

A WORD FROM THE PRESIDENT

As most of you know, Jim Van Sickle is our new president. I'm confident that Jim will provide us with good leadership, as he has been an active member for several years.

Everyone needs a break and I hope to run for an office in '86. I will enjoy being just a member and seeing the club from a different side. This club has always been great fun and 1985 looks terrific. Thanks for your support.

J. Winter

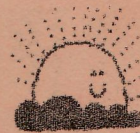
and another!

I was disappointed with this year's election, not in my being elected president, but by the fact that so many of us ran unopposed. I do understand though, because I too have enjoyed and profitted from my two years with the LAMGCC but have been content to let the same few members do all the work. My thanks to all of you who have worked so hard to keep the club going these past years. Now is the time for the rest of us to help. "Change" was the word that was most expressed at our last meeting, and with the added help and enthusiasm of newer members I am sure we can make it a year of change. I know that many of our new ideas have been tried before with varying degrees of success but they are new to us and should be tried again till our enthusiasm makes them work. New membership will be the key to our success or failure in 1985, as well as active participation by all. We must all let our voices be heard so that the club can truly reflect the needs of all the membership. 1985 is going to be a great year!

Sincerely,
Jim Van Sickle



CONGRATULATIONS !

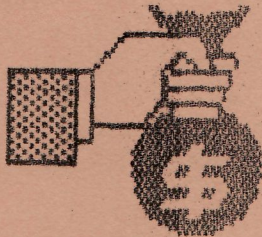


To Peggy Bienvenu ----- She finally graduated from college and is teaching Math in Reserve. She has a word of encouragement to Jack Kennedy "It went by faster than I felt it was during those three years. You can do it to !

To Rodger & Fran Talley (and Amy & Bart) on the birth of their son on Sunday, December 23rd. He weighed 7 1/2 lbs. and is doing just fine.

To Jim & Lisa Chapman on the birth of their daughter, Hilary Ann, born on Sunday, January 20th. She weighed 7# 4oz. and is also doing well.

Lin Lee called the other day and said that she is doing well. She enjoys her job very much. She said "I'm like a kid in a toy store." We think that it's great, Lin. Keep up the good work.



IT'S THAT TIME !
DUES DUE

IF YOUR ADDRESS LABEL IS HIGHLIGHTED IN YELLOW, IT MEANS THAT IT IS NOW TIME TO PAY YOUR MEMBERSHIP DUES. DUES ARE STILL \$ 20 (\$ 10 FOR OUR CORRESPONDENCE MEMBERS). YOU ^{may} MAIL THEM TO CLUB P.O. BOX IN RESERVE OR BRING THEM TO THE MEETING. WE HOPE THAT YOU WILL BE ABLE TO MAKE THE MEETING AND SHARE YOUR IDEAS FOR THE 1985 EVENTS CALENDAR. WE'VE MISSED YOU AND YOU ARE NEEDED!



FOR SALE :



1976 MGB - 40,000 miles, new top, new tires.
Phone - 386-9987 (office)
386-6238 (home)

1970 Jaquar XKE - In need of some restoration (50% complete).
Phone Nick at 652-4904.

1976 MG Midget - 47,000 miles, red laquer finish.
Asking \$2000. Call Gerry at 246-4413.

1959 MGA Coupe - Restored.

1960 MGA Convertible - Restored.

1978 Volvo 264GLE - 6 cyl., automatic, air, sunroof.
Black w/grey velour int. 59,000 miles.

Any of these three cars - Call Audrey at 885-7021

In the process of looking into and checking out businesses for club discounts. If you have any suggestions or know of any places with which we can do business, please contact any officer listed on page one.

Have A Safe, Happy Mardi Gras!

TALLEY'S TECH TIPS

BY
RODGER TALLEY

THIS MONTHS ARTICLE IS AGAIN FROM PAECO'S MR. CARL STRINGFELLOW WITH ADVISE ON IDENTIFYING POTENTIAL AUTOMOTIVE PROBLEMS AND STOPPING THEM BEFORE THEY BECOME DISASTERS.

IGNITION WIRING:

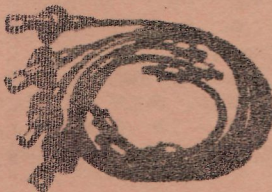
THIS IS AN INSIDIOUS PROBLEM THAT IS HARD TO TRACK DOWN SINCE THERE IS SELDOM ANYTHING VISIBLY WRONG. THE ENGINE JUST GRADUALLY LOSES POWER OVER A PERIOD OF TIME AND BEGINS TO ERRATICALLY MISS.

