

MINUTES OF GENERAL MEETING NOVEMBER 1ST, 1989

October's General Meeting Rescheduled to November 1st. due to Haloween.
First on the agenda was the discussion of the E.E. Reynolds Memorial Rallye.
Sherrif's Office Benefit details and dates were discussed.
Jim Bruno mentioned that the St. Matthews car show will be coming up soon.
There will be a viewing of another MG video tape this January.
The Christmas party will be scheduled for Saturday, Dec 9th, at Roger Gibson's house.

Both versions of the Carb. rebuilding tape are back in case anyone would like to use them.

The trip to Memphis was discussed.

This meeting was the first rainy meeting in quite some time.

The following members were nominated for various offices:

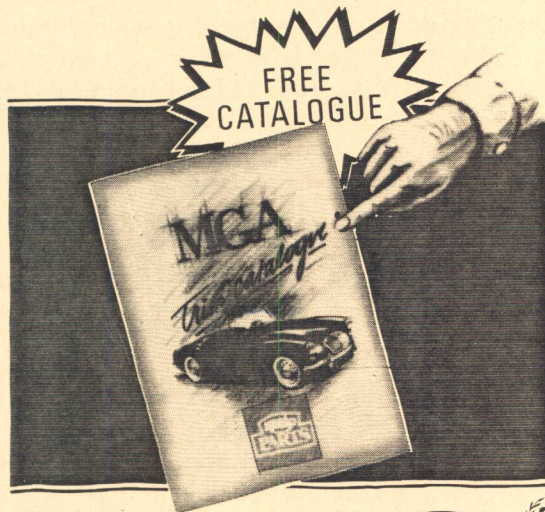
Joe Teiman
Mike Loden
Peter and Beth Brauen
Jimmy Bruno
Michael Delacerda
Tilden Holiday
Roger Gibson
Bob Hughes
Wayne Aucoin

The 50/50 was won by Phyllis Jacomet.

New members were introduced.

Roger Gibson revealed a new supplier of wiring harnesses.

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the fellow with the stunning purple M.G.B.G.T. Fortunately Leon and his family were without disaster on the day of the big quake. I know the club will miss Leon, and I hope he will come around one day to visit. This is the story of his trip out west.

Hey Mike,

How are things going? As you've probably already heard from Jimmy, I made it here just in time to miss the earthquake. The trip was not without incident, however. After getting out of Houston, I noticed a strange whining noise coming from the alternator; but as the car was otherwise running OK, I decided to try and keep going. Then, in Los Cruces, New Mexico, my alternator "idiot" light on the dashboard came on, so I had to get it checked out. That's when I found out all the bolts on the alternator, except for the ones attaching it to the engine, had fallen out. The shop could only replace the bolts and grease the bearings, and I kept going... with the idiot light on, but getting adequate charge, nevertheless.

I was even able to drive my car into the mountains to see Fort Bowie, leaving smokes of dust miles behind me. Then, just as I crossed the desert into Palm Springs, I noticed a burning odor in the car. This was at 4 o'clock in the morning. My temperature gauge was quickly going from "N" to "H", so I quickly pulled off at an exit, only to find myself standing in a cloud of steam from leaking radiator fluid. Thinking I had a leaking heater hose, I replaced the hose, only to realize that the leak was actually from a damaged heater control valve.

I pissed the AAA tow truck driver by making him bring my car to three different shops, but eventually I was deposited at International Motors, owned by a real Brit from east of London. His son David blocked off the heater system so I could keep going, but when we tested the cooling system by pressurizing it, coolant came pouring out of the waterpump seal. Luckily, again, David had a replacement pump, which he replaced for me that morning; and then I went to another shop and bought a new alternator and had that installed with a new fan belt. I finally left Palm Springs at noon, and by midnight I had arrived in San Francisco.

Thank goodness for VISA !

Presently I'm working at Santa Clara, which is about a fifty-mile commute each way. But the drive is not bad at all. The scenery is magnificent, and the roads are forever winding up and down and around, and everyone is smoothly zooming around at sixty to seventy miles per hour. I just plug in my cassette and enjoy the ride, watching the fog lift from the lakes and hillsides in the morning.

There is a nice, well-organized (carpeted front room, parts neatly stacked on shelves, etc.) MG repair shop in Santa Clara called O'Conner Classic. The owner told me that there is no MGB Car Club in this area. What a drag! He had a cream colored, restored 1957 MGA for sale in the shop for \$15,000; and a black MGB special edition with only 2,000 miles on the odometer for sale at \$12,000. I'm holding on to my car!

I'm planning on joining an internist in private practice, but it will not be for a couple of months due to the paperwork involved. Meanwhile, Anne still commutes to Oakland each day to work as a labor and delivery room nurse. Our apartment is only a block from Golden Gate Park and ten blocks from the Pacific coast, and within walking distance of over a dozen ethnic restaurants. The people are friendly, and cars actually stop for pedestrians at all the crosswalks.

I still get homesick and miss my old friends, Tip's, and all the big Oak trees lining the streets uptown. Say hello to all the gang down there for me. I hope you are well and happy.

