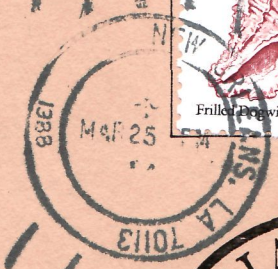
LA. MG C.C.
P.O. Box 641095
Kenner, La. 70064

March 1988



MORRIS GAZETTE

TO: JOHN & KATHIE WINTER 88-01
2029 GENERES A
HARAHAN LA 70123

The Offical Newsletter Of
The Louisiana Centre Of The
MG Car Club

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FOR SALE: MGB parts - NEW listings and lower prices! Call Jimmy Bruno at HM 885-6849, WK 733-5220

All NEW Parts: 1968-70 complete interior panel trim kit w/ new cappings, black, $190; original, new top covers, $30; grey tonneau bow, $15; clutch disc plate & bearing, $50; original style jack w/lug wrench, $30; carpet w/padding for over batteries, $10.

USED Parts:
1 set 1970-3 seat covers, navy blue, newly patched and restiched, $30
1 set 1970-3 door panels w/hole for speaker, navy, $10
3 @, rostyle rims w/tires(damaged), free
Freshly cleaned & painted radiator, $60
2 each original top covers, $20
1972-76 radio console, $5; console lid, $10
Amco luggage rack, $20; AMCO luggage rack, $15
2 each Rt doors, $25; Lt door, $25
Rt fender, $35; 2 each, rear chrome bumper, $10
Rebuilt 1972 Trans, $200; 6 each, rear drums, some turned $5
Lt AMCO rubber mats, $3; speedometer, $15
Like new original radiator, $60; 3 ea dual carb intake manifolds, $25
MGA parts: FL fender, need patch panel, $20; new FL patch panel, $15

1967 MGB GT
British Racing Green * slight damage to front end, have parts to repair, good interior, engine recently worked on, needs transmission work, 118,000 miles; Call Larry McNutt at 861-8358.

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER MARCH 1988

PRESIDENT ..... JIMMY BRUNO
885-6849
VICE - PRESIDENT ..... ROGER GIBSON
536-4193
TREASURER - SECRETARY ..... MICHAEL CENAC
469-1882
MEMBERS - AT - LARGE ..... JOHN WINTER
738-5169
NEWSLETTER EDITOR ..... BOB HUGHES, MICHAEL DELACERDA
831-7713 738-3246

****

New Membership - $25 first year
Regular membership - $20 annually
Correspondence(Outside 50mi radius) - $10 annually

Call anyone above for an application, or join us for a monthly meeting.

CLUB REGALIA AVAILABLE

MG Club T-shirt (cream colour)	$ 7.00
MG Anniversary Sport Shirt (red)	12.00
LCMGCC Cloth sew-on patch	2.00
LCMGCC Window decal	1.50
MG Car Club lapel pin (small - limited quantity)	2.00
MG Car Club lapel pin (large - limited quantity)	3.00

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NEWS NOTES:

Jimmy is taking orders for regalia(i.e. car badges, key fobs, patches, mugs). Kathy Winter is putting together an order for Anniversary shirts.

Barbara and Jimmy Bruno welcomed the arrival of a new daughter, Jamie born on February 27th. She was 7 pounds 2 onces and 20½ inches, Congratulations!

NOTE: A representative from Genuine NAPA Parts will be at the March meeting. He will discuss their machine shop and engine rebuilding facilities, NAPA products, their distribution facility and many other things of interest. The presentation will begin promptly at 8:15, so bring your questions.

WELCOME to our newest member, Darin Boue'. He dirves a 1980 MGB.

Look for the info from Roger Gibson on the Camping trip in this newsletter.

C A L E N D A R O F E V E N T S F O R 1 9 8 8

MAR	26,27	Camping - Flint Creek
MAR	29	GENERAL MEETING
APR	10	All Car Day, City Park
APR	23	Plantation Tour(Overnight)
APR	26	GENERAL MEETING
APR	28 to MAY 1	Road Atlanta, Contact Mike Gore, A.H.Club 764-2396
MAY	14	A.H. Club Road Tour & Lunch
MAY	21	MG Club Crawfish Picnic
MAY	31	GENERAL MEETING
JUN	11	TUBING or CANOEING
JUN	??	Jackson MS, British Car Day

OUR NEXT GENERAL MEETING WILL BE AT 7:30 ON MARCH 29th
AT SHONEY'S , 3410 WILLIAMS BLVD, KENNER. Y'ALL COME!

MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG

ALSO FOR SALE:

Complete MGA walnut dash with all gauges and original switches, wood trim for around seating area included, $100. MGA carbuerators with manifold and linkage, $50. Belongs t Jim Vansickle, Call Heidi, 394-0484.

- -

1976 MGB

One Owner * Garage Kept * Under 47,000 Miles
Burgandy Paint with Black Interior * Luggage Rack * New Tires
Mag Rims * Like New ACCO Convertible Top with Zipout Back Window
Dual SU Carbuerators * ANSA Exhaust System

Call Mike after 6PM * 362-5805

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Notes from the February 23rd General Meeting

The meeting was called to order by Jimmy Bruno at 8PM. @@ members were present and 8 MG's were parked outside. Shoney's had their sign read "WELCOME MG CAR CLUB".
A King Cake was brought to the meeting for all present.
Several car problems were discussed and hopefully solved.
The Plantation Tour was changed, NO overnight, talk to Roger Gibson about the trip. We moght have a short, fun, rallye to begin the tour.
The 50/50 was won by Vic. A door prize of a large flashlight was won by Snubbs.

Roger Gibson

CAMPING TRIP

WHO? Roger & Carol Gibson & family
David Dehoog
John & Kathie Winter & boys
Will Senn
Jack & Audry Kennedy & son
Snubbs & Peggy & Adele Bienvenu
Jimmy & Barbara Bruno & their girls
A cast of thousands and anyone else who wants to join in

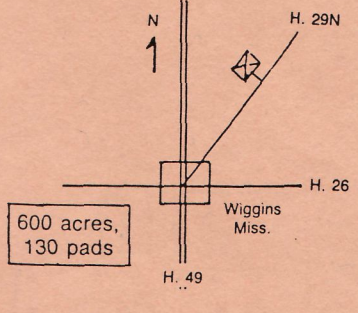
What? Weekend camping trip in the beautiful pine hill country of Mississippi.

Where? Flint Creek Water Park, Wiggins Mississippi, about 100 miles (2 hour drive) See map.

When? Saturday & Sunday, March 26 & 27.

Cost? $5 - $7

Directions to Flint Creek: East on I-10 to Slidell, Take I-59 North about 40 miles, east on State Highway 46 to Wiggins(about another 20 miles). Pick up Highway 29N in middle of Wiggins for about 1 mile and entrance is on left. Come join us!



Phone (601) 928-3051

4 Giant water slides! One fee gives all-day unlimited use! Go down the slides over and over and over!

This is for children of all ages—also includes a wading pool, sand beach, and swing sets for the smaller children. Parents can sunbathe or lounge on the SnackBar deck while watching over the children. Group rates for schools, churches, etc.

Lifeguards and slide monitors on duty at all times. Snack Bar has hamburgers, hot dogs, cokes, etc. Open weekends during May; full-time June through August.

Austin Healy Club, Billboard Rallye, March 12, 1988

We met in the Elmwood Shopping Center parking lot. Eight cars entered the rallye. The first car went out at about 2:30 pm.

The course went through the Harahan area via Jefferson Highway and proceded to the Norco via River Road. We crossed the Luling bridge and made our way back on Highway 90 to the Huey P. and ended up at the Elmwood Shopping Center.

Sevev cars finished, we lost Mike Cenac - his MG pooped out. All contestants were very through. The most amount of questions missed was two. The winners were: 1st Place, Jim Clark and Leon Tsai in a Corvette; 2nd Place, Jimmy Bruno and Brian Hoerner in a MGA; and 3rd Place, David Dehoog and Ken Flynn.

Thanks to Mike Loden and the Austin Healy Club for a fun rallye and enjoyable afternoon.

Jimmy

Hints on Renovation/ Repair of MGA combined Water Temparature & Oil Pressure Gauges

Geoff Barron

MGA Register Newsletter

Any MGA owner who experiences trouble with either the oil pressure or water temperature portion of these combined gauge will find that repairs to either are expensive and the gauge together with its water sensing capilliary is the perfect solution. However, new "JAEGER" instruments are very expensive and scrap yard replacements are almost impossible to locate.

An alternative method is however available. I recently suffered a failure of my temperature gauge and whilst unable to find a scrap yard replacement I was determined to attempt to convert a Smiths instrument which I did have available.

These Smiths instruments were fitted to many later model cars like the Sprites, Midgets and MGBs and are therefore somewhat easier to find than MGA instruments. As both types of instruments are of basically similar design with the only major difference being the actual calibrated face, the changes are fairly straightforward. Having removed the instrument from the car, first remove the old Jaeger face by pressing and rotating the chrome face surround to clear the three locating lugs. The face will then be seen to be loose but removal is prevented by the two pointers. These are simply press fit on their spindles and gentle leverance with pointed nose pliers is enough to remove them. Repeat this operation on the new gauge and replace the face with the old one.

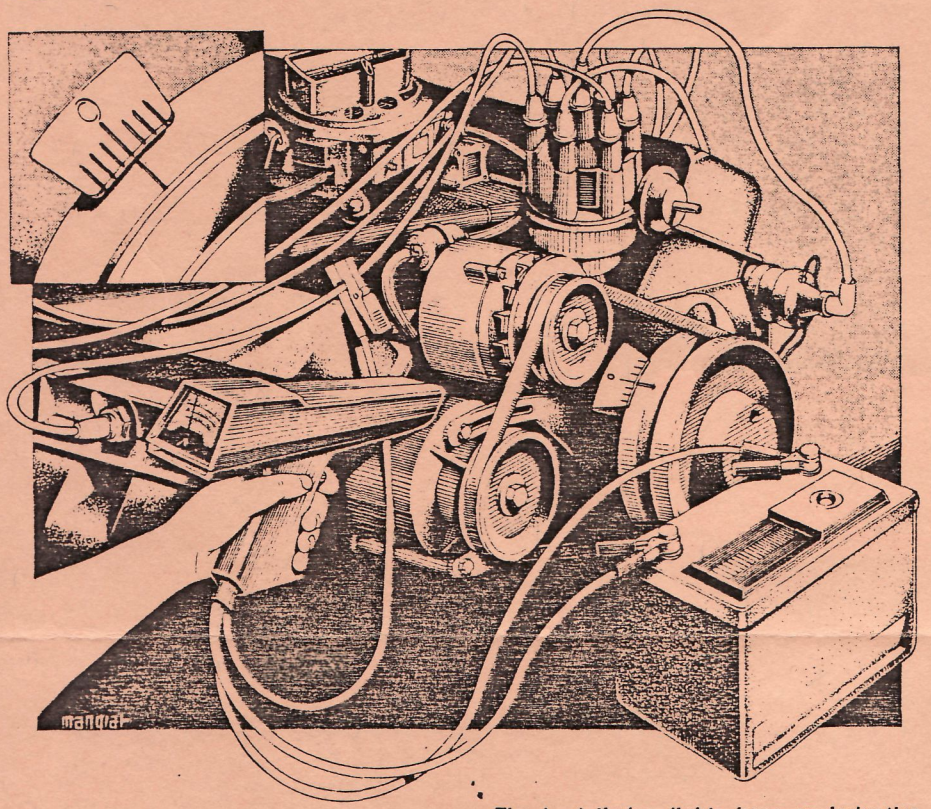
The pointers can then be pushed back on with the oil pressure pointer replaced against Zero stop. The temperature pointer is best replaced in the 212 Deg. position by placing the sensor in boiling water and allowing a couple of minutes to elapse before refitting.

If the replacement instrument is internally illuminated the light and housing will need to be also changed over. MGB instruments will probably have white plastic covering the illuminated slots and the original blue plastic can be replaced and used again. With internally illuminated gauges this plastic will have to be slightly shortened and placed inside the face rather than behind its edge.

All that now remains is to test your new "JAEGER" instrument and refit to the car. One final slight problem may be encountered in fitting the sensor to the cylinder head. Some newer gauges have slightly larger sensor bulbs than the originals and the internal hole in the head may be slightly small. A few minutes work with a small round file will solve this problem and the amount of metal to remove is so small that the filings in the cooling system will not cause any problem.

Finally, anyone wanting new (but cheap) Smiths gauges in order to convert as described, please contact the author Geoff Barron on Bracknell 53804.

THE TIMING LIGHT



The best timing lights have an inductive pickup and a tach function. They can also indicate total spark advance.