THE CULPRIT IS THE TYPE OF IGNITION WIRING THAT IS USED ON ALL CARS TODAY. HIGH VOLTAGE PRODUCES RADIO NOISE, AND IN ORDER TO SUPPRESS THIS, THE MANUFACTURERS USE IGNITION WIRE THAT HAS A CARBON FILAMENT CORE INSTEAD OF METAL.

THE FILAMENT DOES AWAY WITH RADIO INTERFERENCE AND DOES A GOOD JOB OF ROUTING HIGH VOLTAGE TO THE PLUGS WHEN IT IS NEW. HOWEVER, THE ENGINE VIBRATION AND HEAT BAKE THE FILAMENT AND CAUSE IT TO CRUMBLE INSIDE THE WIRING, PRODUCING GAPS. THE ELECTRICITY MUST JUMP THESE GAPS AND AS A RESULT THERE IS LESS VOLTAGE AT THE SPARK PLUGS TO FIRE THE FUEL MIXTURE. IF ALLOWED TO GO LONG ENOUGH, THE ENGINE MAY COMPLETELY CEASE TO FIRE ON SOME CYLINDERS.

THERE ARE SEVERAL SOLUTIONS TO THIS AND THEY ALL INVOLVE SIMPLY REPLACING THE WIRING. IF YOU WANT A PERMANENT FIX, YOU CAN REPLACE THE CARBON FILAMENT WIRE WITH METALLIC CORE WIRE SUCH AS PACKARD 648. YOU WILL THEN HAVE TO INSTALL A RESISTOR BETWEEN THE COIL AND THE DISTRIBUTOR TO REDUCE RADIO NOISE.

IF YOU DON'T WANT TO GO TO THAT MUCH TROUBLE, JUST REPLACE THE WIRING WITH NEW CARBON FILAMENT WIRE EVERY 10-15,000 MILES. CONSIDER THE STUFF TO BE AN EXPENDABLE ITEM LIKE OIL. IN FACT, IT'S EASY TO REMEMBER IF YOU GOAR IT TO OIL CHANGES. IF YOU CHANGE THE OIL EVERY 5,000 MILES, JUST REPLACE THE WIRING EVERY OTHER OIL CHANGE, AND YOU'VE GOT IT MADE.



ELECTRONIC MODULES:

ANOTHER TYPE OF IGNITION PROBLEM INVOLVES THE ELECTRONIC IGNITION MODULES THAT ARE SO PREVALENT TODAY. WHEN THESE START TO GO BAD, THE CAR WILL SUDDENLY JUST QUIT RUNNING. AFTER COOLING OFF FOR 30 MINUTES TO TWO HOURS, IT WILL CRANK RIGHT UP AND RUN GREAT UNTIL IT SUDDENLY QUILTS AGAIN --- ABSOLUTELY MADDENING!!

AGAIN, THE SOLUTION IS REPLACEMENT. THE LIFE SPAN OF THE MODULES VARYS QUITE A BIT WITH THE MAKE OF CAR, BUT MANY OF THEM REGULARLY GO OUT EVERY 10-20,000 MILES. UNFORTUNATELY, THESE MODULES CAN BE QUITE EXPENSIVE, AND THE BEST ALTERNATIVE IS TO SIMPLY CHANGE TO ANOTHER SYSTEM. THE BEST SYSTEM THAT WE HAVE FOUND IS THE PYRAMA, WHICH COMPLETELY DOES AWAY WITH THE MODULE AND ELIMINATES THE TROUBLE FOREVER.

THE COST IS ABOUT THE SAME AS FOR A BRITISH-LEYLAND MODULE (\$135) BUT THE FIX IS PERMANENT.

HYDRAULIC MAGIC

OUR CHILDHOOD FAIRY BOOKS WERE FULL OF TALES OF MAGIC POTIONS. NOW THAT WE CAR NUTS ARE SUPPOSEDLY GROWN UP, THERE IS A MAGIC POTION THAT PREVENTS OUR HYDRAULIC SYSTEMS FROM DYING. THE POTION IS CALLED "SILICON BRAKE FLUID".

IF YOU HAVE HAD TO REPLACE A BRAKE CYLINDER IN RECENT YEARS, YOU KNOW HOW EXPENSIVE THEY ARE. WHAT KILLS THEM IS CORROSION CAUSED BY CONTACT WITH WATER. THE WATER GETS INTO THE SYSTEM BECAUSE CONVENTIONAL BRAKE FLUID ATTRACTS AND ABSORBS IT. OVER A PERIOD OF TIME, ENOUGH IS ABSORBED TO CORRODE THE CYLINDERS.

