



THE BURBLE & SQUEAK

A Chapter of



The Official Newsletter for Members of the © 2009 Michiana Brits, Ltd. British Car Enthusiasts

Northern Indiana & S.W. Michigan

www.michianabrits.com

December 2009

Presidents Message

It looks like winter will be here in time for this Saturday's Christmas/Hanukkah Party at the Eaise's residence in Laporte. Rain or snow, we always have a good turn out and a good time. There will be lots of good food and some interesting gifts exchanged. In this issue of the newsletter are the proposed amendments to the By-Laws. Copies of the current and proposed By-Laws along with an absentee ballot are being sent by separate emails. This process will be repeated in the January newsletter, and then we'll have a discussion and vote on the amendments at the January 16th General Meeting/breakfast.

The club is completing another year of enjoyable car shows, drives and club activities - - a direct result of the participation and support of a large number of members. Thanks to all who made this possible; it s' you who make the club a fun activity for all.

If we don't see you at Saturday's party, we wish you a happy and enjoyable Christmas/Hanukkah season and hope to see you at the January 16th breakfast meeting.

Board Members

President: Larry Palguta

Phone: 574-288-3923

Email: palguta@sbcglobal.net

V.P. Membership: Kai Shepherd

Phone: 574-233-6967

Email: kemalkai@aol.com

V.P. Activities: Keith Wishmeier

Phone: 574-277-7746

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V.P. Communication: Herminne Marrese

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Secretary: Maurice Levitt

Phone: 574-231-1565

Email: maurice116@att.net

Treasurer: David Piser

Phone: 574-217-8557

Email: dayledavid@comcast.net

Board Meetings

Dec. 2009 No Board Meeting

Jan. 5, 2010 6:30pm Herm Marrese (574) 271-7550
11380 Anderson Lake Dr., Granger, IN 46530

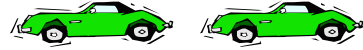
General Meetings

Dec. 5, 2009 6:30pm Christmas/ Hanukkah Party **See Page 2 of this Newsletter**
4588 W. Malaga Dr., LaPorte. IN 46350 (574) 326-8171

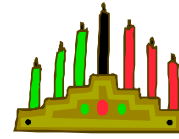
Jan 16, 2010 8:30am Perkins Restaurant & Bakery (574) 264-2541
107 Northpointe Blvd., Elkhart, IN 46514

Location is off the west side of Cassopolis Street, across from the intersection of Cassopolis Street with the Elkhart Toll Road entrance/exit road.

Our Club's Last Event for the 2009 Season



Our 2009 Christmas/Hanukkah Party on Dec. 5th



This will be a Pot Luck Dinner at Robert & Rosemary Eaise home at
4588 W. Malaga Dr.,
LaPorte, IN 46350 Tel # (219) 326-8171

The party starts at 6:30 pm SBN time, 5:30pm LaPorte time.

Club members planning to attend, please contact Rosemary at (219) 326-8171 as to what food they will be bringing to the party, as we don't want to have 10 plates of potato salad!

The Club will be providing the meat dishes, and members should bring their own beverage.

There will be an Optional Gift Exchange at this party, with the following rules:
Each guy to bring a gift for a guy with a British or motoring theme for the value of \$10 to \$15, and each girl to bring a gift for a girl for the value \$10 to \$15.

The following are two Suggested Directions to the Party:

1. Directions taking the I-80/I-90 TOLL ROAD from the US-31 N/ST JOSEPH VALLEY PKWY South Bend.



Merge onto **I-80 W/I-90 W/INDIANA TOLL RD** towards **CHICAGO**
(Portions toll).



Take the **IN-39** exit, **EXIT 49**, toward **LA PORTE** 23.2 mi



Turn **LEFT** onto **N. STATE ROAD 39/IN-39**. 2.0 mi



Turn **RIGHT** at **STOP LIGHT** onto **W SEVERS RD**. 0.4 mi



Turn **RIGHT** at Stop Light onto **N US-35/US-35**. 1.6 mi



Turn **LEFT** onto **W. SCHULTZ RD**. 1.4 mi



Turn **RIGHT** onto **MALAGA DR. E**. 0.4 mi



After you turn on **MALAGA DR. E**, house # **4588** is exactly 0.4 mi on the **LEFT**.

OR

2. An alternative route may be taken linking into the US-2 West from the South Bend area.

Club's Web Site - www.michianabrits.com.

Membership Dues – Michiana Brits Annual Members

The Michiana Brits, Ltd. British Car Enthusiasts membership dues for Annual Members is \$25.00. Michiana Brits Annual Members, who are also NAMGBR members, their membership dues will be \$15.00.

All dues are payable by March 31st each year and should be sent to Kai Shepherd our V.P. of Membership at 59281 High Point Dr., South Bend, IN 46614 or passed to Kai at any Club meeting prior to March 31st.

Membership Dues – NAMGBR Members

Members are advised that all Michiana Brits activities are covered by the North American MGB Register general liability policy, as long as there are at least eight of our club members that are paid-up NAMGBR members.

Current NAMGBR members are reminded to renew their annual membership dues of the NAMGBR on the anniversary month when you originally joined the NAMGBR.

Your membership number and anniversary date is printed on your NAMBR magazine address label, but if in doubt, please note that Bob Kerstetter, our club's NAMGBR liaison contact, has your anniversary month when you originally joined the NAMGBR.

'British Marque' Car Club News

If you are not receiving this publication, please advise Kai Shepherd at (574) 233-6967.

Newsletter Submissions

This is the Newsletter of the Michiana Brits, Ltd., Car Club and is distributed to all paid members as part of their dues. If you would like to submit articles for publication, that are most welcome, the deadline is the 25th of each month. Send all correspondence, (electronic submissions are preferable), to the **Newsletter Editor**, at maurice116@att.net or bring it to a General Meeting.

Material is subject to editorial revision and opinions expressed are those of the authors and do not necessarily reflect those of the © 2009 Michiana Brits, Ltd., British Car Enthusiasts.

Club's Board Meeting Minutes – November 30th. 2009

- 1) The St. Mary's contract update – waiting to be signed by St. Mary.
- 2) Financial Report – the current club bank balance is \$ 279.15, plus the club CD of \$ 2,500.00 that matures on May 7, 2010.
- 3) Name tag update from Dayle Brown – Club logo submitted to vendor, and additional quotes are being requested from this vendor.

- 4) Application for IN sales tax exemption Application resubmitted and is in process. Original application not received.
- 5) Proposed By-Laws amendments Proposed By-Laws amendments shall be distributed to members with the December and January Newsletters together with Absentee Ballot forms.
- 6) Chairman of Car Show; function leaders, lapel pins Larry has been appointed the Chairman of the 2010 Car Show, and Herm is investigating lapel pins for the 2010 Car Show.
- 7) Car Show tepees/signs Updates to the existing tepees and signs for the next years Car Show are being considered.
- 8) NAMGBR - JC Taylor liability insurance coverage - car rides No fees will be collected for car rides at next year s Car Show. However, a donation will be requested after the car ride.
- 9) January 5th Board meeting location Herm.
- 10) February 20th General Meeting/breakfast meeting location LaPeeps was suggested - more information will follow in the January Newsletter.

General Meeting at Honkers Restaurant – November 14th. 2009.

13 members attended our season s first Breakfast meeting at the Honkers Restaurant on South Michigan Street in South Bend. The food was good, served hot, but they were slow in taking our breakfast orders.

