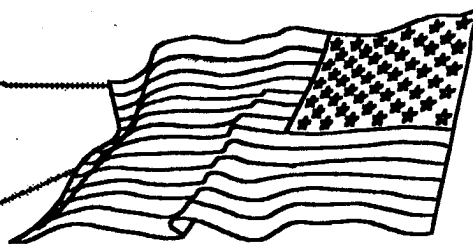
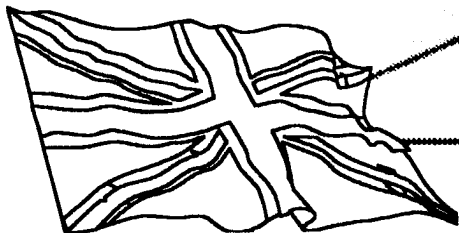


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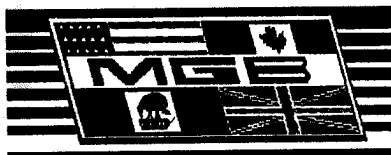
The MORRIS GAZETTE  
A MONTHLY PUBLICATION  
by Jim Jones

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

Dues Due: 02/28/98

JAMES D JONES  
800 W 16TH AVENUE  
COVINGTON LA 70433

**MAY 1997**



North American MGB Registry Chapter



**MAY 25th**  
**LONGVIEW GARDENS**  
**BRITISH CAR DISPLAY**



# BMCNO CALENDAR OF EVENTS

## JUNE 1997

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10 OFFICER'S MEETING	11	12	13	14
15	16	17	18	19	20	21
22	23	24 GENERAL MEETING	25	26	27	28 FLAMIGO CASINO
29	30	<b>UPCOMING CLUB EVENTS</b>				

### MAY 25

**LONGVIEW GARDENS** – Bamboo Road in New Orleans. Display your British car. Free admission to the grounds. Free lunch! Hours are from 1 PM to 4 PM. Arrive before 1 PM.

### MAY 27

**GENERAL MEETING** – New Orleans Hamburger & Seafood located at 817 Veterans Memorial Blvd. in Metairie. La. for 7:30 PM.

### JUNE 10

**OFFICER'S MEETING** – Roy Richardson's place, 1148 E. William David Pkwy. Metairie, La. 70005 at 7:00 PM. Lost number: 833-4840.

### JUNE 28

**FLAMINGO CASINO** – Entertainment by The Drifters and The Marvelettes. Food on site. Convoy leaving rear of Lakeside Shopping Center, Metairie at 5 PM.

### JULY 12

**BUSH RUN** – Annual cruise to the Bush House of Seafood in Bush, La. Convoy leaving rear of Lakeside Shopping Center at 6:00 PM, arriving at the St. Tammany Plaza Shopping Center in Covington at approx. 6:45 PM. Then, to the Abita Brew Pub for refreshments. Bush, La. for 8:00 PM. (Map in June Newsletter.)

## IN MY TRAVELS by Jim Jones

Club member **Frazer Rice** drove his MGA over the Causeway Bridge from Jefferson, La. to Covington with two new rear wheel cylinders on board. Frazer had detected that both or one of the rear wheels were not releasing quickly enough after breaking. We had performed a major mechanical overhaul on the car a few months back, but we had not replaced the rear wheel cylinders. The rear flexible hose had been changed at that time, so we knew that was not the problem.

We examined the old cylinders and found a lot of rusty trash in the bores. Although they seemed to work properly with the brake drums removed, I suspect that once warmed up the pistons would bind up and not return properly. We replaced both wheel cylinders and their boots. Everything worked just fine.

The right hand side gave us some trouble. The steel line from the axle housing junction to the wheel cylinder banjo was frozen to both its end fittings. And after removing the assembly, I could not budge the line from the fittings no matter how hard I tried. The line and its fittings had to be replaced. This was no big deal, as I had standard British line fittings, new 3/16" steel brake line, and the necessary tools on hand. At least I thought I did! I could not locate the proper fittings.

