer

## Class 11 Triumph Spitfire 1500

1st Jim Shear  
2nd Bill & Marcy Pukansky  
3rd William Foltz

## Class 12 Triumph GT6

1st Roy & Barb Emahizer

## Class 13 Triumph Mixed

1st Bill Seaton

## Class 14 MG TB,TC

1st David Clark

## Class 15 MG TD

1st Richard Robbins  
2nd Bob & Diane Little  
3rd Dr. Bernard Mallinger

## Class 16 MG TF

1st Dave & Elaine Winkle

## Class 17 MGA

1st Richard Robbins  
2nd Don Wisch  
3rd Alan Bacher

## Class 18 MG B Early Pre '74

1st Norm Wright  
2nd Bud & Pat Joyner  
3rd Greg Walker

## Class 19 MG B Late Post '74

1st John & Jamie Garris  
2nd Denise Robbins  
3rd Earl Brewer

## Class 20 MG B GT

1st Bob Afflecl  
2nd John Hawthorne

## Class 21 MG Midget Chrome Bumper

1st Dwight Saul  
2nd Mark Marino

## Class 22 MG Midget Rubber Bumper

1st Dave Aites  
2nd Clark Davies

## Class 25 Austin Healey 100-4, 100-6

1st Charley Braum  
2nd John Knasko

## Class 26 Austin Healey 3000 MKI, MKII

1st Rick & Nancy Brown  
2nd Mark Bigatel

## Class 27 Austin Healey 3000 MKIII

1st Ed Orr  
2nd Dick & Sandy Gaier  
3rd Gary Feldman

## Class 28 Motorcycles

1st Charlie Braum

## Class 29 Austin Healey Sprite

1st John Chapman  
2nd Robert Capo

## Class 30 Jaguar XK120, 140, 150

1st Lloyd Gillespie  
2nd Dave Reese

## Class 32 Jaguar E-Type Roadster

1st Richard Santucci  
2nd Tom Zebrasky  
3rd Paul Grandy

## Class 33 Jaguar E-Type FHC

1st Sam McVeigh, Jr.  
2nd Gary Conner  
3rd Jack & Pat Terrick

## Class 34 Jaguar Saloon Pre '69

1st Dan Tiel  
2nd Robert Lamperfield

## Class 35 Jaguar XJ6

1st Barbara Mandicino  
2nd John Moan  
3rd Bruce Jenkins

## Class 36 Jaguar Modern

1st Damian Ondo  
2nd David "Kimba" Gelet  
3rd Roger & Beth Zelt

## Class 37 Lotus

1st Mike Brown  
2nd Danny Yanda  
3rd Ned Herrick

## Class 39 Morgan

1st David & Judie Burrows

## Class 40 Austin, Morris, Mini

1st John Taylor  
2nd John Hedeon  
3rd Dennis Poland

## Class 41 Mixed British

1st Lenard Fiore  
2nd Bob Webb  
3rd Fred Segal

## Class 43 Land Rover

1st Steve & Donna Laich

## Class 44 Rolls Royce Pre 1966

1st Richard Coombs  
2nd William Casey

## Class 45 Rolls Royce Post 1966

1st Jon Leimkuehler  
2nd William Casey  
3rd Denis Altenburger

## Class 46 Bentley

1st Brian & Helene Leimbach  
2nd Chris Davis

## Class 47 New Mini

1st Eric Langreder

## BEST OF SHOW

Lloyd Gillespie  
Jaguar XK 150

Woody and his famous car pants, when are you going to fit in them Woody?



Bill Babcock and Peyote, one very fast Triumph!



## A Racers View

# Pittsburgh Vintage Grand Prix

By Bill Babcock

**Ed. Note: Bill is a long time TR racer and belongs to the FoT (Friends of Triumph) racers network. He is from Oregon and this was his first encounter with the fabled PVGP at Schenley Park. Bill's sports racer, Peyote, is a TR3 based, aluminum bodied creation by the fabled Bill Ames, his tow vehicle a converted Air Stream he calls Nero. Bill and Diane are doing the "All aluminum Tour" around the great racetracks of the USA. We thought you might like to see how an "outsider" thinks about the 'burgh, the PVGP.**

The great week continues. We towed through the center of Pittsburg to get to Schenley Park, a very pretty park in the Oakland/Squirrel Hill area of Pittsburg. Beautiful homes, quiet streets—hard to believe they can run a race here. We got to the paddock and were directed to an ideal spot, where we could park the trailer on the grass in the shade of some huge trees and paddock Peyote on the street right in front. We set everything up early. We heard the paddock really fills up. Some folks say not to get there early because there's no security on Thursday night and it's a "bad" neighborhood. Actually the neighborhood is fine, what they really mean is that there are hordes of gay guys that use the cul-de-sac that becomes the paddock as a spot to get together. Yes, "get together" is a euphemism—there were funny white balloons everywhere on the paths in the woods.

