

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

**Next Meeting
May 15th
Temptations**

Eats Starts @ 6 PM
Meeting Starts @ 7PM



BMCCF

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

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Visit the website:
www.BMCCF.org

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THE HUB

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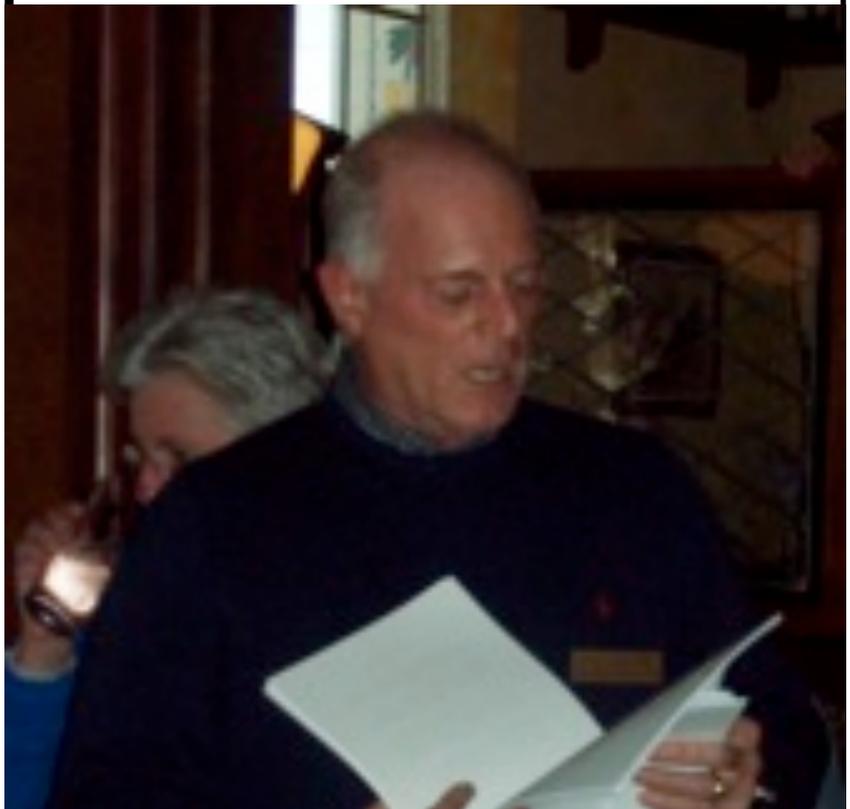
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President's Message:



Just hit the star and listen:



BMCCF - MINUTES

April 18, 2014

Temptations, a.k.a. the BMCCF Club House



Meeting was called to order at 7:00 by Treasurer John Moore. There were 34 people in attendance. John tried the new microphone provided by Temptations with mixed success. John said that Steve is in Texas for the 90th birthday of his mother-in-law so he does have a very good excuse for missing the meeting. John welcomed new members Bart and Julie Yashera who have a 1970 MGB. Welcome, welcome!!

The minutes of the January meeting were approved with John Foster moving to approve and David Ward seconding.

John asked Eric Robinson to introduce the car show committee chairs for a report on the *Car Show Activities*. Tom Boscarino said there **will be** coffee and donuts which prompted a cheer from the attendees. Terry Walters obtained the vote counting computer program used at several car shows including the car show run by the Triumph Club of the Carolinas. This is a spreadsheet based program which Terry and his computer-savvy son have tested and Terry says it works great! At The Gathering with 272 cars in the show the votes were counted in 30 minutes. Mickey Finn said the parking plan is complete, with help from John Adams, signage is ready. John Adams is also coordinating the registrations packets which will be finalized closer to the show date.

David Ward reported that 12 of the 25 class sponsorships have been committed so hurry and get your sponsorship form from David – don't miss this opportunity to have your name up in lights, figuratively, of course. If you are approaching a business to sponsor, that business can view the sponsorship as advertising for tax purposes. Several different types of companies have sponsored historically – not just companies related to the car or collector hobby. Go after anyone you know and solicit those sponsorships! If a sponsorship of \$100 is too much, ask if that business would contribute a raffle prize. Robin Ward is coordinating the raffle and all items are welcome. For example, restaurants, car related items (or not!) and gift certificates from COSCO, wine shops, etc. Contact Robin Ward if you have any questions. Pam McMahon said there are 4 cars already registered. Each pre-registrant will receive an email thanking them for registering, reminding them about the pre-show party on Friday night and providing an email address – HYPERLINK "<mailto:bmccfcarshow@aol.com>" bmccfcarshow@aol.com – if they have any questions or need more information.

John Williamson said he has contacted several companies for goodie bag items and 4 – 5 have responded that they will send items in September. Action for members: ask at banks, companies, etc. to see if they will contribute pens, pads, any small items for goodie bags. Bart Yashera volunteered/was coerced into chairing the 50/50 effort. Bart will be supported by his very talented wife, Julie, an experienced solicitor, says Bart. Eric stated that Charlie Schaefer has already booked the hotel and is also handling media/publicity. Finally, Eric said Howard Bollinger has again volunteered to make phone calls closer to the car show date.

Eric will be out of the country until mid-June. He has already sent the sponsorship forms and the car show flyer to the BMCCF email distribution.

Last weekend was The Gathering. 4 members displayed their cars with John Williamson being awarded a 3rd place for his TR6. This is a significant accomplishment since there were 46 cars in that class which included TR4s and 250s. Congratulations to John and Trudy!

John and Jacq Moore distributed car show flyers at The Gathering and they reported that several folks said they are planning on attending and are excited.

John Moore delivered the Treasurer's Report indicating there is approximately \$6200 in the bank. Checks have been received for car show registration and there have been a few expenses including name tags.

Regarding the Activities committee, Eric stated that Kristin updated the website. The North Hills show is May 17th, not the 18th as previously published. The Landfall show is April 26th. Spectators welcome. The New Bern trip is May30th/June1st but be sure to make your hotel reservations by April 30th and let Susan Roberson know if you are going. Rims on the River is this Saturday with 500 – 600 cars expected. There will be a live band, circus performers and the Cage of Death. It should be a fun day. Bill Massey said he would know by Thursday night (tonight) if the weather will force the cancellation of the show. If Rims is rained out, the rain date is May 18th.

Ron Jones talked about a trip to the Boys and Girls Club at Lake Waccamaw on either Sept. 20th or Oct. 18th. It should be very pretty weather-wise. The club members could give the kids rides in the cars and let the kids see these great cars. Ron also said it would be wonderful if we could present a check to those folks who do such good work. Contact Ron if interested in helping with this day trip.

Eric stated that Kristin had also updated the member list on the website. That portion of the website is password protected and Eric reminded all of the password. NOTE FROM

THE SECRETARY: since these minutes are in the newsletter and the newsletter is for all, not just members, I will not include the password here. Contact Eric, any of the officers or any member of the board if you need the password.....

Caryl Finn has club phone books available after the meeting. A discussion ensued about how best to get updates to the phone book to members. The consensus was that an electronic update is best, maybe an updated Windows document emailed to all of the membership. Caryl will talk with Charlie Schaefer at least once per month to provide updates and then determine how best to communicate that out to the members.

Carl Wilson of Autoworks (yourautoworks.com) delivered a very informative talk about brake fluid. Contact Carl for more information on that.

The meeting adjourned at 8:10 PM

Respectfully submitted,
Pam McMahan



BMCCF Calendar of Events 2014

MAY

3rd - 4th. Pinehurst Concours Event, Pinehurst NC info: <http://pinehurstconcours.com/> #rd. "BRIT INVASION DAY"

15th - Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

18th - Triangle British Classic Show, North Hills, Raleigh info: www.ncmgcc.org

24th - Great Scott! British Car Show, Greenville, SC info: www.gallabrae.com/events/2

30th - New Bern Spring Run

JUNE

15 - 19th. NAMGBR 'Drive Into A Gilded Past' Car Show, French Lick, Indiana Info: www.MG-2014.com

19th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

26th. Hagerty GREAT RACE. Overnight stop in Wilmington info:

JULY

4th. 47th. Mountaineer Antique Auto Show, Asheville, NC info: www.mountaineerantiqueautoclub.com

17th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

AUGUST

21st Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

SEPTEMBER

9 - 13th. **Vintage Triumph Register Convention**, Dobson, NC info:
www.vintagetriumphregister.org

18th. **Club Meeting** 7 PM TEMPTATIONS EVERYDAY GOURMET

27th. **FALL FESTIVAL**, Youngsville, NC info:
www.youngsvillefallfestival.com

OCTOBER

11th. **BMCCF "BRITS at the BEACH"** 16th. **Annual Car Show**

16th. **Club Meeting** 7 PM TEMPTATIONS EVERYDAY GOURMET

NOVEMBER

20th. **Club Meeting** 7 PM TEMPTATIONS EVERYDAY GOURMET

DECEMBER

18th. **CHRISTMAS PARTY** EVERYDAY GOURMET

BMCCF SPRING TRIP TO NEW BERN

MAY 30-June 1st, 2014

DoubleTree by Hilton New Bern-Riverfront

100 Middle St New Bern, NC 28560

252-638-3585

newbernriverfront.doubletree.com

\$119 Per night

Please reference BMCCF when make reservations

More details to follow about our Saturday drive and dinner!

please RSVP if you plan on joining us for this great event



with BMCCF

BMCCF AWARENESS NOTICE:

from a friend (not sure of accuracy)

REMEMBER: Cell Phone
Numbers Go Public this month.
REMINDER..... all cell phone numbers are
being released to telemarketing companies
and you will start to receive sales calls.

.... YOU WILL BE CHARGED FOR
THESE CALLS

To prevent this, call the following
number from your cell phone:

(888) 382-1222

It is the National DO NOT CALL list It
will only take a minute of your time.. It
blocks your number for five (5) years. You
must call from the cell phone number you
want to have blocked. You cannot call from
a different phone number.

HELP OTHERS BY PASSING THIS
ON.

It takes about 20 seconds.

donotcall.gov/default.aspx

SPRING START-UP: TIPS FOR GETTING YOUR CLASSIC BACK ON THE ROAD

By: Jonathan A. Stein (from HAGERTY)

One of the best things about spring is that it's time to put that Mustang, MG or Marmon back on the road. All it really takes is a little common sense and a little bit of time.

