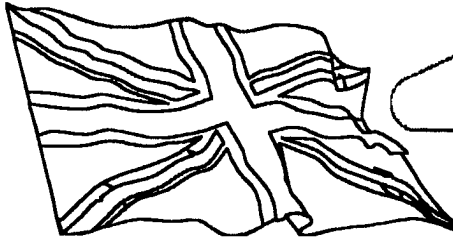
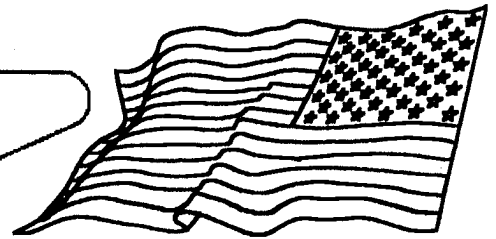
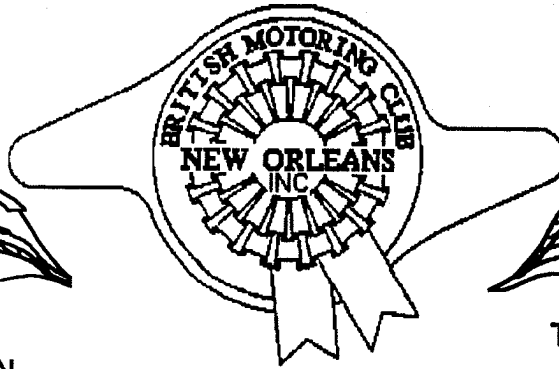


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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



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

NOVEMBER 1997



North American MGB Registry Chapter



***ATTEND THE CLUB'S
CHRISTMAS PARTY
NEW CLUB OFFICERS
WILL BE INSTALLED
LOTS OF FOOD!***

BMCNO CALENDAR OF EVENTS

DECEMBER 1997

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
	8	9	10	11	12	13
14	15	16 OFFICER'S & CAR DAY MEETING	17	18	19	20
21	22	23	24	25	26	27
28	29	30 NO GENERAL MEETING	31	UPCOMING CLUB EVENTS		

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. See Map for details.

DECEMBER 9

OFFICER'S & CAR DAY MEETING – Bill Breithoff's place at 7:00

JANUARY 10

TECH SESSION – Suggestions will be accepted at the November General Meeting. To be held at the Friloux's business, Lubriport Laboratories, located at 1650 Airline Highway (Entrance on Marietta Street) Kenner. La. Scheduled for 10 AM. Lost number 464-1734.

FEBRUARY 3

OFFICERS & CAR DAY MEETING – Location to be announced later.

FEBRUARY 8

MIDDENDORF RUN – Cruise to Middendorf's Restaurant for seafood delights. Convoy information later.

FEBRUARY 17 (DATE CHANGED DUE TO MARDI GRAS BEING ON THE 24th)

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

IN MY TRAVELS by Jim Jones

Having made all the preparations for the SABCC show, except one, I headed to the gas station to top off my '69 MGC-GT. There were cars at both sides of the pumps, so I approached the pumps on a different tack than usual. I heard a thunk and then loud exhaust noise! I had rolled over one of the filler mounds for the underground gasoline tanks and with the car being fully loaded, had pulled loose something on the exhaust. O'No! I drove nosily back to the house and laid down in the driveway to inspect the damage. Not the end of the world. A clamp had been broken and the pipe had been pulled loose from the front muffler. Too aggravated to fix it myself, a drove to the local muffler shop. This delayed me for two hours, as I had to wait my turn. The repair job itself took just ten minutes and the minimum twenty dollar charge.

I was just happy to be on the road to the Holiday Inn in Tillman's Corner, Alabama. The trip there was, thankfully, uneventful. Except, for Friday's weather. It was raining when I left Covington and it rained all the way to the Holiday Inn. It was so bad, that at times, even the semi's slowed down. Being no dummy, I did likewise. It took me about a half a tank of gas to get there. The "C" gets much better gas mileage at 70 mph or higher.

