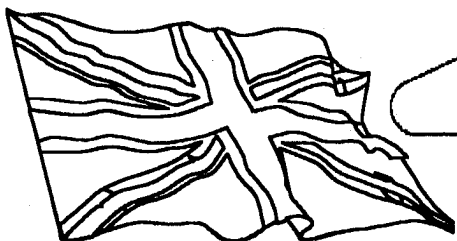
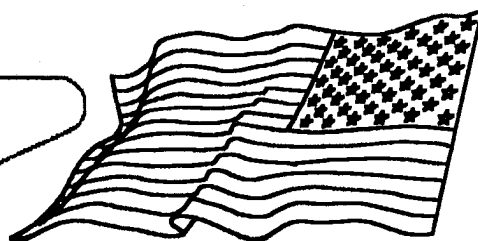
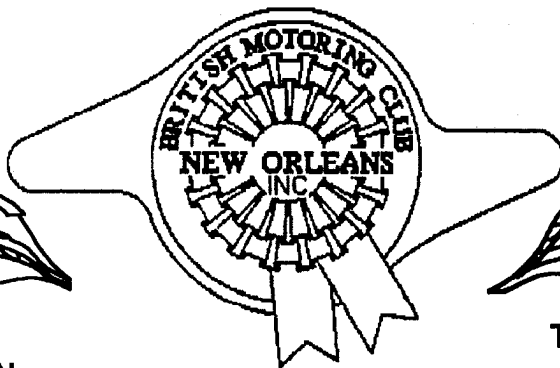


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



The **MORRIS GAZETTE**
A MONTHLY PUBLICATION
by Jim Jones

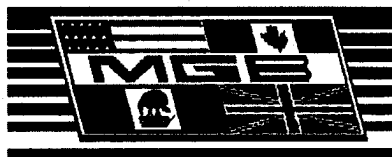


THE OFFICIAL NEWSLETTER
of the **BRITISH MOTORING CLUB** – NEW ORLEANS, INC.

Dues Due: 02/28/98

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

OCTOBER 1997



North American MGB Registry Chapter



TWO MUST DO'S THIS MONTH!
1) ATTEND THE
GENERAL MEMBERSHIP MEETING &
VOTE FOR NEW CLUB OFFICERS
2) BE AT BELLINGRATH GARDENS
WITH YOUR BRITISH CAR!

BMCNO CALENDAR OF EVENTS

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----------------------------------|-----------------------------|--|-----|-----|-----|---------------------------------------|
| NOVEMBER 1997 | | | | | | <i>1</i> SOUTH ALABAMA SHOW |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 SCCA AUTOX | 10 | 11 OFFICER'S MEETING | 12 | 13 | 14 | 15 |
| 16 E. E. REYNOLDS RALLY | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 GENERAL MEETING ELECTIONS | 26 | 27 | 28 | 29 |
| 30 | UPCOMING CLUB EVENTS | | | | | |

OCTOBER 28

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

NOVEMBER 1

SABCC FESTIVAL – Bellingraph Gardens west of Mobile, Ala. Convoy leaves Plaza Shopping Center in New Orleans East at 6:30 AM. Pauses at Mississippi I-10 exit 13 for quick breakfast.

NOVEMBER 9

AUTOCROSS – SCCA Event at Zephyr Stadium off Airline Hwy.
Call Karl Keiger for details at 504-737-2086.

NOVEMBER 11

OFFICER'S MEETING – Roy Richardson's place 1148 E. William David Pkwy, Metairie, La. at 7:00 PM.
Lost Number: 504-833-4840.

NOVEMBER 16 (Note Date Change)

E. E. REYNOLDS RALLY – Planned by last years winner, **Peter Brauen**. Run the back roads of Mississippi. Not a Race, but a timed event following the written instructions.
Start time 12:30 PM from the Plaza Shopping Center in New Orleans East.

DECEMBER 7

CHRISTMAS PARTY – **Bill & Sally Breithoff's** home, 7315 Beryl Street, New Orleans, 7 PM to 10 PM.
Lost Number: 504-288-4019. Please bring covered dish.

JANUARY 10

TECH SESSION – More information later.

IN MY TRAVELS by Jim Jones

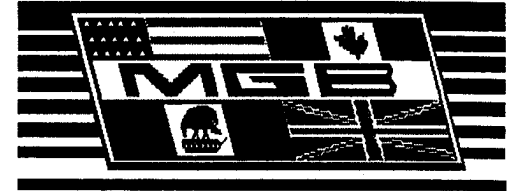
The 1275cc MG Midget engine in my '60 Morris Minor Traveller is alive and well! But, of course, not without the "to be expected problems". The engine at first would not start and spit fuel out of the carb. A timing problem of some nature for sure. I had wired the high tension wires in the proper sequence, but I had installed them into the distributor cap placing the number one wire in the number four position. I corrected that "little" problem and the engine fired up easily. I ran the rebuilt engine at the recommended 2,000 to 2,500 rpms when I noticed great quantities of white smoke pouring from the exhaust tail pipe. I knew from past experience just what the problem was; a PCV valve malfunction. The spring in the PCV valve was not the proper one and the substitute spring was not doing the job. It was allowing the vacuum created in the intake manifold to draw crankcase oil and deliver it to the combustion chambers. I later "borrowed" the PCV valve spring from my MG 1100 to fix the problem. I also noticed black oil dripping from the exhaust manifold to exhaust pipe junction. I loosened the fixing clamp, repositioned the exhaust pipe and clamp, tighten the nuts, and fixed that problem.

The next thing that I noticed was a fuel leak at fuel pump which in a Morris is mounted at the rear fire wall under the bonnet. The leak was located at the diaphragm gasket. I just tightened the screws and the leak stopped. I guess that the fuel expanded the dried out (for 20 years) gasket. But as I recall, the gasket is the rubber diaphragm itself and would not swell. O'well, who knows?

Next, I saw some fuel on the concrete floor. It was coming from the carb overflow down tube. (If your British car does not have an overflow down tube, install one now.) I removed the float bowl cover and noticed that the float up position was way too high. I installed a spacer under the new valve body to lower the float cutoff level as the float is made of plastic and is not adjustable. Another problem fixed. But, It has done it again. No, there was no fuel inside the float.

Then, I noticed that the little red ignition light was burning brightly. No output from the locally rebuilt generator? I tested its output and it was zilch, nothing. I then polarized it to my positive ground system and still no output. I removed the generator from the car and removed its end cover. What a butcher job! Dirty as hell inside, improper brushes, pinched wires, and cut insulation. I cursed some and then decided to order a later model rebuilt generator (American for Dynamo) with its higher voltage output from Victoria British. The new unit has a fine output, in excess of 16 volts. (Remember, that a rebuilt generator does not come complete. You will need to transfer the cooling fan and the driven pulley from the old generator to the new one. Throw nothing away until you are convinced that the new part works well and that you do not need some of the bits & pieces from the old part. British Car Rule #25,945) The "little red light" still glows, but it does dim when I race the engine now. I have cleaned the contacts in the regulator and I have attempted to adjust the relays. But, to no avail. New regulator time, I guess! I adjusted the relays on my Morris sedan's regulator and it has worked well for over two years now.

My electrical temperature gauge indicated that the engine was running on the hot side. I, at first, contributed this to the friction of the newly rebuilt engine and its idling speed. Then I remembered that I had not opened the heater system valve and allowed the system to fill with coolant. As expected, the temperature gauge dropped a goodly bit with a heater on. And, even with the heater turned off the temperature reading was lower than before I allowed the heater system to fill with coolant. An air lock some where? Who knows! Later, I closed the bonnet—with the bonnet in its closed position—no problem, the gauge points to "N" for normal. (Remember, if you have missing shrouds or rubber seals from around the radiator, the cooling system will not work as designed.)



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Offers all MGB, Midget, and MG 1100/1300
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With the engine taken care of, I moved on to the gear shift boot. The original would not fit, as the MG Midget control tower is much higher at the shifter than the original Morris control unit.

I have been told that if I had used the Morris control unit, that I would have no problems. But, I never had a Morris transmission from which to acquire one. The choice was to make a spacer and use the original boot or adapt a Midget boot. I choose to adapt a Midget boot.

My seats have been upholstered in a medium blue vinyl in the original pattern. Instead of using the original type straps to support the bottom foam of the front seats, metal diaphragms have been installed. This makes the seats much more comfortable and I will not be replacing the straps which always fail. After seeing the newly covered seats, I just had to have the door panels redone as well. There are no panels in the back of the vehicle, just wood and painted aluminum. The padded strip along the edge of the parcel shelf under the dash has been covered with the same material as are the seats. The new parcel shelf is not the original color, but black instead and needs some modifications before it can be installed. (O'Why O'Why can they not just copy the original part?) Carpeting is soon to be acquired. The original rubber floor mats are "not available". I have decided to purchase a ready made carpet kit in black.

I am awaiting the shipment of the last piece of needed wood. After its arrival, I change into a carpenter and will begin to shape & fit all the new pieces of wood to the vehicle. This effort will make the car driveable although not yet complete. (My spell check tells me that there is no such word as "driveable", but you know what I mean.) Some *minor parts* are still needed, like new tires. I would like to locate some new 155X14 radials if it is possible. I have 145X14 tires on my Morris sedan, but I think that the larger size is more appropriate for the Traveller.

After I got the engine running, I noticed the heater assembly had a small leak. I hate undoing work, but I removed the heater and disassembled it to remove the core. The radiator shops will not touch it! I flushed the heater core well, let some TSP (Tri-Sodium Phosphate, the main ingredient in "Spick & Span) soak inside, flushed it again, and hooked it into the coolant system of my MG 1100. Next, I added some radiator leak sealant (The old style silver flake type). I ran the engine for a good while and it plugged the crack! I will find out later on down the road just how well it worked.

The "new" completion date for the paint job of my '67 Morris Minor 1000 sedan is late October. The two rear wings, the bonnet, and the grill panel have already been painted. The rear wings were removed to ease the installation of new welting. The grill panel was removed because the painted (White) grill cannot be installed with the grill panel in place. The bonnet was removed just for kicks. The negative part of having a new paint job will be that I cannot just park the car anywhere as I did before. I will have to be protective of it now!

A word to the wise. Anything that you do not fix or replace when rebuilding a 20 or 30 year old car will come back to haunt you. It will most likely happen when you are on the road and not while you are in your driveway.

I located a Borg Warner transmission for **Peter Brauen's** (Really his wife **Melissa's**) recently acquired '81 Jaguar. At the general meeting, I asked if anyone had one for sale. At first, I received only silence. Then, a voice from behind me said "Yes, I have one of those". The voice belonged to **Stephen Klein**. Peter and I separated the transmission a few weeks later at Klein's place of business and loaded it into my van. The '81 Jaguar belonging to Klein's mom had blown the engine and he converted the car to a Chevrolet V-8 engine & transmission. The original transmission had been rebuilt just six months prior to the Jaguar's engine failure.

You should hear the drawback sounds from the stock Morris exhaust system. It is louder and more pronounced than a later Morris with its stock 1098cc engine.

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 &
STUFF FOR SALE**

BRITISH CARS & SPARES

MG 1100 – '64 Model, 4-Door, White, '71 Austin America Rebuilt 1275cc Engine, Rebuilt Transmission & Differential, New suspension Bushes & Frames Mounts. Drive Anywhere. Many Spares \$1200 OBO. Call Jim Jones at 504-892-7774. (Covington, La.)

MGC-GT – '69 Model, Restored, Painted Pale Primrose (original color), Many 1st Places. \$8500 OBO. Call Jim Jones at 504-892-7774. (Covington, La.)

MGB – '79 Model, Recent Red Paint Job, Mag Wheels. Good Condition. \$3,300. Call Bob Sarradet at 504-887-0851. (New Orleans, La.)

MG MIDGET – '78 Model, New Paint, Top, Carpets, Tires, Etc. \$2500. Call Peppy at 282-1314. (New Orleans, La.)
Also, '75 to 78 Midget Parts – Hard Top, Doors, Trunk Lid, Etc.

SHOCKS – Austin Healey, Rebuilt, Rear, Left & Right Hand. \$60 Each. Call Cliff Hughes at 504 845-8709. (Mandeville, La.)

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!

GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

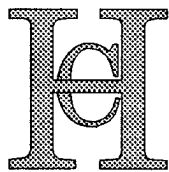
The General Membership was opened by club president **Mike Anderson** at 7:30 PM. Two guest were introduced. Two visitors from the South Alabama club were on hand promoting their upcoming show. Recent past events were reviewed: MGT's Event including Mike's TR3 break down, and the Blood Drive Show.

Upcoming events discussed were: The Car Day, Club Elections (**Frazer Rice** will run for club Vice President), the Christmas Party, Hayden's Funkana, the Memphis Show, and the Boomtown event.



Karl Kreiger spoke on the SCCA events past and yet to come. **Floyd Friloux** gave details on the "Other British Car Class" within the coming Jaguar Show to be held on October 26th at Houmas House Plantation. Mike announced that this years E. E. Reynolds Rally will be held on November 16th by last year's winner, **Peter Brauen**. (See article).

A number of the members present reported on their British car projects. The 50/50 drawing of \$22.50 was won by **Richard Wolf**. Richard also donated two fender covers for the drawing. The meeting was closed by Mike at 8:25 PM.



HUGHES & CO. TOOLS: POWER AND HAND

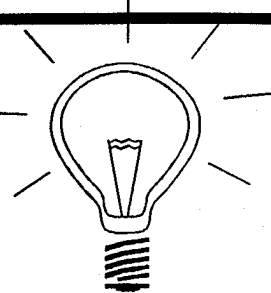
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10-97

If you have purchased a flexible light made by Popular Mechanics, (as recommended by Mr. Goodspanner) you will find that Wal-Mart does not carry replacement light bulbs for it. You are forced to order one from the manufacturer at \$4.95 plus shipping & handling.

**A BETTER PURCHASE
by Mr. Goodspanner**



This had not set well with me and I began to wonder as to who locally might stock these bulbs. The problem was solved on my very first attempt. Radio Shack carries the very same bulb in a sealed package of two selling for just \$1.29. Now that is more like it! The catalog number is 272-1176. The description is Miniature #222, 2.4 volts at .360 milli-amps, E-5 base.

As an after thought, remember that the housing into which the bulb screws is made of metal and will conduct electricity. Be careful when probing around electrical wiring.

E. E. REYNOLDS RALLYE – NOVEMBER 16

The rallye is an annual memorial club event planned and held by the previous years winner. The winner of each rallye retains the large silver plated trophy until the next winner is announced. The navigator of the winning car is presented with a plaque. **Peter Braun** was last year's winner, ergo is the designer of this year's rallye. Part of this year's rallye will be held on the roads of Mississippi.

The rallye is *not* a race for the shortest time from point "A" to point "B". It is a contest to see who can travel each leg of the rallye closest to the time set by the Rallye Master according to his written instructions. The RM will supply you with the information, hint, tips, etc. You must figure out what the time of each leg is to be. A stop watch, a calculator, a pencil, and some paper will be very helpful to your navigator.

A working speedometer and odometer are must have items, although they need not be necessarily accurate. A formula will be given to you to use on a test run which will allow you to compensate for any error your speedometer may have.

The rallye will end at a location which serves food!

Come on out with your British car. It is lots of fun!

OFFICERS FOR CALENDAR YEAR 1997

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

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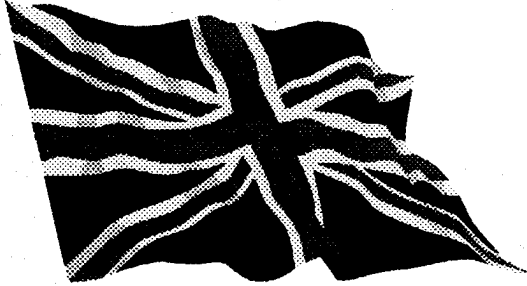
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1-98

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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10-97

FUNKANA SUCCESS by David Hayden

Thanks to all who came out to our first annual Hayden Funkana. For those of you who didn't, it was held at the Tanger Outlet Mall. The weather was perfect, partly cloudy, no rain, and a nice breeze all day. Tanger set up two shade tents so we had a place to relax out of the sun.

Eleven cars participated and from what I can gather, everyone had a really fine time. The course consisted of a Lemans start leading into a six cone slalom with the driver blindfolded and directed by the navigator. At the end of the slalom, the navigator threw twelve beanbags at a fifty-five gallon drum while the driver drove around the drum. Next, it was back through the slalom with the navigator holding an egg in a spoon at arms length out the window. Next was a seventy foot circle of eight cones with a British flag in each cone. The flags had to be removed and replaced with a tennis ball, four by the driver and four by the navigator. To finish up the course, the car had to be driven up to a plywood wall as close as possible without breaking the egg that had been taped to the bumper before the drive started.

Scoring was by elapsed time plus five seconds added for each cone hit or tennis ball dropped. Each beanbag in the drum took fifteen seconds off ET, and a non-broken egg in the egg and spoon portion took twenty seconds off. The parking at the wall added five seconds for each inch away from the wall. Broken eggs here added one minute to ET.

First, second, and third place driver and navigator trophies were awarded and all participants were given a dash plaque. **Anne and Floyd Friloux** even came up with half a dozen goody bags.

This was the first Funkana I have put on and I learned a few things. Next year, I promise an even better event. I hope to have it at Zephyr stadium. More information will be given in future issues of Morris Gazette. Lastly, a big thank-you to my wife, Laura, my children, Cara, Shaun, and Rachel, Shaun's girlfriend, Karla, and Vince, one of my employees, for all the help before and during the event.

Results are as follows:

First place driver, **Roy Richardson** – First place navigator – **Harold O'Reily**.

Second place driver, **Roger Gibson** – Second place navigator – **Joe Rogers**.

Third place driver, **Karl Keiger** – Third place navigator – **Richard Wolf**.

LAP SEAT BELTS by Mr. Goodspanner

If you are replacing or installing lap seat belts in your older British car, J. C. Whitney has what you need. Their belts are of herringbone weave which was the type used when cars came with lap belts only. The buckles are chromed metal. They come in three different lengths to suit your car and/or your size and are priced between 17 and 20 dollars per set. A set is just for one seat. They also come with mounting hardware.

There were several methods used for mounting lap belts in British cars for export to the United States. Many require no modification when installing the replacement belts. Of those that do, one is of particular note. That is the front inner seat mounting which has a rod shaped device welded into the floor board into which an eyelet is screwed. I.E. MG 1100/1300. The normal attachment must be cut off the belt and belt threaded into two metal plates which interlock to the eyelet. The only good thing about this is that the length of the inner belt is adjustable. The bad thing is that it can cause you to feel sad about cutting a brand new belt, but it is the only choice you have.

In cars which did not come equipped with lap belts, check to see if the attachment points are in fact there. Before the belts were required by U.S. law, the manufactures were installing the attachment points, placing rubber plugs into them, and hiding them under the carpet. If this is the case in your car, you simply remove the rubber plugs, make holes in the carpet (Remember the heated Phillips screwdriver trick) and screw the bolts in that come with Whitney belts into the holes. The bolts are all of one size and thread no matter who manufactured the car.

A kit is available for early MGA's which did not have seat belt attachments, but some welding is necessary.

TROUBLESHOOTING ELECTRICAL GAUGES W/JUMPER WIRES by Mr. Goodspanner

If your electrical fuel or temperature gauge does not work at all, here are procedures to follow in order to locate the problem using only jumper wires. I will assume that you have checked the fuses. I will take on the fuel gauge first. Locate your fuel sending unit which is mounted either on the top or side of your fuel tank. It will have two wires connected to it. Locate the color coded wire (not the black earth wire) and using a jumper, ground that wire to the chassis. Do not disconnect any existing wires. Pull back the wire's connector part way if necessary. Ready made jumpers can be purchased at Radio Shack. Buy the heavy duty ones. Turn on the ignition key and watch the fuel gauge. The needle should begin to move towards the full mark. Turn off the key before the needle reaches the full mark to protect the gauge. If the needle moved, the gauge, its voltage source, and its wire to the sending unit are good. If not, place the jumper from the color coded wire's terminal on the sending unit to the black ground wire's terminal on the sending unit, shorting out the sending unit. If the gauge moves when you turn on the key, the sending unit is defective. If the gauge did not move, the black ground wire is defective or the hot wire at the gauge is not hot (no voltage).

For troubleshooting the temperature gauge, pop the bonnet and locate the temperature sending unit. Look for it around the thermostat housing. It screws into the cylinder head and has a single color coded wire attached to it. Using a jumper connect its single contact to a ground source. Turn on the ignition key and observe the temperature gauge. If the gauge's needle moves toward the hot mark, the gauge, its voltage source, and its wire are good. Again turn off the key before the needle reaches the hot mark to protect the gauge. In this case, the sending unit is defective. If the gauge's needle did not move, remove the jumper from the sending unit and connect it to the terminal at the back of the temperature gauge which has the same color code as the wire on the sending unit to a ground source. This can be a pain as not all gauges are easily accessed from the rear and sometimes the gauge will need to be removed from the dash. If the gauge's needle moves after you turn the key on, the wire to the sending unit is defective. If it did not move, leaving the first jumper in place, connect a second jumper to the other terminal of the gauge to a voltage source (any green wire) and turn on the key. If the needle moves, the gauge is good and it is the voltage wire to it which is defective. If it did not move, the gauge is defective.

TODAY'S FUELS by Mr. Goodspanner

Gasoline is not what it use to be. It has changed a lot; reformulated they say. Many extensive articles have been published about the new fuels. I am not going to rehash them here. What I want to do is make you aware of its new dangers to your health.

Never suck on a siphon tube with your mouth! If you choke and fuel enters your lungs, you are as good as dead! The liquid gasoline will rapidly evaporate in your warm lungs and displace all of the oxygen bearing air. You will suffocate. God knows what the additives will do to you even if you do manage to survive.

A safe way to start a siphon is to begin with a long enough hose. Feed the hose into the container of fuel (fuel tank, etc.) as far as you can. Plug the free end of the hose with your finger and withdraw the hose far enough as you can so that the free end of the hose is well below the level of the fuel in the container. Remove your finger while holding the free end of the hose over a receptacle. A siphon should have been created and the liquid should begin to flow.

If you spill any fuel on your skin, rinse it off immediately! Today's fuels will chemically burn you. Even more so on areas like your face or your skin which is normally covered by clothing. Woe to you if you spill any on your crouch! You will perform quite a dance! Do not think that if gasoline never gave you trouble in the past that it will cause you no health problems today. It is just not true.

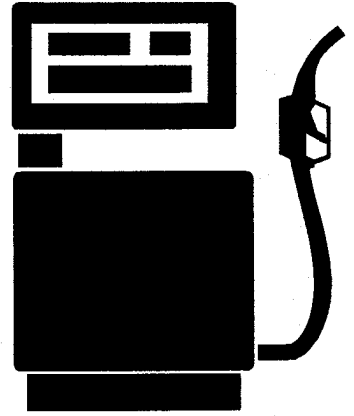
Paint & Rust Removal Systems now has a *new name* and a *new owner*. The new name is Ready Strip and the new owner is Stephen Klein. There is a

difference in operation, however. No stripping will be done on site. Once a month, all parts will be shipped to Ready Strip in Jackson, Mississippi for processing and after the work is completed it will be returned to Kenner, Louisiana. This will necessitate a small increase in price, but much less than the cost you would incur making a round trip to Jackson. Objects from the size of a screw to whole cars can be accommodated.

Stephen will use the old Paint & Rust Removal Systems site as part of his auto restoration & repair business. The address is: 2311 Marietta Avenue, Kenner, La. 70062. Check your map. This address cannot be reach directly. (As in "You can't get there from here".) The phone number is: 504-469-0071 and is not the phone number on site, but you will be automatically transferred when Stephen is not at the location of this number. Isn't modern technology great?

Thanks to Stephen for making this service available to us!

Note: Because of the increase in business, the turnaround at the Jackson facility is now 4 to 6 weeks. Plan ahead!

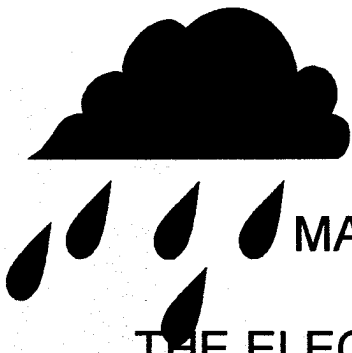


LOCAL METAL STRIPPING SERVICES ONCE AGAIN AVAILABLE

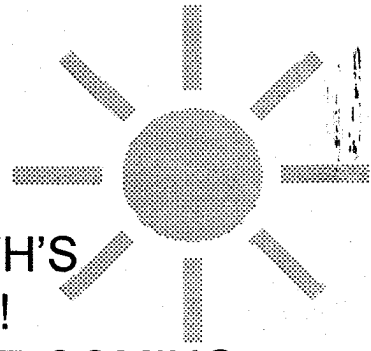
SPEND HALLOWEEN WITH THE ALABAMA GUYS

ATTEND THEIR CAR DAY RECEPTION
ON FRIDAY AT
THE BELLINGRATH GARDENS
HOLIDAY INN!





RAIN OR SHINE!



MAKE PLANS TO ATTEND THIS MONTH'S
GENERAL MEMBERSHIP MEETING!
THE ELECTION OF CLUB OFFICERS FOR THE COMING
CALENDAR YEAR
WILL BE HELD AT THIS OCTOBER'S MEETING.
WE MUST HAVE AT LEAST 20% OF THE FULL MEMBERS VOTING
FOR THE ELECTIONS TO BE OFFICIAL.

THE MONTGOMERY CAR SHOW by Laura Hayden

For those who missed the Montgomery, Alabama car show, we advise you to make it next year for several reasons.

They held a reception at a bank building from 6-10 on Friday evening with pre-registration. The banquet on Saturday was held the same bank and was catered by a B-B-Q house. Everyone at the banquet received a door-prize. Some prizes were very nice and some were silly. Dave received a one year subscription to British Car Magazine and I got a tote bag and some valve stem covers with British flags. The Morgan now wears these.

There were 60 some cars with the usual mix of TR's and MG's. Among these, we had 6-MGBGT's 10-chrome bumper MGB's, 10-rubber bumper MGB's, and 5-TR6's. There was a 1996 Mini for sale at the price of \$21,000. Registered as a '76 and brought in through Guatemala. There was also a 1936 Rolls Royce Phantom owned for 30 years by a gentleman that also brought a beautiful MGTC. He won best of show with the RR and the MG won its class. The Britannia class included 2 Morgans, a 1932 boat-tail MG, a Jensen Healey that was number 23 of a limited edition of 100 cars, and a Lotus Elan. The winner was a newly restored Mini Moke. Our '58 Morgan got second, and the Jensen Healey took home third. There were also 8 Austin Healeys, including 4-Bug-eyes.

The setting was in a large park a with two day Highland Games that included sheep dog trials, sheep shearing, horse shoeing, bag piping contests and the usual caber tossing, mace hurling, etc.

On Saturday afternoon 25 or so of the show cars caravanned to a private collection of cars put together by the owner of Barber's milk. Most of these were for sale, all ran, and were in mint condition. These included a Dusenberg, Cord, Bugatti, Mercedes Gull Wing, Rolls Royces, '63 Sting Ray, 289 Cobra, 30's Lincoln, Desota, and a 30's Panel Truck. There was also a row of race cars including 6 Indy cars ranging from the late 50's to the 90's owned by drivers such as Foyt Rahal, and Rutherford. They were all housed in a huge climate controlled hangar with a full working shop. There was also to be a tour of even greater value on Sunday afternoon at the home of a man named Kershaw.

Awards given were 1,2,3 in each class, a best of show, and ladies choice, as well as one for worst hard luck story. One guy broke a thumb while changing a tire on his RV, but as this has nothing to do with his British car, he was not awarded. Our friend Bill Silhan from Pensacola won after telling about his 2-car trailer breaking a leveling chain and after repairing it had a wheel bearing go out. They made it in a one car trailer and won the prize without telling of the two flat tires on their tow vehicle.

There were some vendors selling Scottish type souvenirs, some food stalls, and a tent for cover from the weather with live music.

Hope to see many of our club members there next year.