For starters, if the car has been on a trickle charger all winter, disconnect the charger and reconnect the battery. Otherwise, it's a good idea just to charge the battery for a few days.

Next, check the coolant, oil, transmission fluid or oil and brake fluids to make sure the levels are right where they should be. While you're under the hood, it's a perfect time to check the condition of belts and hoses. You may also want to make sure that you don't have any unwanted residents, like mice.

This is also an excellent time to pull out the tire gauge and make sure that all five tires have correct air pressure readings, which you'll find in your owner's manual.

If you can roll the car outside before starting it, that's always a good idea. If the car has an electric fuel pump, turn the key one notch and let it click away. Not only does that get fuel up to the carburetors, it gives you a chance to look for fuel leaks.

Now it's time to start the car. As soon as it's running, take a good look to make sure there are no fuel or coolant leaks. You may also want to have someone depress the brake pedal while you look inside the wheels and at the brake hoses and to make sure that the pedal feels nice and firm. Taking your car out for the first time and discovering you have no brakes is a good way to ruin any day.

THE OLD GRAY GRIT AIN'T WHAT IT USED TO BE

By: John Gunnell (HAGERTY)

A car collector put his [Packard](#) away for about 30 years. When he took the car out of storage, there was no getting it started. “Why, this car used to be a ‘gas’ when I drove it,” he said. He couldn’t understand why it didn’t run now. The reason? His gas used to be a “gas” too — now it’s just a gritty, gray residue.



According to Matt Joseph, columnist for *Skinned Knuckles* and author of [The Standard Guide to Automobile Restoration](#), that “gray residue” is Stage 2 of the process that fuel goes through as it goes stale. “Gasoline starts to go bad in about three months,” he said. “After a year or so, the Stage 1 deterioration turns it into a brown gel — after a decade or so, all you have is a gray residue. By that time, the car’s fuel system is ruined.”

The gray stuff left after years of storage is actually gum and varnish deposits in their final state. We’re more used to the brownish-red deposits that stain our beautifully restored vintage S.U.’s and Quadra-Jets after just a few months of [winter hibernation](#). “If you leave gas in a car from fall to spring, it starts to smell funny,” Joseph explained. “Most people are familiar with the odor, but they don’t realize that the smell is the fuel going bad. It means that it has started to varnish up.” Eventually, gum and varnish will clog the fuel system. This in turn will cause hard starting. Deteriorated gasoline will eventually increase maintenance costs and even shorten the life of an engine.

According to Gold Eagle, a Chicago company that markets a [popular fuel stabilizer called Sta-Bil](#), all fuels are made up of many different organic compounds. Over time, these compounds change and become new compounds that alter the characteristics of a fuel. Air, moisture and other elements in the environment create new molecules that oxidize and form

gummy residues or varnish-like films that coat gas tanks and eventually clog up fuel lines and carburetors.

A few off-brand fuels use no oxidation inhibitors, but most brand-name gasolines have such additives that can protect stored fuel for a short time. Few car collectors realize that oxidation inhibitors in pump gasoline rarely work for more than 60 days and hardly ever more than 90 days. That means the fuel stored in the tank of that car you put away at the end of September was going stale by New Year's Day.

Some people believe that running a gas tank low and then draining all the fuel before tucking a car in for winter will protect it. This is a big chore, especially if you own a bunch of cars. The only way to completely drain a system is to blow it out with compressed air. Draining and siphoning alone won't get all the fuel out. In addition to the tedious work involved, you'd be wasting lots of expensive gas. You can't store it, because that would be a fire hazard.

Draining a fuel system completely is also one of those procedures that solves one problem and creates another: [rust](#). With bare metal in the tank and fuel lines exposed to air (and moisture caused by condensation), those parts will begin to corrode. Gaskets and seals may also dry out or crack, allowing the system to leak when refilled.

The best answer to this gasoline degradation is the use of a fuel stabilizer. There are many such products on the market, including those made by [Gunk](#), [STP](#) and Gold Eagle, all of which have been manufacturing fuel stabilizers for decades.

Most gasoline stabilizers will prevent gasoline from going stale for between a year and six months, according to Larry Beaver, Ph.D., Vice President of Research and Development for Gunk. Most of the products intended for consumer uses contain "a specialty detergent designed to keep varnish and other materials safely suspended so that it doesn't create gums and varnishes," said Beaver. Where they differ, he continued, is in the amount

of the stabilizer chemicals used in the product and in how much is needed to treat a given quantity of fuel.

According to Norman Berke, a research associate with STP Research and Development, "The primary focus in fuel stabilization is to prevent or reduce fuel oxidation. Oxidation results in gums and gels forming in the fuel. When the concentration of these [gums and gels] becomes great enough, fuel jets, needle valves, fuel filters and fuel injectors can become restricted or plugged."

Although there are a variety of minor differences in the major brands of fuel stabilizers, both Beaver and Berke agree that most reputable brands may be safely mixed in a single tank of fuel.

Fuel degradation is not the only challenge that car collectors who store vehicles for lengthy periods of time face. Earlier, we mentioned rust formation in a drained system. Joseph points out that a pre-1970 vehicle stored in an unheated area with a partially full gas tank is prone to the same problem. "Pre-1970 cars have non-sealed fuel systems that develop condensation as a car or truck goes through normal temperature cycles (cold at night and warm during the day)," Joseph notes. "Moisture is introduced into the system and any exposed surface area inside the gas tank or other parts can start rusting." Fuel stabilizers — even those with emulsifiers — can only deal with a limited amount of moisture; their primary job is to keep the fuel from breaking down.

