



PIECES & BITS

BREAKING NEWS:

NEW Meeting Location-

As of the January 31 meeting, we will be meeting at the Bullfrog Café, 33137 Center Ridge Rd, North Ridgeville. See page 3 for map and details.

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February Events:

<i>Dinner and a Movie</i>	2/17
<i>Monthly Meeting</i>	2/28

OLLIE'S FRONT AND REAR VIEWS

Happy New Year LoCo Brits! I'm in hopes that the Christmas season was peaceful and pleasant for all of you and your families.

There is a Passion!

There is a new wind in our sails and 2007 will be bigger and better than years before! There will be some new venues this year in hopes to get more time together in our LBC's. We're looking into a new meeting place for a fresh new look and feel, with an expanded menu available for the members who care to have more variety of food and beverages. We're going to revamp the finances and make the club stronger and more attractive to new, prospective, and past members alike. What do we need? YOU!... And your passion for Little British Cars, restoring them, or modifying them, and driving them!!!

Feel the passion!

Now that the New Year is here it's time to set the goals and mark our calendars for the upcoming LBC Driving season! Let's remember to be good to ourselves as we take on commitments for work and family. One thing to remember... Life is short! So be good to yourself and mark your calendars today! It's okay to hold those dates open, and plan, and follow through with your plans to "drive around in that silly Little British Car!" Lord knows you won't be able to when you're older! So live a little, drive a little more with the other club members this year! This year plan to visit a show or event you've never done before. Take the LBC further out when driving for a change.

Relax! Drive the car!

Live the passion!

Here are a few of the events for February. We'll all be getting out for a bite to eat on:

February. 17TH when the LOCO's have Dinner Out! And a (Movie?) is optional. This may be an encore of the Mexican dinners we've enjoyed in the past years... Any suggestions?

LoCoBrits MTG. on January 31ST is where we'll discuss the details!

Send in your 2007 Dues if you haven't already!

See you at the meeting!

Bill "Ollie" Oliver

President

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EDITOR'S NOTES:

Greetings from your newsletter editor! Like it or not, it looks like you guys are stuck with me, so we might as well make the most of it. My first order of business in my new position needs to be thanking Steve Morris for the 5 years he spent as newsletter editor before me. Steve, thank you for your service to the club!

We are going to get right down to business this month, we have some very important topics covered. Make sure to read carefully the proposed budget for this year, and the proposed by-law changes. Don't forget to come to the January 31 meeting at our NEW location! We will be discussing these by-law changes and a vote will take place on them.

I would like it to be known that I am always open for article submissions from any and all LoCoBrits members. I'm sure you all will tire very quickly of my pointless ramblings, so I welcome you to submit any sort of material you have, event reports, tech articles, get to know your car, humorous articles, event photos, or anything else you can come up with. The more material that I have to use in this newsletter, the less filler I have to come up with, trust me on this one, you want for me to minimize filler!

If you do find a great article from another newsletter, magazine, the internet, or some other source, that's great too! All I ask is that you get some sort of permission from the original author and include that permission with your article submission.

If your article is time sensitive, I do ask that you submit it to me no later than the 7th day of the month, to guarantee that it will be included in that month's newsletter. If it is not critical that the article gets published for the current month's newsletter, send it to me anytime. Send all submissions to: jsukey@eng.utoledo.edu

Jason

2007 PROPOSED BUDGET:

FROM: ALEXIS LEONARD, TREASURER

30 memberships @ \$25.00 = \$750.00

Funded club activities:

Summer Rally and Party \$150.00

Fall Colors Tour \$150.00

Christmas Party \$150.00

Other Expenses:

Newsletter (12 @ \$25.00) \$300.00

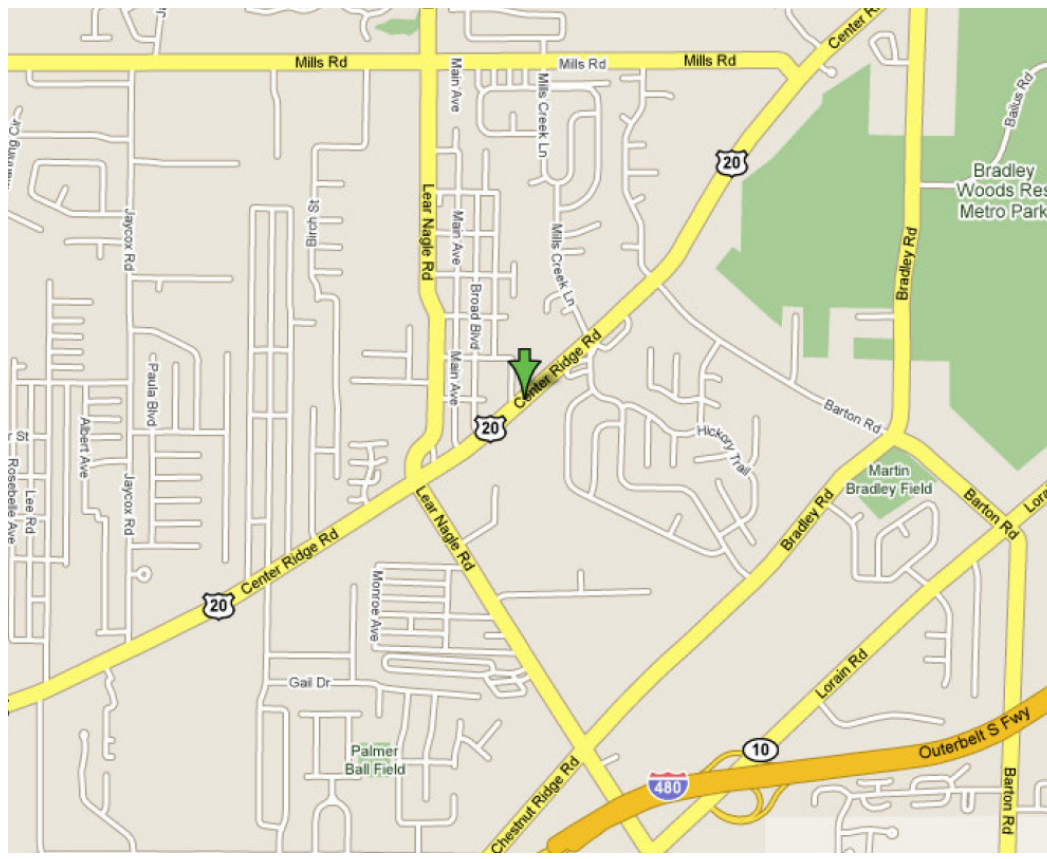
Total Expenses: \$1,000.00

This is a proposed budget only. Our membership is declining and with less money coming in, the club cannot afford to pay for items that were paid for in the past. Even without the Club paying for any of the meals on the Fall Colors tour and only paying for the hall rental and dessert trays for the Christmas party the checking account has only enough money to cover the 1/3 raffle if someone should pick the Joker. Over the past year the 1/3 raffle has generated approximately \$120.00 for the club (\$10.00 x 12) while the raffle proceeds have been less than that amount. Fines at the monthly meetings have been approximately \$144.00 (\$12.00 x 12). The highest additional amount that I feel I can estimate is roughly an additional \$244.00 for the year.

NEW MEETING LOCATION:

Starting with the January 31 meeting, the LoCoBrits will be meeting at the Bullfrog Café in North Ridgeville. Meetings start at 7:00 P.M.

The Bullfrog Café is located 33137 Center Ridge Road, North Ridgeville, Ohio. It is on the south side of Center Ridge between Mills Road and Lear-Nagle Road.



*The Lorain County
British Car Club is a
multi-marque club with
membership open to
anyone who has an
interest in preservation,
restoration, and enjoyment
of British cars
manufactured in England.*

WANTED: MISSING NEWSLETTERS

As Chief Executive Assistant (from now on to be referred to as Mrs. Historian) to the Newly Elected Loco Brits Historian, the Honorable Martin Sukey, I have been assembling a list of missing newsletters. If anyone has any old newsletters would they please check to see if they might have a copy of any of the following for the Historian Archives. (please contact the historian if you have any of these. See contact info on page 2.):

- 1988, Any
- 1989, Any
- 1990, January
- 1991, January, April
- 1992, March
- 1994, December
- 1997, January, July, October, November, December
- 1998, December
- 1999, December

Thank you very much!