I stayed over Saturday night and went with SABCC member Don Pritchard to obtain some parts from a Morris Minor that he is parting out. I extracted a rear glass for a friend, a wheel and a left hand door handle assembly for my woody, and a late model speedometer for my sedan. The door handle assembly has already been installed. I was so concerned about packing the glass into my already full "C" that I left the speedo in the back of Don's truck! Woops! The trip back home on Sunday was delightful. The wind was blowing pretty hard, but that does not bother the low slung "C" very much.

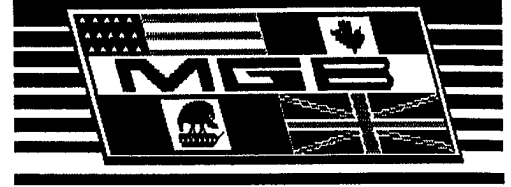
I gotta take a break. My dogs are letting me know that the UPS truck just pulled up! – Back again. – I now have my new carpet set and my new voltage regulator! The carpet set was supplied by Mania Mania and made in England. It is bound where appropriate, rubberized on the bottom, and looks great. However, it has no insulation installed. I will take care of that problem. O'Where, O'Where is that last backordered piece of wood that I need? The guys in England have not made it yet, I guess.

I drove over to Bay St. Louis, Mississippi to help **Peter Brauen** part out a very, very rusty Austin Healey. No saving this car! The six cylinder engine we removed is the stock three carburetor type. Peter is willing to sell this hard to find engine and transmission "as is" for the right price. It does turn over. The car was one of three saved from the backwoods of Mississippi by Peter. Although, part of the car is still in the woods. A tree grew around the front wheel knockoff. The front suspension on that side was cut with a torch in order to remove the car itself.

The first Healey will donate its engine and transmission to Cliff Hughes' still in restoration AH. The rest will be parted out or junked This engine develops 30 more HP than the engine for Cliff's car does. The second and third AH may be shipped to Australia for professional restoration there. These guys will restore British cars that we would not even consider.

When I arrived back home from Peter's, that long awaited last piece of wood had been delivered. It has been loosely fitted to the Traveller and now I must secure some marine varnish. The hidden parts of the wooden pieces must be varnished before I can fix them to the car. Things are really beginning to happen now!

Club member (soon to be new club Vice President) **Frazer Rice's** MGA Mark II has not had any thing much done to it. We are still gathering, cleaning, painting, and sorting parts. Things will start to happen soon. The colder weather will slow us down some also!



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The new voltage regular has been installed. The red ignition light now goes out after starting the engine and a meter across the battery reads 16 volts at first, then drops to 12 volts.

MORE IN MY TRAVELS

I now have located a local source for "Captain's Varnish" as recommended by Frazer Rice's dad for use on the Traveller's wood. It was the "Yacht Works" in old Mandeville. I now have all that is necessary to varnish the hidden parts of the new wood as that I can begin to fit it to the vehicle. I even have some hydrogen peroxide with which to bleach the old wooden parts. I am not using regular chlorinated bleach because it would damage the painted parts of the car next to the old wood. I may not be able to varnish for awhile, as the cold temperatures and rain will nix it. I am having trouble staining the old & new woods. The new wood stains fine, a golden yellow, but the old wood stains like muddy olive drab. I think that I will have to "Pickle" the old wood before attempting to stain it.

Peter Brauen is now a dealer for the Pertronix Ignitor "under the cap" Solid State Electronic Ignition System that you have being seeing advertised in British car magazines. No more contact points to adjust or replace and no external electronic box. All system are matched to the Lucas distributor numbering, so dwell times will be correct for your British engine. Peter will install same in your British car. Give him a call at 601-467-0519.



CLUB OFFICERS FOR 1998



PRESIDENT – BILL BREITHOFF
VICE PRESIDENT – FRAZER RICE
TREASURER – HAROLD O'REILLY
EDITOR – JIM JONES

MEMBERS AT LARGE:
CHARLES AKE
CATHY GREENSFELDER
ROY RICHARDSON
RICHARD WOLF

NATCHEZ BRITISH CAR MEET, October 18: Early that Saturday Bonnie and I loaded the picnic gear into the Healey, put the top down and headed toward Natchez for the English Motoring Club of Mississippi's "Gathering on the Green." We took back roads from I-55, stopping at roadside collectible/junk shops and passing through Homochitto National Forest. The "gathering" site was right in the heart of old Natchez, overlooking the Mississippi River. What a view! And what hospitality! Our gracious hosts, Terry and Meredith Trovato, arranged for the use of this prime piece of grassy, private property. And they even supplied some great food. And, of course, the event was timed to coincide with the balloon festival. At dawn and again in the late afternoon colorful balloons slowly billowed up out of the woods across the river, two or three at a time, and drifted toward us - 50 in all. What a beautiful sight - especially against the setting sun! Cass and Carol Tillman (and their beautiful Healey) were the only other British Motoring Club of N.O. people there. It is to be an annual event, so plan to make it next year. To me, this is what owning a sports car is all about: a day-trip to an interesting destination; a clear, sunny day in the 70s; driving a stiffly-sprung, powerful roadster (top down of course) with a growling exhaust; exploring curvy back roads far from "civilization."

Rudi Markl

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

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

PARTS MGA – '59 Model, All Transmission Gears (Except First), Used only 1,000 Miles. \$125.
Standard Differential Ring & Pinion. \$150.
Distributor W/Vac Advance (Like New) \$50. Rudi Markl 504-646-2265H or 601-688-4510W.

MISC. – Healey 100-4 repo rocker panels. \$40/pair, MGB Rubber Bumper LF fender, Used. \$60, Radiator Fan, Texas Kooler, Never Used. \$25, Cable, Smiths Speedo/Tach. \$5, Knock-offs, Three Fine-Thread. \$5 Each, Many Early AH 6 cylinder. Rudi Markl 504-646-2265H or 601-688-4510W.

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

TR6 MISC. – 4 Speed Tranny, '72 Mod, \$200. Interior, Blk \$25, Shadow Blue \$50. 13.5" Steering Wheel \$50. License Light Asm. '69 – '72 \$25. Dash Console Support \$50. Free, 2 Mich. Red Lines, 185X15". Call Dan at 504-391-3227. (New Orleans, 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. Send your dues to the address on the newsletter's cover page.

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 Meeting was opened by club President **Mike Anderson** at 7:30 PM. A guess from Texas was introduced. Past events were discussed: The Funkana by **Roy Richardson**; The Boomtown Event by **Dave Lowe**; The SCCA Event at Zephyr stadium by **Karl Kieger**; and The Jaguar Concours at Houmas House by **Floyd Friloux**. The club presented **Dave Hayden** with two golf shirts (one for his wife, Laura) embroidered with the club logo and "Funkana Official" in appreciation for all the work and expense that they went to in order to hold the event. Club elections for '98 officers were held by hand vote. All on the ballot were elected to office.



Upcoming events were discussed: the SABCC Show; the E. E. Reynolds Rally; Christmas Party; the Tech. Session; and the Middendorf's Run. Details for the '98 Car Day were discussed. The 50/50 was won at \$23 dollars. The meeting was closed by Mike at 9:35 PM.

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**CHECK YOUR OIL, CHECK YOUR WATER.
WITHOUT THESE THINGS, IT DON'T RUN LIKE IT OUGHTA!**

BRITISH CAR SHOW SOUTH ALABAMA STYLE by Jim Jones

The South Alabama British Car Club put together another great show at Bellingrath Gardens this past November 1st. It was their second show at this site. As promised, even more flowers were in bloom than were at their show last year which was held about a month earlier. The show was scheduled later this year in order to attempt to avoid the rain showers in October. Last year the rain almost wiped out the awards presentation.

This year the weather on the day of the show was wonderful, not even one sprinkle damped the event. I did not count all the cars on site, but I think that the bad weather prior to the event held attendance down. Our club received the award for the greatest number of cars. The Original Mardi Gras T's were out in force, also. **Rudi Markl's** Austin Healey won best of show. He was one happy and surprised guy! His Healey was the only one at the show and **Frazer Rice's** MGA was likewise the only one entered. Even more unusual was that there were 6 MGC's. Of course, there were lots of other British cars to see, but I guess that the bad weather scarred off the Healey & MGA owners.

Under a large canopy, lots of good food was available which made our "New Orleans Car & Eating Club" members very happy. Three different T-shirts were for sale. One with a Jaguar on the front, one with a Triumph, and one with a MGB.

At the end of the awards presentation, everyone was asked not to be shy and to submit suggestions which would make the SABCC show even better. Well, I have a suggestion.

Make sure that you guys hold another show next year and the British Motoring Club-New Orleans will be there!

Thanks for the great show!

VTR NEWS by Harold O'Reilly

The Vintage Triumph Register has appointed Sam Clark of Tulsa, OK as the Regional Coordinator for the South Central Region. This region includes Louisiana, Tennessee, Texas, New Mexico, Oklahoma, Kansas, and Missouri. Sam, along with his wife who also enjoys volunteering Sam's time, is very active in the British car hobby, including President of Green County Triumph's in Tulsa.

Sam was down here recently with his "other" car for the Jaguar show and some of our members were able to meet with him. Maybe he will bring one of his Triumphs down for our show in March.

The Central Okla. Vintage Triumph Register in OK City will host the So. Central Regional in spring 1998. More details will follow. I am putting together the application to upgrade our club from VTR Zone to Chapter. Hope to have finished by the New Year.

Editor's Note: Your club officers have decided to appoint members as National Register Coordinators These individuals will write articles to keep us abreast with the Registers to which they belong. I.E. NAMGBR, NAMGAR, VTR, etc. **Richard Wolf** has been appointed as the coordinator for NAMGBR.

OFFICERS FOR CALENDAR YEAR 1997

BOARD of DIRECTORS:

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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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CATHY GREENSFELDER	504-392-9261.
DAN MELESURGO	504-391-3227.
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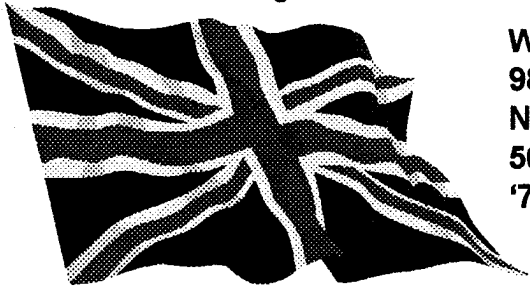
504-464-1734 * 1650 AIRLINE HIGHWAY * KENNER, LA 70062.

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.



WOODY DAHL
983 POLK
NEW ORLEANS, LA 70124
504-488-5218
'76 TRIUMPH TR6, RED.

H. WAYNE HENRY
712 ASHLAND DRIVE
PEARL RIVER, LA 70452
504-863-3110
'62 JAGUAR MARK II
(& 3 OTHER JAGUARS)

ITS HAPPENING AGAIN! by Jim Jones

SALE

First it was Jaguar, then it was the Rover Group, now it is Rolls-Royce. The British owners, Vickers PLC, has announced that the company is up for sale. Vickers PLC has owned Rolls-Royce since 1979 wants to concentrate on the building of military tanks, howitzers, and such. Will another American car company jump into a British car business or will it be the Germans? Ford Motor Company certainly has brought the new Jaguar models into the technological present (no more "Lucas"). Will someone else do the same with Roll-Royce? Only time will tell the story.

THE JAGUAR CONCOURS by Jim Jones

On Sunday the 26th of October, I attended the Jaguar show as the guest of club members **Mike & Mary Schrantz**. Mike drove his 1964 Jaguar Mark II to the Houmas House Plantation location. The bad weather had moved to the east and left us with cool temperatures and cloudy skies. The drive west was without incident. The Jag smoothly cruised the roadways. I had assisted Mike and **Peter Brauen** in the restoration of the car. I felt a certain amount of pride, especially in the assemblies that I had personally restored.

Six "Other British Cars" were registered, mostly BMCNO member's vehicles. Every vehicle was awarded a trophy in some class or another. There were more cars registered than there were trophies available and some winners will have to wait for their trophies to be made. The Schrantz's Jag won first place in unmodified small sedans.

