

Regular Meetings are the 3rd Thursday of each month unless otherwise posted.

No Formal Meeting in January Due to the Kick Off Party, Jan 13 at the Fox & Hound, 2-5pm
See calendar for details.



The Cape Fear British Motor Club Welcomes all Marques, Models and Motoring Enthusiasts

For additions or submissions to the letter contact the editor:
Dale Masters @ 270-7762 or dcllmasters@earthlink.net

Visit the website:

www.bmccf.org

Volume 9 No.01

THE HUB

January, 2007

The Official Monthly Publication of the British Motor Club of the Cape Fear

Presidents Message

A commentary on Channel 6 recently said, "It's a brand new year. It's a time of celebration, renewal, and hope for better things. Sadly, many of us will miss the opportunity that's before us." The message went on to say that you will be rewarded for what you put into events, charities, and personal relationships. If you sit back and expect things to happen for you and without your input, then you will miss the opportunity you have to enrich your life and the lives of others in 2007. That is the theme I want to invite all BMCCF members to embrace this year in everything you do, both in the community and the club. We have an exciting outline of events this year that Tom and Susan have provided. Each event could use YOU and your ideas to make it succeed. We welcome any additional ideas for events that you can offer, and that could mean driving, social, or charity ideas. So Happy New Year and keep those British (and all other) club cars in good shape. Gina and I look forward to seeing you at the kickoff meeting on Saturday, January 13th.

Jack Corbell



**DON'T FORGET
BMCCF Kick Off Party
January 13th**

**At the Fox & Hound Pub at Mayfaire
Center**

From 2 – 5 PM

**Even if you have something else to do
later, you can still make this event -**

BMCCF ACTIVITES CALENDAR

2007

REMINDER

If you are planning on attending a club event that requires and R.S.V.P., please remember to do so by the date requested. It makes it a whole lot easier to plan

JANUARY 2007

- 13th 2007 Kick Off Party ,
Fox & Hound Pub at Mayfaire Plaza, 2-5 pm
Contact Tom or Susan Roberson for details
xke1964@ec.rr.com or 910-342-0832
- 18th No Monthly Meeting

FEBRUARY 2007

- 15th Monthly Meeting Venue tba
- 17th Chili/Gumbo Cook-Off at Poplar Grove Plantation,
10200 US Hwy 17 N, Scott's Hill, 5:00PM – till?
Bring some chili!!!!
Contact John & Joann Foster for details
fosterhouseji@bellsouth.net or 910-270-7050
- 19th President's Day

MARCH 2007

- 9th / 10th Sun Coast Cruiser's Parade & Show: Fort Fisher
Recreation Center
- 15th Monthly Meeting Venue tba
- 17th St Patrick's Day & Edinburgh Pub Day @ Tom &
Susan Roberson's home, 2905 Harvard Dr. 4pm – till?
For details: xke1964@ec.rr.com or 910-342-0832
- 31st NCMGCC Coastal Tour with BMCCF, See April 1st.

APRIL 2007

- 1st Joint event with the North Carolina MG Car Club,
Annual Coastal Tour to Little Washington & Bath NC,
March 31st – April 1st,
For Details; www.ncmgcarclub.org/upcoming.html
Or Debbie Hawkins, 919-676-8888
- 1st Palm Sunday
- 3rd Passover Begins
- 6th Good Friday
- 8th Easter
- 11th NC Azalea Festival Week, Wilmington ,
www.ncazaleafestival.org
- 19th Monthly Meeting Venue tba
- 21st The Gathering at Shelton Vinyards, Dobson NC.
www.triumphclub.org/
- 21st Rims on the River Car Show, Downtown Wilmington
www.dbawilmington.com/rims_on_river.html
- 21st Pleasure Island Chowder Off, www.pleasureisland.org
- 22nd Colonial British Car show Williamsburg, VA
www.cvbccva.com/7.html
- 28th AACA Annual Car Show, Independence Mall

MAY 2007

- 5TH Joint Outing with the Charleston British Car Club,
Details TBA
- 11th Townsend, TN.-20th Annual British Car and Bike
Gathering, information and registration forms,
contact Mack Sneed at blountbritishcars@comcast.net
Jim Watson at spridget@charter.net or 865-599-4305
- 13th Mother's Day
- 17th Monthly Meeting Venue tba
- 19th Time/Distance Ralley, Details TBA
- 19th 11th Annual Triangle British Classic Car Show,
Brierdale Shopping Center, Raleigh
Watch; www.ncmgcarclub.org/upcoming.html
For details
- 19th Armed Forces Day
- 18th Annual Greek Festival, Wilmington
- 26th British Car week, Check it out at
www.britishcarweek.org/bcw2007.html
- 26th Memorial Day Weekend

JUNE 2007

- 9th VIR Gold Cup Races Weekend, Milton, VA. BMCCF
Group Travel outing
www.virclub.com
- 14th Flag Day
- 17th Father's Day
- 21st Monthly Meeting Venue tba
- 21st First Day of Summer

JULY 2007

- 4th Independence Day
- 7th Poplar Grove Classy Chassis Car Show & Country
Flea Market; www.poplargrove.com
- 19th Monthly Meeting Venue tba
- 27th Blues Festival Weekend, Wilmington area
www.capefearblues.org

AUGUST 2007

- 4th Leland Under the Lights Car Show, most likely date
- 16th Monthly Meeting Venue tba

SEPTEMBER 2007

- TBA Atlanta British Car fayre, Norcross, Georgia more
details soon
- 1st Labor Day Weekend
- 8th Art & Antique Festival (Most Likely)
Downtown Wilmington
- 12th Rosh Hashanah Begins
- 20th Monthly Meeting Venue tba
- 21st Yom Kippur Begins
- 23rd First day of autumn