Mrs. Historian

Evelyn

GONE IN 60 SECONDS

BY: BOB LEIMBACH

Man, I loved that car.

It was a '69 XKE roadster, a burgundy beauty with a tan canvas top and black leather. Chrome wires, redline Michelins, 4-speed stick. 246 bhp and gobs of torque. Enough gauges and rocker switches to make an airplane pilot feel right at home.

I owned it for nearly 28 years, and drove it as often as I could, putting over 100,000 enjoyable miles on it. If it wasn't snowing, I was driving it.



And then, in seconds, it was gone. One moment I'm cruising down the highway with a big grin on my face and not a care in the world. The next, there is a terrific impact and I find myself gripping the now-bare rim of my steering wheel, staring through the shattered windshield at steam rising from the wreckage of the engine compartment and wondering what the hell had happened.

What had happened was this: When a westbound Jeep Cherokee suddenly swerved across the median and my eastbound lanes, I found myself facing a head-on collision at a combined speed of nearly 120 mph. I immediately swung into the left lane, as he bore down on the right berm. But when he came back across in front of me, I had no place to go. The Jag struck his SUV squarely on the driver's side, flipping it on its side as it continued back across the median to end up in the westbound lanes. My Jaguar stopped dead- literally- at the point of impact. I would guess I was still doing 60 when I hit.



Now I know most people would give me poor odds in a low-slung sports car vs. an SUV weighing so much more. Certainly God was riding with me that day. But give the folks at Coventry their due- the E-Type is a very well-built automobile. All-steel construction with an alloy tube subframe. Collapsible steering column. Three-point seat belts from the factory. What other sports car offered that kind of protection forty years ago?

Which brings me to the point of my story: I bought that car to drive. Many people would look at an XKE roadster as an investment, to be waxed and kept in a climate-controlled garage. Maybe driven on a Sunday afternoon, if there are no rain clouds around (assuming it would start- these cars don't like to sit). Or maybe rolled up on a trailer to take to the local concourse. But I disagree. These cars were made to be driven. They may be pretty to look at, but the real

beauty of an E-Type is sitting behind that wood-rimmed steering wheel, looking out over the long louvered hood (excuse me, bonnet), and cruising down a winding road, listening to the big DOHC six growl as you go through the gears. You can take it to the cruise-ins or the concourse if you want. Just hit the carwash before you get there. But don't let it bother you if some other guy walks off with Best of Show for his 100-point E-Type. Remember, you get to drive yours home, while he just puts his back on the trailer.

My accident was nearly a year and a half ago now. I was badly injured, but fortunately I recovered. And as part of that recovery, as soon as I could, I went out and got another roadster. A late Series I this time. This one won't be a garage queen, either. You'll see me out driving it in all kinds of Ohio weather, with a big grin on my face.

Counterpoint by Vicki Leimbach

Man, I hated that car.

My husband bought his E-Type for next to nothing 28 years ago. From then on, that car was a bone of contention between us. It was my husband's obsession. He spent every spare nickel and every spare minute on the Jag. He took what was originally a coupe and converted it to a roadster. He rebuilt the engine, transmission, rear end, brakes, and I think almost every other moving part. He had it painted. Twice.

When I walked into the emergency room after his car crash, he told me that he knew he had totaled his car. I said that I didn't care- that I was just glad he was alive. The amazing part is that he said, "I don't care either." His car is now gone, never to be driven again. But in retrospect, the construction of the Jag probably saved his life.

Man, I love that car.