Other participants told me the gay guys get pretty testy that we're in their spot. I figured we could survive that. Diane said "should we be concerned about a drive-by slapping?"

One of our neighbors recommended a local restaurant on Murray street called "Ma Provence". Turned out to be a spectacular little bistro. We had one of the best meals of the trip. Murray street is interesting—lots of delis and little grocery stores and shops. It's a jewish neighborhood with a surprising number of orthodox and hasidic jews walking around. Turns out there's a Yeshiva school nearby. I grew up near Brookline, Massachusetts and a lot of my friends were Jewish, but you rarely see an orthodox Jew in Brookline—my friends were about as Jewish as I am, except for ethnicity and moms that cooked wonderful food and were on their case constantly.

The PVGP is pretty much a week long deal. We went to a very nice car show on Tuesday on Walnut street, and the black tie thing I already wrote about. Nice people everywhere, but the nicest is a guy named Danny Yanda. Never saw him without a big smile on his face, and he was constantly dropping whatever he was doing to help us out. He walked halfway across the golf course to show me where to get a free beer, shepherded around the car show, showed us places to eat, introduced us to everyone. Just an amazing guy.

Friday night there was a wonderful driver's event at the conservatory, an amazing place on it's own, but it was full of Dale Chihuly glass that was there for a special garden installation. Absolutely spectacular. At the walnut street event Danny had introduced us to Steve Weber, the media director for the event and got him to give me one of his fine cigars (I had asked where I could buy one). Steve was at the event with Dutch Mandel the editor of Autoweek, and we wound up back at Nero smoking my Pinar cigars, drinking some Professional Small Boy brandy and talking to the wee hours.

What was I thinking. I woke up at 7:00 feeling pretty frickin' fragile, and had to go out and drive this spooky circuit. Twenty two turns, innumerable elevation changes, stone walls, curbs, bridges, hydrants, hay bales, slippery stripes, manhole covers, a hugely crowned, variable surface—and that's the fun

part. During the race on Sunday while we were behind the pace car a deer stood in the street and stared at us. At two various times I had chipmunks run in front of me. Nice.

You are aware of the walls and innumerable other hazards every second that you are on the track. They call it a five-tenths race, but it's not really. You're driving ten-tenths, but half of your concentration is taken up by the little guy in your head screaming "holy shit!!!"

I never took anything that I considered to be a line around any corner. I was constantly mistaking the fast corners for the slow ones (which, given the large penalty for error here was a lot better than the other way around). I assumed my times would suck out loud, but Peyote came through as usual and I qualified fourth in the sports racer/formula car class. I was certain that there was an error, there was some pretty hot iron there, including a Cooper Formula One car with a very zesty 2.5 litre motor. I turned a 2:25 something, which everyone said was pretty good. The competition ahead was a very fast Elva MKIV, the F1 Cooper, and Lotus 19. All were driven by guys with lots of experience at the PVGP track. Behind me was a horde of fast sports racers and open wheel cars, mostly Loti with a smattering of Elvas.

Before the race on Sunday I had long talks with myself: "you have ten events to go, no reason to push it here, it's too dangerous. You'll smash up your car and the tour will be over. Don't even try to hold onto fourth, just cruise. There's a bunch of people here with fast cars who know this track, no way you'll hold position". I also told that to everyone that would listen—setting low expectations I guess. Either that or I was really talking to myself.

