



Clutch Chatter

Newsletter of the Victoria British Car Club

April/May 2007

Spring Meeting – April 15, 2007

The Spring 2007 meeting of the VBCC was held in Lindsay at the Lindsay Inn. There was an excellent turnout and everyone was glad to start the season, eat and chat and discuss all the important news. President, Ken Inglis welcomed the 58 in attendance and he welcomed new members, Judy and Ron Paxton who have a '77 MGB. Gord Sloan said grace. The President thanked Roger and Yvonne Hunter for organizing everything so well, and Bob DeShane for donating the Trivia quiz prizes.

From the minutes the following items were discussed:

- The safety waiver form should be signed at each event. The form will be on the website and Roger will get copies to those hosting car runs this year.
- Bob DeShane had no news of British Car Council and their possible insurance coverage. Roger has had no response to inquiries. Members will check at Ancaster.
- Ken has applied to the Lindsay Anniversary Committee for funds for Brits but has had no response. It was reported that the committee did receive government funds, so Ken will approach them again.

Correspondence: Ken read Richard Skidmore's letter of thanks for the flowers sent

in memory of Ruth.

Treasurer's Report: Roger reported a bank balance of \$2294.51 and gave a balance sheet to the secretary

Business: Ken reminded all to keep **safety** in mind on the runs. We advise that lights be kept on; check your brake lights are working; leave space between the cars; and be aware and co-operate with those wanting to pass.

CAR SHOWS

Ancaster: Dave Holloway reported that he was driving and would set up the booth. The show opens at 10:00 am. Members attending are asked to help by relieving those staying with the booth. We will hand out fliers prepared by Doug Utter. If members have parts to sell they may bring them down and put on the club table. (April 22)

Boots and Bonnets: Dennis Horn reported that the show held in Kingston at Olympic Harbour on April 29th is well worth attending as they have good parts for sale.

Brits: Dennis Horn reminded members that we need 5/6 more volunteers for the parking. Bob Ellis will keep things organized and will host a meeting in early May. Bob DeShane will help financially with Brits if it is needed.

Let Ron Hunter know by phone or e-mail if you have news or information for the website.

- (Roger needs all e-mail addresses for updates) **Check out website for news.**
- The new membership list will be sent out with a copy of Clutch Chatter.

Photo Contest:

Jim Hancock will again run this event. Remember, there are prizes for each of the following categories:

- Best Car Photo
- Best Landscape Photo
- Most Humorous Photo (must include a caption)

Club insignia

- Tom Drew Smith volunteered to look into the cost of badges for the cars. Members were reminded that they can have the club logo and their name embroidered at Mark's Work Warehouse in Peterborough for about \$7. Jane Ellis will check to see if we can do this at the Lindsay store as well.
- Roger Hunter has club decals \$2.50 and magnetic name badges (\$5).

SCHEDULE

The new hand out for the club included the 2007 schedule, revised by Roger Hunter. Ken made the following announcements, changes and additions:

- **July 5th - Ken explained that the July 5th event was a shorter run which will be on a Thursday and will include a shared picnic (pot-luck) lunch.**
- **July 29th - Ken and Marg Inglis will now run this event**
- **Sept 8/9th - Don and Anne Holloway will take over the overnight. Ken had set up this event and explained that the overnight was a drive to Collingwood. On Sunday we will meet with the Georgian Bay British Car Club and they will lead a short run after breakfast that will end at their car show. You may leave when you wish.**
- **November 4th Fall Meeting: Pat and Steve Zahorec will host this event.**

Looking for a new project?

- Bob Ellis mentioned that there is a TR 7 project car at Memory Lane Motors in Fenelon Falls if anyone wants another project.
- Don Collier has a friend who is importing and renewing Austin Mini Coopers.

Next Run - May 6th

Bob DeShane's Car Run on May 6 will start at his business at 344 Kent St. W. Coffee and buns will be available. The run will begin at 10:00 am. Let Dave and Pat Holloway (705-887-9331) know if you are attending so they can make reservations at the Victoria Inn for lunch.

A more Comfortable Seat

Seats on MGBs are too flat. If the front is raised slightly they are more comfortable and the back is positioned better.

Remove each seat in turn and discard the wooden runner (1/4" thick) and substitute a wedge-shaped piece of hardwood, approximately 21" long by 1 1/4" (to 1 1/2") wide, and tapering from 1/4" to 3/4". Drill holes to match runner about 1/2" in diameter. Press in short pieces of 1/2" tubing, aluminum or steel, and bolt seats back as before. The front bolt will need to be longer, a 1/4" x 28 tpi bolt and a 1 1/2" should do.

Tip from Chicago MGB Club

Personal note from Dave Holloway: "I have had some success with hard maple and no tube spacers".

Inside Track **The Camshaft Chronicles**



Within the vintage race organization that I belong to there have been an increasing number of engine failures, specifically camshaft failures. This phenomenon has not just been limited to race cars as we have had an increasing number of camshaft related problems in the cars that we service at our Lindsay shop.

This problem occurs despite meticulous maintenance and the use of "good oils" Castrol GTX, Valvoline etc. as well as Mobil 1 and Valvoline synthetic oils for the racers.

Myself, and others have been considering whether the recent rash of camshaft failures could be related to poor camshaft hardening. Alternatively, we theorized that perhaps where synthetic oils were used, the oil just too slippery to allow the cam follower to rotate, thereby bringing on premature failure. In the end, our theories have been put to rest. A fellow racer and inquisitive engine builder went to the source. He consulted a development engineer he knew at one of the large motor oil companies. He was informed that the issue is a motor oil additive related problem.

Apparently in the period between September of 2004 and the spring of 2005, the oil companies followed the requests of the major car manufacturers to reduce the levels of Zinc and Phosphorous in all commercially available motor oils for gasoline-powered automobiles. The reason for the change reportedly was to improve emissions criteria and also to improve longevity and performance of catalytic converters. This change saw reductions of zinc additives decline from about 0.16% to about 0.083% depending on the brand.

My quick check of the Castrol and Valvoline websites confirmed these findings.

According to folks from within the oil industry, zinc and phosphorous additives allow the oils to withstand huge shear and wipe pressures like those found at the point of contact between the camshaft and followers in our older British cars. However, modern engines no longer need this level of additive protection and so it has been reduced substantially in the interest of the environment.

All is not lost, however because diesel motor oils and motorcycle motor oils have not been tampered with. As a result, we are now using Valvoline Racing Oil in our racecars and at the shop we are recommending Valvoline diesel or motorcycle oils (our supplier is Valvoline). Many of the vintage racers have followed similar routes. Also, in light of this new information, most have left behind the notion that the synthetics provide better protection.

I encourage you to consider this advice. If you would like to discuss it further, just drop into our shop on Kent Street and I'd be happy to talk with you and tell you about the "early warning signs".

Bob DeShane
Little Britain Motor Company

Racing News



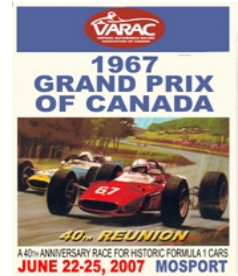
Formula 1 - What a waste - Montoya in Nascar. It's painful to watch!

Grand Prix Reunion, Mosport Style... By J. Wally Nesbitt

Think back. Way back. Think back forty years ago to 1967, to Canada's 100th birthday. Remember how we were all flying the blue stylized, maple leaf centennial flag from our front porches, how many of us were trekking off to Montreal for the Expo '67 World's Fair, and how sick we were of hearing, over and over, Bobby Gimby's little ditty "Ca-Na-Da"?

Gimby aside, there were some sweet sounds to be heard wafting from the general direction of Mosport Park that year, as for the first time, the Formula One Grand Prix circus made its way to Canada and the challenging Ontario road racing circuit.

On the late summer's weekend of August 25-27th, eighteen of the world's greatest drivers including the likes of Jimmy Clark, Jackie Stewart, Graham Hill, Jack Brabham, and Canada's own Al Pease and Eppie Wietzes took to Mosport's 2.459 mile long circuit in pursuit of the Player's Grand Prix of Canada trophy.