PICTURES FROM THE JANUARY 6 LoCoBRITs HOLIDAY PARTY



*A big THANK YOU
goes out to the Lugar
Families for a very
enjoyable party!*



CHRISTMAS CRUSIN'

BY: BILL OLIVER

Christmas Eve Day, the 24th of December, I set out early afternoon to deliver the last portrait order before Christmas... I didn't need to have it done, but I really wanted the slate to be clean for the week off between the Holidays. As I walked out and got into the van I thought "What great weather we are having!" I had driven about a half mile when it struck me... This is MG weather! Turning around I scanned the roadway for the telltale sparkles of salt, but the past week's rains had done their job. Olivia started right up and was as anxious to go as I was. The kids both peered out at me as I carefully maneuvered her out of the over packed garage and out onto the road. What a thrill as we rolled toward the divided highway that would take me to my destination in Avon. The acceleration was great; I always forget what the V8 is like in the MG, pressing you back against the seat. Bam! There's third gear and oops! back off a little, we're past 85 mph with way too much pedal left!!! (Just what you need, a ticket for Christmas!) As I approached the first intersection I was surprised at how few cars were on the road! One of the first few I passed was another MG driven by "Wild Bill" of Amherst. He too was enjoying a little stolen passion granted by the LBC Gods smiling down upon us. The sun was shining and it was warm in the car. People all smiled, waved, and gave the thumbs up seeing this forgotten symbol of summer that quickly disappeared along with the autumn colours and leaves. After missing the turnoff and daydreaming for miles, I finally arrived 20 minutes late, apologized, and was off to drive the sun out of the sky. If this is global warming it's starting to win me over!
"Ollie"

UNDERNEATH IT ALL

BY: JEFF FIELDS

Happy New Year 2007 is upon us and appears to be a year of some changes and the continuation or return of some traditions. The Ohio BuckAyes of NAMGAR are trying to recirculate the blood; so if any MGA owners have not heard from me in January, please take time to contact me. BuckAyes usually meet in Fairlawn on the third, but not always, Thursday of the month. Anyone looking to wrench on a MGA, there is one in my garage that needs to have its engine run. The LoCoBrits may well be changing meeting sites, as well as, looking to increase their membership and their income. The Brits hope to have members step up to continue their traditions of the Summer Party and Ralleye and the Winter-Holiday Party... I believe that the Fall Tour will be another 'Thelma & Louise' event: Although they should truly revive the Sadie Hawkins event, just for the name's sake. John Twist & University Motors will hold the huge August meet of MG's in August: good thing, since both the MGA and the MGB national meets are west of the Rockies in 2007. Just before Twist's the British V-8 meet will be held on the far east side of Cleveland. A new event sponsored by the NorthEast Ohio British Car Council proposes to joint meet in which clubs will compete in Bocce Ball. I feel that this should be sponsored by NEOItalianCC! The MG Vintage Racers are scheduled to be at Mid-Ohio in October. Anyone interested in Niagara-on-the-Lake this Autumn? Did you see, hear, or bid on the MG F that was listed on Ebay? Now, it is your turn to communicate to your fellow club members what projects are filling your winter months. What did LBC Santa bring you? A New Mexico Santa Claus brought me a copy of 'The Fast and the Furious' the film from the mid-fifties with the first great car chase scene!



Safety Fast !

Jeff F

CLASSIFIEDS

(Classified ads are available free to LoCoBrits Members. Ads will run for one issue at a time, if a member wishes for their ad to run for longer than one issue, it is the member's responsibility to contact the editor each month to renew the ad)

WANTED: If anybody is doing a front suspension rebuild on their MG this year and they wouldn't mind me taking some measurements while you have it apart give me a call 440-225-0209 or email trmarty@glwb.net Marty Sukey

OIL IS KILLING OUR CARS!!!!!!!

(THE FOLLOWING ARTICLE IS PUBLISHED WITH PERMISSION FROM KEITH ANSELL)

By: Keith Ansell, Foreign Parts Positively, Inc.

About a year ago I read about the reduction of zinc dialkyl 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 oils was based on the fact that phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A couple of months 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 (Delta Cam) 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. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines: Meaning all flat tappet (cam follower) equipped engines, as used in all BMC products, all British Leyland products, most pushrod engines prior to 1980, early Volvos, American high-performance engines and many others.

Next call: To a 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 (Red Line Oil). 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 needs the additive but remain skeptical that the first oil is all that is necessary. Their suggestion: 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 have the ZDDP we need in weights we are familiar with.

