Our Club Activities for the 2010 Season

April 24	**Michiana Brits Tech. Session & General Meeting at Roger Deacon s home.** 10688 Anderson Road, Granger, IN 46530
May 15	**Spring Drive to Wabash County** Details to follow.
June 27	**23rd. Annual Michiana British Car Show at Saint Mary s College, South Bend.** Details to follow.
July 25	**18th. Annual Michiana Brits Tea at the Vicarage at Howe, Indiana.** Details to follow.

Other Club/Organizations Activities for the 2010 Season

June 6	**The British Return to Fort Meigs British Car and Bike Show.** Located at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. While you show your car, tour the restored fort from the War of 1812. Contact: Tony Shoviak. Phone: 419-878-2041. Email:Tenntony@worldnet.att.net.
July 10 -11	**The Mad Dogs & Englishman British Auto Fair XX** Location: Gilmore Car Museum, Hickory Corners, Michigan Show registration applications available at www.maddogsandenglisman.org. or call 269-344-5555. This years featured Marque is the Jaguar

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. **This information is printed on the left hand**

corner of the address label of the NAMBR magazine that is mailed to you. If in doubt on this information, contact Bob Kerstetter, our club's NAMGBR liaison contact, who has your anniversary month that 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 Annual 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.

Activities Reports

General Meeting at Le Peep Restaurant – February 20th 2010.

11 members attended this breakfast meeting in downtown South Bend. The food was good, and we were all seated at one table in a partitioned-off room of the restaurant.

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

- David Piser reported the following monthly Financial Report:
  Bank Balance as of 2/20/10 $ 279.15
  CD Maturity Date of 05/07/10 $ 2,500.00 (With an Interest Rate of 1.5%)

- A small group of members were going to the Feb.28th. British Car Swap & Auto Jumble – Wheaton, IL.

- Larry advised that members should check the write-up on Page 6 of the Jan/Feb issue of the British Marque, which displayed notices of our Club's 2010 Car Show and Tea Rally. In addition, to check the center page calendar of this publication for other Club events. This is, of course, great free publicity for our Club!!

- Keith Wishmeier and Larry combined and edited their articles of last years Fall Tour and sent the article with pictures to the British Marque and the MGB Driver publications. Both publications were happy to receive the articles, so look out for this article when you receive these publications. Again great free publicity for our Club!!

- Name Badges – David Piser and Dayle are currently on vacation, and on their return in April will email members, so that those interested can view the Badge style and make purchases.

- The Club's Spring Drive will be on May 15th and will be to Warbash County, Indiana. The

Drive will be on back roads, take in a few covered bridges and lunch. More details on this Drive to follow. The current Fall Tour destination that is being considered is to Switzerland County - that is in Southern Indiana **NOT** Europe!! More details on this Drive to follow.

- Car Show - The meeting were shown the Lapel Pin design, and its approximate size. Additional work is to create images for the events Mailers and Cover Pages.

- The St. Mary s' contract for this year s' Car Show has been signed and received.

- Annual Dues Reminder – Club s' dues are required to be **paid by March 31st.** Annual Membership Dues are $ 25.00, and NAMGBR Club members are $ 15.00.

- New Club s' By-Laws – a copy was sent to the IRS as required, and they responded with an acknowledgment letter.

- The next General Meeting will be on March 20th at Perkins Restaurant & Bakery. The location of this restaurant is off the west side of Cassopolis Street, across from the intersection of Cassopolis Street with the Elkhart Toll Road entrance/exit road. This Meeting will be the last Breakfast General meeting of the 2010 Spring.

Universal Laws of Flaws

Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Close Encounters -The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result - When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics - The severity of the itch is inversely proportional to the reach.

The Starbucks Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Doctors' Law - If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. Don 't make an appointment and you'll stay sick.

A NASH METROPOLITAN LOVE AFFAIR

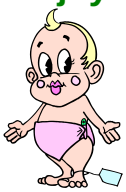
It was1977 and I was stationed at Fort Richardson Alaska working with US Army 2nd Lieutenant Rob Rolen. Rob had restored several Nash Metropolitans and told me about the cute little car that got over 40 mpg. William J. Flajole designed the Met for the US Company Nash-Kelvinator. English companies Fisher & Ludlow and Austin Motor Company built the body, installed the mechanicals and then shipped the cars to the US. They began production in October 1953 and ended in 1961 totaling about 100,000 cars. In 1954, Nash-Kelvinator and Hudson Motor Car Company merged to form American Motors.

Fast forward about 30 years, retirement from the IRS, and still no Met, but the bug was back. I was watching Pimp My Ride, Overhaulin and every other car show on the tube. I monitored eBay, and Craigslist, and was reading everything available about the Metropolitan. I had it bad. In early summer of 2007 I talked my wife Jill into attending the Metropolitan International Meet in Rockford, Illinois. I was in awe of all the Mets and the quality of restoration work. I made up my mind that I wanted a 1954 (year I was born) blue convertible. I made a list of what I would change and what I would restore. I looked at hundreds of photos to decide on specifics.

Then while in Atlanta for10 weeks in early fall 2007, I found an eBay listing for a 1954 blue Met that was only 50 miles away. It looked pretty bad in the photos, but in person the car had potential with its original paint, running engine and only a little rust. After a month of the seller dealing with multiple buyers nixing deals, he came down to my price and I took the Met back to Atlanta. As I started to clean her up, I found bread wrappers stuffed into every seat spring, trunk and even the frame, with obvious rodent droppings everywhere. I needed a hazmat suit. I hauled her back to Indiana on a flat bed trailer packed with furniture under, over and around her. I cracked the windshield in the process.
With the help of Roger Deacon we fixed the brakes and got the Met on the road, but Jill would not ride in it. Too stinky for her she said. So I found Jim Schiery near Delphi who specializes in Met restoration work. In the spring of 2009, I hauled her down and he started work. Well after about a year he is in the process of putting her back together. I recently found the courage to rebuild the front suspension with Roger Deacon s mentoring, and it has been a blast. The above photo s are of the car having the paint job, and next month I'll write about the Met being assembled with more pictures.

Rick Hass

In every month's Newsletter, I will include a topic that I hope you will find useful in connection with the maintenance and enjoyment of our cars.



So this month the topic is: Car Batteries

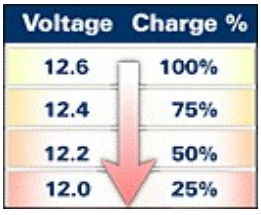
(Permission granted from Johnson Controls, Inc. Power Solutions Group to reproduce this article).

How a Battery Works

When you place the key in your car's ignition and turn the ignition switch to "ON," a signal is sent to the car's battery. Upon receiving this signal, the car battery takes energy that it has been storing in chemical form and releases it as electricity. This electrical power is used to crank the engine. The battery also releases energy to power the car's lights and other accessories.

Voltage

The standard automotive battery in today's vehicles is 12 volts. Each battery has six cells with 2.1 volts. A car battery is considered fully charged at 12.6 volts.

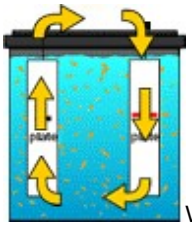


When a battery drops voltage, even a small amount, it makes a big difference. For instance, when a battery drops from 12.6 to 12.0 volts, its power drops from 100% to 25%. At 12.4 volts, a car battery is 75% charged. At 12.2 volts, it's 50% charged.*

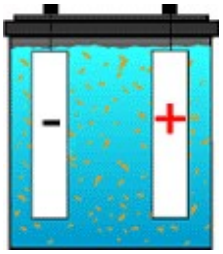
A car battery is considered charged at 12.4 volts or higher. It is considered discharged when it's at 12.39 volts or less.

* A fully charged specific gravity of 1.265 corrected to 80 degrees F is assumed.

Voltage is produced by a chemical reaction. Inside a battery there are positive and negative lead plates that sit in a liquid called electrolyte solution. Electrolyte solution is a mixture of water and sulfuric acid.


When this solution interacts with the lead plates, there's a chemical reaction. This chemical reaction creates pressure that we call "voltage."

Chemical

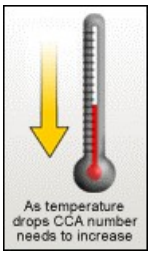


To achieve the chemical reaction that creates voltage in an automotive battery, the electrolyte solution inside the battery must have the correct mix of water and sulfuric acid. As you know, when a car battery is at 12.6 volts, it's charged at 100 percent.

At 12.6 volts, the electrolyte solution is 65 percent water and 35 percent sulfuric acid. This is the ideal combination!

Sometimes electrolyte "breaks down" and the acid moves onto the plates. So, there's less acid in the water. Whenever the percentage of acid in the solution decreases, the charge drops.

Cranking Power



As the temperature drops, the cranking power required by the car increases. However, as more cranking power is used, the amount of battery power available decreases.

Cold Cranking Amps (CCA) is critical for good cranking ability. It refers to the number of amps a battery can support for 30 seconds at 0°F until the battery voltage drops to unusable levels. For example, a 12 volt battery with 600 CCAs means the battery will provide 600 amps for 30 seconds at 0°F before the voltage falls to 7.20 volts (six cells). The higher the CCA, the more powerful the cranking ability.

If you live in a cold climate, you should consider the CCA rating when choosing a battery. If you live in a very hot climate, you don't need as much CCA.

The above article was downloaded from Johnson Controls, Inc, the manufacturer of Exide car batteries,

and would suggest that you log into their web site at: www.autobatteries/basics/howBatteryWork.asp where you can read the following interesting information on car batteries that one only gets from friends Oh, I normally do this or that : '

- Leading Brands,
- Battery Basics,
- FAQs,
- Battery Health Checkup
- About AutoBatteries.com

THIS MONTH S STAGEMAN S TECH TIPS

This month I want to talk about the **tools** you will need to rebuild your Brake Calipers. That is if I can keep my fingers from freezing while typing here in Sarasota, Florida.

You will need a small flat bladed Screw Driver, a Dental Pick to pull out the rubber O-Rings, and your wife s best guest wash cloth to put between the C-Clamp and Piston for when you blow out the other Piston in the Caliper. You will need a Pressure Regulator to control the air pressure coming into the Brake Caliper. You will need an Adapter to hook up the Pressure Regulator to the Caliper. I'm told that you can also use a bicycle pump, but have never tried it.

Last year I had a bunch of Calipers to rebuild so I modified a C-Clamp to keep the Piston in the Caliper while blowing the other Piston out and putting the Piston back in. You want to cut off the bottom of the C-Clamp leaving 1/2 inch of metal straight across the bottom. I ground off the inside toe of the C-Clamp to where it is level with the inside ridge. Or you can weld a washer onto the inside ridge the same height as the toe. This will let you slide the C-Clamp all of the way in so you can touch both sides of the Piston and allow room for the Piston to come out. This will allow the Piston to be put back in straight as you crank the C-Clamp down.

I'm not going to tell you how to rebuild the Brake Calipers as there are many books out there that tells you how to do this. I'm only concerned with the tools that I now use to make rebuilding Calipers easier.

Roger Deacon.
The Stagman

There it just drops into place