CHRISTMAS PARTY

Saturday, Dec. 9th is the date set for our annual Christmas party. This year it will be held at Roger Gibson's house. The Partying will begin at around 7:00pm. This will be a 'pot luck' type of set up and it will be B.Y.O.L. There will be a sign-up list at our next general meeting as to who is bringing what dish. The Christmas Party is always lots of fun, and this year it could be bigger than ever. See ya'll there!

FOR SALE

1971 MGB - Green, good original condition. 37,000 original miles. Same owner since 1972. Call Frank Distefano. 1-384-6907 work. 1-384-4751 home.

Two MG MIDGET rear ends w/wheels and springs. Both for \$50. Maybe more parts also. Call Eddie at 366-5373.

MGA body panels. Doors, fenders etc. Call Michael at 588-3047 W. Or at home 738-3246.

1974 MGBGT. Teal Blue runs good, looks good. New paint and new cylinder head. Call Bruce at 1-673-3011 Geismar, La. (near Baton Rouge.)

1973 Triumph GT6 needs to be restored. \$700. Call Bruce Rogers at 1-673-3011 Geismar, La. (near Baton Rouge.)

1975 Alpha Romeo Spyder. Runs and looks good. It needs interior to complete. \$1500 O.B.O. Call Bruce Rogers at 1-673-3011.

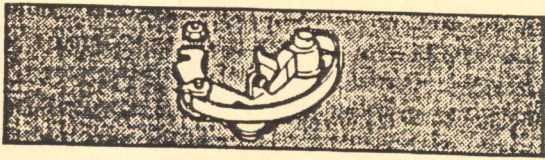
(Bruce Rogers has many MG's and other sports cars. He would like to sell all of his cars that are not an MG. He has several Alpha Romeos and Triumphs that he would like to get rid of. Give him a call, he may just have something that you are interested in.)

Stolen

1980 MGB. White with black side stripe. La. lic# 146N407. Please help me find my car! Call Darin at 454-3888

TECHNICAL TIP

DISTRIBUTOR BREAKER POINTS



Function: The function of the points is to make and break the electrical circuit to the coil. Each time the points open, the circuit is broken, causing the magnetic field around the ignition coil to collapse. When this field collapses, a high voltage spark is created that fires the spark plug. The points must open sufficiently to break the circuit and minimize arcing. The points must remain closed long enough for the magnetic field to regenerate before the next spark plug is fired. The distance the points open is called "gap", and the amount of time they remain closed is called "dwell". On a four-cylinder engine operating at 3,500 RPM, the points open and close 7,000 times per minute.

Problem Areas: Each time the points open, a very small amount of metal is transferred from one side of the points to the other. This transfer is uneven, and in effect closes the point gap. The second problem area is the fiber block that rides on the distributor cam and opens the points. This fiber block not only seats itself on newly installed points, but wears on points that have been in use for long periods of time. The combination of wear and metal transfer will eventually close the points completely, and the engine will no longer run.

Symptoms: As the gap begins to close beyond some rather broad limits, the engine will start to misfire under hard acceleration. As the gap closes even further, the engine will start to miss at normal road speeds. Further closing of the gap will result in an engine that is hard to start and impossible to make idle properly. These symptoms are very similar to those of fuel starvation caused by faulty fuel pump, plugged fuel line or filter, or dirty carburettor.

Conclusion: Before taking the fuel pump apart or tearing into the carburettors—both messy jobs—check the point gap.

Additional Information: During the past summer, I assisted at least nine different owners that thought they had fuel starvation problems, when in reality they had points that had closed beyond their limits. It is a good idea to carry a spare set of points in the car, as a badly burned set of points are nearly impossible to set.

*Submitted by Paul W. Johnson
Moss Motors Club Representative
Lakewood, Ohio*

WELCOME NEW MEMBERS

Joan Waelde & Wayne Gossett
1474 Constance St.
New Orleans, La. 70130-4148
522-6500

Joan and Wayne have a 1980
Limited Edition MGB that
was previously owned by JOSE
at Gambino's Foreign Car Repair.

Troy C. Smith
4 Holster Ln.
St. Rose, La. 70087
469-3817

Troy is the proud owner of
a 1977 red MGB.

TECHNICAL SERVICE BULLETIN



Austin MG

NO. 75-D-5

April, 1975

MODELS:

GEARBOX LUBRICATION

MGB - MGB/GT

Will Service Personnel please note that Hypoid
SAE 90 oil has now been approved for use in the
gearbox on MG vehicles.

This supersedes the previous specification calling
for engine oil, and is suitable for vehicles equipped
with or without overdrive.

GAJ-3/19/75

TECHNICAL SERVICE BULLETIN



Date...February, 1980

ITEM M80/005

SUBJECT: GEARBOX OIL SPECIFICATIONS

MODELS: MGB

Service personnel are reminded of the importance of following the factory recommended
gearbox oil specifications for MGB vehicles as detailed in the Owners Manual, i.e.,
Synchronesh Gearbox - use the same oil selected for the engine. EP 90 should not
be used.

H.C.T.

No Kidding! JHT

These were supplied by Tom Guback of Urbana, Illinois -- he had an
argument with a dealer about the right kind of oil to use in his
gearbox, and after some research found these two technical service
bulletins.