OCTOBER 2007

- 5th Riverfest weekend Wilmington
www.wilmingtonriverfest.com
- 8th Columbus Day
- 13th Pleasure Island Seafood & Jazz Festival
www.pleasureisland.com
- 18th Monthly Meeting Venue tba
- 19th Euro Auto Show weekend at the BMW Plant in Spartanburg, SC
Austin Healey featured marque
<http://www.euroautofestival.com/registration.aspx>
- 20th Octoberfest weekend, Mayfaire Center, Wilmington
- 21st Lighthouse International Beer Festival
Hugh Macrea Park, Wilmington
- 27th Port City Mo-Par car & truck show at Battleship Park
- 28th Charleston British Car Club Show, BMCCF Club
Weekend Event with the goal of winning "Most cars entered from a visiting club Award" Details TBA from Tom & Susan Roberson

NOVEMBER 2007

- 3rd BMCCF Brits at the Battleship Show
Watch www.bmccf.org for details or contact
Edie Cutler at ladyirish@aol.com or 910-799-2753
- 6th Election Day
- 15th Monthly Meeting Venue tba

DECEMBER 2007

- No Club Meeting this Month
- 4th Hanukkah Begins
- 25th Christmas Day
- 31st New Years Eve

BMCCF Birthdays & Anniversaries**Birthdays**

Doris Age	1/9
John Althouse	1/16
Rob Deanes	1/29
Joanne Foster	1/11
Gail Massey	1/12
Chris Moore	1/1
Janet Smith	1/4
Paula Starling	1/21
Dena Sugg	1/13
Megan VanVliet	1/25
Charles Ward	1/5
Lynn Wilson	1/11

Anniversaries

Howard & Marylyn Bollinger	1/2
Edie Cutler & Pam McMahon	1/3
Mary & Craig Murden	1/4
Ann & John Wingo	1/28

Note: If you didn't see your birthday or anniversary date posted on the appropriate month, we probably don't have it listed in the membership database. Contact Dale Masters at (910) 270-7762 or dcllmasters@earthlink.net to update, if you wish.

(UN) CLASSIFIED ADS

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badges, Caps, Shirts, etc.**

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910-791-0035

BMCCF NAME TAGS

Official BMCCF nametags are required at all events or when
you are representing the club.

Originally ordered name tags are now available from Terry
Smith (910) 686-0785 \$5.50 Pin Clasp
\$8.00 Magnet Clasp

MG Good Stuff For Sale

1973 BGT, new tires, needs a paint job and interior
1971 BGT engine out, parts car

1970 B engine out, just bought new floor pans and
other panels from Moss

Have the 2 engines on mounts

A whole shed of parts

I can provide as many pictures as needed via email
Asking \$ 5000.00

Bought a 54 TF and 60 A, need the room according to
my wife

Bob Moore
910-616-7045

I am selling my 1967 H
This car is British Racing Green and is a BJ8 model,
which is the most desirable model with roll-up
windows and wooden dash. It is truly a great auto.
The reason I am selling is because I am restoring
another Healey which I recently purchased. I am
asking \$32,500 which is very reasonable for a late
model Healey in great condition. If interested please
call:

Jeff Starling @ 231-3254 or 791-9981

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per with original white paint. Rebuilt
ly 100 miles. New Clutch, brakes and
components. Top and

910 329-0722 for more info and
[_____](#)

1980 MGB

Running condition that I would like to sell. I think
that it would make an excellent restoration project for
someone who would be interested in that sort of
thing. It is in good condition with a lot of new parts.

I can be reached at 910-471-3384

1960 Austin Healey BT7

Lengthy restoration completed by "VON'S" during
2003-2004

for more info and pictures

Contact Paul Stella @
(910) 538-5335

HOT NEWS

Submitted by **John Foster**: This was posted on the some British Car web forums and based on the feedback it is not widely known apparently -----

OIL IS KILLING OUR CARS!!!!

By: Keith Ansell, Foreign Parts Positively, Inc.

About a year ago I read about the reduction of zinc dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly and followed correct break in procedures.

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines.

Next call: To another major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement:
Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY" aware of

this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding. Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the off the-shelf oil".

Next question: Now what do we do? From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with.

From the camshaft manufacturer (Crane): "use our additive" for at least the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only about \$12.00 for each oil change for an 8 ounce can (This problem seems to be something GM has known about for some time!).

From Redline Oil: Use our street formulated synthetics. They have what we need!

From our major oil distributor: Distributing Castro, Redline, Valvoline and Industrial oils: "After over a week of contacts we have verified that the major oil companies are aware of the problem". "The representatives of the oil companies today are only aware of marketing programs and have no knowledge of formulation". The only major oil companies they were aware of for doing anything to address this are Valvoline that is offering an "Off Road 20W-50" and Redline.

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils.

Last question: So what are we at Foreign Parts Positively going to do? After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel rated. Castrol, owned by British Petroleum, is now just a brand name. This is a difficult decision as we have been a dealer and great believer in all Castrol Products for over 40 years. We have been using Castrol Syntech oil in new engines for about 3 years so the cost difference in changing to Redline is minimal. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes, it is a long change interval but with lowered sulfur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel, which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved", or even products we have been using for many years, are destroying our cars as it isn't the same stuff we were getting even a year ago. For the cars that use "engine oil" in their gearboxes this may even pose a problem as these additives that have been removed could be very critical in gear wear. We will be using oil specifically formulated for Manual Gearboxes with Brass Synchronizers. The only oils we are aware of that fit the criteria are from General Motors and Redline.

If you have any additional input let us know. We need to let every flat tappet engine owner, i.e.: every British Car owner know that things are changing and we MUST meet the challenge.