Ignition timing is the last adjustment to make when you're doing an engine tune-up. Sparkplugs have been serviced, engine idling speed has been set and distributor point dwell has been adjusted (if your distributor has breaker points). Accurate ignition timing depends on these elements.

To check and adjust ignition timing properly, proceed as follows:

1. Warm up the engine. Then, turn it off.

2. Find the timing marks. Note that there is an index mark or reference pointer that coincides with the timing marks. The relationship of the index mark or reference pointer with the timing mark when the engine is running tells you the timing of the engine.

3. Dab the timing mark with white paint so it stands out from the others. Also paint either the index mark or reference pointer.

In most cases, the manufacturer tells you to disconnect the vacuum hose from the distributor vacuum advance chamber. If you do this, plug the end of the hose with a golf tee or pencil.

4. Connect the timing light to the battery and No. 1 sparkplug. If the timing of the spark in the cylinder served by No. 1 sparkplug is correct, the timing of the sparks delivered to all other cylinders will be correct.

The battery hookup presents no problem. The battery leads of timing lights are provided with clips that easily attach to battery terminals. However, the lead that attaches to the sparkplug is another story.

The more expensive timing lights have an inductive (magnetic) pickup clamp. This is a device that attaches right to the No. 1 sparkplug cable. It "feels" current coming through the cable to the sparkplug by magnetic induction. It is easy to use—all you do is attach it to the cable.

With a timing light that doesn't have an inductive clamp, disconnect the cable from the No. 1 sparkplug and insert an adapter between the cable and plug. Then, connect the timing light to the adapter. Never pierce the sparkplug cable with a probe in order to connect the timing light. This will ruin the cable.

5. Aim the timing light, as you would a pistol—at the timing marks. If timing is properly adjusted, the timing mark representing the correct adjustment will appear to be motionless in relation to the index mark or reference pointer when the strobe light flashes. If timing is not adjusted to specification, the timing mark will waver. To adjust the timing to specification, follow these steps:

- Loosen the distributor hold-down bolt. Use a distributor wrench.
- With the engine running, aim the timing light at the timing mark and rotate the distributor to get timing to specification. If timing has to be set to occur later, rotate the distributor in the direction the distributor shaft turns. If timing has to be set to occur sooner, rotate the distributor in the opposite direction.

Manufacturer literature may tell you in what direction the distributor shaft turns. If it doesn't, remove the distributor cap and examine the rotor. It may have an arrow imprinted on it that indicates the direction. If not, crank the engine and observe how the distributor turns.

- When timing has been adjusted, tighten the distributor hold-down bolt. Then, check the timing once more with your timing light to make sure that the adjustment was not altered as you tightened the distributor.

Other facts about timing and timing lights

- If you know that timing has been set correctly, but the timing mark won't stay stationary, check the following parts: distributor cap, rotor, distributor breaker points, condenser, vacuum advance mechanism and centrifugal advance. One of them is defective.
- As sparkplug electrodes and distributor breaker points wear, ignition timing is affected. Service these parts and readjust timing frequently, especially if your car does not have an electronic ignition system. With an electronic ignition system, there are no distributor breaker points and the sparkplugs wear less severely.
- Use a timing light having an inductive clamp to uncover defective sparkplugs. Place the clamp on each sparkplug, in turn, with the engine running. Observe the light. If the light does not flash, the particular plug is fouled.
- You can test the condition of the automatic advance with a timing light. Connect the light and start the engine. Increase the engine speed gradually. If the timing mark does not move or it vibrates, remove the distributor. Place the distributor on a distributor scope to determine whether the fault lies with the vacuum or centrifugal advance.
- The most expensive timing lights incorporate a tachometer and a degrees-advance meter that records the total advance (from 0° to 60°, in most cars). These meters permit you to check the total advance at various engine speeds so you can compare the results to manufacturer specifications. If your results don't coincide with the maker's figures, the vacuum advance, centrifugal advance or both are malfunctioning.

Some engines, like the transverse-mounted engines and some foreign engines, do not have the conventional pulley with timing marks and a timing indicator. Instead, they have notches that are cut into the flywheel. In these cases, the notches are lined up with an indicator built into the bellhousing of the engine. The way to see the notches is to remove or slide off a small inspection plate on the bellhousing. Other than this difference, the rest of the timing procedure is performed the same way as on the more conventional engines. **PM**