

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER

SEPTEMBER

OFFICERS FOR 1984

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

UPCOMING EVENTS :

Tuesday, September 25th - General Meeting at 8:00p.m.
at Big Cheese Pizza on Veterans Blvd. in
Metairie.

Saturday, October 13th - Membership Drive at NW Corner of
Clearview Shopping Center - 1:00P.M. BE THERE !

WEEKEND OCTOBER 20th - Camping trip to Flint Creek State
Park in Mississippi. Leave Friday at 6:30p.m. from
National Food Store on Crowder Blvd. in New Orleans.
See inside for more info or call A. Kennedy.

Saturday, October 20th - "Shades of the Fifties" Car Show
at Bonabel High in Kenner.

MINUTES OF AUGUST MEETING:

Meeting started at 8:15 p.m.
Report on Snowball Rallye and winners announced
Info given on Night at the Races for Fri. Sept. 14
Membership Drive planned for Sat. Oct. 13
Memorial Rallye in November, Mike Cenac Rallyeaster
Sept. 23 AutoCross at Belle Promanade
C. Taravella won Auto Cross
Camping Trip in late September planned
M.G. Magazine \$14.00 year
New Member introduced
Mike Loden won 50/50
T.C. picture (door Prize) won by Philip Smith



MEMBERSHIP DRIVE

Oct. 13th 1:00 p.m.

CLEARVIEW SHOPPING CENTER

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Cara and Lea leave at 6:30 p.m. from National Food Store on Crowder Blvd. in New Orleans East on Friday 10-19-84. We will be camping at Flint Creek State Park outside of Wiggins, Miss. The charge for Primitive Campsites is \$4 per night per vehicle. This is a very nice campground with fishing, swimming (if it's not too cold) a nature trail and boat rentals. Anyone needing more info, call John or Kathie Winter at 469-5253.

TALLEY'S TECH TIPS

BY

RODGER TALLEY

The following is another interesting article written by Mr. Carl Stringfellow and taken from Paeco Industries quarterly "TECH-TIPS". This article should help solve the problem of which Weber Carburetor should I buy if I had enough money to buy a Weber Carburetor.

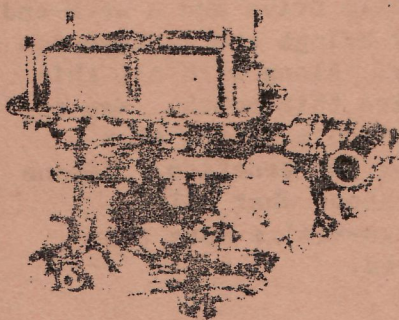
WEBER CARBS

SIDE OR DOWN DRAFT?

UNTIL RECENTLY, IF AN ENTHUSIAST WANTED TO CONVERT HIS CAR OVER TO WEBER CARBS, THERE REALLY WASN'T MUCH OF A DECISION TO BE MADE. IF THE CAR WAS ORIGINALLY EQUIPPED WITH DOWN-DRAFT CARBS, A LA PORSCHE OR VW, HE PURCHASED A DOWN-DRAFT WEBER CONVERSION. IF THE ORIGINAL CARBS WERE SIDE-DRAFT, SUCH AS TRIUMPH OR DATSUN 7 CARS, HE PURCHASED A WEBER SIDE-DRAFT CONVERSION. EVERYTHING WAS NEAT AND SIMPLE.

HOWEVER, IN THE LAST TWO YEARS, A HOST OF MANIFOLDS AND ADAPTERS HAVE APPEARED ON THE MARKET FOR THE WEBER DOWN-DRAFT 32/36 DOV CARBURETOR. THEY CAN NOW BE INSTALLED ON JUST ABOUT EVERY MAKE OF CAR THAT THE SIDE-DRAFTS WILL GO ON.