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

(continued on page 10)

Send membership renewal form and \$25 (payable to Lorain County British Car Club) to: LoCoBrits c/o Jeff Fields, 14430 Meadow Creek, Lagrange, OH 44050

Lorain County British Car Club Membership Renewal

Name: _____

Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Email Address: _____

Newsletter Option: Paper (via US mail) **OR** Download an electronic (color) edition (PDF)

I and my heirs hereby release the Lorain County British Car Club and it's Officers, acting officially or otherwise, it's members and club affiliates, from any and all claims or actions on account of any injury, death, or damage which may occur before, during or after a Lorain County British Car Club event.

Signature: _____ Date: _____

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Need Help?*

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MOTORHEADS GARAGE
and
MACHINE SHOP

Elyria, Ohio

2007 CALENDAR OF EVENTS:

	Host	Event	Location
January			
28	Delaware Valley Classic MG Chapter	Cabin Fever All-British Vehicle Collectables & Automobilia Show	Harleysville, Pennsylvania
31	LoCoBrits	Meeting	Bullfrog Café
February			
11	COMGO	Chili Mixer	???
17	LoCoBrits	Dinner Out (movie?)	???
28	LoCoBrits	Meeting	Bullfrog Café
March			
18	LoCoBrits	Sugarbush Brunch & Cleveland Autorama	
28	LoCoBrits	Meeting	Bullfrog Café
April			
21???	LoCoBrits	Tech Session???	???
25	LoCoBrits	Meeting	Bullfrog Café
May			
6	N.E. Ohio Austin Healey Club	Car Show/ Swap Meet	Solon, Ohio ??
18-20	Carlisle Events	Import, Kit/Replicar Nationals	Carlisle, Pa
19-20	Central Ohio British Car Council	British Car Day at Metro Center	Columbus, Ohio
25- June 3	All British Car Clubs	British Car Week	
26	???	Kent British Car Show	Kent, Ohio
30	LoCoBrits	Meeting	Bullfrog Café
June			
2-8	Hot Rod	Power Tour	Cleveland, Ohio - Little Rock, Arkansas
3	Lake Erie British Car Club	The British Return to Fort Meigs	Perrysburg, Ohio
16	ENMGR	Gathering of Ohio British Car Clubs Tour & Game Day	
23		Ohio Scottish Games	Lorain County Fairgrounds, Wellington, Ohio
27	LoCoBrits	Meeting	Bullfrog Café
30	SVRA	Mid-Ohio Vintage Grand Prix	Lexington, Ohio
July			
15	British Car Club of Greater Cincinnati	Cincinnati British Car and Motor Bike Show	Harbin Park, Fairfield, Ohio
7-16	PVGP Association	Pittsburgh Vintage Grand Prix	Pittsburgh, Pennsylvania
16-20	NAMGBR	MG2007 - A Great Vintage	Sonoma and Napa Valleys, California
21	LoCoBrits	Summer Rallye and Picnic	??
25	LoCoBrits	Meeting	Bullfrog Café
28	??	British Car Day At Ursuline College	Pepper Pike, Ohio
August			
1-4	British V8 Club	British V8 2007	Willoughby, Ohio
4	Miami Valley Triumphs/MG Car Club SW Ohio	British Car Day 2007	Dayton, Ohio
10-12	University Motors	Annual MG Summer Party	Ada, Michigan
29	LoCoBrits	Meeting	Bullfrog Café
September			
1	????	Medina British Car Show	Medina, Ohio
3	????	Great Am Car Show - Westfield	???
7-9	SVRA	Zippo U.S. Vintage Grand Prix	Watkins Glen, New York
9	NCTA	North Coast Triumph Association Car Show	Aurora, Ohio
16	????	Glenmore Gathering	????
26	LoCoBrits	Meeting	Bullfrog Café
October			
13-14	LoCoBrits	Fall Colors Tour	???
28	LoCoBrits	Pumpkin Rallye	???
31	LoCoBrits	Meeting	Bullfrog Café
November			
17??	LoCoBrits	*NEW*Sadie Hawkins Night Out	????
28	LoCoBrits	Meeting	Bullfrog Café

OIL IS KILLING OUR CARS!!!!

