

Board Meetings

Apr. 6, 2010	6:30pm	Kai Shepherd 59281 High Pointe Dr. South Bend, IN 46614	(574) 233-6967
May 4, 2010	6:30pm	Maurice Levitt 5321 S. Lee Ct. South Bend. IN 46614	(574) 231-1565

General Meetings

Apr. 24, 2010	12:30pm	Tech Session: Roger Deacon s Home: 10688 Anderson Rd., Granger. IN 46530	(574) 679-4332
May 20, 2010	6:30pm	Edward Christian Dining 115 W. Plymouth St. Breman. IN 46506	(574) 546-2658

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 See Page 4
June 27	23rd Annual Michiana British Car Show at Saint Mary s College, South Bend.
July 25	18th Annual Michiana Brits Tea at the Vicarage at Howe, Indiana.

Other Club/Organizations Activities for the 2010 Season



May 15 & 16	John Twist of University Motors, Ltd. Technical Seminar at W & G Motorworks 18009 Parnell Ave., Homewood. IL See details on Page 6.
June 6	The British Return to Fort Meigs British Car and Bike Show. Located at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. Contact: Tony Shoviak. Phone: 419-878-2041. Email: TennTony@worldnet.att.net .
July 10 -11	The Mad Dogs & Englishman British Auto Fair XX (Featured Marque is the Jaguar) Location: Gilmore Car Museum, Hickory Corners, Michigan Show registration applications available at www.maddogsandenglishman.org .
July 23, 24 & 25	Wabash Valley Spit Together More details on this Clubs event: http://www.wvbscc.org/nass/wvst/
September 11	Lemon Creek British Car Open Field Day Berrien Springs, MI Details to follow
October 2	Northern Indiana Lakes British Car Club 4th Annual Fall Out Car Show Village at Winona, Winona Lake, Indiana. Details to follow



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.

Material is subject to editorial revision and opinions expressed are those of the authors and do not necessarily reflect those of the © 2010 Michiana Brits, Ltd., British Car Enthusiasts.

Activities Reports

General Meeting at Perkins Restaurant & Bakery – March 20, 2010.
12 members and 2 guests attended this breakfast meeting in Elkhart. 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:

- Monthly Financial Report:
The Clubs Bank Balance is: \$ 550.00.
The Club has a \$ 2,500.00 CD (With an Interest Rate of 1.5%) with a Maturity Date of 05/07/10.
- Larry made reference to an update on University Motors, and reported on Page 5 of this Newsletter.
- Club Name Badges that were ordered are now available. Please contact Larry as to how they may be collected.
- June 27th Car Show:
The 2010 Car Show Mailers have now been finalized, and competitive quotes are being collected for their printing and mailing.

Car Show Publicity notices have been sent to various publications and Brits Car area clubs.

PJ is now finishing up the new Car Show Class Cards for the teepees.

The club was contacted, that a Rolls Royce car may be available to show at our Car Show.

Members are advised that we will again have a club dinner at the Legends Restaurant , at Notre Dame at 6:30 pm on June 26th, the same location as last year. Members wishing to attend, please contact Larry or Maurice.

- Hope you all saw the article of last years Fall Tour in the recent edition of the British Marque on page 23. Great free publicity for our Club!!
- The Club s Spring Drive will be on May 15th and will be to Wabash County, Indiana. The Drive will be on back roads, take in a few covered bridges and lunch. More details on Page 5.
- Since the next General Meeting is the combined Tech Session and General Meeting at Roger Deacon s home, the May General Meeting will be the seasons first evening dinner meeting at Edward Christian Dining in Bremen.



Spring Drive to Wabash County – May 15th.

