

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER

JUNE

OFFICERS FOR 1984

PRESIDENT.....JOHN WINTER
469-5253 (H)
VICE-PRESIDENT.....RODGER TALLEY
431-8053 (H)
SECRETARY-TREASURER.....SNUBBS BIENVENU
1-536-4193 (H)
MEMBER-AT-LARGE.....AUDREY KENNEY
885-7021 (H)
MEMBER-AT-LARGE.....C.J. TARAVELLA
652-2243 (K)
NEWSLETTER EDITORS.....PEGGY BIENVENU
1-536-4193 (H)
KATHIE WINTER
469-5253 (H)

UPCOMING EVENTS:

Tuesday, June 26th - General Meeting at 8:00p.m. at
Big Cheese Pizza on Veterans Blvd. in Metairie.
Sunday, July 8th - Dallas Grand Prix.
Sunday, July 15th - CENLA Autocross in the streets of
Baton Rouge, La.
Sunday, July 29th - Red River TLAC Autocross in
Shreveport.

MINUTES OF MAY MEETING:

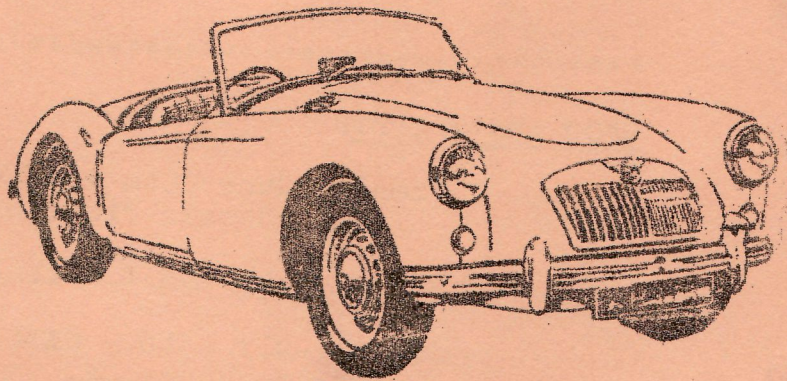
Meeting called to order at 8:20 P.M.
Treasurer's report - \$315.00.
Lafayette Weekend Report - Caravara will leave Kenner
at 8:30 P.M.
Recent British car day was a big success. It could
become an annual event.
Terry Dempre spoke on getting parts manuals from J.R.T.
They are free. Just call 1-800-447-2882 and give
year and make of car.
Members went to an autocross in Biloxi last weekend.
Snubbs Bienvenu and C. Caravella both took first in
their respective classes.
Upcoming events : Autocross at Belle Promenade Mall on
June 17th ; Autocross in the streets of Baton Rouge
on July 15th, fee will be \$25.00.
Possible night Rally in late July with Lin Lee as rally
master.
Info given on straightening spokes.

A WORD FROM THE PRESIDENT

For those of you who missed Cajun Country weekend #5, I won't rub it in, but you missed a great time. This year we ate and presented awards by the motel pool and it was great. The rallye was short and easy, too. These British cars sure look good rolling thru that Louisiana countryside. In July, we have a night rallye planned and August features a tubing trip in Hammond. So come out and meet some good people and pass yourself a good time.

.....J. Winter

**FOR
SALE**



1977 MGB - Recent brakes and alternator. New clutch and cylinders and water pump. Light body damage. 35,000 miles. Asking \$2300.00. Call John at 943-4329(work) or 486-5879(home).

1977 Triumph Spitfire - Front end wrecked. Best Offer. Call Mike Monaghan at 454-1262.

MGA Parts - Call Jim Clark at 368-4020(home) or 393-3276 (work).

1972-1974 MGB Driveshaft - \$35.00.

1972-1974 MGB Front Valence - FREE. Call Caleb Didriksen at 866-1860

CAJUN COUNTRY WEEKEND



A REPORT

On the weekend of June 9/10, members of the Louisiana Centre of the MG Car Club made their annual trip to Cajun Country, Lafayette Louisiana for the FIFTH ANNUAL CAJUN COUNTRY WEEKEND. The event is hosted by the Acadiana Sports Car Club of Lafayette. This year we were joined by members of the Southern T-Series MG Club, which is based in New Orleans. We were truly glad that they could make it and we hope that they enjoyed the weekend. Unfortunately, the Houston Centre of the MG Car Club was unable to make it this year, which was a bit disappointing.

After stopping at a Pitt Restaurant in Baton Rouge for a hearty breakfast, we headed toward Lafayette, with only a few stops for minor problems, we made it to the Sheraton Townhouse Inn at about 12:30. Immediately, hoods were opened, cars were polished and the beer and talk began to flow. The good time had begun. Oh! Lest I forget - most of the women and all of the kids descended on the pool area, where they stayed until the last car pulled out on Sunday afternoon!

At 5:00, a "Peoples' Choice" Concourse was held. Anyone who had a car entered was entitled to vote. Dinner and awards was held immediately afterwards. I must say that dinner by the pool was a welcome change from past years dealings with area restaurants. Don't you agree? The food was delicious and everyone enjoyed lounging around the pool until late into the night. Concourse award winners were as follows:

CLASS "T" - 1. R.C. Von Dullen - 1947 MG TC
2. Glen Brazile - 1951 MG TD
3. Mike Lewis - 1950 MG YA

CLASS "A" - 1. John Winter - 1957 MGA Roadster
2. Audrey Kennedy - 1959 MGA Coupe

CLASS "B" - 1. Kaye Ford - 1972 MGB-GT
2. Bob Billeaud - 1971 MGB
3. Rodger Talley - 1965 MGB

" OTHERS" - 1. Jack Poole - 1962 Austin Healey 3000 MkII
2. Unknown
3. Snubbs Bienvenu - 1973 Triumph Spitfire

The weather continued to be good as we awakened on Sunday morning. A short TSD rally was scheduled for 10:30 a.m. There were 30 cars entered (Isn't that a great turnout!). After everyone was in (with only a few getting lost or off course) results were announced.

A REPORT (continued)

We are proud to announce that our club had some winners.

In the MG Class :

- 1st - Mr. & Mrs. Mike Lewis
- 2nd - Rocky Von Dullen with Manley Ford as his navigator.

In the others class :

- 1st - Raymond Langlois (with only 22 points !)
- 2nd - Snubbs & Peggy Bienvenu

Afterwards, we all hopped into the pool for one last time. We packed up, had lunch and headed home. The trip home was not quite troublefree but we did all make it home safely this year and I think that everyone who attended had a great time.

I'd like to congratulate our club. Seventeen (17) members attended this event! I just hope that more will read this and know what a good time we had and decide to join us next year for CAJUN COUNTRY WEEKEND SIX !



AUROCROSS : Many of you missed a great sports car event last weekend. The autocross at Belle Promenade was superb ! It was well planned, staffed, advertised and attended. This area needs more of this type of activity. Maybe this sight will work out for future events and hopefully more will become available. Congratulations to John Winter & Snubbs Bienvenu who raced their 1974 Triumph Spitfire ; to C. Taravella , who raced his MGB-GT V8 and to Mike Lewis who raced his MG-TF. I know that they had a good time and it was great fun to watch !

TALLEY'S TECH TIPS

BY

RODGER TALLEY

The following is an article from the latest Motorhead Ltd. catalog. Motorhead has a very informative catalog for Sprite and Midget parts for one dollar. Their address is: 905 N. Taylor Street, Arlington, VA. 22203.

A careful and complete engine rebuild is performed with the engine removed. It is important to check every part so that there are no "weak links" in your rebuilt engine. When you order engine parts, please have the following information:

- Engine size or serial number
- Piston or ring size
- Main bearing size
- Rod bearing size

Piston and bearing sizes are obtained during machining of the block and crank. Generally, stock engines with low compression perform best on the gasoline available today. Call or write for any engine parts not listed here.

Your engine can be partially rebuilt without removing it from the car. This option can be used to cure:

- leaking valves
- piston rod knocks
- smoking caused by worn rings

A partial rebuild typically uses these parts:

- piston rings
- rod bearings
- valves and guides
- head gasket set
- sump gasket set
- locktab washers
- tappets (lifters)
- timing chain and tensioner

A partial rebuild may require machining of:

- the head, valves, guides
- cylinder bores (honing)

Consider the partial rebuild only when:

- oil pressure is good
- the crankshaft journals are not scored (grooved)
- cylinder wall ridge and scoring is minimal

Tuning should be done during fall and spring months so that winter and summer performance is optimal. Tune your car in this order:

- Compression check
- Valve adjustment
- Ignition
- Carburation

Compression readings which are uneven or below 90 lbs. indicate that the engine may need corrective repairs before it will respond to tune-up. Learn to adjust your valves; this may seem difficult but you will be pleased to have the skill. Ignition parts are most frequently the cause of rough running or poor starting.

TECH TIPS CONTINUED

An incorrect coil may cause points to wear out quickly. Suspect plug wires if your car is hard to start in wet weather. Both the pig-tail and condenser wires make contact directly under the plastic spacer on the points. Are all four cylinders firing at idle? Check for weak or dead cylinders by removing sparkplug wires one-at-a-time, in sequence 1, 2, 3, 4. Listen for a decrease in idle when a good cylinder plug wire is pulled, idle will not be affected when a dead cylinder is tested.

A "valve job," as it is rudely known, is supposed to promote a better exchange of gases in your engine, and should greatly improve performance and mileage. Valve stem wear and valve guide wear are two common ailments. Consult with a machine shop for advice on whether to reface or replace valves that are worn or pitted. Be sure to have the head measured for warpage. Always use a new head gasket.

SU Carburetors are simple to rebuild and adjust. Follow a repair manual when rebuilding so that you are certain of the assembly. Replace throttle shafts if they are grooved. Bugeye (H1) throttle shafts require careful fitting and drilling. Throttle plates with "poppet" valve springs should be replaced with our solid plates. Adjustments are most effective after a full carburetor rebuild. Follow a book procedure for adjusting carbs and remember the following:

- Adjust when engine is warm.
- Adjust carbs individually and compare.
- Throttle plates must open equal amounts on each carburetor (at idle and at speed).
The level of gas in the float bowl is the level of gas at the jet.
- The carb is "choked" by dropping the jet.
- Float level is the gross mixture adjustment.
- Jet level is the fine mixture adjustment.

These are the most frequent causes of overheating:

- Slack fan belt (Water pump turning slowly)
- Stuck thermostat (Restricts coolant flow)
- Low coolant level (Check for leaks)
- Dragging brakes (Causes engine to work too hard)
- Loose water pump "impeller" (Remove pump to check)
- Head gasket leak (Allows hot gases to affect coolant)

As in all diagnoses, rule out the easy, common explanations before pursuing the difficult and the obscure.

The common symptoms of clutch malfunction:

- Slipping (Engine races much faster than the car travels)
- Gearshift Grinding (Hydraulics, or linkage; worn release bearing)
- Scraping/Grating metallic sound (Release bearing worn)

Check three systems when suspecting "the clutch":

- 1) Check the hydraulic master, slave, and connecting lines for leaks. Lift the battery to see if acid has corroded the clutch line.
- 2) Check the mechanical linkages such as clevis pins, pushrods, and the pedal for oval holes.
- 3) Lastly, check the clutch parts by removing the engine.

Replace the pilot bush and check your ring gear when the engine is out. A worn ring gear can damage or jam the starter motor. Check engine and transmission mounts for separation of the rubber from the metal and for damaged studs.

TECH TIPS CONTINUED

The gearbox is expensive to rebuild and should be treated with care. Use your brakes to slow the car, stop completely before engaging 1st or reverse, shift gently and directly. Maintain the clutch systems at all times. Inspecting the gearbox oil level is no fun, but do it anyway.

Have your drums turned at a local machine shop (about \$10 each) and replace shoe sets if they have been contaminated by gear oil or brake fluid or if the linings are too thin. Inspect the steel and flexible brake lines for rust holes or cracks. Any car can stop--can your car stop?

Many brake cylinders can be rebuilt using our original quality seals. Some cylinders are pitted or corroded and rebuilding is a wasted effort. Before you order overhaul kits, remove your cylinders and hone them. (Ask a local mechanic about honing). If there are still questionable areas, throw them out and buy new cylinders which are complete with all seals, boots, etc., as originally fitted to the car--just attach them. Bleed or remove all air before road-testing the car.

Begin your repairs only when you have the proper tools, parts, information, and time.

Remember Burns' Law: If it's hard, you're doing it wrong.

Observe the One-Bolt Theory: When removing 3 studs, 2 will be easy; of six nuts, one will not come off.

DISCOUNTS

Please support the following dealers who are generous enough to offer a discount to MG club members :

GENUINE PARTS
500 Shrewsbury Rd.
Jefferson, LA.

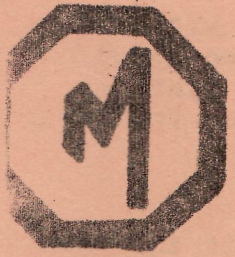
DOCKSIDE
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New Orleans, LA.

FOREIGN PART MARKET
3949 Veterans Blvd.
Metairie, LA.

SLACK IMPORTS
3612 18th St.
Metairie, LA.

AUTO MECHANICAL SERVICES
I.A.I.
3118 Ryan St.
Lake Charles, LA.
(318) 436-8017



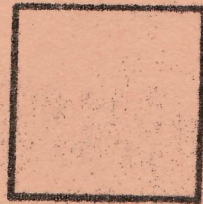


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