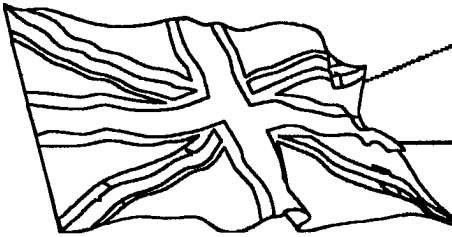
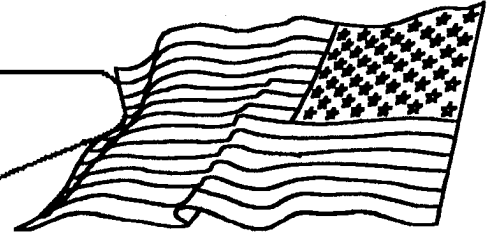
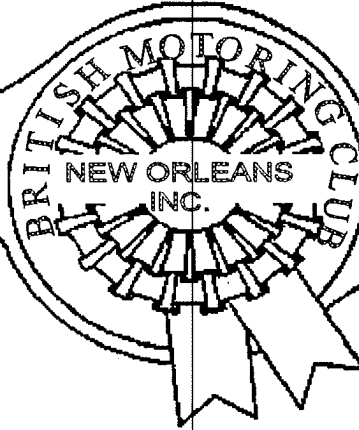


BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



THE MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones



THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB-NEW ORLEANS, INC.

Dues Due: 02/28/97

James D. Jones
800 West 16th Avenue
Covington, LA 70433

APRIL 1996



North American MGB Registry Chapter

PANHANDLE CAR DAY
APRIL 27th
PENSACOLA BEACH, FLORIDA

ANNUAL CRAWFISH BOIL
MAY 5th
BOUGE FALAYA PARK
COVINGTON, LA

May 1996

BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5 CRAYFISH BOIL	6	7	8	9	10	11
12	13	14 OFFICER'S MEETING	15	16	17	18 GULF COAST PICNIC
19	20	21	22	23	24	25
26 LONGVIEW GARDENS	27	28 GENERAL MEETING	29	30	31	

CLUB EVENTS - CHANGES IN BOLD TYPE

APRIL 27

PENSACOLA SHOW – Panhandle British Car Association's Car Day & Beach Bash on the island. **A club convoy will leave Goodyear in Lakeforest Shopping Center in New Orleans East at 6:15 AM. or meet at restaurant to the right just off Mississippi I-10 exit #13 (Bay St. Louis) for breakfast at 7:00 AM.** Call Bill Snyder at 904-944-9548 for more information on the show itself.

APRIL 30

GENERAL MEETING – New Orleans Hamburger & Seafood Restaurant, 817 Veterans Memorial Blvd., Metairie, La. at 7:30 PM.

MAY 5

CRAYFISH BOIL – **Location Changed** from the New Orleans Lakefront to the **Bogue Falaya Municipal Park in Covington, La.** Fee: adults \$5, Under 12 years \$3. Convoy leaving rear of Lakeside Shopping Center in Metairie, La. (N. Causeway Blvd. & Veterans blvd.) a 10:15 AM. A map is included in this month's Morris Gazette newsletter.

MAY 14

OFFICER'S MEETING – 7:30 pm at Karl Keiger's place, 115 Tullalah Ave., River Ridge, La.

MAY 26

LONGVIEW GARDENS – Display our British cars on the grounds from 1 PM to 4 PM. Those members displaying cars will receive free admission to the facilities and a free lunch.

MAY 18

RICE'S PICNIC – A picnic on the grounds of the Rice family estate in Pass Christian, Mississippi on the Gulf Coast. Bring your picnic lunch, the club will provide the cold drinks. Convoys will leave from the rear of the Lakeside Shopping Center (Causeway & Veterans) at 10:30 AM and from the Shell Station at Michoud Blvd. & Chef Menteur Hwy at 11:00 AM.

