

MORRIS



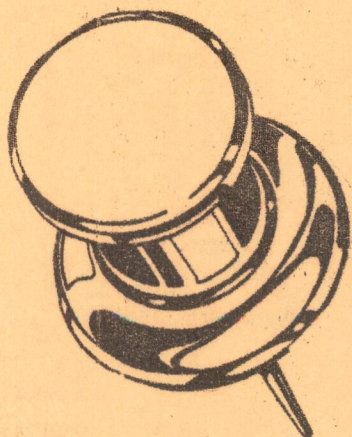
AZETTE

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



TO:





IMPORTANT NOTICE!

New Meeting Place

We were informed last week that Big Cheese Pizza has closed. A new meeting place had to be found and quickly! So, we have located another spot:

PIZZA INN
3225 WILLIAMS BLVD.
KENNER

We have talked to the management and are very excited about this move. Pizza Inn has Tuesday Night Buffet for only \$3.29 for adult. The buffet includes pizza, salad and spaghetti. Beer and soft drinks are also offered. Please try to make it this month.

While I am on the subject, this month's and next month's meetings are the MOST IMPORTANT of the entire year. Nomination of officers is this month, followed by elections next month. If you care about this club and want it to survive and grow - - You are urged to attend these two important meetings. This club needs YOU. You are needed to run for office, to encourage others to run and to be there to support this club. Your voice is indeed needed and will be heard. BE THERE!

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER

OCTOBER

OFFICERS FOR 1984

PRESIDENT.....JOHN WINTER
738-5169 (H)
VICE-PRESIDENT.....RODGER TALLEY
431-8053 (H)
SECRETARY-TREASURER.....SNUBBS BIENVEN
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 (H)
KATHIE WINTER
738-5169 (H)

UPCOMING EVENTS :

Tuesday, October 30th - General meeting at Pizza Inn at 8:00
address - 3225 Williams Blvd. in Kenner.

Sunday, November 4th - Corvette Club Rally.

Sunday, November 11th - 7th Annual E.E. Reynolds Memorial
Rallye at 11:00 corner of West Esplanade & Loyola in
Kenner. (See flyer inside for more info).

Tuesday, November 27th - General Meeting and ELECTION of
OFFICERS at 8:00 at the Pizza Inn, 3225 Williams Blvd.

Saturday, December 8th - Annual Christmas Party at Bienvenu
home in Reserve.

Minutes of the September Meeting :

Meeting called to order at 8:30.

Treasurer's report - \$529.79.

Upcoming events : Membership Drive, Oct. 13, 1:00, Clearview.
Camping Trip to Flint Creek, Miss., Oct 20, 2

Nomination of Officers : The following have been nominated
for office and accept the nomination.

President - Jim Van Sickle

Member-at-Large - Jim Van Sickle

Alan & Ann Pileggi

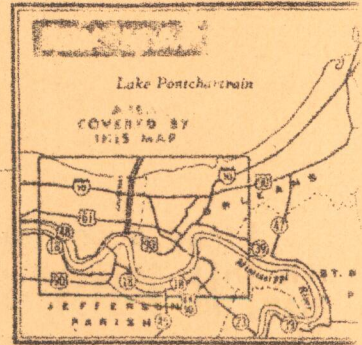
E.E. REynolds Rallye to be held Nov. 11th.

Collected 50/50 - Lin Lee won \$8.00.

Entrance prize won by Karen DeGrasse.

There were 13 members present.

L a k e



PONTCHARTRAIN SHORES

7th ANNUAL
E. E. REYNOLDS MEMORIAL RALLY

" TOUR DE
NEW ORLEANS
EAST "

SUNDAY NOV. 11th, 1984

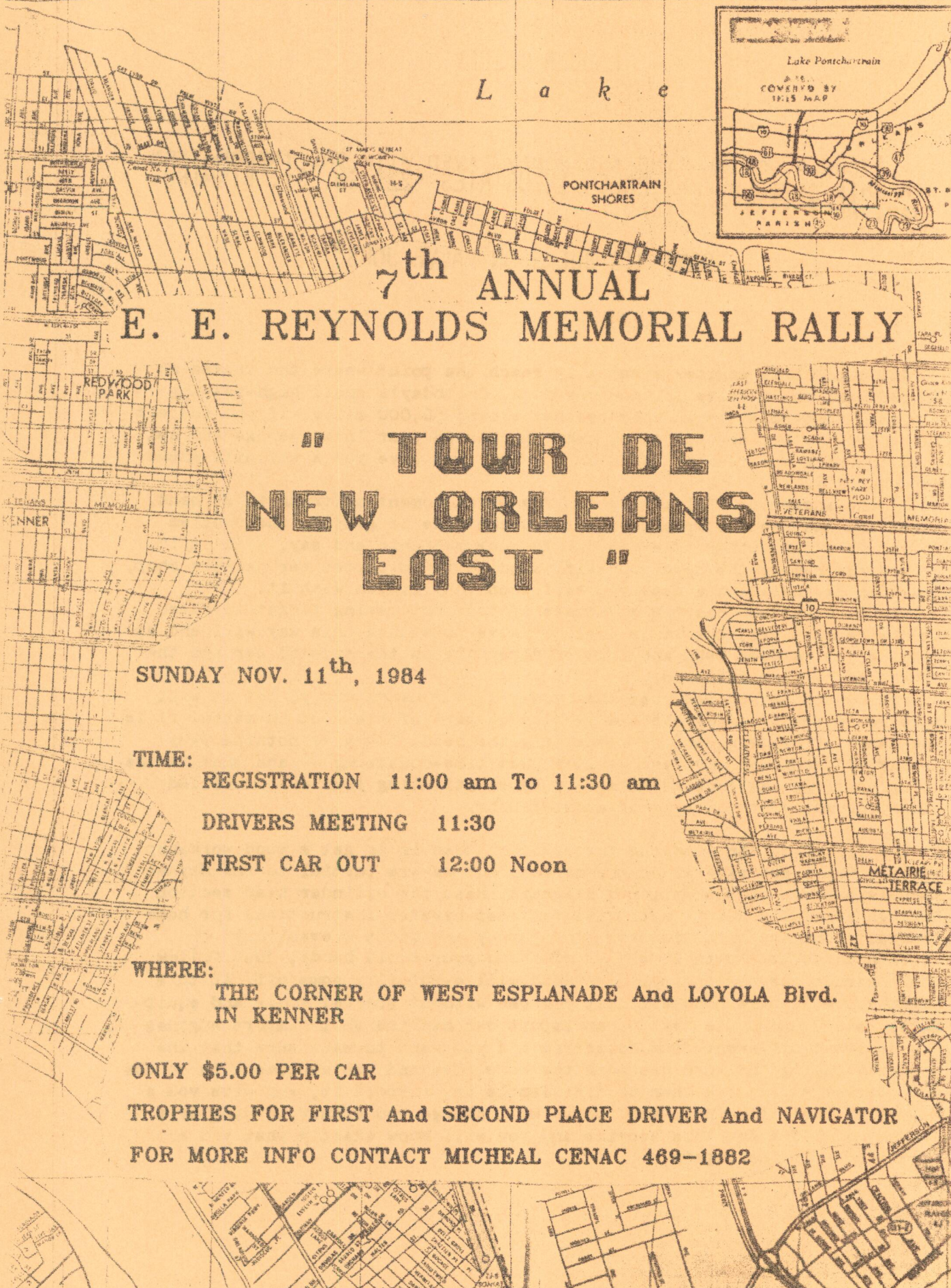
TIME:
REGISTRATION 11:00 am To 11:30 am
DRIVERS MEETING 11:30
FIRST CAR OUT 12:00 Noon

WHERE:
THE CORNER OF WEST ESPLANADE And LOYOLA Blvd.
IN KENNER

ONLY \$5.00 PER CAR

TROPHIES FOR FIRST And SECOND PLACE DRIVER And NAVIGATOR

FOR MORE INFO CONTACT MICHEAL CENAC 469-1882



TALLEY'S TECH TIPS

BY

RODGER TALLEY

I OWE A LOT OF TIME AND MONEY SAVED WITH THE INFORMATION IN THIS ARTICLE FROM PAECO INDUSTRIES (213 So. St. BIRMINGHAM, AL 35233) ENTITLED:

"SAVE BIG BUCKS ON VALVE JOBS"

All automobile engines eventually reach the point where the valves no longer seal and a valve job must be done. On today's small high-revving engines, that point is usually reached around 50,000 miles. If you suspect valve trouble but are not sure, take the car to your local garage and ask them to run a compression check on it. They can give you a definite answer very quickly.

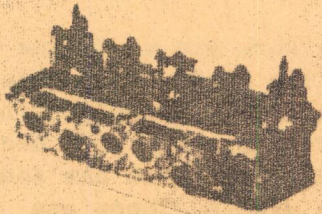
If the answer is affirmative and the awful moment of truth is at hand, there are two basic approaches that you can take to getting the problem solved: You can either take the car to your mechanic and say, "Fix it!!", or you can remove the head yourself, send it to an import car machine shop, and then re-install the head yourself when they finish with it.

The first method has the advantage of your not having to get involved in the repair work, but it is costly. Valve jobs done this way will end up costing you between \$400 and \$2,000, depending on the type of car and the extent of repairs involved.

The second method requires that you get your hands dirty, but it will save you a ton of money since a very large part of the cost in method #1 is the labor of removing and re-installing the head. There is nothing very tricky or technical involved -- it's just time-consuming -- and that is the thing that you can take advantage of by substituting your own unskilled labor for money at the rate of about \$20/hr.