ALAS, THE SITUATION HAS NOW BECOME COMPLICATED --- DO WE INSTALL SIDE-DRAFT OR DOWN-DRAFT WEBERS ON OUR TREASURED VEHICLE? --- WHICH IS BETTER AND WHY? WE AT PAECO ARE BEING ASKED THIS QUESTION FIVE TO TEN TIMES A WEEK, SO THIS ARTICLE IS AN EFFORT TO SHED SOME LIGHT ON THE SITUATION.



PERFORMANCE ---

FROM A PERFORMANCE STANDPOINT, THE SIDE DRAFT CARBS ARE NORMALLY MUCH BETTER, ESPECIALLY IF THE INLET PORTS ON THE HEAD OPEN TO THE SIDE SO THAT THE INTAKE PASSAGE HAS A DIRECT ROUTE INTO THE COMBUSTION CHAMBER. IN THIS WAY, THERE ARE NO TURNS FROM THE CARB BUTTERFLY ALL THE WAY INTO THE ENGINE - AND THIS MEANS LESS RESTRICTION AND LESS GASOLINE CONDENSING ON THE WALLS.

THE SIDE-DRAFTS OFFER BETTER THROTTLE RESPONSE, AND HAVE A MUCH GREATER LATITUDE FOR TUNING (WHICH WE WILL GET INTO SHORTLY) THAN THE DOWN-DRAFTS. IN GENERAL, IF PERFORMANCE IS TO BE OF UPPERMOST CONSIDERATION, THEN GO WITH THE SIDE-DRAFT CARBS.

EASE OF TUNING ---

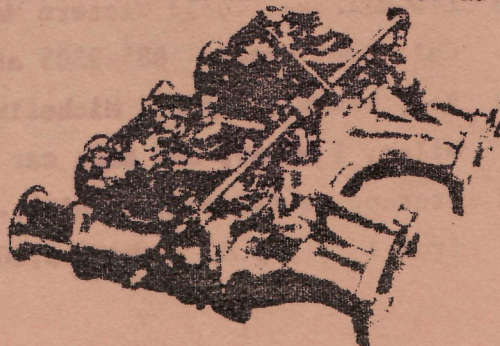
WHAT WE ARE REALLY CONCERNED WITH HERE IS HOW MUCH WORK AND FUSS IS INVOLVED IN GETTING THE CARBS TUNED UP THE FIRST TIME WE PUT THEM ON THE CAR. ALL WEBERS ARE FIXED-JET CARBS SO THAT THE ONLY WAY TO CHANGE A TUNING SETTING ON THEM IS TO REPLACE THE JETS IN THEM. ONCE PROPERLY TUNED, THEY TEND TO STAY THAT WAY.

THE 32/36 DOV DOWNDRAFT WEBER IS PRETTY SIMPLE AND THERE IS NOT A WHOLE LOT THAT CAN BE CHANGED IN THEM. YOU CAN REPLACE THE MAIN JETS, IDLE JETS, AND AIR JETS WITH THOSE OF DIFFERENT SIZES, AND MAYBE A NEEDLE VALVE ASSEMBLY, AND THAT'S ABOUT IT.

WITH THE SIDE-DRAFT DCOE SERIES OF WEBERS, IT'S ENTIRELY DIFFERENT. IN ADDITION TO THE PART TYPES MENTIONED ABOVE THAT CAN BE CHANGED, YOU CAN ALSO INSTALL DIFFERENT SIZES OF CHOKE TUBES, EMULSION TUBES, AUXILIARY VENTURIS, PUMP JETS, INLET VALVES, ETC. IN FACT, IF A FELLOW WERE SO INCLINED HE COULD PROBABLY MAKE A PRETTY GOOD HOBBY OUT OF TRYING VARIOUS COMBINATIONS OF THESE THINGS ON HIS DCOE'S AND OBSERVING THE RESULTS.

