

President's Message

September has arrived with a lots of football, rain, humidity, mosquitoes, and a busy schedule of LBC driving. The Sports Car Show at the Round Bar Distillery & Winery is already in yesterday's rear view mirror, our monthly meeting/dinner is on the 21st at El Rancho Grande in New Buffalo, MI, followed by the Fall Tour to Frankfort, KY on September 29th - October 2nd. And then October looms ahead as potentially an even busier month.

We just received word that the Northern Indiana Lakes British Motor Club will conduct an October 1st "cruise-in" at Winona Lake, just as they did last year for the annual Winona Oktoberfest. This is a good drive and event for those who do not go on the Fall Tour. There may be a classic car display at Lakeville on the 8th for the passing of the torch which is part of the Indiana Bicentennial celebration. We have our own Fall Colors Drive and pot-luck dinner on October 15th, followed by our monthly meeting/dinner at Giannetto's Pizza on Wednesday October 26th. For those who love fall LBC driving and related events, there is plenty this year.

We will begin elections for two spots on the Board of Directors. Watch your emails later this month for nominees, etc. The annual membership Appreciation Dinner will be planned for November, followed by the annual Christmas/Hanukkah Party in December.

Plan to make as many club events as you can this fall before your LBC goes into hibernation for the winter.

Tuesday, September 6, 2016

Board Meeting Minutes

- Financial: David reported that we have money in the account
- Newsletter: Mary is working on the September Newsletter
- Car Show: contract to be forwarded to us when Saint Mary's College construction schedule details are known; Roseland sign – new backing purchased
- Fall Tour: September 29 – October 2; approximately 9 cars expected for the Tour to Frankfort, KY; will meet at Stack's on east side of Elkhart, leaving at 8 AM; Randy has a number of sites to visit on Friday, Saturday will be Bourbon Trail with an option(s) for those who would like to visit other sites
- Lakeville Fall Festival - October 8th, part of the passing of the torch for the Indiana Bicentennial celebration; responded to contact person who has asked Brits to participate in a classic car display; no response yet
- Northern Indiana Lakes British Motoring Club – club is apparently still active, have announced that there will be a Cruise-In at the October 1st Oktoberfest at Winona Lake; possible activity for those not going on the Fall Tour
- Monthly Meeting/Dinner – September 21 leaving Meijer (Portage Avenue at Cleveland Road, South Bend) parking lot at 5:15 PM for those who want to caravan to El Rancho Grande in New Buffalo, MI; October 26 – Giannetto's Pizza Cleveland Road at Capitol Avenue, Granger, IN



2nd Annual Michiana Brits Odometer Contest

Did you remember about the odometer contest? It's not too late! There are a couple of reasons to keep track of your miles. One reason is we as a club can keep track of all the miles the Michiana Brits drive in a season. The second reason is to win the coveted Michiana Brits Motorway Award and the \$50 gift card! Specifics for the contest are simple. You can keep track of your miles yourself and report your results at the end of the driving season. (A future notice will be sent via the newsletter.) The other option is to send me, Bob Petersen, a picture of the odometer now and at the end of the driving season. You choose how you want to do it. The important thing is to participate! If you have any questions give Bob a call at 574-850-7604 his email address to send pictures or ask questions is bpete56@sbcglobal.net

Monthly Meeting/Dinner: Wednesday September 21, 6:30pm at El Rancho Grande, 310 E. Buffalo St., New Buffalo, MI 49117 269/469-9600

Caravan to New Buffalo - meet at the Meijer's parking lot, corner of Cleveland Road and Portage Avenue, on the northwest side of South Bend. Leaving the parking lot at 5:15 PM. Call Keith Wishmeier & let him know to expect you (so you aren't left behind) 574-277-7746

“Fall Out” Cruise-In at Winona Lake

The Northern Indiana Lakes British Motor Club has informed it's members that the 2016 “Fall Out” will be held at Winona Lake, IN as usual.

It will be held on October 1st at the same location as the past 12 years. This will be a cruise only in with no fees or judging. Hours are 10:00 to 3:00.

Octoberfest will also be happening at this time in the Village. So there should be plenty to do and see if you get tired of looking at British cars.

For more info: <http://www.nilbmc.org>

SIDE CURTAIN STORAGE

A Modest Proposal by Larry Carlson

Those who drive automobiles with modern devices such as roll-up windows mistakenly believe that the problems with side curtains are limited to the fact that they are not waterproof, are not easy to store in the car, and take some time and effort to install on the car. None of these help when we are caught in a summer cloudburst. Our general response to these criticisms is that they simply add to the character, ambiance, and panache of owning our cars.

The point is this: these criticisms demonstrate, with the clarity of the noon-day sun, that they do not have a clue when it comes to our side curtains. The real problem with our side curtains may be summed up in one word. Storage.

Storing our side curtains is plagued by several issues. There are four side curtains, the steel frames of which are of irregular shapes. They therefore are impossible to



hang without compromising the integrity and originality of the frame.

For most of us the general solution is straightforward but rather cumbersome. It is to lay the curtains on their side.

The problems with this method are manifest. If we find nooks and crannies in our own little Morris Garage our side curtains are now subject to being moved about by persons who are not aware of the treasure lying there and they suffer damage. This is highly likely since, unlike the example in the picture above, we would wrap

the side curtain in a blanket or clean sheet, thereby *disguising* the treasure on the shelf.

More than likely, we simply wrap each curtain in a thick blanket and then stack them one upon the other. Doug Pelton, owner of From the Frame Up, has recognized this solution and now offers a convenient, if somewhat pricy, quilted blanket with built-in felt dividers that will hold all four curtains. This solution will keep the curtains from scruffing and scratching each other.

So far, so good.

The wrap-in-blankets solution fails to address the two basic problems when storing our side curtains.

Space

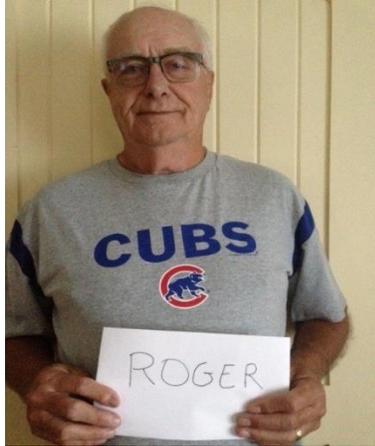
When we lay the curtains on their side this means they must take up a disproportionate amount of space in our garage. Space is always at a premium. Shoehorning a new power tool, a new set of hand tools or a new piece of garage art is like solving a Rubin's Cube: one change leads to an (almost) infinite series of changes. Re-organization of our garage is as constant as the sun rising each day. Moreover, laying the curtains on their side thereby precludes stacking anything else on top of them. So now we must place the curtains at the top of whatever they will rest upon. This means, oftentimes, placing them so high we need to use a step ladder to get them down. Or, more to the point, having to take the time and effort to get out the step ladder to take down the curtains, finding a new but temporary place for them, for the sole purpose of retrieving *another* stored tool. And the kicker to this: we have to repeat the process at the end of the day to clean up and restore the Morris Garage to its pristine, or at least orderly, state. It wastes time and energy and is much more than frustrating.

Safety

Wrapping the curtains in thick blankets does not guarantee safety. Every time we have to move them for the purpose of getting to another item we risk jostling our carefully stacked curtains; or worse, dropping them. Or one of our Car Guy buddies moving them for us without knowing what is wrapped inside and mishandling them. Or someone putting something on top of the curtains without knowing Garage Rule #14: Thou shalt never, never, never, never (that means *never*) put anything on top of the carefully wrapped side curtains. The point here is simple: no matter where in the Morris Garage we lay down our sacred side curtains we can never stop worrying about their continued well being. Our cars are high

maintenance and we have to worry about everything. Worrying about the safety of our side curtains, even in storage, is like worrying about whether one of the gas burners on the stove is still lit after driving 500 miles on your vacation. It is a headache no one needs. What is to be done?

After spending weeks in prayer and meditation, after plotting the position of the stars, after discussing the problem with my friend, Roger,



master carpenter, expert wood-worker and the only person in the county who knows Andrew Jackson's middle name, and, of course, offering sacrifices to the



resident house-gods here on Lindenwood Drive,
our cats, Habib



and Debbi

I have arrived at a solution.

STEP 1. The solution begins with the realization that the side curtains must be stored vertically.

When the curtains are laid upon each other they rise about 5". Storing them vertically will go a long way to solving the "space" problem.

Hanging the curtains on the end of a shelf seems to work.

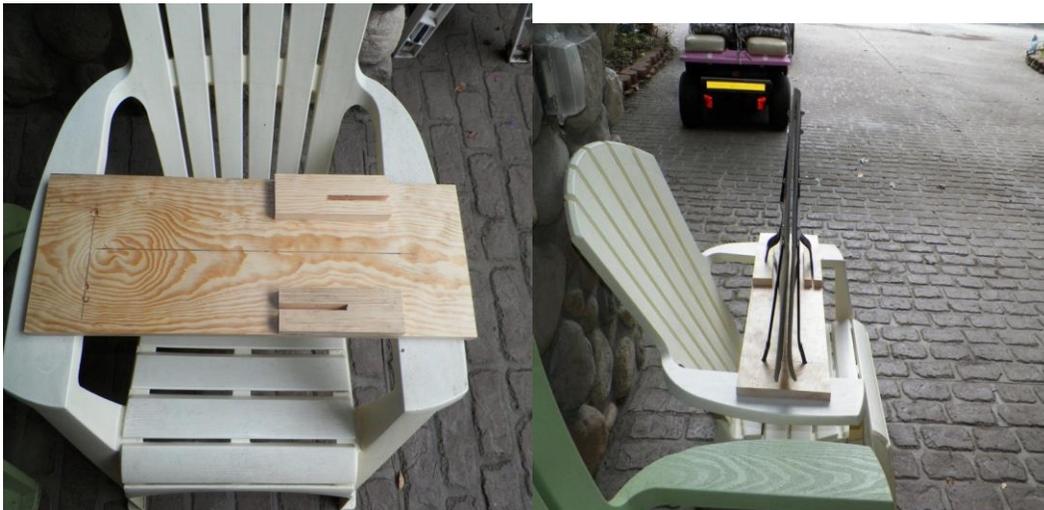


While they are vertical this solution fails to address the safety issue. As shown here the curtains are still subject to the elements: dust, and someone's carelessness when working around the hanging curtains.

STEP 2. Fabricate *something* that will allow the big-guy curtains to stand on their own in a vertical position.

We want to minimize the use of hooks so as to neither rip or tear the fabric nor to scratch the newly painted frames and shiny aluminum strips.

Using some shelving board that Roger had in stock we hit upon a design that has a hole for the front and a sleeve in the rear.



The elegance of this design is twofold: it allows each curtain to stand on its own, if necessary; and, they tilt, ever-so-slightly, to the middle. This allows them to lean on each other for more stability.

STEP 3. Build a box around this board.

Since you already own an automobile that is at least 50 years old I see no need to explain how to build a box.



H: 24 1/2"

L: 30 1/2"

W: 9 1/2" The shelving board I used was about 9 3/8".

STEP 4. Design a way to store the little-guy curtains against the walls of the box you just constructed.

After holding, twisting, turning and juggling the little-guy curtains against the wall Roger decided that it could not be done without the use of at least one hook. This conclusion was confirmed when Debbi, one of the aforementioned house-gods, wandered into the Morris Garage and calmly but firmly told us we needed a hook. She then demanded some catnip, got stoned and took a nap.

Debbi was right. We used a brass coffee cup holder for the open-ended rear of the little-guy.

We wanted the bottom of the curtain to be parallel with the board and an inch or so above it. The trouble was that the front of the frame was angled so another hook was not possible. We determined this without Debbi's help.

We then hit upon the idea to "cradle" the front so as to keep it sliding.



STEP 5. We hung the little-guy curtains. A nice, snug and secure fit. Hurrah!

STEP 6. We were now ready for a trial placement using all four curtains.

This was it: it was the bottom of the ninth with two outs; it was fourth-and-goal; it was now-or-never; do- or-die, put-up-or-shut-up; there was no tomorrow!



Goodness gracious, sake's alive. It worked! Saints preserve us!
Oh! what joy there is in Mudville.

The safety problem has been solved. We can always find a place for this compact box. And, furthermore, we can even store *other tools* on top of our side curtain storage box. A twofer. We hit the motherlode. Praise *Bastet*, Egyptian goddess of cats, protection, joy, dance, music, family, love and MG cars.

STEP 7. We were now ready to paint the box.

This was tough. Initially I thought it should be British Racing Green. My 1950 MG TD (VIN: 0518), the 267th TD built in January 1950, bearing the license plate, MR TOAD, is BRG. This would pay homage to both the car and all British cars in such livery. It had the added benefit (another twofer) of not showing dirt.

The problem is that no one really knows what shade of green constitutes BRG. In 1933 a foreman at the Abingdon factory said, “Hey, Jim, we need more green paint. Go mix up another drum.” And he did. After Jim finished he called over his buddy, Jack, and asked, “Hey, Jack, is this the same shade of green we mixed up last week?” Jack replied, “Close enough for the King. Besides, 80 years from now who will give a shit?” They shared a hearty laugh. True story. Look it up.



Besides, I wanted to pay homage the MG marque. Appreciating the history of the MG marque, or any marque, is one way to show respect for the car. Accordingly, to honor the glorious history of the MG factory racing cars of the mid-1930's I painted my box the same two-tone paint scheme as worn by the famous Cream Cracker racers: chocolate brown and cream. They were kick-ass hill climbers and rally cars. MG guys know this, the rest of you: look it up.



STEP 8. Attach a shiny brass hinge to the top and side along with a shiny cabinet knob to open the box. Attach a grab-handle at each end to move the box.

When attaching the feet you have two options. I used rubber since I do not plan on moving it often. If you plan to move it often or to use it as a movable tray then install wheels.



The box solves the “space” problem by storing the curtains vertically; it solves the “safety” problem by enclosing the curtains. I hope you have found this tutorial helpful. Now I can stop thinking about this problem, at least while I am shaving.



Stagman's Tech Tips

By Roger Deacon

Well another month has come and gone. It has been a busy month with getting engines and transmissions swapped out. So far it has been one MGB over-hauled engine put back in with a new 4 speed transmission with overdrive. One engine and 4 speed with overdrive removed from an MGB and engine and transmission replaced with a 4 speed transmission. An MGB GT engine removed with a 4 speed transmission and reinstalled in the GT but with a Datsun 280 Z 5 speed transmission. The last one was also an MGB engine that was pulled with a 4 speed transmission and replaced back into the car with a 4 speed transmission with overdrive.

All of these engines and transmissions had to be power washed. The overdrive transmissions were sent to John Twist to be rebuilt. After being steam cleaned, all gaskets for the valve cover, side covers covering push rods, timing chain cover and the oil pan were replaced. While the oil pan was off for cleaning, the rod bearing caps were removed to see if they needed new bearings, and the same done with the crank shaft bearing caps that were removed to check the bearings. I found only one engine that needed all of the bearings replaced.

Years ago I always removed the hood to remove the engine. Not anymore; I tie a string or twine to the hood release catch and take it over the car to the trunk and tie it very tight to the trunk latch. Or you can take a 1 inch PVC pipe and cut it to fit so it holds the hood up as far back as it can go. Because clearance is tight, a good idea would be to duct tape an old small towel around the end of the boom that is used to hoist the engine in or out of the car, to keep the end of the boom from denting the hood.

When putting an overdrive transmission in you have to put in a new, longer speedometer cable. The steering wheel needs to be removed. There are two ways to do this depending on the steering wheel. Sometimes you need to remove the whole steering wheel. Take off the horn cap exposing the nut. Loosen the nut till it is at the top of the steering column, take a ball peen hammer with the ball of the hammer against the steering column and smack the ball peen hammer with a 3 pound hammer while somebody puts their knees against the bottom of the steering

wheel pushing up with his knees, and the right hand at the top of the steering wheel pulling up.

The other way is to remove the horn cap and take out the rod that makes the horn sound when you push the horn cap. There are 8 bolts holding the steering wheel to the steering column assembly, remove them and off comes the steering wheel. Now remove the seat to be able lay down to be able to remove and replace the new speedometer cable.

In case you haven't noticed those extra pounds that you have gained now prevents you from getting far under the dash to work. When done, just replace everything in reverse order.