SILICON FLUID DOESN'T ATTRACT OR ABBORB WATER, AND THE LIFE OF THE HYDRAULIC CYLINDERS IS INCREASED TREMENDOUSLY BECAUSE OF THIS. THE COST IS HIGH INITIALLY (ABOUT \$30-\$40 TO FLUSH AND REFILL THE SYSTEM) BUT IT SURE BEATS REPLACING YOUR BRAKE CYLINDERS.

BIG ENGINE TROUBLES: (AND AVOIDING THEM)

THE LAST THING THAT MOST OF US REALLY WANT FOR OUR CARS IS A BIG ENGINE JOB. YET WHEN THAT TIME APPROACHES, IT IS PENNY WISE AND POUND FOOLISH TO WAIT UNTIL THE ENGINE FAILS COMPLETELY. AN ENGINE THAT HAS SEIZED IT'S CRANKSHAFT OR THROWN A ROD THROUGH THE BLOCK IS GOING TO BE QUITE A BIT MORE EXPENSIVE TO REPAIR THAN ONE THAT IS OVERHAULED BEFORE IT FAILS.

THE TRICK IS TO KNOW HOW CLOSE YOU ARE TO ENGINE FAILURE. THERE ARE SEVERAL SIGNS TO WATCH FOR, AND IF YOUR ENGINE EXHIBITS ONE OR MORE OF THESE, THEN PLAN ON AN OVERHAUL SOON:

1. THE OIL PRESSURE DROPS NOTICEABLY AFTER THE ENGINE GETS HOT (IF THE PRESSURE DROPS BELOW 30 PSI AT REVS, ENGINE FAILURE IS IMMINENT).
2. THE ENGINE OVERHEATS REPEATEDLY, ACCOMPANIED BY A MARKED DROPOFF IN POWER AND METALLIC SOUNDS.
3. KNOCKING SOUNDS ARE HEARD, EITHER IMMEDIATELY AFTER STARTING UP, OR AFTER THE ENGINE HAS HAD TIME TO REALLY HEAT UP. (DISASTER IS IMMINENT).
4. OIL CONSUMPTION IS TREMENDOUS (A QT. EVERY 50 MILES OR SO). THIS IS USUALLY ACCOMPANIED BY A LACK OF POWER AND OFTEN A ROUGH RUNNING ENGINE.

ALL OF THE ABOVE ARE SYMPTOMS OF AN ENGINE IN NEED OF MAJOR ATTENTION.

EXCESSIVE TIRE WEAR:

IF YOU GO IN FOR GOOD TIRES, THIS CAN BE EXPENSIVE IN A HURRY. THERE ARE USUALLY TWO CAUSES OF EXCESSIVE TIRE WEAR (NOT COUNTING YOUR HEAVY FOOT), MISALIGNMENT OR UNDER-INFLATION.

THE CAUSE OF THE FIRST IS SIMPLY A LACK OF MAINTENANCE. YOU SHOULD HAVE THE FRONT END CHECKED FOR ALIGNMENT EVERY 10,000 MILES OR IMMEDIATELY AFTER HITTING AN OBJECT A HARD BLOW WITH ONE OF THE FRONT WHEELS. FALLING INTO A DEEP POTHOLE IS CONSIDERED A HARD BLOW.

THE WHEELS CAN OFTEN GET OUT OF ALIGNMENT WITHOUT OUR KNOWING ABOUT IT. IF YOU WILL SIMPLY TAKE THE TIME TO LOOK AT YOUR TIRES ONCE A MONTH, THEY CAN TELL YOU OFF TO A PROBLEM IF THERE IS ONE.

ANY ERRATIC WEAR PATTERN, SUCH AS FEATHERING AT THE TREAD EDGES, OR WEAR ON ONE SIDE INDICATES MISALIGNMENT. CUPPING DENOTES AN OUT-OF-BALANCE PROBLEM. IF ANY OF THESE SYMPTOMS EXIST, THEN YOU ARE WEARING OUT YOUR TIRES AT A RATE OF 10 TO 100 TIMES MORE RAPIDLY THAN NORMAL.

UNDER-INFLATION IS JUST AS BAD. MOST CAR MANUFACTURERS RECOMMEND LOW INFLATION PRESSURES TO MAKE THE CAR'S RIDE FEEL SOFTER. HOWEVER, IF YOU WILL CHECK THE TIRE MANUFACTURER'S RECOMMENDED PRESSURE FOR THAT MAKE OF CAR, IT WILL OFTEN BE AS MUCH AS 10 PSI HIGHER. USE THE TIRE MAKER'S PRESSURE, AND YOU MAY DOUBLE THE LIFE SPAN OF YOUR TIRES.