The first step in removing the cylinder head is to get a good workshop manual. There are several on the market, but we are partial to the Haynes manuals because of the exploded diagrams. Read the cylinder head section through carefully and it will give you step-by-step instructions for head removal, complete with pictures. Any turkey can do it - even you!

With the battle plan firmly in mind and your tools handy, just follow the instructions and the cylinder head will eventually come off. At this point you will have done all that you can without special tools and equipment. Take or send the head to an import car machine shop (Import engines are somewhat different from domestics and you want to make sure that the machinist doing the work has both the knowledge and the equipment to do the job correctly) and ask them to disassemble it, inspect it, and give you a report of their findings. Most shops will charge you either nothing or a very minimal fee for this service and you will know exactly what you are faced with for the repair.



With the machine shop's report in hand, you will find that repairs will fall into two categories: Parts and Machine Work.

In the first category, the most common items are valves and valve guides. After prolonged useage, exhaust valves will normally show pitting and warpage due to the extreme heat they are exposed to, and should be replaced. Intake valves, however, can often be remachined and reused, provided that the valve stems aren't worn. Valve guides should be replaced whenever the valve stem/guide clearance exceeds or approaches specified wear limits. Bear in mind that all of the valves have been up and down about the same number of times and if some are worn, the rest will usually follow soon.

While the head is apart you may want to replace the valve springs. These can weaken over the years and may not be able to close the valves fast enough at high RPM to avoid destructive valve float. Always replace the valve stem seals. These control the flow of oil down the stems and are usually damaged by the valve keeper slots when the valves are removed from the head. They are cheap and renewing them can save you grief later on.

In the machine work category, always have the head thoroughly cleaned to start with. There's no virtue in retaining the crud of ages. Also, always have the head milled true, as it usually warps slightly when the head bolts are loosened. This is particularly true of aluminum heads (Are you listening, Datsun, Toyota, Alfa, Jaguar, BMW, and Lotus owners?).

Unless there is some type of damage or cracks, the remainder of the machine work will be routine, and will consist of installing the new guides, cutting the seats in the head, hand-lapping each valve (Make sure that this is done - most American auto machine shops don't) and reassembly.

Incidentally, make sure that the machinist puts a 3-angle valve seat on the seats in the head. This is good for an extra 5% or so in power and prolongs valve life. If he doesn't know what a 3-angle seat is, take your head and run.

If there is any damage to the head or if there are any cracks, get an estimate on the repair work, and try to find out if the shop has any experience in that type of repair on that type of head. Sometimes head repairs work and sometimes they don't, and it helps the odds tremendously if the guy doing the work has done that particular type of repair before. Interestingly enough, aluminum heads are easier to repair than cast iron for an experienced man with the proper equipment.

While deciding on what work is to be done, you may want to consider some extra things to improve performance. Head porting increases engine efficiency on any car, and some extra milling can raise the compression ratio slightly for a mild power boost (NOTE: Don't do any extra milling on overhead cam heads - the results are disastrous). Usually the cost of these extras will be more than offset by what you will save on doing the head removal/installation yourself.

If your engine is the overhead cam type that requires the installation of shims of varying thickness to set the valve lash, you may want the machinist to do this instead of doing it yourself. He will charge you for the time involved and for the cost of the new shims.

After giving your machinist the go-ahead on the work you want done, go purchase a head gasket set for re-installation of the head. Some gaskets, such as the valve cover gasket, can be reused if they are undamaged, but NEVER reuse a head gasket, as they will inevitably leak. With your head gasket set and your shiny reworked head in hand, you will need one additional item to put it all back together - a torque wrench. These can usually be borrowed or rented, but Sears Roebuck sells one for about \$20 that will do nicely.

Before trying to put anything back together, make sure that the head-mating surface of the block is clean and free of old gasket material. You will probably need to scrap it with a spatula or putty knife after first stuffing rags in all of the cylinder bores to keep the garbage out of them. Make sure that NOTHING is left on the milled surface where the head gasket sits.

Now return to your workshop manual and follow the instructions in it for cylinder head installation. Make sure that you torque the head bolts down in the prescribed sequence to the prescribed torque with your torque wrench. A few hours of time and some skinned knuckles later your car should be mobile again - and VOILA, you have saved several hundred dollars in the process!! Also, your car probably got a much better valve job than it would have received in the local garage because of your personal attention to it - and that may be the best reason for doing it yourself!!



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.

FOREIGN PART MARKET
3949 Veterans Blvd.
Metairie, LA.

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

DOCKSIDE
3443 Tchoupitoulas
New Orleans, LA.

SLACK IMPORTS
3612 18th St.
Metairie, LA.