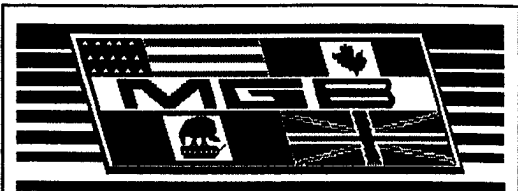
American standard fittings would thread in, but they were too short and were threaded to their ends, thereby not allowing them to go in far enough to seat the flair on the ends of the steel lines. What to do? I knew that NAPA did not carry British brake line fittings of any kind, but I suggested that we go see what they had in America standard fittings that could be modified to work for us. At NAPA, we located some American standard fittings that were long enough to do the job with some modification. Back at the "Shed", Cliff Hughes' building in Covington (also called BMCNO-Covington Branch), I slipped one of the long fittings onto a piece of brake line in order to be able to hold it steady as I presented it to the grinder. I was attempting to duplicate the end of a British standard fitting. It looked like it would work. I bubble flared one end of a brake line and slipped on the modified fitting. The fitting threaded into its junction and sealed the lines' flair! We had solved our problem.

We did discover one other problem that we could not remedy on the spot. One of the return springs for the right hand brake shoes was not the proper one and I did not have a replacement part. It will be ordered and then replaced. Frazer drove down the gravel covered lane making short stops. He seems happy with the results of our work.

Frazier's other MGA is very close to returning from the paint shop. He and I will complete the restoration of the car at Cliff's building in Covington. The MGA is being painted in its original blue color. How about that, an MGA that's not painted red!

**Mike Schrantz's** Austin Healey is back from **Peter Brauen's** shop; the frame work being completed. Mike and I removed the two front fenders, the boot lid, the dash. The next weekend Peter came over and we removed the rear fenders, the rear shroud, and the front shroud. The following following weekend, the engine, transmission, front end, and rear end went. The car is close to being ready for dipping.

**Cliff Huhges** purchased an Austin Healey engine at the Car Day from a club member who now lives out of town. Way out of town, like Pittsburgh. This engine was supposed to be a model which has an output of thirty horse power more than the engine in his A-H presently in restoration. The engine was locked up and I found out why it was when I tore it down. The number two big end rod bearing overheated (to say the least), melted, and squeezed out between the bearing cap and the crankshaft. The bearing was converted to wavy strips of about five thousand of an inch thick! The crankshaft on both sides of the rod end appears to have been heated to extreme temperatures. **Peter Brauen** has inspected the engine. He has determined by the serial number tag that it is, in fact, the same size as Cliff's present engine. Woops!



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## MORE IN MY TRAVELS

I am presently doing some suspension work on club member **David Cartlidge's** '72 MGB. I have installed two new springs and all the associated parts on the rear. The front pivot bolts for the springs many times freeze to the front bush's metal sleeves and are a beast to remove. You cannot beat on the end of the bolt as there is no room to swing a hammer and you cannot get an impact wrench on the bolt head. Using heat is a last resort, so penetrating oil is the next choice. I have several different brands of penetrating oil. I first tried an "off the shelf band" with no apparent results. It was time for lunch, so I drowned both ends of the pivot bolt with the oil and left. After eating lunch, I give it another try. Using a pair of "Vice Grips" on the head of the bolt and an old large screwdriver as a pry bar, the bolt began to move out of the sleeve. Each time that the bolt moved out some, I applied more of the oil. It was a slow process, but it was working. I was finally successful in removing the pivot bolt. The point is that it sometimes takes some time for the penetrating oil to work its way into and dissolve the offending crud. Do not expect it to work instantly. Move on to something else and return to it later.

The front suspension has been disassembled, cleaned, serviced, and is waiting the arrival of new parts. The front suspension had been worked on sometime in the past and apparently by a front-end shop. These guys love to use impact tools. Not just for removing nuts and bolts, but for installing them as well. All of the larger fittings were torqued to the max. Application of heat may have helped, but I do not like to use heat as it can effect the temper of metals. I have the use of an electric impact wrench that works very well, if I can get its socket onto the offending nut or bolt. The loosening of the nut that secures the steering tie end rod to the track end requires a special tool for the impact wrench which I do not have available. I had to use an open end wrench and lift its other end with a floor jack in order to break the nut loose! Even then, the nut did not break loose until the car began to lift off the jack stand on that side! The nut on the other side was almost as badly over torqued. The other large fittings required that I utilize a wrench with a long shank and the power of my foot and leg to crank them loose.

Mini Mania lost my last parts order for my Morris Minor Traveller! Bummer! I was just about to give them a call when they called me about some back ordered parts. My last order was over due and I inquired about it. No record was to be found. They do not input orders directly into their computer, so you do not get a confirmation number with which to track your order. Upgrade your system, Guys! Upgrade!

## MY FIRST CAR by Mike Brown

It has been awhile since I have written for the Morris Gazette and since then many interesting things have happened to my MGA. A previous owner had installed an ampere gauge under the dash of the car. This gauge had a range of -50 to +50 which is really for an alternator. The range was too great. I couldn't see much movement, unless there was a short some place and then I really didn't need an ampere gauge as I would be able to smell something burning! I decided to replace the gauge with one with a -30 to +30 range. Roger Talley informed me that they have these gauges at NAPA. So I purchase one for 20 bucks.

The gauge was almost a perfect fit! It worked, as I could see movement when any component drew current. However, because the gauge was slightly thicker, the panel light did not illuminate the gauge, thus, I couldn't read it during night driving. This is not good because this is the time when the most current is used.

The British Jauger gauges have elongated holes drilled in the side to allow light to come in for night visibility. I decided to do the same thing with my new amp gauge. I carefully drill a few holes in the side of the gauge, remounted it and started the engine. Horror!!!! The gauge no longer worked! I thought that I had ruined my new 20 dollar gauge. I took the gauge apart and found metal chips from the drilling had been picked up by the instrument's tiny magnet. I spent a lot of time removing the chips with an ice pick. After removing all the chips, I put the gauge back together, reinstalled it, and all checked out OK, including night visibility.

But then something else happened!

Until next time, Mike

# GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

Club President **Mike Anderson** opened the General Membership Meeting at 7:35 PM. Mike again reviewed the Car Day, thanked all who helped out, and that T-shirt sales were poor. The Car Day raffle for the Sears Craftsman socket set was won by club member **Joe Lagarde**. British Car magazine will contain pictures and a report on our club's Car Day by club member **Les Landon** in one of their future issues. **Bill Breithoff** reported on the Mall / Junk Run. The salvage yard only had one British car on site. The spenders at the mall did better. Bill also gave a run down on upcoming club events. **David Hayden** reported on the Panhandle Car Day. Most cars ever the Pensacola, Florida show at 90 cars. Five British cars were brought to the event and four won awards. Several members talked about their British car projects. The 50/50 was for \$26.50. The winning club member's name was not obtained. **Beverly Rice** (the luckiest woman in the club) won a prize again! Mike closed the meeting at 8:30 PM.



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## 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!**

## OFFICERS FOR CALENDAR YEAR 1997

### BOARD of DIRECTORS:

PRESIDENT MIKE ANDERSON 504-466-2717.  
VICE PRESIDENT BILL BREITHOFF 504-288-4019.  
TREASURER HAROLD O'REILLY 504-486-5837.  
EDITOR JIM JONES 504-892-7774 VOICE & FAX.

### MEMBERS at LARGE:

ANNE FRILOUX 504-464-1734.  
CATHY GREENSFELDER 504-392-9261.  
DAN MELESURGO 504-391-3227.  
ROY RICHARDSON 504-833-4840.

## 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!

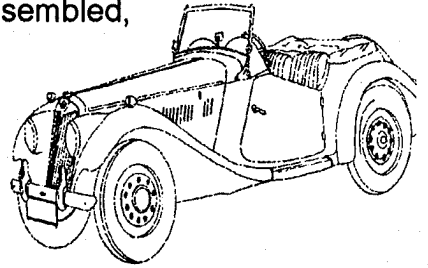
OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT GENERAL MEETING.



## BRITISH CARS & SPARES

### CARS FOR SALE

**MGTF** – '54, Cream Colored, Engine & Transmission Removed and Disassembled, Everything There! Garage Stored. \$4500  
Call Cliff Hughes at 504-845-8709. (Mandeville, La.)