This Drive will be led by Keith Wishmeier and start with an 8:00 am breakfast at the Hilltop Restaurant in Lakeville on the 31S, and we plan to leave the restaurant at 9:00 am with a full stomach. The Drive will be approximately 180 miles and will take about 5 ½ hours with a lunch break in North Manchester en route. The route will take in the following places:

Lake of the Woods, Bourbon, Tippecanoe, Rochester, Roann (covered bridge and Stockdale Mill on the river), Wabash (Paradise Spring Riverwalk), Lagro (Hanging Rock and the Wabash-Erie Canal Kerr Lock), North Manchester (covered bridge, lunch, craft sewing and antique shopping), Pierceton (craft and antique shopping), Syracuse (stop at the Gazebo underground tavern for brews, pop, snacks).

Keith will have prepared maps and a points of interest pamphlet to pass out to drivers, and hopes to also provide a warm, sunny, dry and blue sky Spring Day s Drive!

University Motors Ltd – Back in Business Again!

(John Twist , Brooks Twist - University Motors Ltd)

When, nearly one year ago, as the Michigan economy was collapsing and my wife Caroline's health failing, we had no option but to cease fulltime business. During the following seven months I cared for Caroline as the cancer sapped her strength, but never her will. Spending increasingly greater time with her at home, I simply could not attend to business. We sent notices to our customers thanking them for their years of support. We sent notices to our suppliers; we discharged our employees with severance; we had an auction to sell off shop equipment and MG memorabilia. Caroline died in January. As I pondered my future, I could not escape the undeniable fact: MG is my destiny. We are now re-awakening University Motors.

My son, Brooks, has taken his mother Caroline's place in the office, we have two of our original mechanics back at work, and we are working to re-invigorate University Motors. We offer bench, line, and restoration services, as well as MG education via DVDs and technical seminars, on-site and off-site. Our new website will be online soon. We are not yet at speed but we are on the entrance ramp to full time business.

Our old advertisements read: A lifelong dedication to the marque. That statement is as true today as it was when we first used it. Thanks to all who have supported us through this very dismal and heartrending time. We hope to be of service to you during your MG ownership.

John Twist of University Motors, Ltd. Technical Seminar

As part of University Motors' resurgence, John Twist is holding seminars with other shops to educate MG owners on the proper care and feeding of their cars. If you've ever thought you'd like to meet John Twist and get an MG education that is second to none, then you need to make your reservation early for the weekend of May 15-16 at W & G Motorworks of Homewood, IL. You can attend either or both days – details are below on what will be covered each day. Tuition is \$100 per person per day, payable in advance. Lunch will be provided. To make your reservation or ask any questions, call W & G at 708-752-1701 or Email: wandgmotorparts@att.net

The first day, Saturday May 15, is the "Complete Tune." All day? For sure! The tune-up breaks into four large components: Emissions, Engine, Ignition and Fuel.

The second day, Sunday May 16, is the "Complete Lubrication" and Electric s.'

Severe Weather Car Survival Guide

(Reprinted with permission from AAA Living Magazine, January/February 2010)

HAIL

Stay inside your vehicle during a hail storm. Pull off the road under an overpass – the safest place to stop – but avoid ditches due to possible high-rising water. If the hail is large (golf-ball size), pull over and lie down inside the car, with your back to the window. Cover yourself with a blanket to prevent debris from striking you.

BLIZZARD

Stay inside your vehicle. Make sure your exhaust pipe is not blocked. Run the motor about 10 minutes each hour for heat. Open the window a little for fresh air to avoid carbon monoxide poisoning.

LIGHTNING

Moving or not, you are safer in your car during a lightning storm. Called the skin effect, the metal structure of the car acts like a protective coating that conducts electric current around the frame of the car – not the inside.

FLOODING

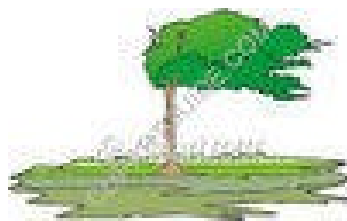
Do not drive through flooded areas. If you encounter a flooded street, take another route or get to higher ground and wait for the water to subside. If you must drive through standing water, estimate the depth by watching other vehicles driving through. Check for downed power lines and watch for floating debris, which can trap your vehicle. If your engine stalls and you cannot restart the car, immediately abandon it for higher ground before water rises.

TORNADO

Do not try to outrun a tornado. If flying debris occurs while you are driving, pull over and park. Stay in the car with the seatbelt on. Put your head down below the windows, covering with your hands and a blanket if possible. If you can safely get noticeably lower than the level of the roadway, exit your car and lie in that area covering your head with your hands.

The Federal Emergency Management Agency recommends these items for an emergency car kit:

- Battery powered radio, flashlight & extra batteries
- Shovels
- Bottled water & non-perishable, high-energy foods, such as granola bars, raisins & peanut butter
- Blanket
- Booster cables
- Fire extinguisher
- First-aid kit & manual
- Flares
- Maps
- Tire repair kit & pump



Jump-Starting A Car

Well we are getting to the time of year when we take off the dust cover of our Pride and Joy and start our cars. We put the ignition key in the switch, turn it, and whoops nothing, no noise, no clicking, no whirling - the car will not start! We turn the lights on, yep! no lights. We then realize we have a dead battery!

O.K. here we go to Jump-Start your Pride and Joy (dead car):

Move your daily car (donor car) close enough (not touching) to your dead car for your Jumper Cables to easily reach both dead and donor car batteries.



Important - Don't let any cable termination clamps touch one another at any time.

Connect one cable **Red** clamp to the Positive (+) battery terminal on the dead car. Clamp the other end of this cable **Red** clamp to the donor battery's Positive (+) battery terminal.

Next connect one cable **Black** clamp to the negative (-) terminal of the donor car.



Important - To avoid igniting battery fumes, attach the last cable **Black** clamp to any unpainted metal in the engine compartment of the dead car.

Start the donor car, making sure that all lights and accessories are turned off on both cars.

Fingers crossed Then start your dead car as normal.

Finally remove the Jump-Start Cables in the following reverse order.

Disconnect the **Black** negative cable from the engine compartment of the dead car.

Disconnect the **Black** negative cable from the negative (-) battery terminal of the donor car.

Disconnect the **Red** Clamp cable from the donor battery's Positive (+) battery terminal.

Disconnect the **Red** cable clamp from the dead battery's Positive (+) battery terminal.

Maurice

What is it?

The photo below is of two British cars. The car on the right is a AH Sprite and the other on the left is of another British car that is currently being restored in Northern Indiana. Although the car being restored has some parts missing, can anyone put a name to it? I know your initial comments are 'Give us a clue.'

Well O.K. - it raced in the same class as the Lotus 11 sports cars in 1958.



The name of the car on the left will be in the next Newsletter.

A Free Security House Alarm

(Submitted by Wendy Kerstetter)

Put your car keys beside your bed at night. If you hear a noise outside your home or someone trying to get into your house, just press the panic button for your car. The alarm will be set off, and the horn will continue to sound until either you turn it off or the car battery dies. This tip came from a neighborhood watch coordinator.

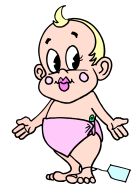
Next time you come home for the night and you start to put your keys away, think of this: It's a security alarm system that you probably already have and requires no installation. Test it. It will go off from most everywhere inside your house and will keep honking until your battery runs down or until you reset it with the button on the key fob chain. It works if you park in your driveway or garage.

If your car alarm goes off when someone is trying to break into your house, odds are the burglar or rapist won't stick around. After a few seconds all the neighbors will be looking out their windows to see who is out there and sure enough the criminal won't want that.

And remember to carry your keys while walking to your car in a parking lot. The alarm can work the same way there. This is something that should really be shared with everyone. Maybe it could save a life or a sexual abuse crime.

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: Ballast vs. Non-Ballast Ignition Coils



(Article written by Dan Masters and provided courtesy of The Vintage Triumph Register, www.vtr.org)

Many Triumph owners opt to replace their standard coil with the Lucas Sport coil, to get a hotter spark. Often, though, they neglect to bypass the ballast resistor, used on some of the later models. Failure to do this will negate the benefit of using the hotter coil, as the Sport coil is designed to be used without a ballast resistor. What is the difference between the two types of coils?

Basically, a non-ballast coil is designed to produce full spark output with 12 volts on the input (+ terminal). A ballast coil is designed to produce the same spark output, but with only 6 to 9 volts on the input.

With a non-ballast coil, the input to the coil is the same, 12 volts, whether the engine is running, or being cranked by the starter motor. With a ballast coil, the starter relay by-passes the ballast resistor when the starter motor is spinning the engine, and applies the full 12 volts to the coil. Since the coil is designed to provide full spark with reduced voltage, the application of the full 12 volts produces a much hotter spark, which is an aid in starting. After the engine starts, and the starter motor is off, the coil voltage is dropped to the lower voltage, and the coil output is the same as for a non-ballast coil. The reason the ballast type coil is not run at the full 12 volts, for a hotter spark, is to prevent damage to both the coil and the points.

With a non-ballast coil, power is applied to the coil directly from the ignition switch, via a white wire. Power to the ballast coil comes from the ignition switch to the resistance wire, and then to the coil. When the starter relay operates, power from the battery, via a brown wire, is routed through the contacts of the relay, via a white/yellow wire, to the coil. This shorts out the resistor wire, by placing 12 volts on both ends

of the wire. With the same voltage on both ends, no current flows, so no heat is generated. The current flow is shunted around the resistor wire. This bypassing of the resistor wire places the full 12 volts on the coil.

As for the modifications required to switch from a ballast coil to a non-ballast coil, it couldn't be simpler - just run a wire from the most convenient white wire you can find (probably at the fuse box), directly to the + terminal of the coil (of course, all the rules of good wiring practice should be used). No need to remove the resistance wire, because it will now be constantly bypassed, just as it was before when cranking. This will work with any model Triumph, but there is an easier way with the '74 - '75 TR6. The resistor bypass wire from the starter relay to the coil (white/yellow) can simply be lifted from the relay terminal and moved to the fuse box terminal where the white wire is attached. The relay is located very close to the fuse box, and unless someone has modified the car with additional accessories, there is a spare terminal by the white wire that can be used.

The ballast resistor will need to be bypassed for any coil that is designed to be used without one, whether it is a high performance coil, or just a replacement, for example, using a coil from an earlier model Triumph. In the TR6, the ballast resistor was used only from '74 and later. As I understand it, the modifications made to these cars to meet the environmental concerns made them hard to start, so the ballast type coil was used to get the extra hot spark during starting, since starting places the most stringent demands on the ignition system. Other models made the changeover in roughly the same time frame.

Bypassing the resistor is only one of the changes necessary to utilize the full advantage of the Sport coil, or any high output coil for that matter. Unless you also increase the spark plug gap, the plugs will continue to fire at the same coil secondary voltage as before, give or take a little, and will not give the hotter spark that you paid for. The voltage rise at the output of the coil secondary, although rapid, is not instantaneous. As the voltage rises from zero, as soon as it reaches the value high enough to jump the plug gap, it will. Since the plugs were firing at 20,000 volts with the old coil, that will fire at that voltage level regardless of the maximum voltage potential of the new coil. As soon as they fire, and the arc begins, the voltage drops to zero. By widening the gap, the voltage must rise to a higher value to jump the gap. Ideally, the plugs should be gapped to the widest setting that will still allow them to fire under all engine operating conditions. Usually, the coil manufacturer will give recommended gap setting, but these should be used as the starting point, and adjusted from there as experience dictates.

An Overview of Inductive Discharge Ignition Systems in general, will be included in a future Michiana Brits Newsletter.



My Goodies – Getting ready for the season