Larry ran the meeting, and the minutes are as follows:

- The recent election of Board Members and their positions are:
President: Larry Palguta. **VP Membership:** Kai Shepherd. **VP Activities:** Keith Wishmeier.
VP Communications: Herminne Marrese. **Treasurer:** David Piser. **Secretary:** Maurice Levitt
- The Board decided that the Club s membership dues for 2010 shall be increased for Annual Members to \$25, NAMGBR Members to \$15, and for participants of the 2010 Tea at the Vicarage event to be \$10.
- The reduction of the Club s membership dues for NAMGBR Members is in lieu for their \$30 membership dues they pay to the NAMGBR thus our Club is able to obtain free insurance coverage for our car show.
- The Featured Car for the 2010 Car Show will be the Triumph TR6.
- The Board was working on proposed amendments to the Clubs By-laws to comply with the Club s Federal Tax exempt status. A copy of the Club s existing and newly proposed By-Laws will be distributed as a separate Email to the December and January Newsletters for members comment.

***** PROPOSED AMENDMENTS TO THE CLUB'S BY-LAWS *****

This summer the club applied for and received an exemption from paying Federal income tax, which is a prerequisite to filing & obtaining an exemption from paying Indiana sales tax (that application has been filed). To obtain the Federal income tax exemption, the club had to change its "program" (i.e., change the way it conducts club activities). Specifically, no more than 15% of club income can come from non-member sources. Typically, clubs such as ours meet this restriction by having all of their event fees

constitute membership fees. Thus, the club changed its "program" in that manner and was granted Federal tax exempt status. Now we must change our By-Laws to reflect the changes in our "program". Basically, the fees charged at the Annual British Car Show and the Tea at the Vicarage Car Rally will constitute membership fees. The Board proposes that we have two forms of membership - Annual Members and Associate Members. Annual Members pay the annual membership fee and Associate Members are those who pay just the Car Show or Tea Car Rally fees. The two forms of Membership will have different rights and privileges.

The Board has also recognized for some time that the By-Laws need updating and clarification changes (they were adopted February 8, 2005). Thus, the Board members have revised the By-Laws to include both the required changes in our "program" and updates and clarifications.

Our current By-Laws require that proposed amendments to the By-Laws have to be presented in two issues of the newsletter, along with comments on the amendments, before a discussion and vote (each member has one vote) on the amendments at a regularly scheduled meeting of the members. Also, members must be advised that they can vote by absentee ballot as long as the ballot is received before the vote. An absentee ballot is attached to this email.

Listed below are comments on the proposed changes contained in specific sections of the proposed By-Laws. A copy of the current By-Laws and a copy of the proposed By-Laws are attached to this email. GUIDELINES - 1) If you do not see below a comment for a section of the proposed By-Laws, then no substantive changes are proposed; 2) non-substantive changes do not have comments, and 3) once a proposed change has been commented on, it will not be commented on at later appearances in the proposed By-Laws.

Members are encouraged to print out these comments and both the current and the proposed By-Laws, so you can review the proposed changes. All of this and the attachments will appear again in next month's newsletter, and a discussion and vote on the proposed By-Laws will occur at the January 16, 2010 General Meeting/breakfast. A 2/3 affirmative vote of the members present (including absentee ballots) at the January 16, 2010 General Meeting/breakfast is required to adopt the proposed By-Laws. If you have questions, please do not hesitate to call a Board member.

Thanks,
Larry Palguta
President

***** COMMENTS ON PROPOSED BY-LAWS *****

Art. I

- Sec. 1 - name and form of club updated
- Sec. 2 - statement simplified & updated
- Sec. 3 - broadened from automobiles to automotive vehicles

Art. II

- Sec. 1 - added "race"
- Sec. 2 - changed to providing a copy upon request
- Sec. 3 - new section establishing Annual and Associate Memberships
- Sec. 4 (old Sec. 3) - changed to reflect how each Membership renews by paying fees
- Sec. 5 (old Sec. 4) - changed to reflect each type of Membership

Sec. 6 (old Sec. 5) - changed to reflect Annual Membership

Sec. 7 (old Sec. 6) - subsection B covers Annual Membership lapse; new subsection C. covers when an Associate Membership ends; subsection E (old D) requires a majority vote of the Board

Art. III

Sec. 1 B. - added articles of incorporation

Sec. 2 - only Annual Members can be nominated for election as Officers

Sec. 4 - Board Officers have to be Annual Members

Sec. 4 B. - Secretary & Treasurer have to be Annual Members

Sec. 4 C 1. - President can call special meetings of Annual Members

Sec. 4 C 2. - replacement serves reminder of President's term; newsletter is for Annual Members

Sec. 5 - simple majority of verbal or written vote

Sec. 12 - an Officer has to be removed per Sec. 7 procedure

Art. III

Sec. 1 - candidates and nominations from Annual Members; nominations after first 7 months of the year; an Election Meeting of Annual Members held before end of calendar year

Sec. 2 - elections by votes of Annual Members; return votes by email

Art. V

Sec. 2 A. - committee appointed at least two months before Election Meeting & composed of Annual Members

Sec. 2 B. - committee appointed before end of calendar year

Art. VI

Sec. 1 - Annual Meeting in August or at another time to conduct business; 30 days prior notice to Annual Members

Sec. 2 - Other meetings for Annual Members

Sec. 3 - Quorum of Annual Members

Sec. 4 - Fees and assessments due on date(s) set by Board

Art. VII

Sec. 1 A.(old) - deleted old section A because of vagueness of loyalty and being an inappropriate exception creating liability

Sec. 1 C. - act or omission before effective date has basis other than date of occurrence

Sec 1 - last paragraph - no liability if covered by insurance; any personal liability limited to actual damages

Art. VIII

Sec. 1 - petition by Annual Members; amendments adopted at meeting of Annual Members; amendments presented to Annual Members; voting by Annual Members

Art. IX

Sec. 1 A. - vote of at least three Officers; notice to Annual Members

Sec. 1 B. - special meeting of Annual Members with 2 weeks notice

Sec. 2. C.(new) - dissolution requires 3/4 vote of Annual Members at meeting

Art. X (old) - deleted section recommending incorporation

***** END *****

Copies of the Club's current By-Laws, the proposed By-Laws, and an absentee ballot are being sent to you by separate emails at the same time as this Newsletter is being distributed to you. This will enable you compare the current and proposed versions of the By-Laws, and to vote by absentee ballot. Sending you copies of the current and proposed By-Laws as separate emails has been necessary due to the memory size of the By-Laws documents and the capability of members' computers to download documents.

The following article has been submitted by member Stan Mason that maybe of interest to other Michiana Brits members.

I enjoyed Larry's preview of the Illinois Car Collection that Michiana Brits enjoyed. Larry made a special point of mentioning the Auburn 812 Coffin Nose Cord with the unique electric gear shift mechanism, which was very unique in the 30s. This device was actually a Bendix Product and is likely to have been designed and made in South Bend Indiana by Bendix my former employer. Our club has 2 other former Bendix Employees Larry Palguta and Bob Danielson. This device was an electric switching device that looked incident enough in the diver s'cabin, but once the hood was opened the true story was told with vacuum cylinders that pushed in the clutch and shifted the transmission for you. This Bendix Electric Hand was evidently not reliable with failures in the electrical switching (today most of that has been solved by collectors).

In the 1990's as an Automotive Engineer I would attend SAE (Society of Automotive Engineer) Conventions where technical papers were presented on the latest developments in the Auto Industry. One year in Dearborn, Michigan they had a unique special session on past car developments.

The speakers were:

- Zora Arkus Duntov on the first V-8 Corvette
- Alex Tremulis on the Tucker
- A Studebaker Stylist under Raymond Lowey on the Starliner Coupe
- Gordon Buehrig on the Auburn 810 & 812 Cord

A Bendix co-worker Dick Kolm and myself arrived late for Gordon Buehrig s presentation, which we were particularly interest in. We did make it for the question and answer session. The question asked from the crowd was "Mr. Buehrig why didn t you use an Automatic Transmission in the 810 Cord ."He responded that the Automatic Transmission was under development, but they thought it was too risky so they chose the Bendix Electric Hand. He then said after taking a deep breath with great emotion "Why Bendix ever came up with that Mickey Mouse is beyond me ."We could only laugh out loud, which drew some attention from the over 200 people in attendance amazed that after 50 years customers were still beating us up over our Bendix Products.

Stan Mason



A common situation is to have one or more harnesses that have been salvaged from the junkyard. In this case, it may be desirable to save as much of the harnesses as you can, re-using the connectors and wire to make a new one, or to repair the better of the harnesses to make one good one out of those that you have. As for re-using the connectors, I would advise caution. Of all the pieces of the harness that give problems, the most likely is the connectors. If you do re-use them, make sure they are clean and corrosion free. The bullet connector sleeves, the black pieces that are used to connect two pieces of wire, are particularly trouble prone. Often, the metal sleeve inside will crumble with age, and will no longer have sufficient tension to make a good connection (not being a metallurgist, I can't explain this, but on about six of them on my '71, when I removed the bullets, pieces of the metal sleeve fell out on the ground).

Salvaging the wire is not a problem, as long as the wire has not been damaged. If you can, i.e. the wire is long enough, I recommend cutting the wire an inch or two from any connector. Often, moisture will wick up the strands and corrode the wire, making it difficult to get a good connection. You should cut back to where the wire is clean and shiny.

The easiest way to repair a harness is to clear out a large space on the garage floor, and lay the harness down, stretched out, with each "leg" of the harness laid out by itself. Strip back the tape surrounding the damaged area, being carefully not to displace the wires from their original position. Lay the new wires down, one at a time, alongside the original wires, to make sure they are the same length (allowing 3/4 " overlap for the splice). Strip off 3/4" of the insulation from both the old, and the new, and slip a piece of heat shrink tubing over one of the wires. Twist the wires together, and solder. After the joint has cooled, slip the heat shrink tubing over the joint, and apply heat to shrink. Attach whatever connector is appropriate to the free end of the wire. Continue with each wire, till that section is done, and then go on to the next section. Use plenty of cable ties to hold the wiring in place as you work, prior to re-wrapping. As you come to each cable tie, during the re-wrapping process, cut it off, and discard it. Be prepared to use plenty of cable ties.

Don't make all the splices in exactly the same place. If you do, the wire bundle will be very thick at this point, and all the stress will be concentrated in this area. Space the splices out over the length of the harness, at least six inches between each splice, if you can. Don't worry about making splices, the factory did it themselves.

When you do the re-wrapping, begin with the terminal, or connector end, and work back towards the main harness. That way, you have fewer loose ends of the wrapping tape to worry about, as the wrapping for each leg gets wrapped again by the main wrap. Start by running a short piece of the harness tape parallel to the wires, heading towards the connector end, and start wrapping back over this piece, back towards the main harness. This way, the wrapping secures that end of the tape. Use the special harness tape supplied by British Wiring, which has no adhesive, but adheres to itself. When you get to the last piece, use electrical tape to secure the last wrapping.

Be careful to note any pre-formed bends in the harness, and reproduce them when you do the repairs. If you bend the wires, and tie them tightly with the wrap, they will hold their shape surprisingly well. Making a new harness will be exactly the same as above, except you will run the wires from one end to the other, using the existing harness as a guide. Even if you are making a new harness, there will be places where you will have to splice, just as the factory did. Just make your splices in the same place and manner as original.

If you don't have a harness to use as a pattern, you can still make your own, but the degree of difficulty goes up significantly. In this case, you will need to route each wire individually, in place, in the car, connecting each end as you go. If you can, It's a good idea to look at a completed car, to see how the harness was ran by the factory. The factory provided sufficient supports, and these should be used for the

new harness. The location of the supports provides a good indication of the correct harness routing. Connect one end, then route the wire to the other end, and make that connection. As you lay the wires down, pay particular attention to the need to remove and replace both the harness and the electrical components. There must be sufficient slack in the wire to allow for this. Also, great care must be given to the routing of the wire to avoid any possibility of damage from rubbing against sharp edges of the body, and making sure that the wire is properly supported to eliminate strain on the connectors. As you run the wires, use cable ties to hold everything in place. When you have completed and tested the wiring, very carefully remove the harness from the car, and wrap as described above.

Whichever route you take, you will need to obtain the required supplies. There are five different sizes of wire used in a Triumph (or most British cars for that matter), and over 50 different color codes on the later models (out of a possible 144, 106 of which are available), the exact number depending on the model year. [For an excellent description of the color codes used, and their application, refer to the [Wiring Table](#) by Chris Kantarjiev.] British wire, as used in Triumphs, MGs, etc., is not sized by gauge as is American wire.

The size of British wire is stated as the number of individual strands of 0.30 mm copper used to make the wire. The sizes available are listed below, along with the maximum current rating of each size:

<u># of strands</u>	<u>current rating</u>
9 strands	5.75 amps
14 strands	8.00 amps
28 strands	17.50 amps
44 strands	25.50 amps
65 strands	35.00 amps
84 strands	42.00 amps
120 strands	60.00 amps

A typical TR6, for example, will use the first 4 sizes, and either the 65 or the 84 strand wire, depending on the alternator rating (I think the later models with the larger alternators use the 84 strand - I haven't confirmed this. I know the earlier models use 65 strand.) For any given wire in your existing harness, just strip a short length and count the strands. This will tell you what size to buy for replacement. (you may find some oddballs - somewhere in my collection of British wire, I ran across a piece of 21 strand wire! I have no idea where it came from). It is very unlikely that you will encounter the 120 strand wire, but if you should ever upgrade your alternator to a more powerful unit, this is the size wire you should be using. This wire is available from:

British Wiring
20449 Ithaca
Olympia Fields, Ill 60461
708-481-9050

Call them and ask for a catalog. They also supply all the associated wiring supplies, such as connectors, bullet terminals, etc., as well as complete harnesses.

(The above article has been provided courtesy of Dan Masters.)

Dan Masters has also advised me to direct you to <http://www.advanceautowire.com/>. You can find colored wiring diagrams there that would be of help in making or repairing wiring harnesses. Just click on the "stock schematics" button.

Maurice

STAGMANS TECH TIPS

(Article submitted by Roger Deacon)

There is nothing like information about something that someone else has done or had a problem with.

Run Flat Tires:

The following is my experience on run flat tires, and to sum the experience up with 2 words "THEY ARE SUCK". I have had them on my MINI Cooper for 3 years and thankfully they wore out at 22,000 miles. They transmit vibrations to the car that feels like Thump- Thump when driving down the road, which made me feel that I was driving in a semi. My car had a tendency to wander all over the road when you went over a dip. They are very expensive so I have now installed regular tires on the MINI and now the car stays on the road, it doesn't wander all over the road any more or go Thump-Thump. The run flat tires had to be aired up every 2 weeks or more, and eventually I put Nitrogen in them and that cured the problem. In 6 months they only lost 2 pounds of air pressure.

Additionally run flat tires costs are 4 times that of regular tires.

Air v Nitrogen in Tires:

We bought a new van and the low tire pressure light kept coming on every couple of weeks after airing them up. Took the van in and had them put in nitrogen and that cured the problem so now I'm a strong advocate for nitrogen in tires. The cost was only \$20.00 for the 4 tires, and Zolman's give free refills for the life of the tire. You also get new stem caps that have a green dot on the top to indicate that nitrogen is in the tire.

MGB Exhaust Pipe and Header Donuts:

For those that drive MGB's that take the 2 donuts at the exhaust pipe and header the question is which way does the donut go? fuzzy side up or fuzzy side down? If anybody has down loaded John Twists U-Tube videos John says fuzzy side up. I will assume for other makes of LBC's it is the same.