JUNE 1

SWAP MEET – Gambino's Foreign Cars 4422 Airline Hwy, Metairie, La. Bring your unneeded British car parts to sell, purchase needed parts, talk Brit cars. Time: 8 AM to 1 PM.

IN MY TRAVELS by Jim Jones

Wow! What a great British Car Day we had. But, that is for another article in the Morris Gazette. I helped **Peter Brauen** install the rear glass in his '67 Morris Minor 1000. The glass had to be installed from the inside of the car as the inner flange of the gasket is very long. It was not an easy job, but we did it. Peter's car looks great with the new carpet installed.

The oil pressure light came on in Peter's car, just as it did in mine. I installed a spare sending unit to fix the problem. Peter did not have a spare, so we removed the sending unit and hooked up an oil pressure gauge. The oil pressure was fine. I asked Peter if we should bleed the line of the gauge. He said that we should not, as air should activate the gauge and not oil. Thinking about this, I suggested that we flush out the opening of the original sending unit and reinstall it to see what happens. We did and the sending unit worked as it should. The oil pressure light glowed when the ignition was switched on and, after starting the engine, the light glowed briefly and then went out. Is this a fix? I do not know. If you have this trouble, flush out the opening of your sending unit and let me know what happens. Just in case, a new sending unit for Peter's Morris Minor is on order. I have since installed an oil pressure gauge in my Morris. Wal-Mart has one for under 10 bucks. The gauge face and bracket are black in color, matching my dash. The holes in the gauge bracket match the right hand glove box (the Morris Minor has two glove boxes) door hinge lower mounting holes, so installing the gauge was a snap.

I did not have braking on the Morris and the master cylinder was empty of fluid. There was fluid at the wheel cylinders. I replaced all the flexible brake hoses and filled the master cylinder. It seems to work. After adjusting the shoe clearances and bleeding the lines, all worked fine. Maybe one of the flexible hoses had developed a crack and leaked all the fluid from the master cylinder. (the master cylinder is leaking now) I have new kits on order for the master cylinder and all the wheel cylinders. (the rear wheel cylinders have since been rebuilt) The car only has a single master cylinder supplying all the wheel cylinders and rebuilding the cylinders is true "Safety Fast" thinking on my part. Don't laugh about the car's possible high speed potential, I have already obtained a "1275cc engine for future installation in the Minor and a Spriget front disk brake conversion is in the works.

I have discovered something about Morris Minors that I did not know. Not all the nuts and bolts are the same. Many are of BSF (British Standard Fitting) manufacture (even on the latest models) and American wrenches do not fit them. If you are lucky, a metric spanner may fit, or fit close enough to get the job done. I recently received Moss Motors new price list and accessories booklet. It has British Whitworth wrenches available, but they are on the expensive side. On the good side, the fuel pump is readily accessible, being mounted under the bonnet. No crawling on the ground, tapping on it, if necessary to get it to function. The electric fuel pump is a Hastings, not the normal S.U. type and it has a unique feature. The protective cap covering the contact points is made of clear material. You can see the points working as the pump supplies fuel. The car sits high off the ground and many jobs can be accomplished without jacking the car. Although the books written on the car state that the rear seat back on later cars no longer flipped down, this is not completely true. It can still be laid down, allowing long cargo to extend into the rear passenger area from the boot. It is just that the catch for that purpose is no longer there. One must now unscrew two winged nuts from inside the boot in order to do so. If you like British cars which have high availability of spares, the Morris Minor may be the car for you.

Michael Delacerda's Mini has been contaminating the oil with coolant even after he replaced the head gasket. He thinks the problem is a cracked head. I gave him the "known good" head assembly from the 1098cc engine that I removed from my MG 1100 when Peter and I installed the 1275cc engine in the 1100. We will see what happens.



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BMCNO 1996 CAR DAY REPORT by Jim Jones

Cool temperatures, a breeze, hard grassy earth, and a hundred & sixteen British cars made for a great BMCNO Car Day. If you missed it this year, you missed the best one yet. The "Goodie Bags" had a lot more than just advertisements in them, the reception Friday night had many different foods prepared by many club members, the number of British cars registered was a record, the weather balloon with it's British flag and the WWL TV spot attracted many spectators from miles around the event, the awards banquet was sold out, and there were more British accents about than ever before. At the awards banquet, we gave away bigger and better door prizes like an orbital buffer and a battery charger.

Our club did more national and international advertising for this year's Car Day and it paid off in more British cars and more people from farther distances.

Many of the Car Day committee heads and their volunteers were newer club members or had never worked for the Car Day before. This was made evident by many changes. The completely new style of "T" shirt design, the computerization of registration and judging, these are just a few of the changes made by newly involved club members this year. "If it's not broke, don't fix it" will not work if our Car Day is to progress.

Another change was the addition of an event on Sunday after the Car Day. That event was a chartered streetcar ride on the St. Charles line sponsored by "Roger Gibson Photography". We sold a lot of tickets to the event, but only 21 people showed up for the ride. Maybe some decided that it was just too much after a full day at the show. Those of us who attended enjoyed the ride, but we will rethink scheduling an event after the Car Day for next year.

Many thanks to those of you who entered your British cars in the Car Day despite the fact that the cars were "less than show quality". These cars are still of much interest and are examples of marques which may not have otherwise been on display. At least one car was brought to the Car Day despite the fact that the only working part of the braking system was the hand brake!

TECH TIP by Mr. Goodspanner

Non-abrasive hand cleaner, the jell type, can do lots more than just clean your hands. It can be used as a spot remover on oil soiled clothing. (after that on the road fix) Simply rub in before washing. It will also safely clean your car's vinyl interior panels, seats, and floor mats. A damp towel contains the only water that is needed to remove the old dirt and the used cleaner. Rinse the towel frequently for best results.

SHOW OFF YOUR CLUB'S LOGO by Jim Jones

Our club has BMCNO logo patches available for your purchase. You can obtain one from **Anne Friloux** for \$5.50 at any General Membership Meeting.

But if you would like the club's logo *embroidered* on your favorite shirt or jacket, here is how you can have that done. A few years back, the club paid "Initial Difference Monograms" at 521 E. Boston in Covington, La. to input our club's logo into their embroidery program. They have the ability to machine embroidery the club logo onto any garment you bring to them for this purpose. The charge for this service is \$5 to \$6 dollars and the job will be done within a week after they receive it.

If you do not have the opportunity to visit Covington, I will hand carry the garment of your choice to the shop for you. Just see me at any General Membership Meeting with a slip of paper containing your name, phone number, and the position on the garment where you desire the club logo to be placed. Placement of the club logo sometimes is moved slightly because of interfering seams, etc.

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10-96

WELCOME NEW MEMBERS

New members are entitled to a BMCNO T-Shirt and a Name Badge with Holder. The T-Shirt & Badge Holder will be shipped to new members free of charge by the club treasurer.
 The Name Tag will be included with their first copy of the Morris Gazette.

Bob & Lori Braatz
 4443 Trudy Avenue
 Jefferson, La. 70121
 504-885-5449
 '64 Triumph Spitfire, Red.

Russell & Helena Dedmon
 5600 Oxford Place
 New Orleans, La. 70131
 504-394-3466
 '64 Jaguar E-Type, Blue.

Joe Lagarde
 3500 N. Causeway Blvd, #1560
 Metairie, La. 70002
 504-837-7535
 '60 MGA.

Jefferey A. Lampinski
 7234 Brookwood Drive
 Mandeville, La. 70741
 504-626-4489
 '74 1/2 Triumph TR6, Red

Christopher & Diane Marz
 3651 Rue Denise
 New Orleans, La. 70131
 504-393-0067
 '58 MGA, Red.