Then the green flag dropped and I tried my best to shove my way into first before the hay bale chicane. Almost made it too, but the Formula One car was too quick. My resolve to be rational was pretty much a nagging memory. The Elva got by me and started working on the F1 car. I figured he'd get him eventually since he turned 2:16 in qualifying, which is close to record time I understand. But in the meantime the battle was slowing both of them, so I worked on getting by them while they scrapped. I think the Elva got by the F1 car in the second lap and started pulling away. I was working on the F1 car too, but he was so fast when he was pointed in the right direction that it was difficult. In the meantime I had a Lotus 18 (I think) working on my tail. I finally got past the F1 car at the entrance to the Serpentine, and thought I could stretch a lead down those tight turns, but he came roaring back and blew past in the straight after turn 1. With the F1 in front I couldn't get away from the Lotus where I was faster, so he started chewing me up and eventually passed me. A lap later the F1 car retired but my tires were so toasted I couldn't haul in the Lotus.

With second place out of reach, and no one in my mirrors even in the longest straight, I decided to slack a little and be certain the car would survive. Especially since my tires were like gum. As I passed start/finish they held out a noose, which is their signal for last lap. So I cruised to a relaxed third.

They had an award ceremony after each race—bottles of Crown Royal for first through third and a really cool looking trophy in each group for a competitor that showed the best vintage spirit, or traveled the longest distance, or something like that. Always a good idea in vintage racing to keep people from racing for trophies. They had a hay bale podium set up, pictures, interviews and all that. Somehow they didn't wave in the Lotus so they thought I was second. I kept saying "no, I'm third, the Lotus was second" but in the confusion they gave the second place winner's bottle of Crown Royal to the guy they were giving the special award. The second place guy walked back from the paddock. I don't know if they ever fixed the snafu.

I was pretty happy with third. I turned a 2.22.227. Pretty interesting time since Peyote's traditional number is 222. I think the car is trying to tell me something. Like maybe it's all the car.

Bill to Peyote: I already know that.



# Your Oil May Be Killing Your Engine

by Bud Osbourne

Sometime within the past year, the American Petroleum Institute, which is the petroleum industry entity which creates/writes the standards to which all lube oils are blended to meet (or exceed), created a new "standard" for lube oil blends, in response to auto industry requests for lower levels of zinc and phosphorous. The result was the new "SM" designation, which you will find on the back of virtually all containers of engine lube oil sold by your friendly, local auto parts store.

Now, this recent reformulation is probably OK for modern engines, with their overhead cams, multi-valves, and correspondingly lighter valve spring tension. However, for push rod operated valve trains, with their larger (heavier) valves, rocker arms, push rods, and tappets requiring significantly stiffer valve springs; the cam shaft lobes need all of the protection they can get. Unfortunately, the new SM oil formula contains insufficient levels of the additives zinc and phosphorous needed to provide this protection, according to numerous high-performance camshaft manufacturers, and engine builders.

This news caused me to take a very careful look at my long-time oil supplier, Kendall. What I found with Kendall (and other formerly highly regarded oils) is that someone else bought the name and simply substituted their own inferior product, under the once revered Kendall label. In other words, I have been scammed, and my engines have not been receiving the superior protection that Kendall oils once provided. I looked into some other oils (Shell Rotella T, Chevron, and a couple of others) before one of the engine builders on 356Talk told me about what really happened to Kendall.

The good news is that, although Conoco-Phillips Petroleum purchased the Kendall name and formulas, in 1997, the former Kendall refinery, now known as the Brad-Penn Refinery, in Bradford, Pennsylvania, continues to refine and blend the same oil, under a different name: Penn Grade 1. This is the celebrated Kendall GT-1, which was so widely used by all of the top-name racing teams of the 60s, 70s & 80s. The original formula has been improved with a synthetic blend (I believe for stability under extreme temperature conditions, in turbo-charged racing engines), along with the original, Pennsylvania crude oil base (Pennsylvania crude is the acknowledged BEST base stock in the world for superior lube oils). Imagine: Pennsylvania residents, working for a company owned and headquartered in Pennsylvania (Philadelphia, to be exact), using a mineral found ONLY in Pennsylvania, to produce a product that has no equal IN THE WORLD. What a concept!

I won't know how much accelerated wear has taken place in my engines until I tear one down for inspection and rebuild, but, I'm feeling tremendous relief in the knowledge that my Porsche 356's very expensive (way too expensive for me, anyway) engine internals have at least not been exposed to the new SM formula lube oils, and I've switched to Penn Grade 1 Racing Oil, which is stocked by Coen Oil Company in Greensburg and Washington, PA. The price is very reasonable (less than I was paying for the "bogus" Kendall GT-1). In the past, I've torn down several engines which were lubricated by the original Kendall GT-1, and I never failed to be impressed by the lack of wear on components which should have been pretty well used up.

So, I urge you guys to give some serious attention to the oil you are running in your Triumphs, today. Odds are it is NOT what it used to be, and is, in fact, killing your engine. Don't be fooled by some of the brand names which are no longer the same good stuff they once were. Now, we have a chance to support the "home town team", while doing our cars much good, too.

# Reading a Bottle of Oil

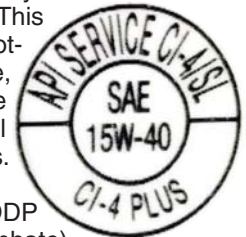
by Bruce Stutzman

Now that most engine oil is not suitable for our vintage cars (re-read my article in the May 2007 issue of the DZUS DNUZ) we need to be able to identify the oil that is suitable. First, let's make sure we understand the viscosity index and the service ratings at least enough to be able to select the correct oil for our cars. Both appear on the bottle.

Viscosity is a measure of the flowability of oil. The Society of Automobile Engineers (SAE) assigned numbers, we call them weights, to different viscosity oils so they can be compared. The numbers are 5-10-20-30-40-50. Thinner oils have a lower viscosity and a lower number.

A great improvement was the development of multi-viscosity oils, 20W50 for example. The W means the oil has a viscosity of 20 at 0 degrees fahrenheit (winter). Most of us don't drive our vintage cars in the winter; we should be using thick oil, either 30 or 40 single weights or 15W40 or 20W50 multi weights. 5W20, 5W30 and 10W30 are not suitable for our vintage cars because of their SM service rating.

Service ratings are established by the American Petroleum Institute (API). This rating is in a circle on the back of the bottle. As you can see from this example, this is 15W40 oil that meets the service ratings CI-4 and CI-4 plus for diesel engines and SL for gasoline engines. We can use this oil in our vintage cars.



The important thing to us is the ZDDP content in the oil (zinc dialkyl dithiophosphate).

The zinc and phosphorous in ZDDP are antiwear additives that are critical to metal contact points in engines - for us, where the cam lobe meets the lifters.

I suppose it is natural to assume that oil that meets the latest service rating is better - not so. The newest service ratings are the ones that do not have enough ZDDP for our vintage engines. As I said in my May article, they are CJ-4 and SM. Don't use them in your vintage car.

Service ratings, in chronological order, going back about 10 years or so, are as follows:

Diesel	Gasoline
CF	SG
CF-4	SH
CG-4	SJ
CH-4	SL
CI-4	SM
CI-4 plus	
CJ-4	



The only service ratings you are likely to see on a bottle of oil in an auto parts store are CI-4, CI-4 plus and CJ-4 for diesel and SL and SM for gasoline.

Have you seen this "starburst" on an oil bottle? If you do, don't use the oil in your vintage car.

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**Editors note to Buds Article: Penn-Grade Racing Oil comes in our preferred 20W50 viscosity, meets CF and SJ service ratings and has a lot of ZDDP - perfect. It is already in my TR4 engine. Brad Penn also makes a conventional oil called Premium Penn Grade that is available in 30 weight and 20W50 and meets the SJ service standard. We can also use this oil in our vintage cars. You have to buy it by the case at Coen Oil, in Washington PA or Greensburg. If you can't get to either of the above give Bud a call.**

# A Note on the VTR National

by Fred Segal

I attended the 2007 Vintage Triumph Register meet in Valley Forge, Pa and it was spectacular.

The Delaware Valley Triumph club should be congratulated for an amazing organizational effort and for attempting to make it so pleasant and diverse. The Sheraton hotel was first class and very friendly.

I understand that 317 cars attended with close to 600 people. There was a TSD Rallye, a Funkhana, many tech seminars, a fabulous Autocross in the Lockheed-Martin lot next to the hotel, tours to Philadelphia, judging seminar (I did judge) and dining out experiences that were truly unique as well as a friendly barbecue. Also, great shopping at the King of Prussia mall only a few minutes by shuttle bus.

