

The Burble & Squeak

Official Newsletter for Annual Members of the Michiana Brits British Car Enthusiasts © 2018 Michiana Brits, Ltd.

July 2018

www.michianabrits.com



Our current club membership is 59

Upcoming Events

August

Board Meeting

Wed, 6:30 PM, August 1, 2018

Herm Marrese

11380 Anderson Lake Drive
Granger, IN 46530 574-360-4938

Annual Meeting

Sunday, Noon, August 19, 2018

Deacon's Twin Branch Lakes Cottage, Howe,
IN

Info on Page 5

September

Board Meeting

TBA

Monthly Meeting Dinner

Wed, 6:30 PM, Sept 12, 2018

Zeke's Restaurant

109 North Front Street
Dowagiac, MI 46530 269-782-5070

Fall Tour to Louisville, KY

More info to follow

2018 Board Members

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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, they are most welcome. The deadline is the 25th of each month. Send all correspondence (electronic submissions are preferable) to the President, bring it to a General Meeting, or send to the Newsletter Editor at mkpete@sbcglobal.net. Material is subject to editorial revision and opinions expressed are those of the authors and do not necessarily reflect those of the 2016 Michiana Brits, Ltd., British Car Enthusiasts



Michiana Brits Car Club has a page on Facebook. Check it out! If you have news, photos to share, something to sell, ideas, comments or just to "like" our page...please visit!



President's Message

Let me start out by apologizing for the timing of this late newsletter. As some of you know, Mary and I took vacation to see friends and relatives in Iowa a couple of weeks ago. Our plan was to do some of the newsletter while there. Well, that didn't happen. Our next plan was to hammer it out when we got home. Our plan was to travel back to Granger on Friday the 13th. As luck would have it, our son texted at 4 AM that morning to tell us that he and his wife were heading to the hospital to give birth to our 9th grandchild, a boy.

Our grandson Logan was born that afternoon while we were on the road. Needless to say, we got sidetracked with that exciting news and with our other grandson playing ball in Peru over the weekend. Between those two guys, we kept busy over the weekend. All good stuff!

I hope all of you are well and look forward to the upcoming days of travel and dinners.

I have been advised that the Fall Tour destination has changed to Louisville, Ky. This makes possible an itinerary that could include a dinner cruise on a paddleboat, tour of the Louisville Slugger baseball bat factory, visit to Churchill Downs Racetrack, etc. I hope more of you will be able to join the club for this exciting and interesting trip on September 20th-23rd. It is always a great time to spend with a great group of people.

Thanks,

Bob

July 11, 2018 Board Meeting Minutes

- Financial Report – Bob K. and Larry provided the report
- July Newsletter – Mary is working on it
- Fall Tour – Keith reported that there are not any riverboat cruises from Paducah; destination has been changed to Louisville, hotel to be in Indiana; dinner cruise and tour available in Louisville
- Annual Car Show – Larry reported that low attendance resulted in a little above break even on expenses; Board will work on activities for attendees at next year's show; will eliminate second place ribbons for different award; next show is June 30, 2019, the 4th day of US Senior's Open at ND golf course, may prevent dinner at Legend's on Saturday evening, will talk to Legend's
- Monthly Meeting/Dinner – Annual Meeting on August 19th at Deacon's lake cottage; September 12th – Zeke's Restaurant in Dowagiac, MI
- Board Meeting – August 1 at Herm's house

Recipe of the Month

Zucchini Apple Pie

Make sure the zucchini used in recipe has skin soft enough that your thumbnail can pierce it.

Makes 1- 9inch pie (8 servings)

1 pastry for a 9 inch single crust pie

2 large Zucchini

2 tablespoons lemon juice

1 pinch salt

1 ¼ cups packed brown sugar

1 ½ teaspoons ground cinnamon

1 ½ teaspoons cream of tartar

1 pinch ground nutmeg

3 tablespoons all-purpose flour

Directions:

1. Peel the zucchini. Cut into quarters lengthwise, then remove seeds and cut crosswise (as you would cut apples for apple pie). Toss together 4 cups chopped zucchini, lemon juice and salt. Place mixture into frying pan and cook until tender-crisp.

2. In a separate bowl, mix together the brown sugar, cinnamon, cream of tartar, nutmeg and flour. Add the cooked zucchini to sugar mixture and mix well. It will be a little runny, but that's ok.