Scott & Tammy Ramsey
 1915 Highway 182 East
 Morgan City, La. 70380
 503-395-4361
 '95 Repo '52 Jaguar XK-120

Greg & Paulette Smith
 307 Brockenbraugh Court
 Metairie, La. 70005
 504-833-3120
 '66 Austin Healey 3000

Grant & Selena Wolf
 2503 Rime Village
 Hoover, Ala. 35216
 205-988-8003
 '87 Land Rover, Ranger

TEC TIP by Peter Braeun

Brass fuel filters can be cleaned without damage using a product named "CLR". It removes deposits completely from the mesh of these filters. Just submerge the filter in "CLR", remove as soon as the filter is clean, and rinse in clean water. No scrubbing or picking at the filter with a sharp object. Locally "CLR" can be purchased at "K&B" drug stores.

OFFICERS FOR CALENDAR YEAR 1996

BOARD of DIRECTORS:

PRESIDENT KEITH VEZINA 504-443-5056.
 VICE PRESIDENT MIKE ANDERSON 504-466-2717.
 TREASURER ANNE FRILOUX 504-464-1734 FAX. 504-464-1292.
 EDITOR JIM JONES 504-892-7774 VOICE & FAX.

MEMBERS at LARGE:

BILL BREITHOFF 504-288-4019.
 CATHY GREENSFELDER 504-392-9261.
 KARL KEIGER 504-737-2086.
 HAROLD O'REILLY 504-486-5837.

CAR CLUB DUES

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow the month before and the month that your dues are due.

If your dues are due, send them in now before you miss out on your next MORRIS GAZETTE!

JASON'S BRITISH CAR by Terry Dempre

'79 MGB Roadster—Stored for nine months, needs battery. (Madisonville, La.)

The ad in the "Morris Gazette" caught my eye — this might be a suitable inexpensive project car for my nephew, **Jason**. I phoned him with the news and we agreed to go see the car the next morning. He has loved MGs since he was a small boy and still has the ribbon he won for acting as assistant navigator on a rally run by the MG Club in the early 80's. His duties consisted of sitting on the package shelf of my roaster urging me to go faster. By 1991, he was in high school and graduated to driver as we won the E. E. Reynolds that year — a big thrill for both of us.

Now in his third year of college and a former football player he no longer fits on the package shelf — time for his own MG. After telling Jason about the car, I contacted Jim Jones and he agreed to come along as a disinterested third party (a very knowledgeable one).

The next morning we pulled the battery out of my B and headed to Madisonville. I don't think I've ever seen a filthier car of any make than this MG. It had been stored in a dirt floored carport for a long time. We debated whether or not to proceed further when the lady owner came out and handed us the keys telling us to take our time. I took a wet rag and wiped the crud from one fender. The dark blue paint actually looked pretty good. The interior was filthy also, but appeared complete with no rips evident — even the dash was in good shape under the dirt. The bonnet was dented and needed replacement. Opening it revealed a stock engine with a big side draft Weber mounted. We attached the battery, poured in some fresh petrol, and pulled and cleaned the plugs and turned the key. It cranked, but would not fire. Jim took out a can of "Nitro Quick Starting Fluid" and sprayed a liberal amount into the Weber. Again the engine cranked, then backfired, and cleared its throat as I pumped the accelerator. I took my foot off and the engine immediately settled down to a perfect 1000 RPM idle! We let the car run while inspecting the body and boot. All solid except for the center portion of the driver's floor which was rusted through. The rust didn't extend into the sill so we knew the repair would be easy. We checked the gauges — oil pressure at 60 lbs/ft., temp pegged right in the middle. Jason and I looked at each other both, of us knowing this could be it. Let's try a test drive. The car would not go into gear. The clutch pedal felt fine, but the pressure plate was stuck. I turned the car off, selected 1st gear and turned the key. The car lurched forward and the pressure plate freed itself with a loud bang. The rear wheels were also locked, but freed up after I rocked the car from 1st to reverse quickly at Jim's suggestion. Jason decided this was it and went to make an offer to the owner. He came back with a big grin. Offer accepted. I drove the car home coughing and spitting (not the car, but me from all the dust swirling around the cockpit).

Most of the next day was spent cleaning the beast. After 5 buckets of dirty water, 2-16 oz. bottles of pump spray cleaner, and a bottle of Armour-All the interior looked great — even the clock and radio worked fine. Two scrub and washes, a can of vinyl top cleaner, and a good polishing made the outside look good. This car was turning into a real bargain.

Jason turned the car over to the experts during the next week. Club sponsor Bill Rowell of Neno's Body Shop welded in a new driver's floor section and fitted a new bonnet. Bill matched the old paint perfectly. Another club sponsor Kevin of Gambino's fitted V8 front end bushes and did a complete brake job and tune up. Jason wanted to retrofit to S.U. carbs and club member Paul Calderera offered to swap a set with intake manifold for the side draft Weber. Paul cleaned and tested the S.U.s and spent a lot of time offering tips on mounting and maintaining them. Today Jason has a beautiful, great running MGB that you will see at many BMCNO functions in the future.

Special thanks are owed to Jim and Paul for giving generously of their time to a new and dedicated British car owner.

ALL REGIONAL BRITISH CAR CLUBS ARE INVITED TO JOIN THE BMCNO FOR OUR ANNUAL GULF COAST MANSION PICNIC IN PASS CHRISTAIN, MISSISSIPPI. SEE THE SCHEDULE OF EVENTS FOR INFORMATION.

BRITISH CARS & SPARES

Ads will be run only once, unless a request is received each month
Member & non-member British car ads run free

CARS FOR SALE

'53 MG TD – Complete, but in boxes! Red in color. \$3,000.

Cal Dennis Downey at 504-839-3542. (Franklinton, La.)

'59 MGA – 1500 Model, Red, Grey Interior. 1993 NAMGAR 2nd Place Winner.

Call Delvon at 318-343-9590. (Monroe, La.)

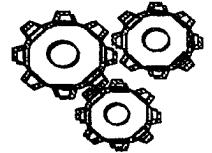
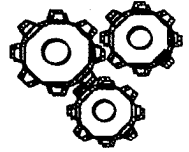
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'72 TR 6 – Partial Restoration, New Moss interior still in box, No rust or bondo, On blocks for 5 years.

Call Joe Bruno at 318-234-7599. (Lafayette, La.)

'69 TR6 – Original, BRG, Tan Hood & Interior, Need some work & restoration, \$3500.

Call Keith at 504-340-9467.