The Concours d'Elegance was held in Phoenixville, Pa. about eight miles away. The drive to it was scenic, right through Valley Forge National Park. We parked in different classes along the street for judging and public viewing, and bagpipes serenaded us. So many rare and unique Triumphs of all types were present, most of them stunning. Many British vendors were present as well. Some fellows actually purchased Kilts. The famous and period Colonial Theatre was open for us to enter during the show where the Roadster Factory provided classic racing movies of the 50s, 60s and 70s with the emphasis on the Triumph marque. The Colonial is famous for the sci-fi movie, The Blob, where crowds of people come running out of it in terror to avoid being consumed by it. It was Steve McQueen's first movie.

Graham Robson the famous author was present and spoke at the Awards Banquet about the British car industry, his experiences and the future of the Triumph marque. He was quite a nice fellow and signed autographs at the end. Also present were Mike Coffey the founder of Stag Club, USA, and Charles Runyan from TRF. The awards banquet ended in surprise with the famous Philadelphia Mummers storming into the ballroom. Everyone sang and danced.

I was thrilled as my TR8 won First Place in the Concours and won the Dennis Riley/Bill Wood award. They must have seen it running in the Autocross. I was awful, but the car looked beautiful!

Next year the meet is in August and will be held in Ypsilanti, Michigan also about 300 miles from Pittsburgh. People drove in from California, Colorado, New Mexico, Arizona, Canada etc. so it would be nice if we could caravan up as a group next year. If you are into any automotive marque, there is nothing like a National.

## WPTA Members Score at VTR National

WPTA didn't have a large contingent of members at VTR 2007, but they did very well. Congratulations to:

- Fred Segal - 1st in TR8 Concours
- Pat Davis - 1st in Spitfire 1,2,3 Concours
- Richard Altenbaugh - 1st in Spitfire 1500 Concours
- Jim McDaniel - 1st in Stock TR6 Autocross
- Fred Segal - Dennis Riley/Bill Wood TR8 Challenge Trophy



Becky and Deb from the Roadster Factory - nobody can count ballots faster than they can!



It's a wonder the cars got parked at all!!!

## What is my car doing?

By Ed Major

In the world of NASCAR, to me the announcers use very unfamiliar terms describing what the cars are doing. They usually use the word "pushing" when they are describing understeer or the fact that the car wants to go straight ahead in a turn. When the announcers say "loose" they are talking about oversteer or the fact that the back of the car tries to come around in a corner. I found the following perfect description for these two terms on the internet, plus it describes horsepower and torque to the tee. Enjoy.

**Understeer** is when you hit the wall with the front of the car,

**oversteer** is when you hit the wall with the rear of the car.

**Horsepower** is how fast you hit the wall,

**torque** is how far you take the wall with you.



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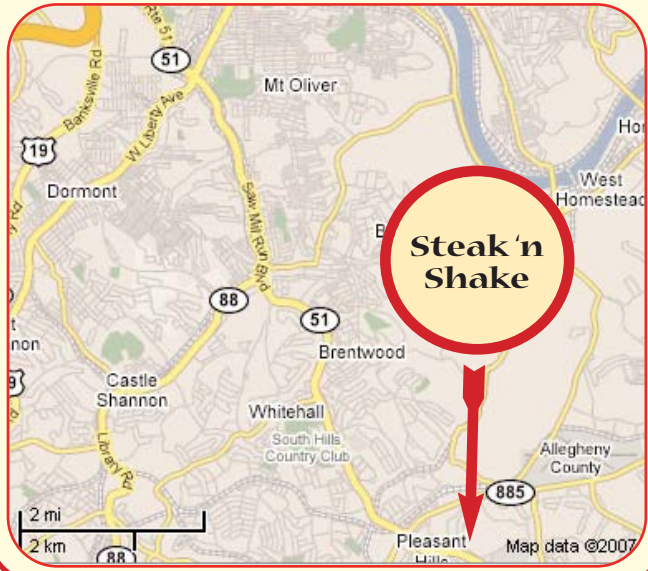
**August, 2007  
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Dzus Dnuz**

## **Special British Car Day Issue 2007 Winners List Insides**

### **Picnic At Stone Villa Winery**

**August 11, 2007**

Meet at the Steak N Shake on Route 51 south, about a mile south of the Lebanon Church Road Cloverleaf at 9:30AM



### **"The Surprise" Driving Event**

**August 25, 2007**

Meet at the Kings in Wexford at 3 pm.