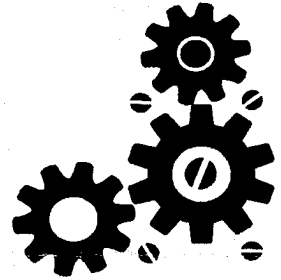
### WANTED

**GAUGE** – Fuel, Smiths #GF-2530/31 for '59 Austin Healey Sprite.  
Call Rodger Talley at 504-431-8053. (Kenner, La.)

**RADIATOR** – Late or early for Morris Minor. Must be serviceable (Repairable, not in need of new core.)  
Call Jim Jones at 504-892-7774. (Covington, La.)

**MGB** – Chrome Bumper, Running Condition, Good Body.  
Call Doug Boate at 504-766-8987. (Baton Rouge, La.)

### SPARES FOR SALE



**ENGINE** – '76 MGB 1800, Running at Removal.  
Call Cliff Hughes at 504-845-8709. (Mandeville, La.)

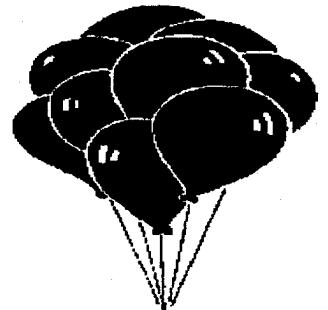
**TRANNY** – '72 MGB. Working condition.  
Call Cliff Hughes at 504-845-8709. (Mandeville, La.)

**CARBS** – Weber Down Draft for MGB complete with Intake Manifold. Electric Choke.  
(May be Able to Supply Early Exhaust Manifold, if Needed.) A \$360 Value for \$249.  
Call Cliff Hughes at 504-845-8709. (Mandeville, La.)

### LIGHTEN YOUR LOAD

Check your inventory of British car parts, decide what you do not need, and place an ad in the Morris Gazette (Notice how I use the newsletter's name more often now that I own two Morris Minors?) Club members are always looking for British car parts and I know that they are out there hidden in your garage, etc. The ad is published free of cost for all; club members or not. Call with your ad, Fax it, hand it to me at an event or meeting (Sorry, not on the net).

Jim Jones, 800 W. 16th Avenue, Covington, La. 70433 – 504-892-7774. (Voice & Fax)



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# THE CLUB'S ANNUAL CRAYFISH BOIL

Long before the first crawfish was peeled and eaten, your club officers planned for the annual crawfish boil. It was decided that the park in Covington, La. was well received last year and it was chosen as this year's site. The park is pretty, serene, on a river, and the pavillion is cheap to rent. Just \$50 with a \$250 damage deposit which we get back. The club is never really out the \$250. Our check is simply mailed back to us after the grounds are inspected and found to be in order. At which point, it is simple voided.

As I live just blocks from the park, I take on the duties associated with the event. Making that job easier were **Harold O'Reilly**, who secured the park site, **Wally Messina**, who picked up and transported the crayfish, and **Anne & Floyd Friloux** who transported the cold drinks, ice, etc. My thanks go to them. With the above tasks taken care of by others, the rest of the preparations should have been easy, as I had handled them for last year's event.

But, of course, you know about "best laid plans". About a week and a half before the event, I called the people who provided the crayfish last year. Everything was going fine until the person I was speaking to on the phone realized that May 4th was a Sunday. They no longer worked on Sundays! Bummer! I contacted another outfit, after checking with other club members in the area, and they said "No Problem". However, the person I spoke to had a very youthful voice and I wondered if the order would really be recorded.

Next, I called the rental people about obtaining tables and chairs. The lady said that their computer indicated that they had none available on May 4th. Ooo, No! Then, she said that she was sure that returns were yet to be entered into the system and that she would make a physical check of the inventory and call me back. She never did so.

Not being one to leave things to chance, midweek before the event I visited the two providers to make sure of things. All was O.K. The crayfish people had our order and the rental people promised me that tables & chairs would be available. I felt much better. Nothing left to do until the day of the event.

Later in the week, as more reports on the number of people saying that they would attend the event came rolling in to me, I became concerned as to if we had ordered enough crayfish. I called club president Mike Anderson and he agreed that we should add to our order. Our provider, however, said that he could only give us a few pounds more! That turned out to be fifteen pounds.

I must be working on too many British cars. I forgot about newspapers with which to cover the tables. I made a few phone calls asking members to bring some papers. Then the morning of the event, I remembered about the need for paper towels (crayfish eating napkins). I called Anne and found that the club had no paper towels on hand. A stop at the super market on the way to the park solved that problem. What else was going to pop up!

I arrived at the park to find that the tables & chairs had been delivered and had only to be set up. A number of club members had said that they would be at the park to help me. No one was there. I had transported two folding tables and a number of folding chairs of my own in my van from my house, so I began unloading and setting them up. Next, I set up the rental tables and chairs. Still, no one had arrived to assist me. When was this series of problems going to stop!

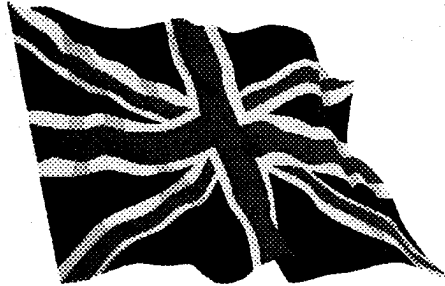
I went home in my van and return in my Morris Minor. Club members were on site by that time and I never had to do another task. The guys and gals took over everything from that time on, including the final clean up!

The weather was great; cool and sunny with a slight breeze. I counted 70 people on site before the crayfish arrived. More people came later. The crayfish was hot, spicy, and delicious. Everybody had enough to eat and drink. Well, maybe **Roy Richardson** and **Harold O'Reilly** could have eaten some more! And I will order more boiled potatoes next time to slow them down some. We all had a good time and enjoyed having the **Mardi Gras T's** and the **Rolls Royce Owners Club** as our guest at this event. There was a lot of work and worry involved in assuring that this event would be a success. Will I do it all over again next year? You bet!

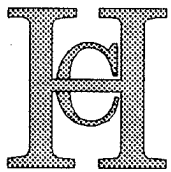
# WELCOME NEW MEMBERS

New full members will receive a BMCNO T-Shirt, Club Membership Card, Name Badge, and Holder. New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge. The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

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'67 SUNBEAM, ALPINE.

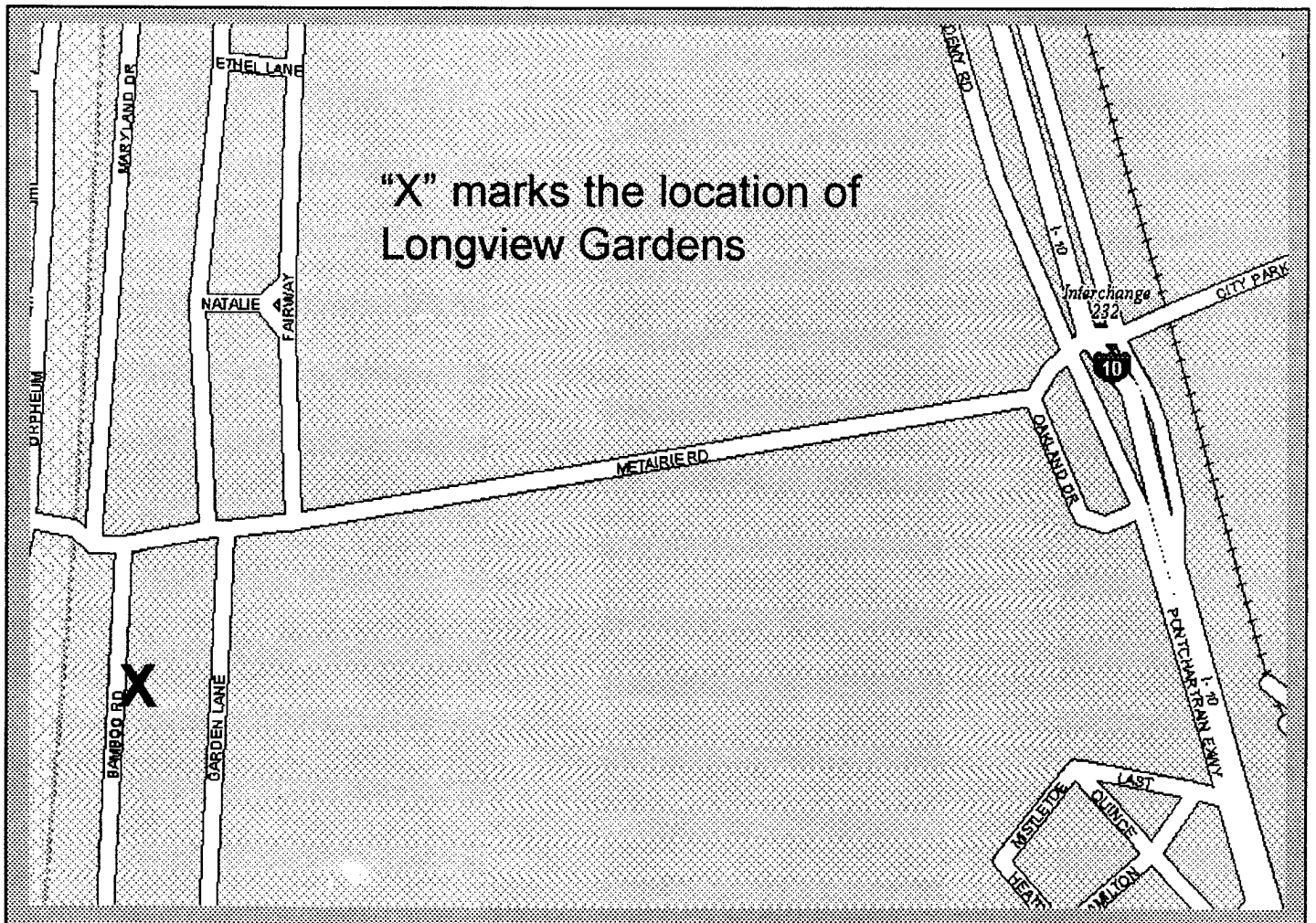


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(EDITOR'S NOTE: I am purchasing a floor jack from Cliff – He has lots of choices in tools. Give him a try!)







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## HOW YOU KNOW IF YOU HAVE THE SICKNESS by Jim Jones

- [1] You own a British car.
- [2] You belong to at least one British car club.
- [3] You own more than one British car.
- [4] British cars come up in your conversations more often than sex does.
- [5] Most of your friends own British cars or would like to own one.
- [6] You store British car parts in your bedroom closet.
- [7] Pictures of British cars adorn at least one interior wall of your home.
- [8] The parts suppliers recognize you by your *voice* alone over the phone.
- [9] They also know your address and credit card number by heart.
- [10] You made a loan in order to build a garage to store your British cars.
- [11] You have British car magazines stacked on the back of the toilet tank.
- [12] You own more than one shirt with your British car club's logo on it.
- [13] The logos are embroidered on those shirts.
- [14] You belong to one or more British car registries.
- [15] You use British terms (Bonnet, Boot, Hood, etc.) in everyday conversations.
- [16] You are not British by birth.
- [17] You often speak in terms of letters and numbers i.e. MGA, MGB, TR4, TR6, MKII.
- [18] You refuse to help work on cars other than British ones.
- [19] You drive your British car against the advice of your estate planner.
- [20] Your mate has doubled the value of your *accidental* life insurance policy.

If you answer "Yes" to even a third of these statements, you are sick!

If you do not believe that you are, then you are in denial!

## OTHER CLUB'S NEWSLETTERS

As editor of the Morris Gazette, I receive many newsletters from other British car clubs. I pass these newsletters out at our club's general meetings after

I have read them. Color printing is slowly coming to light in some of these publications. This month I received the May issue of the Texas Triumph Register's monthly newsletter, The Bluebonnet. It is a compact 5 1/2" X 8 1/2" publication crammed packed with interesting articles. The May issue has a beautiful color picture on its cover. It catches your eye immediately.

I have long thought of the use of color in the Morris Gazette. I have the ability to print my masters for the newsletter color separated. However, color printing / copying is expensive and the club's budget is limited. The price for reproducing the newsletter in black and white has gone down in the past few years. Maybe, color reproduction will follow suit in the future. If it does so, perhaps I can give our members a newsletter with color included.