PRE-DETONATION:

SINCE OUR GOVERNMENT HAS DECREED THAT WE MAKE DO WITH LOW OCTANE GASOLINE, DAMAGE FROM THIS SOURCE IS FAIRLY COMMON. THE EASIEST WAY TO DETECT IT IS WITH YOUR EAR. IF THE ENGINE STARTS TO MAKE A "PING - PING - PING" SOUND WHEN GOING UPHILL IN HIGH GEAR, YOU ARE HEARING PRE-DETONATION. A LITTLE OF THIS IS PERMISSABLE, BUT SEVERE CASES CAN BURN HOLES IN YOUR PISTONS VERY QUICKLY.

TO CURE IT, FIRST TRY SWITCHING TO A HIGHER OCTANE FUEL. IF NONE IS AVAILABLE, YOU MUST RESORT TO TRICKERY.

TRY MIXING REGULAR LEADED AND PREMIUM UNLEADED GASOLINE IN A 50/50 MIXTURE. THE RESULT WILL BE ABOUT THREE OCTANE POINTS HIGHER THAN EITHER OF THE TWO ALONE. IF IT STILL ISN'T HIGH ENOUGH, ADD SOME OCTANE BOOSTER. THIS STUFF REALLY WORKS AND YOU CAN GET ALL THE WAY BACK UP TO 100 OCTANE IF YOU USE ENOUGH OF IT.

OTHER THINGS THAT WILL HELP ARE SWITCHING TO A COLDER GRADE OF SPARK PLUGS AND SLIGHTLY ENRICHING THE FUEL MIXTURE (IF YOUR CAR'S INDUCTION SYSTEM ALLOWS THIS - MOST THESE DAYS DON'T).

ANYTHING THAT WILL ALLOW THE ENGINE TO RUN COOLER WILL ALSO HELP, SUCH AS OIL COOLERS AND AUXILIARY FANS. IN GENERAL, THE COOLER THE ENGINE, THE LESS PRE-DETONATION.

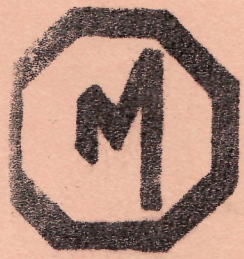
TRANSMISSIONS:

GEARBOXES, BOTH MANUAL AND AUTOMATIC, SELDOM GIVE TROUBLE BUT WHEN THEY DO THE RESULTING REPAIR BILLS ARE ENORMOUS. THE MOST RELEVANT FACTOR IN PROLONGING TRANNY LIFE IS THE WAY YOU DRIVE THE CAR, BUT SECOND TO THAT IS PREVENTIVE MAINTENANCE.

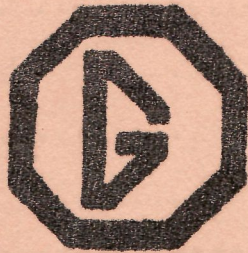
AUTOMATICS IN PARTICULAR ARE SENSITIVE TO THIS, AND I HAVE FOUND THAT FOLLOWING A REGULAR MAINTENANCE SCHEDULE RELIGIOUSLY IS THE BEST MEDICINE. THE SHOPS THAT SPECIALIZE IN TRANSMISSION WORK GIVE TREMENDOUS VALUE ALONG THIS LINE, AND \$25 SPENT IN ONE OF THESE PLACES ONCE A YEAR IS A WONDERFUL INVESTMENT. THEY WILL CHANGE THE FILTER AND THE FLUID, MAKE ANY NECESSARY ADJUSTMENTS, AND SEND YOU ON YOUR WAY IN A VERY SHORT PERIOD OF TIME WITH YOUR TRANNY PURRING.

STICK-SHIFTS ARE MORE AMENABLE TO THE DO-IT-YOURSELFER, AND MAINTENANCE SIMPLY CONSISTS OF CHANGING THE FLUID ONCE A YEAR AND KEEPING THE FLUID LEVEL UP TO THE MARK AT OTHER TIMES. THE BEST THING THAT YOU CAN DO TO PRESERVE MANUAL TRANNY LIFE IS TO NOT MISS ANY SHIFTS!

JANUARY 1985

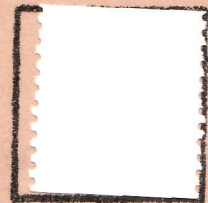


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TO:

