A special meeting was held to discuss the formation of a formal club. Joe Baba shared his experiences with other clubs, as did Carol Lanigan. In brief, the largest obstacle is insurance for board members. Factors that determine the insurance premium include declared purpose for club (as written in bylaws), possibility of using a national or other club as an umbrella for coverage, # of events each year, type of events, public invited, etc. Estimated insurance premiums range from $400-1500 per year. The group decided to further research the matter of bylaws and insurance. Tom Hinsch volunteered to research the MGT Club, Kevin the Porsche Club, Richard and Marty the Triumph Club and Mike Spivak was volunteered to research bylaws and insurance for the BMW Club.

Marty passed out a questionnaire to help define what the group wanted. Results follow.

Ideas were then bounced around on how to increase event attendance. Ideas included charging a 'reservation fee' that would be refunded (or portion thereof, dependent on insurance) upon attendance and scheduling fewer events. Answers were elusive, no decision was reached.

The purpose of the group was then discussed. Joe and Brad talked about the racing clubs they belong to...where racing is the cohesiveness that keeps everyone interested. For our group, weekend morning tours seemed to be the favorite event, in addition to monthly meetings.

An attempt was made to schedule a weekend morning run, but could not settle on a date. Further discussion was tabled to next meeting.
**Results of Questionnaire:**
Meeting days preferred: Tue or Thu  
Meeting weeks preferred: 1st or 3rd week  
Name OK?: Yes  
Dues: $25  
Primary objective to join: Camaraderie  
Activities:  
   - One day tours  
   - Picnics  
   - Weekend Morning tours  
   - British Car Shows  
   - Parties  
   - Tech sessions  
   - Progressive Dinners

**Meeting, June 18th @ Mama Loly’s Pizza**
In attendance:  
   - Tom & Nancy Hirsch  
   - Kevin & Debyln Molinaux  
   - Frank & Diana Guida  
   - Peter & Pam George  
   - Marty Hardison  
   - Richard Ramos  
   - Dan & Susan Dunham  
   - Scot Penn  
   - Russell Grove (newest groupie, Welcome!)  
   - Carol & Jerry Lanigan

Marty shared the results of the questionnaire. The group consensus was to move our monthly meeting to the first Tuesday each month. (You're welcome, Mike S.!) Next meeting is in two weeks, July 2nd. The group also agreed that different restaurants each month was a good idea. Restaurant requirements: beer, windows, pizza. (Ed. note -- pizza optional, there's a variety of food we could experience together!) After more loud, circular discussion, the group settled on the first recommend restaurant, the Dam Diner in Friant. A one-hour fun run to the restaurant will leave Arcane Automotive at 6:30 p.m., arriving at the Dam Diner at 7:30 p.m. For directions to the Dam Diner, call Carol Lanigan at 645-1841. For directions to Arcane Automotive, call Kevin Molineaux at 436-1041 or 642-4243.

Tom shared his findings from the MGT and Horseless Carriage Clubs. The MGT club has insurance under the umbrella of a Los Angeles area club, approx. $17 of $22 annual dues goes to pay for insurance. The Horseless Carriage Club was unable to provide information.

An insurance agent implied that if we remain an informal group, without incorporating into a club with a Board of Directors, liability in the event of an accident while touring would be handled by each persons' insurance. A disclaimer was added that this is not legal advise merely an opinion. (Ed. note --- If there is no formal organization, who would they file a lawsuit against? Should we confirm that everyone touring has liability insurance on their car?)

We also discussed future events...listing all the possible events to choose from. In the end, the group decided to focus planning efforts towards three 'Premier' events per year. They are:

- **February** - Hallowell Car Show  
- **September** - Congregational Church British Show  
- **December** - Christmas Party

Other events will be scheduled when members commit to attend, such as weekend morning tours, all-day tours, progressive dinners, etc. The first weekend morning tour is set for Sunday, June 23rd. Fresno residents should meet at Vons, Champlain & Perrin, 9 a.m., fed and fueled. The North-of-Fresno group is meeting at 9 a.m. at the Park & Ride lot, Hwys. 41 & 145. They anticipate running into each other (figuratively speaking) at the Millerton General Store, and continuing to Dinky Creek for a picnic.
How to Replace Worn Rear Wheel Bearings
borrowed from: Mark Steph

1. Remove hub assembly/rear half shaft from car. The method for doing this is intuitively obvious to even the most casual observer; start by taking off the wheel, and keep taking things apart until the hub comes off.

2. Remove hub from half shaft with 8-ton capacity gear puller, heating it with a propane torch. When gear puller breaks, don't forget to duck to miss flying pieces.

3. Thank Sears for their no-questions-asked hand tool replacement policy.

4. Take the hub/shaft assembly to a shop with a hydraulic press. Press the assembly with 20 tons of pressure. Thank the man for his effort when his press springs a major leak but does not budge the hub.

5. Take the hub/shaft assembly to a shop that specializes in British Leyland cars. Have them press the assembly with 30 tons of pressure.

6. Have them press the assembly with 30 tons of pressure, while heating it red-hot.

7. Wait for about a week for the Snap-on man to bring the English car specialist a special die to recut the threads on the now disassembled hub assembly and half shaft with custom squashed and mushroomed end.

8. Pay the British car specialist and thank them. They will, at this point, assure you that the shaft is "good as new."

9. Replace the bearings and reassemble the shaft/hub.

10. Drive the car regularly for 2-3 months.

11. Drive the car about 65 down a major freeway in the center lane during the Friday 5 o'clock traffic near a major city. Continue at this sped until the weakened tip of the half shaft breaks off and your left rear tire passes you on the right.

12. Maneuver through traffic and into the center guardrail. Keep your speed up so you won't interfere with traffic flow.

13. Wait 3 hours as hundreds of cars (including your roommate and 3 police officers) pass by you without noticing you are gutting a car of everything of value.

14. When the tow truck doesn't come, call another one.

15. Tow the car to a body shop that specializes in English cars. Expect to pay them more than the car is worth to fix your now-totaled Triumph. (Also expect it to take at least six months to repair it.)

16. Replace the whole assembly with a decent hub/shaft assembly from a junkyard like you should have done in the first place.

17. Curse at Triumph for not providing a way to grease the damn thing.

Simple.
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Marty & Doreen Hardison 222-7194
Chris Hatcher 434-8221
Tom & Nancy Hinsch 446-9371
Richard Iannuzzo 298-3629
Chris Insalaco 435-3303 or 276-3814
Thomas Key 299-4556
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