(CONTINUED FROM PAGE 7)

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only an 8-ounce can (This problem seems to be something GM has known about for some time!). The additive says for break-in only, some dealers add it to every oil change.

From Redline Oil: Use our street formulated synthetics. They have what we need! Early in 2007 they will be supplying a "break-in oil" specifically for our cars.

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. They will be supplying "new oils" specifically for our cars in early 2007.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metals of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in all diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary according to the chemists.

Now there is no denying that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away. The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

Redline oil and others are suggesting a 3,000-mile break-in for new engines! Proper seating of rings with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

The "Energy Conservation" trend was first led by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. Most of us don't have catalytic converters and the mileage gains are not that significant.

Many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Mobil, Shell, Amsoil and others have now commented on my original article and are making suggestions. Some companies are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin". By their account all their oils are superior and applicable. This is typical of many companies.

Some oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market for many years but are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials used in the products are, within reason.

On "modern" production cars, stay with the manufacturers' suggestions. For any car produced before about 1990 the owner needs to be aware that the factory suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected. MGBs from 1975 to 1980 must choose to sacrifice the cam or the catalytic converter as an example of how difficult the decisions are becoming!

Yes, there is more! Castrol does understand our dilemma and is actively looking into what it can do to support our cars. We can soon expect to see products from them with specific application to classic cars. Red Line will be offering a "break-in" oil soon after the first of the year. Shell's Rotella will be good until about June or July of 2007 with possibly nothing after that date. Delo (Chevron) will also be questionable after the new "CJ-4" standards come in the middle of 2007.

(continued on page 11)

OIL IS KILLING OUR CARS!!!!!

(CONTINUED FROM PAGE 10)

Now the important information: Oils that may be correct for our cars today:

(As reported by manufacturers by 12-31-06, NOTE: many have changed their recommendations over the last three months!

Castrol: Syntec 5W-40, Syntec 20W-50, Grand Prix 4-Stroke Motorcycle oil in 10W-40 and 20W-50, TWS Motorsport 10W-60*, BMW Long Life 5W-30*

*= full synthetic, available only at BMW dealerships

Red Line: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: 20W-50(TRO), 10W-40(AMO), 15W-40(AME) & 20W-50(ARO)

Mobil: Mobil 1 5W-30 and 20W-50 (Synthetic)

Chevron: Delo 400

Shell: Rotella

What we are doing at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help and specific reports. This list will change in the next months with Castrol and Red Line adding products just for our cars.

Break in: Delo 400 30W (A break-in oil will be available from Redline soon!)

Conventional oil: Valvoline VR-1 20W-50

Synthetic: Red Line 10W-30 in newer engines, 10W-40 on older engines.

Break-in is now 3,000 miles (using Delo 400 30W) before changing to running oil.

Oil change interval: 1 year or 18,000 miles with Red Line synthetic

1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Thank you to Castrol, Redline, Christiansen Oil, Valvoline, Mobil, Shell, Standard Oil and Amsoil for input. We're sure this subject will continue: Please forward any new information on this subject you may encounter.

We have received some very interesting material from "Mr Moly" that may be putting molybdenum disulfide (MoS) into this discussion. It seems that ZDDP plus MoS is the best from the oil companies' opinion but MoS by itself may be beneficial. Some racers swear by it. The literature seems to support "Mr. Moly's" position.

Keith M. Ansell

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PROPOSED 2007 BY-LAWS:
(CHANGES ARE NOTED AND UNDERLINED)

By-Laws of the Lorain County British Car Club

Article I - Name and Purpose

Section 1

The name of the organization shall be the Lorain County British Car Club (LO CO BRITS)

Section 2

The Purpose of the Lorain County British Car Club shall be to encourage the preservation, restoration, maintenance and enjoyment of British cars manufactured in England.

Section 3

The Lorain County British Car Club shall conduct meetings, programs, and publish information relating to the maintenance and utilization of British cars.

Article II - Membership

Section 1

Any person who has submitted a properly executed application with the appropriate dues may become a member of the Lorain County British Car Club.

Section 2

There shall be no discrimination made between any members and the basis of whether or not the member does or does not own a British car.

Section 3

All privileges of membership shall automatically cease if a member's dues are unpaid. The Executive Board may expel any member for conduct, which threatens the purpose and goals of the Lorain County British Car Club, for endangering the health or well being of other members, for jeopardizing or otherwise damaging the reputation of the Lorain County British Car Club.

MODIFY Section 3 TO READ: All privileges of membership shall automatically cease if a member's dues are unpaid by January 31st. The Executive Board may expel any member for conduct, which threatens the purpose and goals of the Lorain County British Car Club, for endangering the health or well being of other members, for jeopardizing or otherwise damaging the reputation of the Lorain County British Car Club.

Article III - Dues

Section 1

The fiscal year for the Lorain County British Car Club shall be from the first day of April through the last day of March of the same year.

Modify Section 1 TO READ: The fiscal year for the Lorain County British Car Club shall be from the first day of January through the last day of December of the same year.

Section 2

The assessment of dues for any fiscal year is determined by the Executive board at the annual board meeting in the preceding fiscal year. Effective 1999 the Dues shall be \$25 per family including children up through age 17

Section 3

The payment of dues to the Lorain County British Car Club entitles the member access to all functions sponsored by the Lorain County British Car Club and eligibility for any and all prizes and awards.

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PROPOSED 2007 BY-LAWS: (CONTINUED FROM PAGE 12)

~~**(STRIKE SECTION 4)**~~

Section 4

Dues for new members shall be prorated for the remainder of the fiscal year.

Article IV – Officers

Section 1

The officers of the Lorain County British Car Club shall be: President, Vice-President/Membership Chairman, Secretary, Newsletter Editor, Sergeant at Arms, Events Coordinator, Historian, Regalia Officer, and Treasurer. This collective group of officers shall also function as the executive board.

~~**(MODIFY Section 1 TO READ: The Elected Officers of the Lorain County British Car Club shall be: President, Vice-President/Membership Chairman, Secretary, Treasurer, and Sergeant at Arms. This collective group of officers shall function as the executive board.)**~~
~~**Appointed offices to be: . Newsletter Editor, Events Coordinator, Historian, and Regalia, Webmaster/Internet Information Officer.)**~~

Section 2

All officers of the Lorain County British Car Club must be active members in good standing. Term office shall be for one year, with terms limited to a maximum of two consecutive years.

~~**(MODIFY Section 2 TO READ: All officers of the Lorain County British Car Club must be active members in good standing. Term of executive officers office shall be for one year, with terms limited to a maximum of two consecutive years.**~~
~~**Appointed offices shall be for 1 year, with terms limited to three consecutive years if re-appointed by the executive board and if desired by the appointee.)**~~

Section 3

Officers must attend 75% of the monthly meetings, which are generally held on the last Wednesday of the month. Replacement of an officer who is unable to fulfill the duties of his or her office will be made by the decision of the Executive Board.

Section 4

Nominations of officers will be held in October, Elections of officers will be held in November, Officers will assume duties in January with each position to be held through December 31.

Section 5

Where an officer position may be held jointly by two persons a vote by the Executive Board is necessary, the position may cast only one vote. If an officer holds more than one position, that Officer may cast only one vote.

Article 5 - Duties of officers

Section 1

The President is responsible for the overall operation of the Lorain County British Car Club, The President presides at all board meetings and has the power to call special meetings when necessary.

Section 2

The Vice President / Membership Chairman will perform the duties of the President in his / her absence. The Vice President coordinates and processes all membership related activities and collects membership applications and dues for processing.

Section 3

The Secretary is responsible for recording the minutes at all meetings.

(continued on page 14)

PROPOSED 2007 BY-LAWS: (CONTINUED FROM PAGE 13)

Section 4

The Newsletter Editor is responsible for editing and publishing the newsletter. In addition the Newsletter Editor is responsible for the creation and printing of other information needed by other members of the Executive Board to perform their tasks. This includes, but is not limited to, letterhead, bulletins, advertising matter, registration forms, etc.

MODIFY Section 4 TO READ: The Newsletter Editor is responsible for editing and publishing the newsletter every month in a timely manner as to keep the membership informed of club news and activities. In addition the Newsletter Editor is responsible for the creation and printing of other information needed by other members of the Executive Board to perform their tasks. This includes, but is not limited to, letterhead, bulletins, advertising matter, registration forms, etc. Newsletter Editor is responsible for providing the Webmaster the information to be used on the LoCoBrit web site.)

Section 5

The Sergeant at Arms maintains order and keeps records for attendance in order to assess fines, and is in charge of money raising functions at club events.

Section 6

The Events Coordinator sets schedules of events for the entire year in conjunction with the Executive board and maintains communication with other car clubs.

Section 7

The Historian organizes and maintains a history of all club activities.

Section 8

The Information / Regalia Officer maintains the Lorain County British Car Club information database. The Information / Regalia Officer is responsible for assisting all other officers with their functions that pertain to the information database needs. The Information / Regalia Officer is also responsible for all club regalia. This includes, but is not limited to, shirts, jackets, hats, etc.

MODIFY Section 8 TO READ: The Regalia Officer is responsible for all club regalia. This includes, but is not limited to, shirts, jackets, hats, etc. The Officer must clear any and all purchases through the executive board before making any such purchases.

Section 9

The Treasurer has charge of all moneys for the Lorain County British Car Club. The Treasurer will keep an accurate accounting of all expenditures and receipts. The treasurer will present all books and records upon demand of a majority of the Executive Board.

ADD SECTION 10 TO READ:

Section 10

The Webmaster / Internet Information Officer maintains the Lorain County British Car Club Web Page / Internet Information database. The Webmaster / Internet Information Officer is responsible for assisting all other officers with their functions that pertain to the Web page / Internet Information database needs. The Webmaster / Internet Information Officer shall maintain and update the LoCoBrit Web site / Web page every calendar quarter in advance as to keep the membership informed of club news and activities ahead of time. Monthly updates shall be posted as requested by the executive board

VI - Meetings

Section 1

General membership meetings will be held the last Wednesday of each month at a designated place and time. A quorum of three Executive Board members and ten percent of the general membership is required in order to hold a meeting.

Section 2

A general meeting of the Lorain County British Car Club Executive Board will be held during the first quarter of each calendar year. Other meetings may be called at the discretion of the Executive Board.

PROPOSED 2007 BY-LAWS:
(CONTINUED FROM PAGE 14)

Article VII - Financial

Section 1

Expenditures over \$50 must be approved by the President. Expenditures of \$375 are permitted for each club sanctioned event. Any expenditures of over \$375 for a club sanctioned event must be requested through the President and must be approved by a majority of the Executive Board Members.

MODIFY Section 1 TO READ: All expenditures must be approved by the President. Expenditures of \$150 are permitted for each club sanctioned event. Any expenditures of over \$150 for a club sanctioned event must be requested through the President and must be approved by a majority of the Executive Board Members.

Section 2

The selling price for regalia will be purchase price + 10%

MODIFY Section 2 TO READ: All regalia is by order only, there is to be no stocking of regalia items unless approved by a majority vote of the executive board. Requests for regalia must be brought to the Regalia Officer, to be presented to the board for approval. This is to maintain the integrity of the club logo and colours. Pricing of regalia to be determined by the executive board based on a cost + 15% minimum.

Section 3

Any non member attending a club event involving a financial expenditure from the club treasury shall contribute an amount equal to said amount. The exact amount shall be determined by the person or persons sponsoring the event

MODIFY Section 3 TO READ: Any non member attending a club event involving a financial expenditure from the club treasury shall be charged a minimum \$15.00 to cover their portion. The exact amount shall be determined by the person or persons sponsoring the event. This charge shall be paid in full in advance of the event, or on the day of the event prior to the participation in said event. The sponsoring member shall be responsible for payment.

Revised Date: January 07, 2007 WJO

**THE LORAIN COUNTY
BRITISH CAR CLUB**

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