

President's Message

Welcome to winter which has arrived right now!! Its early and one of the coldest on record for the month of December. I lucked out and winterized our two LBC's only a day before the below 10 degree weather arrived. Usually I'm caught a day late and a dollar short.

We finished off the year with a couple of fun activities after the driving season had ended. Our early November Membership Appreciation Dinner at the Bent Oak Golf Course club house was another hit, as it has been for three years at this location. Hard to beat the location, facility, food and cost. The annual Christmas/Hanukkah Party was hosted by Roger and Ruth Deacon. We had a great turnout of 31, plenty of good food, and a fun time with the White Elephant Gift Exchange. A leaf retriever, bottle of Beef Eater's Gin, and a small touch-to-light English phone booth were the objects of multiple steals as the gifts were opened and a second round of numbers pulled to enable another chance to steal a gift. And there were some gifts that defy or don't deserve description.

January 2017 starts our winter series of Monthly Meetings/Breakfasts around the area. January 21st is at the relocated Top Notch Restaurant on Lincolnway West near the South Bend airport entrance. In February, we will meet at the Copper Creek Café in Granger. These are always a good time to relax and visit with friends over a good breakfast in a warm restaurant.

Soon the Board will meet on January 3rd, decide which members will fill the various positions, and begin to plan our 2017 driving season and activities. Attend a meeting if you can; everyone and new ideas are very welcome.

November 29, 2016

Board Meeting Minutes

- Financial – Board voted to donate \$300 to the Food Bank of Northern Indiana

- December Newsletter – Mary working on it; send email requests that odometer mileages be sent to Bob for award at Christmas/Hanukkah Party

- Elections – winners to be announced at Party

- Fall Tour Destination – Mackinac Island – Keith to report on details each month

- Membership Appreciation Dinner – 43 registered and paid; 4 did not attend. Everyone had a good meal and time at Bent Oak GC

- Christmas/Hanukkah Party – Deacon’s volunteered to host; several ladies assisting with sourcing meat and setting up for the Party

- Monthly Meetings/Breakfasts – January 21 – Top Notch Restaurant by SBN Airport; February 15 - Bob to check on Copper Creek Café in Granger

- Board Meetings – January 3 – Petersen’s residence

LBC to Earth – Where Are You?

By Paul Noeth

Reading about the electrical problems in the November newsletter, which prevented Roger Deacon's MGB from starting, brought back some memories from the rebuild of my '66 MG Midget.

As many of you know, I was the chief cook and bottle washer of the project. As such, I had nobody to blame when bad things happened. The old wiring harness in the car was complete trash. Insulation was melted off wires where they had shorted, leaving bare strands of copper exposed. Connectors were corroded, connections spliced into the harness but never soldered, and all sorts of things that you might find in a car that honestly should have been crushed. It is a wonder the car never burned to the ground.

I purchased a new harness and once the body work was done and the car painted I proceeded with the installation of the electrical system. I am no electrical engineer, but I do know how to read a wiring diagram and use volt-ohm meter. I figured that qualified me to do the job. In the interest of reliability and modernization, I made some changes in the process, converting from positive to negative ground, installing an alternator, electric fan and Pertronix ignition along with a few other minor modifications.

As I worked through the project, I thought it would be best to check every connection, instrument and light bulb as I went along, rather than waiting until I was finished only to find that I messed up somewhere and not knowing where to look. To that end I needed to power the car, but I was very worried about letting the smoke out of my brand new, period-correct and somewhat expensive wiring harness. Instead of hooking the battery up directly, I installed a 2 amp in-line fuse between the ground wire and the chassis. Any sort of mishap resulting in a short, which was very likely as I had all of the bare bullet connectors just hanging in the air, would instantly pop the fuse and do no harm to the harness.

Fast forward to where all the wiring is in place and tested, the engine installed, and I am ready to try the starter. At this point I have to remove the in-line fuse because the starter places a heavy load on the system and the small fuse would open if I turned the key. I have oil in the engine but I am not trying to start it, I just want to hear it turn over. I know the starter works because the rebuilt engine sat for

several years while I sporadically worked on the car. Wanting to keep the engine well lubricated, I not only shot some oil into the cylinders, but I also hooked up the oil pressure gauge and from time to time connected a battery and turned the engine over to force oil throughout the engine, keeping the valve train and other components lubed as well. Cranking with the starter actually produced 30 psi of oil pressure.

Ready to go, I hop in the car, turn the key and hear a click. Nothing happened. The engine did not move. What?? I rechecked the electrical connections. All good. I measured the continuity between the starter and block. Good. The continuity between the engine and chassis. Good. I spent at least a couple of hours checking and rechecking and rechecking everything to no avail. Then out of pure frustration I held the key over in the start position and gritted my teeth as the starter went click, click, click... and then I saw smoke rising from the engine compartment.

Oh my God! I've just destroyed my wiring harness. I was horrified! I jumped out of the driver's seat and started searching the engine bay looking for the charred wire. I could not see where the smoke had come from. As I was poking around I touched the accelerator cable. Ouch! I burned my fingers. As I looked closer I saw the insulation around the cable housing was melted and bubbling at the base where it went into the carburetor assembly. Then it dawned on me. I had neglected to install the ground strap between the engine and chassis.

All of the meter readings that showed proper voltage and resistance were being conducted through the accelerator cable. The readings were accurate because only milliamps were needed for the tests and the accelerator cable could handle the very small amount of current. But when the starter was connected, a large amperage load was being drawn from the battery. The resistance within the cable and its connections could not handle the electrical flow and got hot enough to burn the insulation off the cable housing. So, as Roger said, those ground straps are important.

Fortunately, I was not trying to start the car. There was no gasoline in the carbs and therefore no fire that may have destroyed the car, the garage and perhaps even our attached house. It could have been so much worse, I only had to replace an accelerator cable.

STAGMAN'S TECH TIPS

By Roger Deacon

This month I'm going to talk about your rear end. Most people don't know that they have a problem with their rear end. Does it “KLUNK” when you start and stop? Does it “KLUNK” when you accelerate and let off of the gas? Most cars develop a “KLUNK” when they hit the 50,000 mark on their speedo and only gets worse. We had Larry Palguta's 72 MGB at John Twist's shop on the hoist and John twisted the drive shaft back and forth and told us it was bad.

So what is the solution? Take off the left rear tire. Drain the oil out of the differential. Remove the back plate exposing the gears. Push the brake pedal to the floor while someone opens the bleeder valve. When the pedal hits the floor take a stick and wedge it on top of the brake pedal and whatever you can find under the dash. This is so no more brake fluid will leak out of the master cylinder. Take off the left rear brake along with the backing plate. Pull the axle out so you can now take apart the gears and worn out shims. Replace old shims with new shims, and replace everything in reverse order. This is a condensed version as how to get rid of the “KLUNK”.

I have never done one but John Twist has a paper that he wrote detailing how to do it. If anyone wants to tackle this, just call me and I will give you the paper to see if you want to try to fix your KLUNK.

I had a 1972 MGB brought to me on a roll off. This has been going on for many years ever since I met this gentleman. Problem is almost always the same. It won't start. He has a point system and every time I tell him I want to put a Pertronix ignition in the distributor. He could have put in several Pertronix ignitions over the years verses having it brought to me on a roll off.

He finally decided to take my advice. I also have been wanting to detox the engine for him. He agreed to let me do this and from here on the fun began. I ordered a Pertronix ignition and went to work detoxing the engine. While taking off the fan belt running the air pump, the water pump fan blade wiggled all over the place but was not leaking any antifreeze. I called the owner and gave him the bad news that he needed a new water pump and while I had the radiator removed his timing chain seal was leaking and now was the time to replace it as it was all exposed.

So water the pump and timing chain seal were replaced along with installing a Pertronix. Checked the spark plugs and they were black and carboned up. I wire wheeled the plugs to clean them up. The engine fired right up on the first turn of the key. Things were looking up till I discovered the choke was fixed half closed. Loosened the choke to where it was able to run full open. However, the engine didn't want to run in that position very well. I took my carburetor synchronizer and put it over the throat of the front carb and the engine died. Started up the engine and placed the carb synch over the back carb. It registered OK, so back to the front carb, and the engine died again.

Called the owner and told him the carbs need to be removed and sent out to get rebuilt. He wasn't too happy but had no choice. Removed the carbs, drained the gas, bagged them up in Ziplock bags, and placed them in a box with a lot of padding around them. So now I wait for 3 weeks for the carbs to be returned from Apple Hydraulics in Long Island, NY.

Received the carbs and installed them. I turned the key and it started right up running good. Went to the engine to start tuning the carbs and it looked like Niagara Falls (gas) was flowing out of the carbs. I couldn't run fast enough to get the car shut off as gas was running over the exhaust pipes. Took the carbs off, drained the gas out of them by turning them on their sides. It looked like they had bent the bottom cap that seals the gas in. So again I bagged up the carbs and placed them in the box to send back to Apple. This time they should be back in 2 weeks.

Received the carbs back and put them back on and adjusted them. Had a problem with the car starting. It was like no gas getting to the carbs. Took off the carbs and took off the bottom cap on the front carb. The float didn't look right. It was set to where no gas was getting to the engine or to the back carb. Adjusted the float and reinstalled the carbs. Finally, after getting gas and the air cleared out of both carbs the car ran decent at idle. The engine was running only on the rear carb.

Called Apple and told them what the problem was. They told me to send the front carb back to them. This is the same problem that we had with Larry Palguta's carbs. I will finish this tale of woe in next month's newsletter; the presses are needing this letter.

Jeff from Advanced Distributors just happened to call me and spent a half hour talking as we have some of the same interests. He was working on Deb Loper's Singer distributor and that story will wait for the next month's newsletter.

Till then, I'm wishing everyone a very Merry Christmas and a Happy New Year.

Michiana Brits Motorway Odometer Award

by Bob Petersen

I would like to thank all those that participated in the 2016 Michiana Brits Motorway Odometer Contest. We had 11 members submit their miles driven for the 2016 season. The total for those 11 participants was 31,725 miles. I am sure the results would reflect many more miles had everyone submitted miles large or small. The following are the top three places:

3rd Place with 3,500 miles was Tom and Debbie Shumaker

2nd Place with 6,050 miles was David and Judy Dean

And the winner with 10,600 miles was Roger and Ruth Deacon. Roger received a nice plaque and Ruth received a \$50 gift card.

Congratulations and thanks to all who contributed their miles.

Remember, when you pull your LBC out of mothballs next spring, write down your miles so you too can contribute to our group total, however large or small.

Thanks,

Bob

2016 Christmas/Hanukkah Party

By Mary Petersen

As the snow fell in Northern Indiana on Saturday night, December 10, the Michiana Brits braved the slick roads to congregate at Roger and Ruth Deacon's home in Granger.

As everyone entered they were greeted by Roger and Ruth and two of the elves named Wendy and Herm that helped them prepare for the party. After a drink or two (and that yummy slushy stuff that Ruth made), dinner was served.



Michele, Gail, Mary, Bev, Debbie and Deb enjoying the delicious slushy drink that Ruth prepared

There were three types of meats served: roast beef, ham and the best fried chicken from Martins. The Brits always bring enough food for an army and tonight was no exception.



Herm opens chicken for Janet & PJ



Michele and Larry slush away

Some of the club ate in the living room and some went to the lower level to enjoy their meal. Bev and Randy Glanders showed photos and told stories of their latest trip to New Orleans, with those who ate in the living room, and I heard lots of laughter from those eating downstairs.

After dessert, we gathered in the lower level for more merriment. First on the agenda was the Michiana Brits Motorway Award for the driver with the most miles driven this year. Roger and Ruth Deacon were the winners with 10,600 miles!



Bob Petersen announces the winner; Roger holding the plaque (Ruth got the gift card)



Randy & Bev Glanders, Wendy & Bob Kerstetter vote on how to choose gifts for everyone's favorite activity: The White Elephant Gift Exchange!



Wendy and Bob hoping that they get a matching picture of a hat in a frame like Bev's gift



David Piser was happy with his choice of gifts; Dayle Brown was not so sure



All eyes were on Herm as she opened her gift, but Bob and Kai must have been on the naughty list because they had to sit in the corner.



At the end of the evening of good food, friends, laughter and festivities, Larry thanked everyone for coming and thanked Roger and Ruth Deacon for their hospitality. Thanks again to Ruth and Roger for inviting the Michiana Brits into your home for another successful Christmas/Hanukkah Party!