In Saturday's qualifying session, Scotland's Jimmy Clark in his #1 Lotus 49 Ford earned his third pole position of the year, his lap time of 1 minute, 22.4 seconds setting him on the grid alongside of his teammate Graham Hill (1 m.22.7s) and Denny "the Bear" Hulme (1m.23.2s) on the three-wide front row, the second line of starters consisting of Chris Amon in a Ferrari and American hero Dan Gurney.

Race day, August 27, 1967, dawned wet at Mosport Park, but 55,000 enthusiastic fans endured the weather and cheered as Starter Wally Branston dropped the newly adopted, red and white Maple Leaf flag to start the 90 lap Formula One feature.

Clark took advantage of his pole position and relatively clear view of the race track to surge into the lead on the sodden circuit, leading Hulme, Hill, Stewart, 'Black Jack' Brabham and Bruce McLaren to the line at the end of Lap One. Two circuits later, the courageous Hulme swept through Clark's cloud of spray to take the point and began to stretch his advantage. As the track began to dry, Clark regained his inspiration and reclaimed the lead from Hulme on lap 58, only to see the heavy rain return several laps later. Much to the dismay of the Corner Five crowd, Clark coasted to a stop there on lap 68, his electrics drowned by the downpour. With Hulme sitting in the pits waiting on some dry goggles, his team owner, Jack Brabham sloshed past the stricken Clark to take over the overall contest lead.

With a full minute's advantage over the now-recovered Hulme, Brabham eased back on the loud pedal of his Repco-Brabham V8 and soldiered on to take the popular victory. Hulme survived to take the runner-up spot, the only other car on the lead lap, with Gurney, Hill, Brit Mike Spence and Chris Amon completing the points-paying positions.

The Canadian Contingent did not fare too well on that historic day with the cars of both drivers suffering from the wet conditions. Wietzes retired his Lotus 49 Ford on lap 70, while Pease was still running at the finish, the Eagle Climax taking the checkered flag many laps down. The Formula One spectacle would make seven more

stops at Mosport Park before shifting venues to the 'Circuit Gilles Villeneuve' in Montreal. **But on June 22-24th of this year, the history returns to "Canada's Home of Motorsports".**

On that weekend, VARAC, the Vintage Auto Racing Association of Canada will combine their usual fare of vintage motorsports with the 40th Anniversary Grand Prix Reunion at Mosport Raceway.

Among the early listed entries are an original McLaren, Lotus 49 and Brabham from that inaugural 1967 affair, as well as a 1977 Wolf first piloted by Jody Scheckter and Hamish Somerville's 1979 Williams. Local racer/owner Grant Beath has entered his 1977 Shadow DN-8 and will *finally* allow his son Scott to take over the wheel at his home race track.

"Scott has been running the Shadow at a few events down in California and he knows the car, and to be honest, he drives it far faster than I ever did!," admits Grant. " We are hoping that some of his friends from the States show up that weekend and bring their cars with them. I know that there is a lot of interest in this event, a lot of drivers would love to have the opportunity to run at Mosport, it has such a great history."

The vintage machinery that will see action at Mosport may seem primitive to the newer race fan, but in ate of the art, and it truly is history in motion. And to some of us old farts, it really doesn't seem that old at all.

How exciting, and just on our doorstep! Hopefully, we shall have a good club turnout to watch this year's special event! We will be meeting at Tim Hortons in Brookdale Plaza in Peterborough at 9:00 a.m., traveling together to Mosport and parking the cars in one designated club area in the show. Entry is through Gate 6 and the cost for the car and all passengers is \$20.00. As usual, we will have the chance to "lap it up" during the mid-day break! And this year there is an MG Feature Race for the Simms Cup. (For more information call Roy or Pat Smith at 705-748-5964)

Final Word (goes to the women as usual)

When I was married 25 years, I took a look at my wife one day and said, "Honey, 25 years ago, we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10 inch black and white TV, but I got to sleep every night with a hot 25 year old blonde. Now, we have a nice house, nice car, big bed and plasma screen TV, but I'm sleeping with a 50 year old woman. It seems to me that you are not holding up your side of things." My wife is a very reasonable woman. She told me to go out and find a hot 25 year old blonde, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed.

Aren't older women great. They really know how to solve your mid-life crises....