3. Place filling into a 9 inch pie crust, dot with butter, and place top crust on. Bake in oven at 400 degrees F (205 degrees C) for 40 minutes or until golden brown.

Michiana Brits Annual Membership Meeting

Sunday, August 19th

The Club's annual membership meeting and Pot Luck will be held at approximately Noon on Sunday, August 19th at the Deacon's Twin Lakes cottage. **Call Ruth Deacon at 574-292-8658 to let her know what you are bringing to this potluck lunch.** The club will provide the meat (fried chicken). Email Roger at rogerdeacon61@yahoo.com so he will have a head count and know how much chicken to buy. Lunch will begin at approximately noon, so plan to arrive earlier. Roger has requested that people bring their own lawn chairs due to the minimum number at the cottage and also bring their own drinks although some soft drinks will be provided. Roger and Ruth Deacon 1785 W. 570N Howe, IN (Call 574-292-0004 if you get lost)

There are 3 ways to get to the Deacon's cottage:

1) East on the Toll Road: east to the Sturgis/LaGrange exit. Leaving the Toll Road, turn right at the stop light onto Hwy 9, go approximately 2 miles to the next stop light and turn right onto Hwy 120. You are at the south edge of Howe, IN. Go 2 miles until you are about 1000 feet past the Twin Lakes Resort and Campground, and turn right onto road 185 West. Go straight in, up the hill until it dead ends and turn right, go down the hill until you come to a cul-de-sac. Keep going onto a white gravel drive bearing left around a tree. You have arrived.

2) East on McKinley Hwy: go to Elkhart, turn right at the Chevy dealer when you go across the river, turn left at the next stop light and follow this road through town. At the edge of Elkhart, you will come to the R.R. tracks and a stop light, keep going straight until the next light and go straight. Do not take the right fork to the right. You will now be on the south side of the St. Joe River and eventually Hwy 20. Follow this through the town of Bristol past Hwy 13 and past Hwy 5 which goes to Shippshewana. You will go about 5 miles and across the Pigeon River about ½ mile and the first road you come to on your left will be Road 185 West.

Turn left and go straight in, up the hill until it dead ends and turn right, go down the hill until you come to a cul-de-sac. Keep going onto a white gravel drive bearing left around a tree. You have arrived.

3) East on Hwy 20: go until you come to the town of LaGrange. At the light, turn left onto Hwy 9 and go about 6 miles to the town of Howe. At the intersection/light of Hwy 120 on the south side of Howe, turn left and go 2 miles until you are about 1000 feet past the Twin Lakes Resort and Campground and turn right onto road 185 West. Go straight in, up the hill until it dead ends and turn right. Go down the hill until you come to a cul-de-sac. Keep going onto a white gravel drive bearing left around a tree. You have arrived.

New Destination for Fall Tour

There is a new destination for the Fall Tour : Louisville, KY. The Tour would stay in Clarksville, IN and cross any of several bridges over the Ohio River to see sights in Louisville.

This opens up a number of activities available in Louisville - a riverboat dinner cruise, a tour of Churchill Downs (site of the Kentucky Derby), a tour of the Louisville Slugger baseball bat factory, etc.

More info will be announced as it comes available.

Stagman's Tech Tips

By Roger Deacon

This month I'm going to tell the story about how I changed the power brake booster on our 1978 MGB. In the MGB Driver of March/April, a club member told how he put in a new brake booster. These were only on the 1977 to 1980 MGBs. I'm told that they are also on some TR6s.

First, get some tin foil and slide it under the brake cylinder and down past the frame so it will drip fluid on the card board on the floor. Take your 5-sided flare wrench and loosen the 3 nuts on the brake master cylinder and the one on the clutch cylinder. Put a rag under the clutch cylinder to catch the drips of fluid.

Remove all of the brake lines and clutch nuts. Plug all holes with some plastic plugs. I save all of mine when I put in new master cylinders and wheel cylinders. Remove the brake master cylinder 2 nuts to the brake booster.

Remove the top covering the brake and clutch pedals. Remove the 2 pins holding the brake pedal and let it drop onto the floor of the car. Remove all the bolts holding the pedal box including the 2 on the inside of the car.

Lift the brake booster along with the pedal box and clutch pedal. Unbolt the brake booster 4 nuts from the pedal box.

Now we all know what the manual says. Install everything in reverse order. Why is it a lot easier taking things apart as compared to putting it all back together? The bolts on the pedal box don't always line back up with the holes on the car. Placing the brake pedal and lining up the pin and putting the cotter pin back into the pin always seem to take longer to get everything lined up.

It is nice to have some help; I asked Dave Dillion to come over and help.

Things were going pretty well until we got to the brake master cylinder. You want to start with the bottom brake line before bolting the brake master cylinder to the brake booster. No matter which way we turned the master cylinder, we couldn't get the bottom brake line to start. In desperation, I went down to where the brake line was attached to the rubber brake line. I pulled it out by turning and twisting it until it was free. It screwed right in. By twisting and turning the brake line attached to the master cylinder, we were able to get it back down and attached to the rubber brake line. A quick note here...leave all nuts LOOSE until everything is bolted back on.

Next up was to attach the other 2 brake lines to the master clutch. Bolt the master cylinder to the brake booster and tighten all nuts including the clutch line. Add brake fluid and you are now ready to bleed the brakes and clutch. I ran into a problem as the right rear brake cylinder bleeder screw wouldn't tighten up to stop the fluid.

We decided to call it a day after Dave left I pulled the rear brake drum to install a new wheel cylinder.

I didn't get back to bleeding the brakes until Friday when Bob Kerstetter brought his Honda over that needed a little TLC from me. Bob helped me bleed the brakes and clutch. Now everything is right with the MGB and ready to make the trip to Mad Dogs Sunday.

If you think that your brake booster isn't working, put on a new vacuum line first because it could have a pin hole in the line. Take your car for a ride and see if now you have a soft pedal. If not, it is time for a new brake booster unit.

Roger Deacon 574-292-0004

Maybe you wondered why Kai Shepherd's Mini was not at the Car Show. It is in an exhibit at the Studebaker Museum through December!



YEAR	MANUFACTURER	MODEL	
2000	ROVER GROUP	MINI-COOPER	
COUNTRY OF ORIGIN	ENGINE	HORSEPOWER	NUMBERS BUILT
UK	78 CU. IN. (1.3 L) 4 CYL.	62	5,387,862 (1959-2000)

The "Mini" ushered in a new era of automotive design when it debuted in 1959. Its compact front-wheel drive powertrain and efficient use of space became industry's compact-car template and remains with us today. In addition to an economy car, the Mini was transformed into a performance car - the Mini Cooper - in the hands of Formula 1 team owner John Cooper.

Exhibited through the courtesy of Kai Shepherd, South Bend, Indiana

STUDEBAKER NATIONAL MUSEUM, SOUTH BEND, INDIANA, 2019

DID YOU KNOW?

A Mini Cooper S won the Monte Carlo Rally in 1964, 1965, and 1967

The Mini: An Automotive Transformation

By Michael Lamm, Founder, *Special Interest Autos* magazine;
Past President, Society of Automotive Historians

In 1990, my wife JoAnne and I traveled to England for a wedding. Afterward, we toured the UK for another four weeks in a rented Mini Mayfair. The car was an absolute joy to drive—peppy, tight, responsive, roomy and thoroughly comfortable. Tooling around England, the thought struck me how much the Mini had transformed the automotive world. For most of motoring history, roughly 1910 through the 1980s, the typical motorcar had its engine up front and its drive wheels aft.

The world began to see glimmers of change after World War II, when cars like the Volkswagen Beetle, with its engine and transaxle in the rear, became popular. But when the British Motor Corp. Ltd. (BMC) introduced the first Mini in 1959, motordom took a turn in an entirely different direction.

In the Mini, the engine and transaxle stood crosswise under a stubby hood and drove the front wheels. With no driveshaft, the floor could be flat. Tiny 10-inch wheels stood at the extreme four corners, reducing wheel-well intrusion. Some 80% of the Mini's footprint provided space for people and cargo.

Alec Issigonis, the Mini's father, had previously engineered the Morris Minor. The Minor—simple, rugged, lightweight and economical—promptly became a bestseller, with 1.36 million produced between 1948 and 1972. Working with only two other engineers, two student engineers and four draftsmen, Issigonis's team had cobbled together a prototype by mid-1957, and the Mini entered production in August 1959. In addition to its packaging advantages, it also introduced a number of secondary innovations.

For example, Issigonis placed the transaxle inside the engine oil pan, with a common lubricating system. He turned many body weld seams outward so they didn't intrude on interior space. The Mini's doors used simple external hinges and sliding windows. Inside, by eliminating the door panels, the hollow doors could be used for storage. The suspension, engineered by Moulton Developments Ltd., used rubber cones instead of steel springs. Issigonis hinged the decklid at the bottom to expand trunk space.

The Mini Cooper and Cooper S came about through a friendship between Alec Issigonis and race-car builder John Cooper. Competition versions dominated the Monte Carlo Rally in the mid-1960s, and an Austin Mini Cooper S won the American Road Race of Champions three years running, 1968-70. And for decades, private entries have been winning rallies and races all over the world.

The Mini remained in production for 40 years, from 1959 to 2000. Approximately 5.3 million were sold, and although dozens of versions popped up over time, the last car looked almost exactly like the first. Minis and their variants were assembled not only in England but in Australia, New Zealand, Chile, South Africa, Portugal and Spain.

About the Author: Michael Lamm was born in London, England in 1936 and grew up in the Rio Grande Valley of South Texas. Mike attended Reed College in Portland, Oregon from 1954 through 1957, then switched to Columbia University in New York, graduating in 1958. In 1959, he became editor of Foreign Car Guide, a magazine about VW Beetles. In 1960, he became managing editor of Motor Life magazine and later as managing editor of Motor Trend. In 1965, he moved to Popular Mechanics as their West Coast editor. In 1970, Mike co-founded Special-Interest Autos magazine in partnership with Hemmings Motor News, and in 1979 he founded his own publishing company, Lamm-Morada Inc., which specializes in books about automotive history. Mike is a Past President of the Society of Automotive historians and a multiple SAH award winner.

The automobile has changed the world in countless ways. Its evolution from a wealthy person's novelty to an indispensable utility has impacted every facet of human existence. *Ten Cars that Changed the World* examines the specific automobiles that have most impacted history, technology, culture and industry.

Ten Cars that Changed the World is curated in partnership with the Society of Automotive Historians (SAH). A select group of SAH members were asked to select their "top ten." The ten highest vote-getters are presented here along with commentary by *Ten Cars*' guest curators.

About the SAH: The Society of Automotive Historians is an eclectic but serious community of historians that includes academic scholars, automotive journalists and publishers, museum and library professionals, educational and cultural organizations, car collectors and restorers, and enthusiasts. The Society of Automotive Historians was founded in Hershey, Pennsylvania in 1969, and today has over 900 members scattered across the globe. Membership is available to anyone - visit www.autohistory.org for additional information.

STUDEBAKER NATIONAL MUSEUM, SOUTH BEND, INDIANA, 2019

VINEYARD CAR SHOW

Round Barn Winery

10983 Hills Road Baroda, MI 49101

SATURDAY, SEPTEMBER 8, 1:00 to 5:00pm EDT – Featuring American and Foreign Cars – Enjoy live music, dancing, wine, craft beer, cocktails, food & more!

Interested in Showing Your Car? Please contact Stan Mason at StanBMason@AOL.com. Stan assisting this event. This show has changed to a car show for all cars. There will be a section for Sports Cars for those arriving around 11 AM or before. There is some construction going on so the cars will not be in our traditional area. We will now be located east of the Round Barn. There will be 2 great bands playing with food and drinks (beer, wine, liquor, pop, and water available for purchase). No preregistration or voting; just show up and enjoy a great day in the Vineyard.

Additional details at <http://www.drinkmichigan.com/round-barn-events>

Owners that want to display their car are encouraged to arrive before 12:00pm.

July 18th Meeting at the Brass Rail Grill & Bar

By Larry Palguta

We had beautiful weather and low temperatures for the drive down to Plymouth, IN and dinner at the Brass Rail Grill & Bar. As usual, we had our own private room and waitress, a set menu to select our entrees, and plenty of time and room to visit with one another.

After an order of drinks, we all set down and ordered our dinners. Eighteen members attended the dinner, with some spouses missing due to other activities.



Kai Shepherd and Philip Wiltshire discuss Philip's trip to the UK

Larry conducted a short meeting and Keith Wishmeier discussed the Fall Tour destination of Louisville, KY. Larry then held a drawing and passed out four \$25 certificates for The Roadster Factory, a \$100 certificate for British Carburetors, LLC, and several 2018 car show lapel pins. After post-dinner visiting, everyone drove home with more beautiful weather.