For this reason, vehicles should be stored with the gas tank as full as possible, leaving some room for normal fuel expansion on hot days. Add the fuel stabilizer according to the manufacturer's direction, fill the tank with gas and be sure to start the engine to allow the stabilizer to flow through the fuel system. Follow this simple procedure, and in the spring you should be able to start and drive the car on the same gas you stored it with. On the other hand, Joseph points out that if you store a car for six months with the gas tank partly full, even if you put fuel stabilizer in, you should plan on draining the tank and adding fresh fuel.

Using a fuel stabilizer is an important part of winterizing your collector car agrees automobile restorer Chris Charlton, who cites bad oxidized fuel as the single biggest problem associated with storing cars for extended periods.

But using a fuel stabilizer shouldn't be limited to your collector car. The gasoline in your lawn mower, snow mobile, snow blower, chain saw or boat —be it two-stroke or four-stroke--is just as susceptible to oxidation as the fuel in your collector car.

If you didn't use a fuel stabilizer when you stored your car in the fall, it may not be too late. Buy one of the premium products available, add the recommended dosage to your fuel tank, start it up and run it for a few minutes. You may just save yourself a lot of work come spring.

John "Gunner" Gunnell is the automotive books editor at Krause Publications in Iola, Wis., and former editor of *Old Cars Weekly* and *Old Cars Price Guide*.

Forty years on: the MGB and the transition to rubber bumpers

Mark J. McCourt - HEMMINGS DAILY

The year 1974 was a crucial one in [MGB history](#), as it was the year when the world's most beloved British sports car underwent the most radical changes in its 18-year lifespan. The earliest 1974 models, built in the fall of calendar year 1973, retained the small chrome bumper overriders with slender rubber tips used since 1970. The U.S.-market MGBs built in January 1974 received updated large rubber block overriders, complying with



our then-new NHTSA regulations. These overriders, seen on the MGB tourers and MGB/GTs in this brochure, were nicknamed “[Sabrinas](#)” by the Brits, following the theme of 1950s Cadillacs having “Dagmars.” (You get the drift.)

According to the indispensable [Original MGB: With MGC and MGB GT V8](#), written by former [British Motor Industry Heritage Trust](#) archivist Anders Ditlev Clausager, this new bumper system employed 5/16-inch-thick spring blades inside the overrider housings, and added six inches to the cars' overall length. The rear overriders were moved closer to the edges of the car to offer better clearance for the gas filler.

And there was still another bumper change in store for the 1974 MGB; in September of that year, [the \(in\)famous-yet-brilliant “rubber” bumpers](#) were fitted, not just to U.S.-market cars, but for all markets. The rubber bumper 1974 models – considered “1974-1/2” models by MGB enthusiasts – were built from September through December 1974, and those cars were unique in that they retained the traditional twin SU carburetors that would be replaced by a single Zenith Stromberg for 1975 to 1980 models. The 1,248 rubber bumper 1974 B/GTs built for our market were the last GTs to be imported. Learn more about the 1974-1/2 MGBs through the [North American MGB Register's 1974-1/2 Register](#).

In the meantime, check out this slice of 1974, when the MGB was “Still one jump ahead.”

BMCCF – REAL MEN AT WORK:
from Sparky



Ha Ha Ha!



AUTOMOTIVE TRAGEDIES FROM THE BIG SCREEN

By: Rob Sass (HAGERTY)

1967 Lamborghini Miura P400 (“The Italian Job”): The Miura is probably the most beautiful mid-engine sports cars of all time. And that’s what makes this scene so hard to watch. In the opening scene of the movie, mobsters destroy heist-plotter Roger Beckerman’s (Rossano Brazzi) Miura with a backhoe and push it over a cliff. A small consolation is the fact that an actual intact [Miura](#) wasn’t destroyed. Just body panels over an empty accident-bent chassis. Interestingly, when the producers went to clean up the mess the next day, the remains had disappeared. Neither the chassis tag nor any of the pieces have surfaced to this day.

1979 Porsche 930 (“Caddyshack”): This scene is an object lesson as to why you should never park your car with the sunroof open within a half-mile radius of where alcohol is being served: Young Spalding Smails, suffering from a case of affluenza combined with Johnny Walker, staggers up to Dr. Beeper’s parked [930](#) and empties the contents of his upper GI tract into the open sunroof. The squishy sound-effect of Beeper sliding into the seat never fails to make one cringe.

1964 Aston DB5 Martin (“Skyfall”): In the rebooted James Bond world of Daniel Craig, Bond is seen to have won the [DB5](#) in a card game in the movie Casino Royale. Its nose-mounted machine guns are put to good use in an attempt to repel an assault by the film’s villain, played by Javier Bardem. Sadly, the car is strafed into Swiss cheese. Happily, the car was actually a prop that was convincingly made to look like a real DB5.