We meet some interesting people. The couple next to us owned a '65 Mark II which was entered in the modified class. This guy is a new construction contractor and also a machinist by trade. He made some wonderful changes to his car. His modifications were very neat and professional looking and certainly enchanted the operation and reliability of the car. He had driven the Jag down from Tennessee without any problems. He made brackets which allowed him to mount a rotary A/C compressor, an up-to-date alternator, and a small modern power steering pump at the left front of the engine, one on top of the other. He completely changed the A/C to an up front unit and updated the fuse assembly with push in type fuses with individually fused circuits. The car previously had one fuse which protected most of the electrical circuits (like most older British cars) and he did not feel comfortable with that setup.

A new "Factory Hot Rod" Jaguar was on display. It had a super charger, alloy wheels, special tires, etc. It was very impressive looking.

The cars were displayed on a large grass lawn on the plantation site. Food was served and cold drinks were available. The show was very well run and enjoyed by all.

This poor disheveled little MGA, I bought almost five years ago when I came across here (the USA) on a buying trip from England. Having just sold

A Car called Diss Traction by Union Jack

my kit car business, I wanted the real thing - rust, Lucas and all. A kit car by any name is just a kit, a substitute for the real thing, but a Triumph is a Triumph, likewise an MG, a Healey or a Jaguar (Said in perishingly cold Blighty as "Jag-U-are" rather than the American "Jag-w'are").

Statistically something in the region of 85% of all British sports car end up in this market, which together with easier driving (less corners to fall off and/or hard braking to misjudge the fade!) and the generally less fatal winter corrosion meant that I could buy a car over here and nearly double my investment on it over there - market demand...

On that trip I bought A '72 TR6, a '64 TR4, and two MGA's, This one and a Coupe, The coupe had an MGB block, but was otherwise an easy restoration, and I sold that before leaving Virginia. The other a '61 - 1600cc Roadster, once black with red interior had been re-sprayed red, had belong to some college kid, had burnt out a valve and then had sat around for 5 years outside on a farm on the eastern shore of Maryland.

Five years of ownership and I'd hardly touched it. The engine was locked up and there are some gaping holes in the chassis, but the doors shut nicely and it seemed (save a pair of seats and tool roll) complete - right down to the spare ignition key. So now the car owes me more in storage than what I paid for her. In the meantime, I did take the two Triumphs back, the TR6 went to Belgium, and the TR4 I restored after having sold it to a Dutch Naval Officer, (who turned out not to be a gentleman of his word!).

I highly recommend the TR. as an excellent British sports car, inexpensive, spacious (compared to many), and having excellent road handling characteristics. The 4 cylinder 2 litter engine has a mass of torque and is really long-legged when fitted with overdrive. It's a comfortable, practical driver even in modern traffic. Sorry no A/C though. It's a handsome rather than pretty car and certainly one of my favorites.

But back to the States..., I actually came back to run a Jaguar restoration business up near Manges in Virginia, but that didn't work out because the owner wanted to take out, rather than invest - and I'm not prepared to crawl around on the floor, under very heavy cars. I did however enjoy owning and daily driving a small mouth TR., (with the overdrive proving to be essential around Washington DC.). I also gained invaluable mechanical and trim experience on the 'E' types and 'XK150's as well as Porsche's. Unfortunately I got severely mucked around when buying an XK120, so ended up instead with a good bodied '57 - XK150S Roadster (3.4 litre).

It's a much more practical road car for my 6'5" frame and modern highways, but I cannot deny that it lacks the classic purity of line so endearing to the XK120. Its superb 210 bhp engine is a classic though, positively oozing with torque and flexibility. It also has good braking, overdrive, power lock limited slip, and a comfort comparable to the Bentley class of sports car in its day (Yes many were fitted with A/C), together with wind up windows and a wrap around windscreen - Not bad for 1957. It is also a very well sorted motor car with few of the glitches of almost any other marque. But its had to wait patiently for financial as well as TLC input. Two years later and another change of career and I find myself in New Orleans, still with no money to do the job properly.

Distraction I needed for personal reasons and hence the play on names for my sweet little 'A'. I fell in love with her lovely lines, dressed in red she was really tempting and I fell into the trap. I persuaded myself that she really wasn't too much of a handful, and in need of more care than anything - but I'm only just getting to the bottom of it. The truth be known I've not spent that much time with her, being keen for sailboat racing has consumed most weekends since June when I moved to an apartment with work space. But now that its cooler weather and the sailing all but over, I'm getting keen again.

The engine, cooling system and interior, I had pretty well stripped out (and packaged) when up in Virginia. So what have I done recently ? Firstly, I stripped off all panels. Originally I was going to keep the doors on to maintain the shuts, but like the TR4 I planned to roll her on her side to work the underside. So all wings, doors, bonnet and boot lid (excuse me for using English terminology - I do that when referring to British cars and revert back to 'hood' and 'trunk' when referring to domestic vehicles), windscreen and all hood (top) fastenings, plus bumpers and valance panels, the fuel tank (still 1/2 full of old gas from 1982!) then finally the fire wall / engine bay auxiliaries and wiring.

There has been years of 'conversation' in Britain as to the best approach priority when faced with chassis and body restoration. Some argue it's best to get the body fits all perfect and then align and repair the frame to that. Others prefer to weld up the chassis as a solid foundation and then make the panels fit. Each argument has its merit and fault. The latter appears more attuned to the original build where the chassis would have been jig made, but one needs to appreciate the number and indeed the crudeness of the production presses and jigs used to make the parts. Each camp appears to agree that the body panels should only be aligned and assembled with the wheels bearing the load of the car, that is with the car sagging to it's normal line.

My approach is to leave the car as complete as possible for welding, so I'll be repairing as much as I can access while they are still together. I'll initially tack weld in the new parts around loosely aligned panels before sequence welding to avoid distortion. We will see!

Then we must consider the extent of 'restoration'. For some, it means to restore the car back to a road-worthy state while others say that that's just fixing it and a restoration is a full body off and every nut and bolt being perfect to factory specification plus the paint job and trim being flawless, with no element of wear anywhere within the vehicle.

My opinion ? - I cannot deny that the every nut and bolt approach is a more extensive restoration, but I have a personal preference for the cars to be used, and as a Designer who cut his career teeth on British Sports cars, I'm saddened by the concourse cars with little or no sign of driving pleasure. If I were called to judge such a car I would personally deduct points for over restoration, lack of patina and spirit. The car is an expression of the designer and of the men who hand crafted the vehicle, not an over waxed model. Just an opinion!

Diss-Traction was and is intended as a gift, it will be used and driven daily. It will be as road worthy as it ever were from the factory. In fact it will be better in some aspects such as brakes and tires. I will also inevitably upgrade the engine through lightening, gas flow and balance, carburation, pumps and filters, ignition, exhaust and cam profiles. And having done that then I would usually upgrade the handling and ride to compliment. The car, as I intend it, will not ever again look new but will have that enjoyed but lovingly cared for aire about it. I state this to clarify my route for its restoration. Having stripped her of all panels, she is still a rolling chassis with body. I've cut off the worst of the rust - the sills, boot floor and bottom of the inner panels as appropriate, while paying particular consideration to maintaining datum's for alignment of new panels and indeed for hiding the joins.

A particular curiosity in this car is that each of the inner wheel arch panels had been neatly cut away. No other modification has yet been detected, but from my racing (cars not sailboats) experience I deduce this to mean that someone has needed to improve the cooling to the brakes. In fact they not only cut these panels off but they then neatly re-welded new panels back into the front inner wheel arches, presumably having discovered that they also serve to prevent engine and exhaust heat from reaching those brakes! Been there done that ! The car was formerly registered #3775 with the North American MGA Register. If anyone has access to records, It would be interesting to see if it has a history.

Having the car naked before me, I could see what I had let myself in for and almost idly inquired around about anyone having a spare chassis, body, engine, or car for someone with very little money.

OK. I set into it having borrowed Karl Keiger's compressor, thank you again Karl and having bought a Sear's sandblasting kit. After a few hours of very dirty, sweaty, gritty everywhere work, it dawned on me that, at about an hour & a half per square foot I would be there for about two years! Start again... Still donning safety glasses and mask, I got out the (all purpose fiber discs) disc sander (we call this *linishing* in England), I have both a 4-1/2" and a 7" angle grinder (and use 36 grit discs) together with 3M's fiber "Paint & Rust Stripper" wheels which are much more efficient than the wire brush wheels. Although, they can tear up quickly against sheet metal edges. Having removed 90% of all rust with these, (at a much more useful 20 minutes per square foot rate) I liberally applied phosphoric acid (rust converter and stabilizer). Great stuff which I picked up at West Marine, but at \$18.50 per gal, I have to find a cheaper source. Commercially it is bought for \$2.50 a gallon - anyone out there got a supplier? This stuff really works wonders, in the same way as many of the small pot (but, hyper expensive per gallon) rust converters, and to be perfectly honest a gallon goes a long way. It's also protected the bare steel over two months of humidity exposure, although the recent rain is bring back a light surface rust. (To Be Continued)

20th Annual E. E. Reynolds Memorial Rally - A Day To Remember by Barbara Wolf

It was a chilly but sunny, November 16th as nearly 40 British Car enthusiasts gathered at the Northeast corner of the New Orleans East Plaza Shopping Center Parking Lot. Visitors to the Shopping Center stopped or drove by slowly as they noticed the British Cars. Peter Brauen with his Assistant, Melissa, handed out the all important instructions for the Rally and explained the basic rules. The cars then started exiting to Read Blvd. for the Mileage Check leg of the Rally. Everyone headed to Slidell and the Delgado Parking Lot. It was exciting as the 18 cars pulled into the lot. The drivers carefully checked the starting line. The navigators hurriedly read over the instructions and checked their watches with the official clock. The tension mounted as Peter placed the numbers on each car windshield and announced the official starting time. Several onlookers stopped by the Parking Lot, thinking a car show was going on. Finally it was 1:30 PM and Car No.1 took off. One minute elapsed before the next car was allowed to depart. Finally we took off in our MGB. It was exciting. This was my first Rally, and I wanted to do a good job navigating. What did all the mileage numbers on the instruction sheet mean? Did it matter that the tenths on our odometer wasn't working? I was sure we would find out soon enough. We followed the first instructions, everything seemed okay. We continued on. We saw a British car parked on the side of the road. Should we stop and offer help? It was okay as they were just taking a break. We continued on. There was that "Detour sign". The instructions said ignore it, so we did. We continued onto the Interstate. A British car passed us up, then another, and another. We must be going the right way. But were we going too slow? Then into Mississippi and Exit 1. We turned at the traffic light. There's a British car stopping--just a bathroom break! We traveled on. Suddenly, we saw Jim Jones, flagging us for a checkpoint. We continued on. I hoped we weren't too far off the time. Now onto Firetower Road for 16.7 miles. I had some time to enjoy the scenery. Farm houses, large houses and livestock. Then we saw a man chasing someone or something. He ran alongside the road and he had a shot gun in his hand! Who was he after? Did he think the British were coming!!! We accelerated out of there. A little further down the road, we passed a mobile home with a large flagpole flying the Rebel Flag. We continued on. It was hard to average 42 mph on the narrow winding roads. Then we were passed by a British Car. I figured we were still going the right way. Stop sign, we turned right; stop sign we turned left, flashing yellow light we turned right. Wow, this is fun. Hey, we are back at Firetower Road. Stop sign, turn left, stop sign turn right. Now a flashing red light. This can be tricky. Then there was the last turn. It was over. Had it really been 2 1/2 hours already. What a fun day. We didn't win, but it was great fun! I think I'm hooked. I can't wait until next year.

**HERE'S DA MAP!
X MARKS THE
SPOT!**

**THE CLUB CHRISTMAS
PARTY AT
BILL & SALLY'S PLACE
7315 BERYL STREET
NOLA
LOST NUMBER:
288-4019
7:00 PM TO 10:00 PM
BRING COVER DISH**