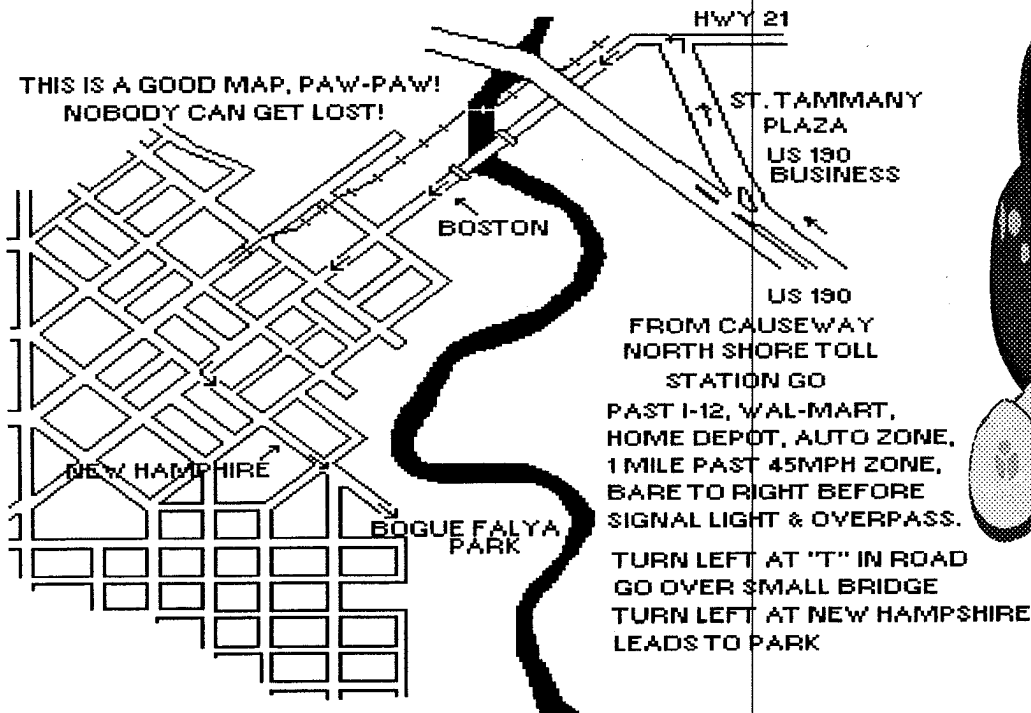
WANTED

FRAME – For '73 or '74 Midget. Call James at 504-733-2265.

TR6 – '69 to '72, Running and original. Call Dan Melesurgo at 504-588-4812 days or 504-391-3227 nights.

MAY 5th at BOGUE FALYA PARK in COVINGTON, LA.

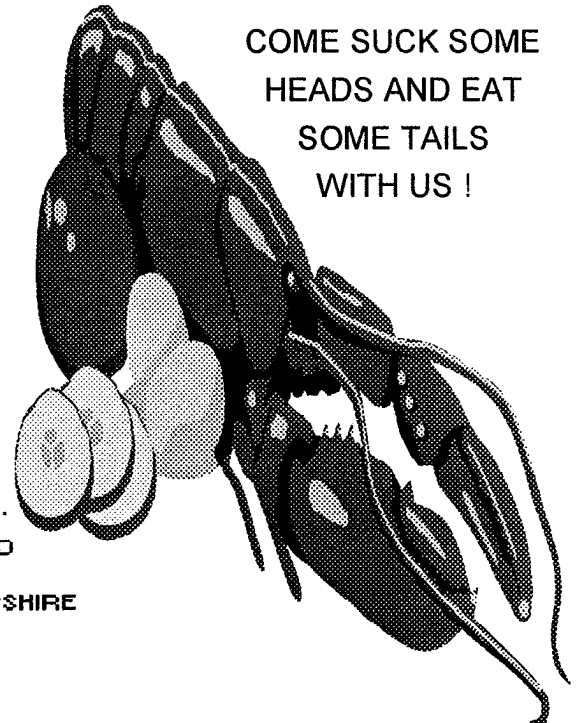
THIS IS A GOOD MAP, PAW-PAW!
NOBODY CAN GET LOST!



FROM CAUSEWAY
NORTH SHORE TOLL
STATION GO
PAST I-12, WAL-MART,
HOME DEPOT, AUTO ZONE,
1 MILE PAST 45MPH ZONE,
BARE TO RIGHT BEFORE
SIGNAL LIGHT & OVERPASS.

TURN LEFT AT "T" IN ROAD
GO OVER SMALL BRIDGE
TURN LEFT AT NEW HAMPSHIRE
LEADS TO PARK

COME SUCK SOME
HEADS AND EAT
SOME TAILS
WITH US!



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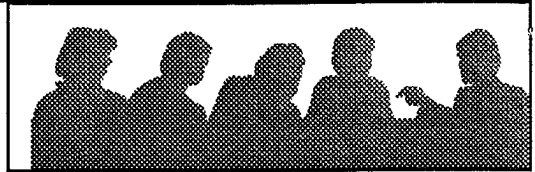
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504-464-1734 * 1650 AIRLINE HIGHWAY * KENNER, LA 70062.

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

The meeting was opened by club president **Keith Vezina** at 7:30 pm. Two guest were introduced. Bill Breithoff gave a report on the Middendorf Run. Bill said that approx. 35 people attended the event bringing 13 British cars.



Keith spoke about the up coming Car Day, the need for volunteers, and the Friday night reception. **Dan Melesurgo**, winner of the "Car Day T-Shirt Contest", was presented his Castrol Racing jacket. **Anne Friloux**, club treasurer, announced that 32 cars were pre-registered for the Car Day. Mike Anderson reported that 150 raffle tickets had been sold and that **Keith Vezina**, having sold the greatest number of tickets, was the winner of the Raffle Contest. Mike presented Keith with a Castrol Racing Jacket for his efforts. **Cliff Hughes** talked about his progress with promotions for the Car Day. Many club event were announced, including the Pan-handle Show held at Pensacola Beach, Florida and a rally to be held by **Jason Fisher** and **Terry Dembre**.

The 50/50 was won by Manuel Dias at \$16.50. The General Meeting was closed at 8:45 pm by Keith.

CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER		\$ 1.00	

GET THESE ITEMS WHILE THEY LAST! ORDER FROM CLUB TREASURER ANNE FRILOUX AT GENERAL MEETING.

.....

THIS WHITE SPACE WAS RESERVED FOR THE LISTING OF CAR DAY WINNERS, DATA WHICH WAS NOT MADE AVAILABLE TO ME BY PRINTING TIME.

A LETTER FROM THE PRESIDENT

Well, the 6th Annual British Car Day is now history. Entrants came from all over the region including San Antonio, Tallahassee, Memphis, Little Rock, and Houston. One couple drove in their nicely restored MGA roadster from Atlanta, leaving the snow flurries behind. Now that's what the British sports car experience is all about!

This was our best show ever. We had 116 cars on display, a 15% increase over last year! This was due to all the volunteers and sponsors; without their donations of time, labor, and money, this great show would not have been possible. Speaking for the British Motoring Club - New Orleans, Inc., I would like to thank all of you for your contributions to this success. As the old adage goes, "We cannot spell SUCCESS without U". I would also urge all of the membership to patronize our sponsors whenever the opportunity arises. Their donations in these difficult economic times should not go unrewarded.

This year's show was not without controversy, however. The strife between two regional clubs continues. I have felt that the Club should remain officially neutral, but others have suggested we take a position. What do you think? Let's discuss it at the meeting on April 30th.

CARPET SAVING IDEA from Mr. Goodspanner

If you are installing new carpet in your British car, and you are using roll carpet, not a precut kit, here is a tip. When installing screws or bolts through the carpet, they tend to snag the fibers in the carpet, wrap around the screws or bolts, and damage the carpet. A bummer for sure, but there is a trick of the trade to eliminate the problem.

First, locate the position where you need to place the screw, and using an awl, punch a hole through the carpet at that point. (straight into the screw hole if possible) Second, heat the end of a cross point screwdriver of the proper size with a propane torch or other heat source. Third, insert the heated end of the screwdriver into the hole in the carpet. Turning the screwdriver will insure a neat opening. The carpet is synthetic (plastic). The heated shaft of the screwdriver will melt the plastic material, produce a nice round opening in the carpet after the material cools. Screws or bolts can now be turned through these openings without snagging the carpet fibers.

I gleaned this idea from **Peter Brauen** who has made my life with British cars a lot easier.

1996 VTR SOUTHWESTERN REGIONAL CONVENTION

Presented by the Red River Triumph Club. April 26-28.

DWF Hilton 1800 Hwy 26E, Grapevine, Texas

800-645-1019

Contact Jan Collier 800-460-0675.

This information was received too late for last month's newsletter.

BUSINESS SELLING ALL MG's IN STOCK

Jerry Brewster owner of "Dream Cars" is closing his doors forever. He has a large stock of MGB's and they have to go. If you are in the market for A MG, give him a call for a sweet deal at 318-388-1989W/318-396-1988H or a visit at 411 Trenton Street, West Monroe, La. 71291. This information has been supplied to you by club member **Beverly Rice**, world's record holder for doing the most paper work over the years while riding in an MGA.

AIR DUCTS SMELL? by Mr. Goodspanner

Wow! What's that smell? Chances are that it is coming from your car's "Fresh" air vents. All fresh air systems have to get that fresh air from somewhere. Some cars obtain that air from ducts leading to the front of the vehicle, some from a vent located between the bonnet and the windscreen. Cars with vents like to collect leaves, bugs, and God knows what else down in the internals of the fresh air/heating system. Rain supplies water and the rest is left to Mother Nature's decomposing machine. Rotting biological material equals stink!

Of course, some British manufactures did provide "drains" for the water to leave the system. But, after a few years, bio-material plugs the drains and the water is trapped. The end results are stink and rust. Do not even think about the damage the rusting has caused, major work will be required to repair that. I will stick to a cure for the stink problem.

Locate the drain or drains in question. This is not always an easy task. The simplest thing to do is ask about their location of a fellow club member. (This is not cheating. It is just one of the reasons you belong to a British car club and will make the person who responds to your question feel real smart.) Clean out those drains with coat hanger wire, air pressure, or what ever gets the job done. MGB's have a rubber tube with a slit bulb at the bottom for a drain. It is located under the car just to the right hand side of the transmission's front end. It can be cleaned from underneath, but it can only be properly cleaned when it has been removed from the car. (not real easy to do) Other cars have drains located on the bulkhead between the engine compartment and the interior of the car. Lots of luck locating some of these as they are most often hidden by some gadget or other.

Now, how can you get rid of the smell? Certainly, you do not want to cover it up with perfume. That technique is for kids with overly powerfully whats-its hanging from their rear view mirrors. You need a product which will neutralize the odor. A product that I can personally recommend is made by Blue Coral, Inc. under the brand name of Ozium. It is sold in a small pressurized cylinder as a "glycol-ized (what ever that is) air sanitizer" that "reduces airborne bacteria, removes smoke, and dispels odors". It is available with different scents included, but I prefer it with a neutral scent.

Raise your hood and roll up all windows. Spray it into the intake vent or duct intake with the fan running. Do not use very much, this is powerful stuff. Do not get into the car at this time. Its initial impact can be overcoming. After three or four minutes, open the vehicle and allow it to air out.

The end results will be a fresh clean smell with no stink!

AUTO-CROSS NEWS by James Coronato

I've ran my (Snubb's) Spitfire at a few events recently. One was sponsored by the Porsche Club at Belle Chasse on March 31. The course was long and fast. I had my best time ever, tying an experienced friend time. The car ran well, but I had the feeling that I was losing some power when I was wound out near the red line. I spun the car on my last two runs, due either to incorrect front tire pressure, or more likely to my over exuberance of doing well on my first runs.

Never being one to leave well enough alone, I changed to larger jets in my two MGA S.U.'s, the night before the next event. Unbelievably, the car started right up and ran. This event, on April 14, was held in Hammond. The course there is much smaller and tighter then at Belle Chasse. There was a good turnout, but for once I had the only British car at an event. The car seemed to run okay at speed with the larger jets, but I was having trouble getting it to start between runs once it was warm. If I run the battery down, this would be a big problem for me, as the car has no alternator and runs off of the battery! Any S.U. experts out there with a suggestion would be greatly appreciated.

As for future events, there is one almost every weekend somewhere nearby. Call me at 504-898-2017 for a list and next time don't let me be the only one flying the Union Jack!