1961 Ferrari 250 GT California Spyder (“Ferris Bueller’s Day Off”): This scene is perhaps the most famous bit of classic car mayhem in all of moviedom. In it, the [Ferrari](#) is seen placed on jack stands running in reverse in a hilariously stupid attempt to remove the miles that had been put on the car during the day’s class-cutting good fun in Chicago. In a fit of frustration directed at his misplaced-priorities jerk of a father, Cameron Frye (Alan Ruck) accidentally kicks the car off the jack stands and it sails out of

its glass enclosure into the woods below. Happily, as with the Miura and the Aston, it wasn't a real California Spyder.

1979 Porsche 928 (“Risky Business”): This scene reminds us all why we should use the hand brake. Those of us who are old enough to have seen this in theaters didn't see this one coming: Tom Cruise is enjoying a night out with the typical “Pretty Woman”-like, non-drug addicted, non-inked, debutante-like (read nonexistent) hooker that Hollywood is so fond of (in this case played by Rebecca de Mornay), when de Mornay's handbag strap pulls the gear shifter into neutral as she's exiting the car. The Porsche rolls down a hill heading toward Lake Michigan with Cruise on the hood in a futile attempt to arrest the forward motion of the 3,800-pound [928](#). It ultimately comes to a stop at the edge of a wooden pier. Just as Cruise breathes a sigh of relief and starts to make his way to the driver's door, the entire pier collapses, taking Cruise and the car for a swim in the lake. Audiences everywhere gasped audibly. The scene at the dealership where the service manager enters the waiting rooms and asks, “Which one of you is the U-Boat commander?” is priceless.

1969 Mercedes-Benz 280 SE convertible (“The Hangover”): Which part of this seems like a bad idea? Future father -in-law entrusts his non-Car Guy future son-in-law with his treasured [Mercedes convertible](#) for a pre-wedding jaunt with friends. Granted, they were supposed to be headed to sedate California wine country, but they go to Vegas instead. The extreme body damage that the handsome Benz suffers is predictable for anyone who has seen “Animal House.” The damage done to the interior by Mike Tyson's pet tiger? That's novel.

Octane: the facts:

[Jim O'Clair](#) - HEMMING'S

Any discussion about octane invariably leads to statements from some cars' owners that their engine performs better when they use the 91 or 93 (or higher) fuel blends in their vehicles.

For most modern, computer-controlled cars on the road today, this perception is more mental than it is factual. For classic car owners, octane can make a difference from an

engine-efficiency standpoint; however, the octane rating of your gasoline has very little to do with the horsepower or torque output of your classic engine as is often alluded to in these conversations.

Octane is simply a measure of the fuel makeup, and its tendency or resistance to cause engine knock or ping when used under duress (higher RPM). The octane index rating is not based on a quantity of a chemical in the fuel mixture, but is a measure of the efficiency of the fuel blend, expressed as a ratio, relative to the efficiency of a pure hydrocarbon, which would have an octane index rating of 100 (or 100 percent). Because gasoline is made up of many different hydrocarbons, the octane rating is a comparison of the anti-knock characteristics of the blend relative to the anti-knock characteristics of a pure hydrocarbon with a 100 percent rating. Aircraft or racing fuels have a rating above 100 because the additives in the fuel raise the efficiency beyond that of a pure hydrocarbon.

Engine knock is caused when the fuel mixture ignites too early, often before the spark plug has fired. Knock often presents itself when there is an increase in engine RPM and cylinder combustion chamber pressures are also increased. The higher the cylinder pressure, the more likely the engine will knock.



Octane is measured by operating an engine under two different conditions and averaged to result in the rating you see displayed on the pump. The first method (R) is to test the fuel mixture for its anti-knock characteristics (as a percentage of efficiency to pure hydrocarbon) when the test engine is under load, the second test (M) measures the anti-knock tendencies when the engine is free-wheeling. The average of the two results is the percentage that is shown on the pump $(R+M/2)$.

Fuel is required to meet minimum octane efficiency standards of 87 percent to be sold at the pump, with more efficient blends having an efficiency rating of 88 percent to 90 percent considered mid-range gas. Efficiency ratings above 91 percent get the "Premium" designation. Premium gas must be, by law, at or above 91 percent, although you do also see 93 percent octane ultra-premium at many stations.

Although higher octane can cost substantially more per gallon, it does not necessarily mean it is better for your car. Higher octane gas is processed through additional steps that further refine the blend and cause it to burn more slowly than lower octanes. These additional processes are what contribute to the higher pricing, but that does not mean the higher octane will offer any advantage over other blends in many engines. Octane does not offer any better fuel mileage, increase engine horsepower, or make the engine start quicker. Higher octane only reduces the likelihood of engine knock or ping.

On modern computer-controlled cars with fuel injection, the computer is constantly monitoring fuel trim and detonation and making appropriate adjustments in the timing and fuel air mixture to compensate for engine knock. Most of these late-model engines have a sonic knock sensor installed in the cylinder block for just this reason.

As you go back in time to earlier fuel and ignition systems, the octane content becomes more important because the old point distributors and early electronic ignition distributors had only a vacuum advance to correct for engine knock. Exhaust gas recirculation systems were also in their infancy and were not as efficient as modern systems, so they had less effect on reducing knock as well.

Because higher octane gas burns slower, it is more resistant to knock when subjected to higher RPM and cylinder pressures. Compression ratios also factor into cylinder pressures. Higher ratios cause higher

cylinder pressures and therefore cause the engine to be more susceptible to pre-detonation or knock.

The introduction of [ethanol in fuels](#) further complicates the octane debate. Ethanol has a higher octane rating than hydrocarbons and also ignites at much higher temperatures. Blending ethanol into pump gas will slow the combustion process and reduce the likelihood of engine knock. The delay in the ignition of the mixture, caused by the addition of ethanol, allows the fuel burn to occur while the engine piston is in the down stroke, when there is less cylinder pressure, and this reduces the likelihood of engine knock.

Ethanol can also be used as a method of increasing the octane of a fuel blend by lacing lower octane hydrocarbon-based fuels with higher octane-rated ethanol to arrive at the required octane index rating.

In summary, most modern vehicles do not require higher octane fuels, unless specifically expressed in your owner's manual (read carefully, because there is a difference between higher octane being "recommended" and "required" in the manual). There are a few high-performance engines that were built with higher compression ratings or use higher RPM camshafts where 91 octane may be needed, but your average Subaru or V-6 Explorer will see no noticeable benefit from using the more expensive blends.

In classic V-8 muscle cars and vintage engines, a higher octane fuel is probably a good idea, but we recommend that you not buy more than you can use quickly. The disadvantages of ethanol-laced fuels are most prevalent when stored inside your gas tank over longer periods of time. The higher octane fuels are slightly less efficient than the lower grades because the retarded ignition will lead to a little less overall power and a scant fewer miles per gallon, but the reduction of wear and tear on your engine should outweigh the extra cost of the higher-rated blends.

Could Britain drive on the right?

By Top Gear magazine (Sent by Eric Robinson)

It isn't impossible for a country to switch from one side of the road to the other.

Sweden managed it successfully in 1967. More recently, the pacific island of Samoa flipped from right to left in 2009. Driving on the right would bring us into line with Europe and the USA, spelling an end to the expensive process of engineering cars with steering wheels on the wrong side. But it's never going to happen. Cost – that's the problem. A couple of years after Sweden made the switch from left to right, the British government estimated it would cost £264m to do the same here – approximately £4bn in today's money. But that was four decades ago. Today, you could add a zero to that £4bn figure for starters. Maybe two zeros. A couple of years ago, the AA calculated that the cost of simply changing Britain's road signs from miles to kilometers would be £750m. Just the distance signs, nothing else. Imagine how many thousands of other signs would have to be moved, rewritten for a left-to- right flip – and that's just the start of it. Nine out of 10 motorway junctions could be easily modified for right-hand drive, but the remaining 10% would have to be entirely rebuilt. Not to mention the one-way systems, the traffic lights, the junctions...

And what about the moment of the switch itself? You can't gradually introduce right-hand drive, town by town. The whole country must switch at once. In Sweden, all private traffic was banned between 1am and 6am... but imagine trying to achieve that in Britain, even in the middle of the night. It'd be chaos. no one would get their milk delivered. And we'd be left with a nation full of back-to-front cars, where all the buses would deposit their passengers into the middle of the road. It might not be right, but we're staying on the left.

Left versus right in the car world

- 76 countries drive on the left
- 163 countries drive on the right
- 83% of Swedes opposed changing from driving on the left to the right. The government implemented the change anyhow.
- 66.1% of the world's population lives in right-hand-drive countries
- 1858 was the year of the first national switch, when Finland changed from left to right

- Two countries have switched from right to left – Namibia and Samoa



The Flipper Bridge between Hong Kong and China. (NL Architects)

Subject: Car Grinder

Ever wonder what happens to all of those cars that nobody wants anymore? Amazing that it can even do this to an engine !!!

For those of you who've always been intrigued by wood chippers, stump grinders, rock wheels, and other machines of destruction...you're gonna love the Car Grinder

<http://devour.com/video/car-grinder/>

THIS IS REALLY COOL - CHECK IT OUT

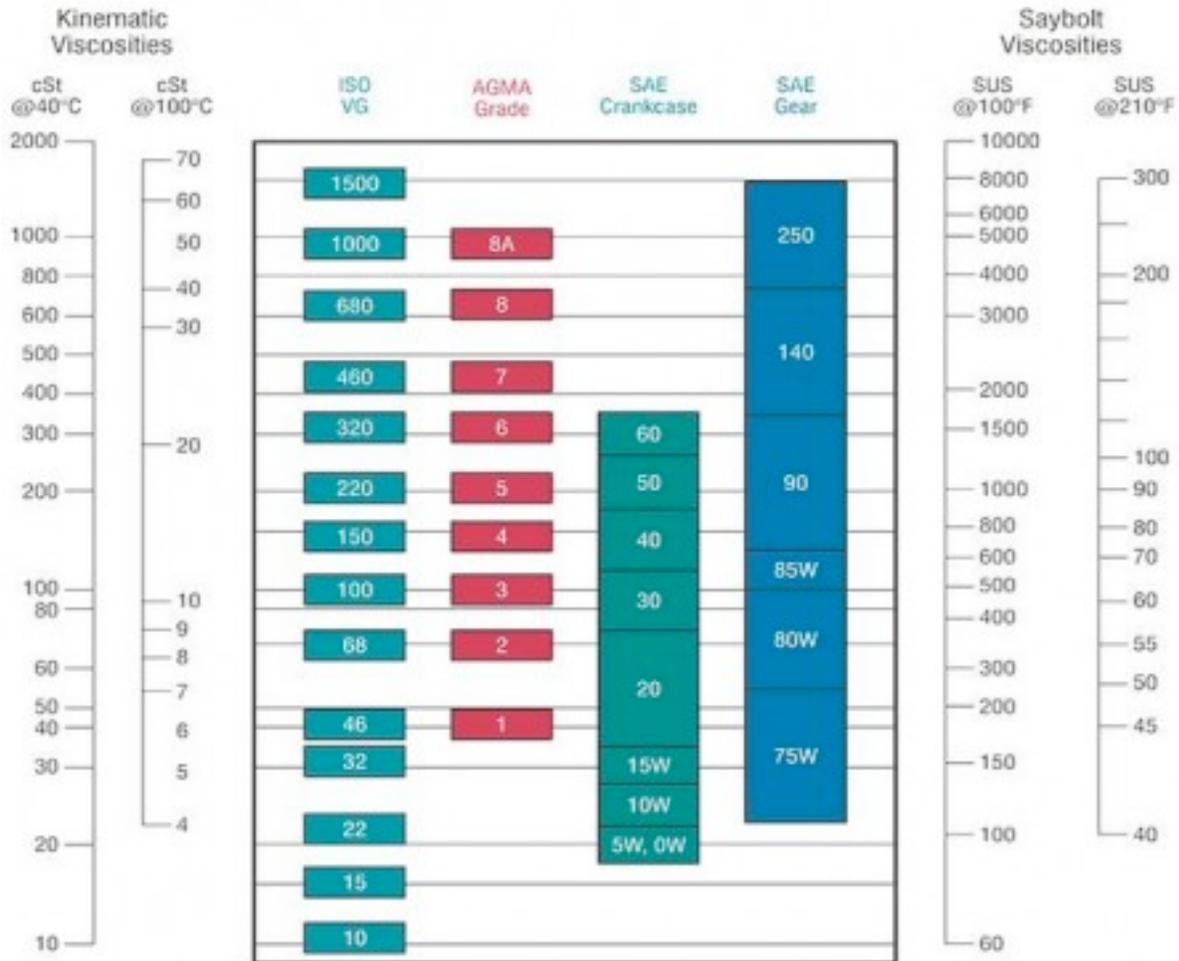
What oil viscosity ratings mean

Jim O'Clair - HEMMINGS DAILY



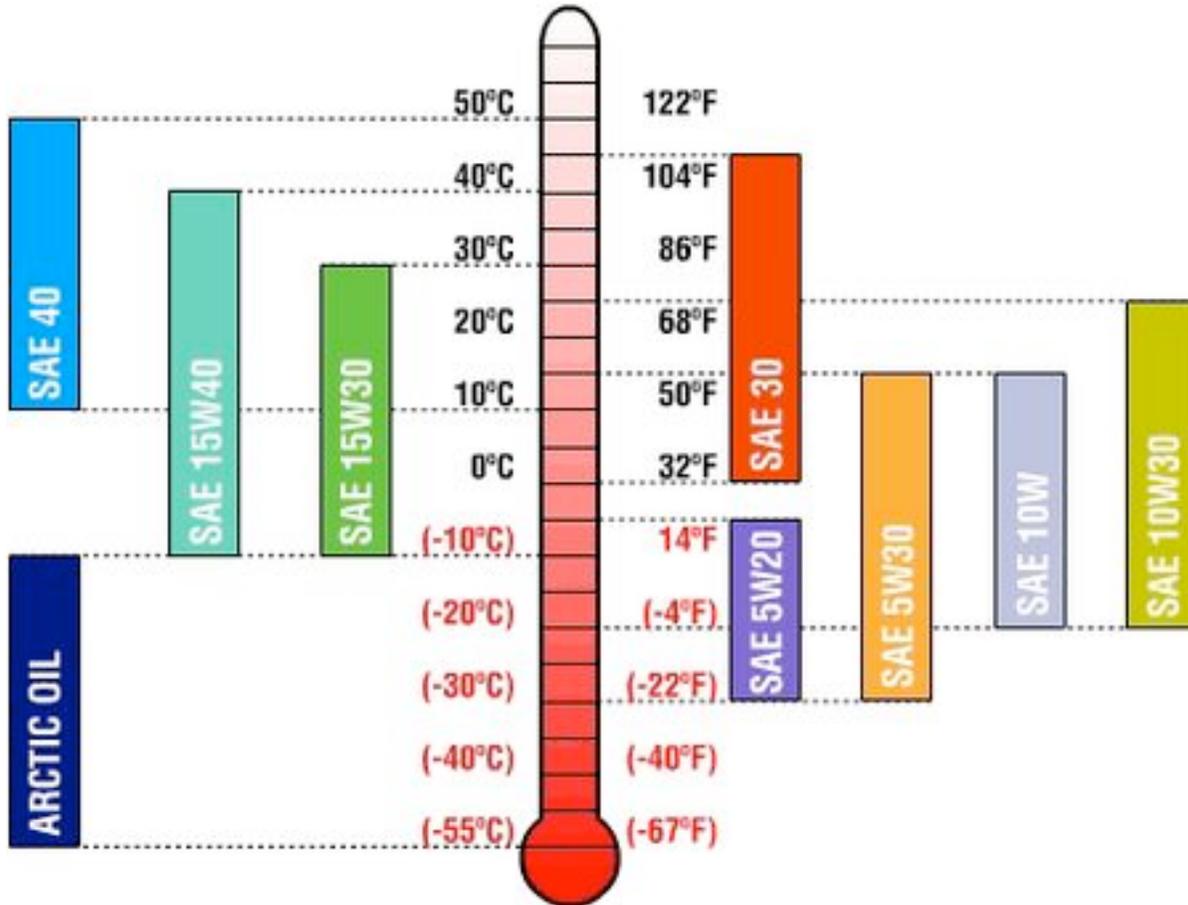
Choosing the correct oil viscosity can be an important factor in determining the life expectancy and performance of your engine. Using the correct-viscosity oil can also keep the engine running at its peak efficiency, and plays a small part in the overall fuel economy of your vehicle. Modern engines have very different viscosity requirements over vintage engines, and manufacturers invest a lot of time and money to determine which mixture of oil and oil additives will work best with their engine components. This is why you often see original equipment recommendations for new weight ranges that were unheard of a few decades ago. These new formulations will eventually lead to the replacement of non-detergent straight-weight oils as well as some of the old, reliable multi-viscosity oils of the last five decades.

Simply stated, viscosity is merely a measurement of oil and other fluids' resistance to flow. This flow can best be described as the difference between pouring water (with a viscosity of 1) through a funnel and then molasses (which has a viscosity of about 2,000) through the same funnel. The amount of friction from the contents of the molasses causes it to flow at a much slower rate than the water. Viscosity measures the amount of friction that is within the oil, preventing it from moving freely. Higher-viscosity oils have more friction and flow more slowly than a low-viscosity fluid. This friction is caused by the makeup of the molecules used to create the oil byproduct during manufacture. Polymers are added to the mineral oil base to reduce changes in viscosity when the oil is subjected to extreme temperatures at either end of their effectiveness. There is a limit to just how much polymer material can be added, though: While heavier polymers are good for thickening oil for a wider range of temperatures, they also have a lower resistance to mechanical shear than lighter polymers or base mineral oil, so it is a complicated balance that is sought when engine oil is formulated.



Viscosities are measured in several different ways and are numbered using industry-standard scales. Engine oils are measured on an SAE crankcase scale, while hydraulic fluids are measured on an ISO VG scale. Gear oils also use their own SAE gear scale and tractor/industrial fluids use an AGMA scale. Both SAE scales measure kinematic viscosity at 100 degrees Fahrenheit, while ISO and AGMA-rated oils measure kinematic viscosity at 40 degrees Celsius (104 degrees Fahrenheit). Consequently, you will find that oils from all four ratings systems will have the same viscosity (friction resistance), but are numbered on a totally different number scale. For instance, ISO 32 hydraulic fluid, commonly used in snow plows, jacks, tractors and construction equipment, has the same viscosity as 15W engine oil and 75W gear oil, but is too light to be recognized on the AGMA scale. Grade 5 AGMA-rated oil has the same viscosity as ISO 220, 50 weight SAE engine oil and 90W SAE gear oil. This does not mean that you can use ISO 32 in your rear end or 90W gear oil

in your crankcase, only that the viscosities are similar. The base oil product and additives mixed into it determine the scale on which the oil should be rated. When ISO and AGMA oils can be interchanged, both ratings will be listed in the owner's manual.



When comparing multi-grade oils, the lower number represents the oil's viscosity at the lowest recommended temperature, the higher number representing its viscosity at the upper end of its recommended operating temperature. For example, 10W-40 is recommended for ambient (outside air) temperatures of +5 F to +122 F, while 5W-30 works best in temperatures between -22 F and +86 F. Good old 30W straight oil is currently only rated for +32 F to +86 F, and even 20W is not rated for temperatures below 14 F.

When selecting the oil that best suits your particular vehicle, your best information can be found in the owner's manual. The factory's recommendations will be listed there and you will usually be given a few alternatives, based on your local climate and driving habits. It should be noted that many manufacturers also recommend that you change the

From Craig & Gretchen Murden - XKE For Sale: We'll be putting our 1970 E-Type roadster on the market soon but thought if there is local interest, we'd explore those possibilities first. The car has a long list of upgrades and replaced components ranging from distributor to clutch to factory AC. It runs very strong and is rust- free---we're the second owners. Priced at current market---\$65,000

From Ron & Linda Jones - I have attached several photo's of BMCCF cars at last Saturday's Landfall C.E.R.T Car Show. Pete and Karen Burr did a marvelous job organizing and operating the event! The weather was beautiful and all the volunteers did a wonderful job. John and Jacquie Moore's Triumph TR3A was the big winner from BMCCF. As fairly new member, this was my first time attending a show with fellow BMCCF members. My wife Linda and I had a terrific time seeing other member's cars as well getting to know other members. What a great event, we look forward to many more.

Ron and Linda Jones

1958 MGA 1500 Roadster (in Red)



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Our contact is Thelma Studer.

BMCCF NAME TAGS

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\$5.50 Pin Clasp \$8.00 Magnet Clasp

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For your contributions to this newsletter