A "Good Show" to The Bluebonnet editor: Tom Marsh!

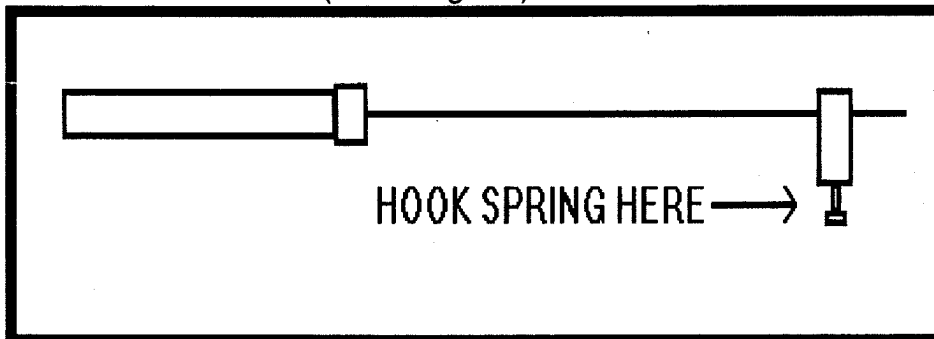
## UNWANTED FULL POWER by Mr. Goodspanner

This actually happened. A lady was moving her British car into position at a car show when all of a sudden the car lurched forward as if she had stomped the accelerator pedal. Not panicking, she quickly turned off the ignition and no damages were incurred. What caused this to happen? The single spring designed to return the carburetor butterfly valve to the closed position failed. Without the single spring on her single carb. setup, the butterfly valve swiveled to the full open position.

This would not occur with a dual carb. setup, as there are normally two return springs. But, on a single carb. setup, there is normally just one return spring. If it fails, you get full response from the engine! Even a small engine will respond with surprising acceleration if the transmission is in first gear.

With a single carb. setup, the installation of a second return spring is advisable. A second spring placed along side the stock spring is not advisable. The two springs will wear against each, cause premature wear of the throttle shaft, and make operating the gas pedal excessively hard. You must look for a place to position the spring some where else along the accelerator linkage. The unused end of the carb. butterfly shaft is many times long enough to accept a bell crank (Victoria part number: 3-846 Ref 34 for a HS4 carb). You must order the proper part for your carb (as the shafts vary in size) which will anchor one end of the secondary spring of a lighter tension than the stock spring. If your car has mechanical linkage, as opposed to cable linkage, there are bell cranks where you can mount a spring even if you must drill a hole in one of the bell cranks to accept one end of the spring. Smooth the openings of the drilled hole to prevent undo wear of the spring's anchor and lubricate at that point.

With a cable operating the carb's throttle shaft, it is more difficult to install a secondary spring. But, it can be done. One way is to fix a cable stop (Victoria part numbers: 12-605 Ref 38 & 12-266 Ref 39) to the cable near the cable's end. (See Diagram)



Use a spring of the proper length and the same type as the stock spring. (Exp. Victoria part number 9-199 Ref 42 or such.) Stock springs are designed to exert the same tension through out their expansion. (the same force overall when pulled through their range of normal expansion.) In all cases, anchor the other end of the spring where you can. ( heat

shield, bulkhead, etc..) The installation of a secondary return spring is not a stock item. But, as a safety item, it should be ignored in the judging of your British car at any car show, if it is done neatly.

## SOME BRITISH CAR SHOWS

**MAY 24** – BIRMINGHAM BRITISH MOTORING CLUB, SHERATON PERIMETER PARK SOUTH HOTEL.  
CALL RON 205-664-0680.

**MAY 31 & JUNE 1** – HOUSTON ALL-BRITISH MOTOR VEHICLE EXPO, CALL ED AT 281-444-1679  
OR RON AT 281-346-2417.

**JUNE 14** – HEARTLAND MG CAR REGIONAL, INDEPENDENCE, MISSOURI. CALL MEL 816-941-8454.

**SEPT 27** – BMC MONTGOMERY, 13th ALABAMA AT HIGH GAMES. CALL HAMER AT 334-277-3645.

**DRIVE YOUR BRITISH CAR OR THE NEW PARTS SUPPLIES MAY  
JUST DRY UP!**