O.K., I'M EXAGGERATING, AND THERE'S A LOT OF TONGUE-IN-CHEEK IN THAT LAST SENTENCE. ACTUALLY, WITH EITHER THE 32/36 DOV OR WITH THE DCOE WEBERS, YOU CAN TAKE THEM OUT OF THE BOX, INSTALL THEM, CRANK UP THE ENGINE AND DRIVE AWAY. THE TUNING COMES IN WITH TRYING TO GET THEM EXACTLY RIGHT AND GET THAT LAST LITTLE BIT OF EXTRA POWER OUT OF THEM. THE DCOE'S HAVE A LOT OF TUNING LEEWAY AND VERSATILITY THAT THE 32/36 DOV'S DON'T ALLOW, BUT THIS ALMOST BY DEFINITION MAKES THEM MORE COMPLICATED TO TUNE.

FOR EASE OF TUNING THE 32/36 DOWN-DRAFT WEBER WINS HANDS-DOWN --- NO CONTEST!



COST -

THE ANSWER HERE MAY DEPEND ENTIRELY ON WHAT MAKE OF CAR YOU HAVE. THE DOWN-DRAFT 32/36 DGV WEBER ACTUALLY COSTS SLIGHTLY LESS THAN THE SIDE-DRAFT DCOE WEBER, BUT OTHER FACTORS, SUCH AS INTAKE MANIFOLDS REQUIRED, CAN CHANGE THE COST PICTURE RADICALLY. YOU NEED TO GET A PRICE ON BOTH CONVERSIONS FOR YOUR PARTICULAR CAR.

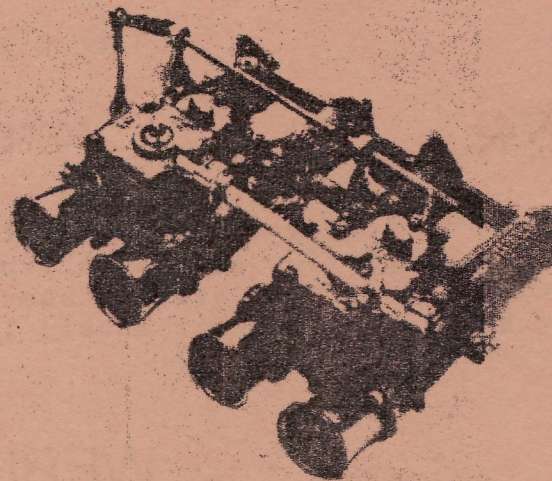
EASE OF INSTALLATION -

THIS IS NOT SOMETHING TO BE TAKEN LIGHTLY. ON SOME CARS, EITHER TYPE IS A SIMPLE BOLT-ON MATTER, AND ON OTHERS, ONE TYPE OR THE OTHER CAN REQUIRE RELOCATING THE BRAKE BOOSTER, AIR CONDITIONER COMPRESSOR, AND OTHER ASSORTED HARDWARE.

IN GENERAL, THE DOWN-DRAFTS ARE MUCH EASIER TO INSTALL ON CARS ORIGINALLY EQUIPPED WITH DOWN-DRAFT CARBS. IN FACT, THEY CAN USUALLY TAKE THE SAME INTAKE MANIFOLD AND ONLY REQUIRE AN ADAPTER PLATE IN ORDER TO MAKE THE TRANSITION.

THE SIDE-DRAFT WEBERS MAY OR MAY NOT BE EASIER ON CARS EQUIPPED WITH ORIGINAL SIDE-DRAFTS. THIS IS BECAUSE THE SIDE DRAFT WEBERS REQUIRE A DIFFERENT INTAKE MANIFOLD FROM THE ORIGINAL ONE, SO YOU WILL HAVE TO REPLACE THE INTAKE MANIFOLD REGARDLESS OF WHETHER YOU GO WITH THE SIDE OR DOWN DRAFT WEBERS.

OVERALL, THE DOWN-DRAFT CONVERSION GETS THE NOD FOR EASE OF INSTALLATION. THIS CAN VARY FOR INDIVIDUAL MAKES, THOUGH, SO CHECK FOR PROBLEMS BEFORE YOU COMMIT YOURSELF.



SUMMARY -

THE SIDE-DRAFT DCOE WEBER WINS THE RACE IN PERFORMANCE AND VERSATILITY, BUT THE DOWN-DRAFT 32/36 DGV WINS IN EASE OF INSTALLATION AND TUNING. THE DGV WILL PROBABLY ALSO HAVE AN EDGE IN COST. KEEP IN MIND THAT THERE IS A GREAT DEAL OF VARIATION IN THE CONVERSIONS FROM ONE MAKE OF CAR TO ANOTHER.

AND WHICH TYPE WOULD I CHOOSE FOR MY OWN PERSONAL CAR? --- THE SIDE-DRAFT DCOES EVERY TIME. I JUST LIKE THE SOUND THEY MAKE.



A WORD FROM THE PRESIDENT

As Fall approaches the MG Club seems to get a second wind. We have a lot of activities planned for the next 3 months. Besides the Auto Crosser coming up, in October we have plans for a Membership Drive and a week-end Camp Out at Flint Creek in Mississippi. November brings the E. Reynolds Memorial Rallye and December--the Christmas Party. Along with all this we will open the floor for nominations for officers this month. Now is the time to consider running for an office. It takes a little time and devotion but it's worth it in the end to enjoy the benefits. Anyone interested in running for an office but not sure about what all is involved, feel free to speak to the present offices--we're more than willing to give you information on the job involved.

J. Winter

FOR SALE

FOR SALE

FOR SALE

FOR SALE

1977 MGB Low mileage...Gold Western Mags...Needs wiring harness
Call Toni Creel 885-9505 after 5 p.m. and weekends.

1980 MGB Red, black interior, Michelin tires, under 13,000 total
miles, 1 owner, new top, car cover, tanneau cover, boot,
stereo, no air conditioning...Call Dr. English - 568-4570
from 1 to 5 p.m. Asking 5,600.00



DUTIES OF OFFICERS

(a) President: The President shall preside at all meetings of the members and officers and shall perform the duties usually pertaining to this office. The president will serve as the Chief Executive officer of the Club and as Chairman of the Board of Directors. Special meetings may be called only by the President's authority.

Vice President: It shall be the duty of the Vice-President to act as Activities Director and Chairman of all Club Committees.

Duties of the Recording Secretary/Newsletter Editor would be to "Attend all meetings of the membership and officers and keep records of all minutes and notes in a book."

new duties as Secretary/Newsletter Editor would be to publish newsletter as required in the charter.

Duties of the Treasurer/Corresponding Secretary shall be to "Continue Treasurer's duties as specified in the by-laws and take over all remaining secretarial duties as set aside in the by-laws; correspondence, membership lists, report new members to the M.G. Car Club Limited, take care of all club regalia, etc..."

Treasurer: The Treasurer shall, subject to such conditions and restrictions as may be made by the officers, have custody of all moneys, debts, and obligations belonging to the Club. All money of the Club shall be received and deposited into the Club account by the Treasurer. All debts of the Club shall be paid by the Treasurer. All contracts, checking drafts, notes, or other orders for payment of money shall be co-signed in the name of the Club by the President and the Treasurer. The Treasurer shall give a report on the financial status of the Club at every meeting. No obligations, debts, or other liability shall be incurred by the Treasurer without the specific prior approval of the majority of the officers.

Member at Large: It shall be the duty of the Member at Large to represent the general club membership at all meetings. One Member at Large shall be chosen for every thirty members in good standing.

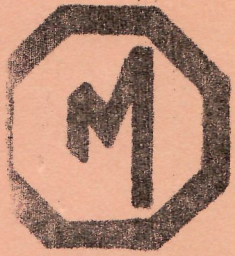
**With election of officers to be held at the November meeting, we thought it appropriate to publish the duties of the officers as stated in our by-laws.*



ANNUAL

E. E. Reynolds Memorial Rallye

WATCH NEXT MONTH FOR IMPORTANT DETAILS !!!!!

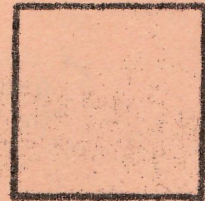


MORRIS



AZETTE

LA. M.G.C.C.
P.O. Box 2112
Reserve, LA. 70084



TO:

