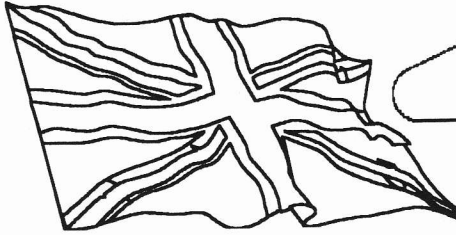
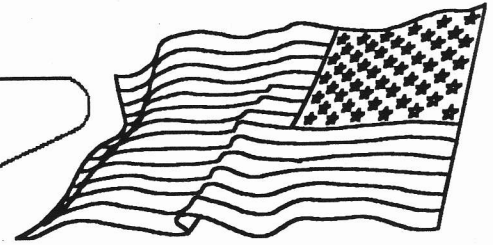
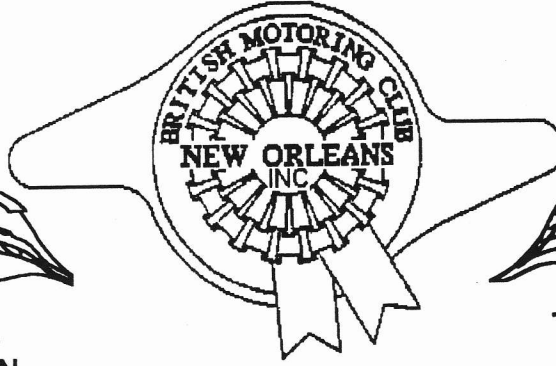


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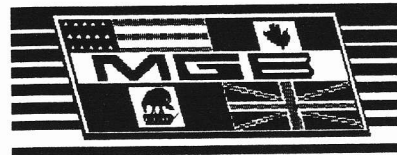


The **MORRIS GAZETTE**
A MONTHLY PUBLICATION
by Jim Jones



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

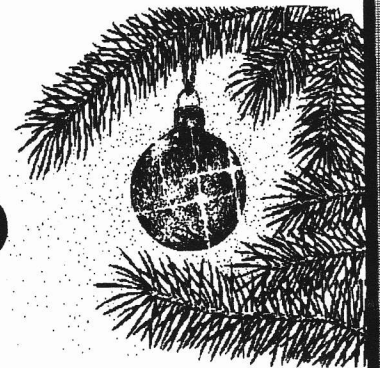
DECEMBER 1997



North American MGB Registry Chapter



**NO GENERAL MEETING
IN DECEMBER!
MAKE PLANS TO ATTEND
THE TECH SESSION IN
JANUARY.**



BMCNO CALENDAR OF EVENTS

Sun	Mon	Tue	Wed	Thu	Fri	Sat
JANUARY 1998				1	2	3
4	5	6	7	8	9	10 TECH SESSION
11	12	13 OFFICER'S & CAR DAY MEETING	14	15	16	17
18	19	20	21	22	23	24
25	26	27 GENERAL MEETING	28	29	30	31

UPCOMING CLUB EVENTS

JANUARY 10

TECH SESSION – Held at the Friloux's Lubriport Laboratories, located at 1650 Airline Highway (Entrance on Marietta Street) Kenner, La. Scheduled for 10 AM. Lost number 464-1734.
Last chance to enter design for Car Day T-shirt.

JANUARY 13

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

JANUARY 27

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

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

I talked to a "wood guy" about the old wood on the Traveller not staining properly. He said that Hydrogen Peroxide was not strong enough to bleach the old wood. He suggested that I use Oxalic acid crystals. The crystals need to be dissolved in hot water. At "the shed", cold water I got. But for hot water, I will need my propane powered "Coleman" camping stove and an old pot. I do not yet know if it will harm the painted sheet metal panels. I will make a test in one of those inconspicuous spots.

I went to "Lucas Tires" in Covington and asked the manager there if he could suggest a tire size for the woody. He came up with a 175/70X14 made by Kelly Tires. I thought that size would be too big. But, he said that I could bring it back for a refund if it was. So, I had one mounted and placed it on the car. It is the same diameter as the 520X14's that came on the car, just wider by 1 1/2 inches. It fit in both front and back with no clearance problems. The price is right as I will need five of them! This size tire will even fit in the space allotted for the space tire. I went back to Lucas and purchased the other four tires.

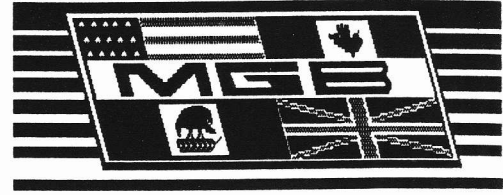
Another "little" thing has slowed down the work on my Traveller. On November 21st, an unusual event occurred in the Covington area. A tornado tore through the area, encompassing downtown and my subdivision, causing much damage. My house was the only one on my street that escaped without any roof damage. I.E. trees across the house or tree tops penetrating the roof like spears. Luckily, the tornado did not actually touch down in my neighborhood. It traveled at about fifty feet above the ground shearing tree tops. The MGC and the MG 1100 received no damage. The Morris sedan was located elsewhere for painting. (The "new promise" is that it will be completed by the weekend of the 19th-20th of December.) The downtown area was not so lucky. The tornado did touch down there and caused considerable damage. The shed where my Traveller and other club member's British cars are stored received only overhang damage to the metal roof.

I have decided to forget about the wood staining problems for now and concentrate on fitting the new wooden pieces to the car. It is a slow process that requires a lot of measuring throughout to insure that everything is going to line up properly. You can remove wood from a piece in an attempt for a proper fit, but you cannot add wood back once removed! I placed the rear doors on the back of the woody to check their fit. The car has been without them in place for so long that they did not look as if they belonged there. I am still "dry fitting" all the new wooden pieces at this time, but little by little things are coming together as they should. Once this is accomplished, the Traveller will be ready for a road test. Its actual completion is still some time off in the future.

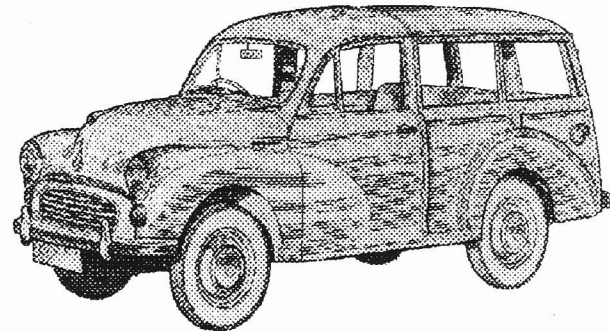
Peter Brauen has finished the disassembling of the second of three Austin Healey 3000's. Parts from these cars are available for sale. Peter would like to sell the third car as is (the best of the three), but he will not allow it to sit on his lawn too much longer before he takes it all apart as well.

Club member **Les Landon** tells me that he has located a TR3B. The car is in St. Louis and it will take him a month or so before he can get it down to Baton Rouge. Les has written an article on Bill Silhan's TR 2000 which will be published in the February issue of British Car.

Not much has been accomplished on **Frazer Rice's** MGA restoration. He has work to do at home, it is the holiday season, and it has been cold to boot.



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The best of the holiday season to all! A good Christmas, Chanukah, and New Year's!

Editor's Note: I derive a lot of pleasure in composing Tech articles. They usually come from my own experiences gained from working on my or other club members cars. I try to make them as accurate as possible and many times consult with other club members who are more experienced in certain areas than I am. Your input is valued. You can suggest items about which I can write or feel free to write up your own Tech articles for publishing in the Morris Gazette.

Submit articles to me by mail: 800 W. 16th Avenue, Covington, La. 70433

by Fax: 504-892-7774 anytime

by E-mail: bmcno@neosoft.com

on disk: Most any PC format

by hand: type written or hand written.

ADDING WINDSCREEN WASHER SYSTEM by Mr. Goodspanner

Many of our older British cars never came equipped from the factory with a windscreen washer system, but many times it was installed as a dealer option (Usually Trico). If you would like to install this option on your car, there are two ways to go.

First is the original way. You will need to purchase the following: washer bottle, bottle bracket, tubing, in-line valve, tee fitting (for twin jets), manual pump, and jets. Of course you can obtain the needed parts from a car that is being parted-out. The bottle, bracket, in-line valve, manual pump, tee fitting for twin jets, and jets are available from British car parts suppliers. The type of bottle and bracket are your choice, but choose the ones that are most appropriate for your car. The dealers never followed any particular scheme for the positioning of the washer bottle. Take your choice for ease of filling. The proper size black tubing and tee fitting are available from NAPA. If you prefer the clear type tubing, try the aquarium store. The in-line valve will be necessary if you plan to mount the washer bottle lower than the position of the manual pump. If this is the case and no in-line valve is installed, the washer fluid will siphon back down to the bottle and it will be necessary to operate the manual pump repeatedly before, if ever, any fluid reaches the jets. Install the in-line valve between the bottle and the manual pump with the arrow pointing toward the pump. Place it in the engine compartment where it will be accessible. With the in-line valve in place, you will find it necessary to prime the system before it will work properly. One way to accomplish this is to do the following: Operate the pump holding the plunger inward. Pinch off the line between the pump's "J" connection and the jets. Release the plunger and wait for fluid to be drawn into the pump, then release the line. Repeat until the system is charged. Now the fluid will not drain back to the bottle and the jets will squirt on the first try. Never let the bottle run dry or you will have to charge the system again. The positioning of the jets or a single dual jet seemed to be random also. Find a car with them installed and measure their position(s) or make a cardboard template. The jet(s) come in many styles, choose the one(s) that are appropriate for your car.

Second is the modern way. Buy a generic kit or purchase the all of the above mentioned parts with the exception of the manual pump. In addition, purchase an electric pump and a push button switch. Of course, there is the electrical wiring to consider with the modern version. It is very hard, if not impossible, to hid the required new wires.

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 – '76 Special Striping Model, Red, New Brakes & Front Suspension, \$800 in Other Parts Since July. Weber Carb., Factory Air. Moving Must Sell. \$6,000. Call Mike or Matt Lewis at 504-362-8364 or 504-773-6077. (Metairie, La.)

MGB – Early '74 Model, Chrome Bumper, New Tires & Battery. Po'boy Restoration 5 Years Ago. Good Shape, Runs Great. \$2400 OBO. Call James at 504-898-2017. (Covington, La.)

PARTING-OUT – Three Austin Healey 3000's. You Need It, We Probably Have It!
Call Cliff Hughes at 504-845-8709 or Peter Brauen at 601-467-0519.

NO GENERAL MEMBERSHIP MEETING IN DECEMBER



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!

CARB. MODIFICATION SAFETY TIP by Mr. Goodspanner.

I gleaned this one from *The Temple of Triumph* newsletter, *The Temple Tablet*. They picked it up from the Tyree Triumph Club newsletter, *The Temple*. Now that the credits are all in order, I can relate to you what it is all about.

A member of the TTC purchased a pair of mini velocity carb. stacks and installed them on his TR6. I am sure that they looked keen and maybe even allow the engine to breath better than it could before their installation. However, a malfunction occurred which caused major engine damage. How did that happen?

One of the stacks fractured and a piece of it was sucked into the carb., traveled through the carb. & intake manifold, into a combustion chamber, and crushed one side of the piston! This could have been prevented from happening by simply installing a metal screen between the carbs. and the stacks. The screens will prevent bugs and such from entering the carbs. if no kind of air filters are utilized.

If your British car is old enough to have screw-in wire terminals, as apposed to the newer push-on "Lucas" type, here is a tip for you. Remove the screws from the terminal before inserting wires.

TECH TIPS by Mr. Goodspanner

It is much easier to just lay the wire or wires into the terminal than insert them into a hole that you may not be able to even see. You can do a much neater job using this method.

Using zip-lock baggies to hold parts that you remove from your car during long jobs and labeling the bags with a permanent marker felt tip pen to identify them is a great idea. However, do not economize and purchase "sandwich bags". They do not hold up over time and will fall apart. Buy "freezer bags". They are heavier, much more durable, and have a frosted area on which to write.

For you newer MGB owners, replace your front control arm bushes with the type made for the "V-8 MGB-GT". You will only have to do it once, as they are a better design and last forever! Inspect the control arms at that time and replace them if the pivot holes are worn oblong.

Triumph TR7 & TR8 owners who are experiencing noise, hard shifting, and other problems may find that the troubles are caused by a deteriorated rear engine mount (Transmission mount). These mounts can turn into a black jelly like substance and allow the transmission to contact the cross member frame binding many transmission and engine components. Two club members have found this part to be the source of their problems.

If you smell fuel all the time in the trunk area of your British car or in the interior of your GT model, there are two things to check. The easy one to check is the rubber hose which connects the fuel tank to the fuel filler pipe. It may look to be in good shape, but with age can become cracked and allow gas fumes to pass through. Purchase a new one. The second to check is not as easy to do. The tops of fuel tanks which mount up to and under the boot floor collect moisture and rust out. You will have to drop the tank to be certain. Do not attempt to have it repaired. You will be sorry later on down the road. New fuel tanks are available, although early model ones are very expensive. Buy a new one!

CORRECTIONS – I never make *mistakes!*

Last month's Morris Gazette had a couple of boo-boo's in it. In the listing for 1998 club officers, **Roy Richardson** is named as one of the Members at Large. Wrong! The correct name is that of club member **Chris Albright**. In an article, **Rudi Markl's** '56 Austin Healey 100-M was listed as winning "Best of Show" at the SABCC show. Wrong, again! Rudi's AH won "1st in Class" and "People's Choice", but it was **David Loeb's** beautiful '52 MG TD that won "Best of Show". Sorry!

OFFICERS FOR CALENDAR YEAR 1998

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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.



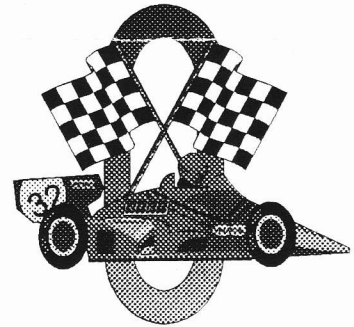
JEREMIAH DONAHUE
5523 HURST STREET
NEW ORLEANS, LA 70115
504-899-5169W
'91 JAGUAR XJS, BLUE.

JOE & GRACE SIMCOE
25154 BUCKHAM ROAD
JACKSON, LA 70748
504-654-0864
'74 TRIUMPH TR6, PIMENTO.

GERALD RODRIGUES
1508 SOULT STREET
MANDEVILLE, LA 70448
504-727-0163
'75 JAGUAR, BLUE.

SCCA Delta region's "BLU BYU" AutoX by James Coronato

The Delta region hosted an autoX event at Zephyr's stadium in Metairie on Sunday, November 9th. The weather was good and the event was attended by over 70 cars, with a large group of "Novice class" first timers. The course was set up by a couple of "American Muscle-heads", and was very wide open to take advantage of their **large**, powerful cars. There were even two **big block Shelby Cobra** replicas. We had a good showing off our **nibble British toys** also. They included **Karl Keiger's awesome Bugeye**, **James Jumonville's Monster Midget**, **Harold O'Reilly's street Spitfire**, a semi-streetable **Mini**, first timer **Patrica Gonzalez street MGB**, and **my (Snubb's) Spitfire**. David Hayden had the audacity to show up in his Japanese Miata!



The event was divided up into 3 heats, with each driver taking 4 runs of the course, the stock cars going first. Although Patrica had a few problems reading the course, she kept her foot down. Later, she took a ride in Sid DeLeon's 400+ horsepower Corvette. It might take a week to get the smile off of her face! I think she is hooked. David Hayden also had some trouble reading the course, and was easily trounced by his son, Shawn! Their Miata effortlessly worked like a dream. Harold and his old reliable **Spit** had no problems taking a fast, fun Sunday drive.

For the modified guys, Jumonville's **Midget** was in the running for the fastest time of the day. He barely got edged out by one of the open wheeled formula cars. It is an amazing car to watch. He regularly beats almost everything that shows up. Not bad for 1300cc's! Karl, the Mini, and I, were in a class together. The **Mini** was very quick, but left after three runs. Karl and I battled it out, but mainly battled "Brain Fade" as we both had our problems with the course. We each finally managed to make a clean run. In the end, I beat the **Bugeye** by just a few hundreds of a second. The best part was that neither one of us broke anything today!

Delta is leading the way for new comers to our sport with it's novice class program. Beginners are given instruction and pointers by some of the old-timers. Their times are also handicapped to let them compete among themselves until they are ready. For those not wanting to actually race, Zephyr's stadium provides the spectator with a good view of the whole course. It is also very easy to get to. Be watching the calendar for up coming event there. I know Patrica will!

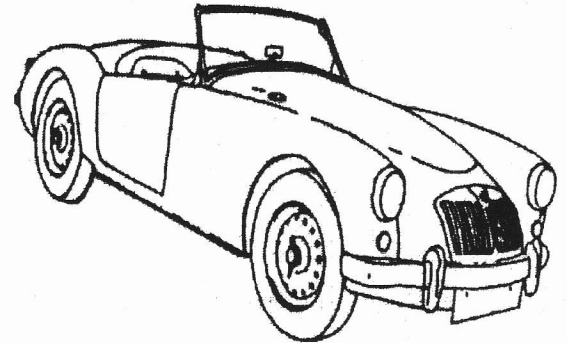
I've now de-rusted each of the inner wheel arches, the chassis from inside the car (wooden floors in an MGA rest on a flange all round - this holds damp and the floor, together with the flanges, rot away), the fire wall engine side, the insides of the boot, around each of the door posts, around the grill, bonnet and boot apertures, and over the scuttle (where the windscreen seal had worn the paint off). I've now got the car on it's side and am half way through cleaning off the chassis rails from underneath.

I've also removed one of the back brake drums and cleaned that off, and then most recently I de-rusted the particularly fiddly and lightweight boot lid frame. The boot lid itself is aluminum with a very lightweight steel frame. Fortunately this car had a boot luggage rack which not only protected the panel throughout the car's life, but also made it safe to turn it face down for working at a bench without denting the aluminum. Here I used the 4-1/2" finishing disc and a narrow wire brush wheel on an electric drill.

Tip: the wire brush fibers wear and bend flat as the wheel spins, reverse the direction of the drill and those flat wires become akin to chisels which you'll find cut really aggressively - use with care though, as it tends to bite in (and with goggles - very sharp at high speed).

Finally at this juncture, is a little more on that phosphoric acid; firstly - You are dealing with a metal dissolving Acid, so remember your eye and skin precautions, and more particularly children and animal safety. That considered, it works great to soak parts overnight (steel parts only, as cast parts which have been chromed or aluminum bits will be severely eaten away after 24 hours - trust me I tested a piece (deliberately). All the body washers and the nuts and bolts, smaller brackets, even springs clean up beautifully with an acid soaking for 24 hours. I do this in an old paint bucket with a smaller one inside - hole pierced to be a strainer. After removing the parts and putting them on newspaper or card to dry, I let the acid stand for a while for the sediment to fall before funneling it back into its gallon container. By the look of it I'll get half a dozen, perhaps more uses out of that acid, which in return will save me hours upon hours of labor. And will save me a \$100 in not having to replace all the rusty nuts and bolts and washers.

For reference, this recent work has taken about 40 hours of work (final engine bay and panel removal, etc. and cleaning off the rust to date). I would guess to having another 6 hours before I'm happy with this first stage of rust clearing, and I'll get on with making and repairing panels. Yes, I'm going to fold quite a few of the simple repair panels myself. I've also only used about a third of that first gallon of acid. (TO BE CONTINUED)

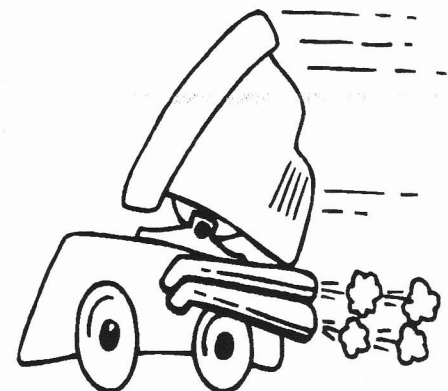


CAR DAY T-SHIRT DESIGN CONTEST

Submit your design for the Car Day T-shirt. You may win the contest. The prize to be determined later. Your design need not be elaborate. A simple drawing or pictures cut from a magazine and pasted on a sheet of paper will do. It is the idea that counts. Not fancy artwork. Submit at the Tech Session.

SOME NET TALK by Jim Jones

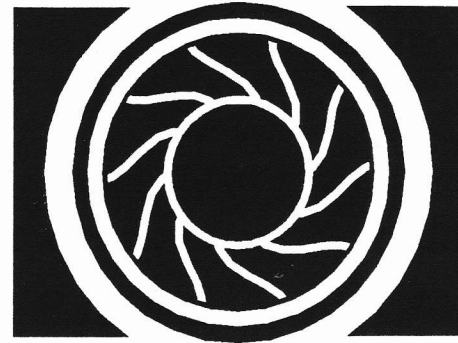
Your Morris Gazette Editor is back on the World Wide Web. After a disappointing experience with AOL and admittedly much slower equipment than I have now, I am now back on-line with Neosoft as my service provider and using Netscape software. My E-mail address is: bmcno@neosoft.com. I could not believe that no one in our British car club had not already chosen this name. The big providers do not have toll free access phone numbers in Covington. Neosoft does provide a local number for access and their charges for basic services are lower. You can now send in your articles or ads for the newsletter via E-mail if you desire or just say hello.



COMING IN COLORS SOON AT A STORE NEAR YOU!

by Jim Jones

They come in black, with or without white walls. Some walls are not even white, but red. Triumph owners call them red lines. It has been this way for a long time. Now tires in colors other than black are becoming available in Europe. A few tires of color have been available in the United States, but just in limited sizes. Michelin has started a test market for tires of color, mostly for subcompacts, in Munich, Tours, France, and Milan. The coloring of tires has been made possible by substituting silica for the carbon black (soot) in the manufacturing of tires. This process leaves the rubber-based material white to tan in color. In this state, pigments can be added to make the tire any color desired, even rainbow colors.



Other tire manufacturers are rushing to develop tires of color. Pirelli will soon make available a truck tire with Egyptian hieroglyphics telling the story of use of the wheel. What next? Tires with that big purple dinosaur, Barney, on them?

E. E. REYNOLDS RALLYE REPORT BY Jim Jones

The 20th E. E. Reynolds Memorial Rallye was a great success with 17 British cars in attendance and 1 "want-to-be" van. The weather was cool, but with clear skies, the sun was warm. Last years winner, **Peter Brauen**, planned this year's rallye. His wife **Melissa**, **Cliff Hughes**, and myself helped man (Personed?) the check points. The rallye started from the Plaza Shopping Center in New Orleans East with a speedometer check run to Delgado College in Slidell where the actual start began. The rallye headed towards and into Mississippi mostly on the back roads and wound up in Bay St. Louis. Three entries lost their way: **Cathy Greensfelder** & her daughter in the Rubber Bumper MGB, **David Hayden** & his wife, **Laura**, in the Morgan, and the "want-to-be" van. All but David & his wife eventually made it to the end of the rallye. Laura made the trays of muffins for us and she never got to eat any with us! We filled the Poorboy Shop in Bay St. Louis to capacity. The sandwiches were pre-ordered at the Delgado start and phoned in to the shop. The "people" total was over forty more than the shop could seat at one time. Standing room only! The owner even supplied some free pizza slices while we waited for our orders.

Club member **Keith Vezina** and his son were the overall rallye winners. Next year's rallye will be Keith's responsibility. Although I never ran the rallye itself, I can say for all that did: "A big thanks to **Peter & Melissa Brauen** for a great rallye!" Club interest in rallying has increased and your club officers are consider sponsoring two rallies for 1998.

PRODUCT REVIEW: Redline's WaterWetter by James Coronato

As a consumer, nothing makes me madder than products that do not perform as the manufacturer claims say. Unfortunately, this seems to be the norm. However, every once in a while a product comes along that really performs as advertised. Redline's WaterWetter is such a product.

WaterWetter is a unique wetting agent for cooling systems which they claim reduces coolant temperatures by as much as 30 degrees. It does this by improving the heat transferring ability of the water and antifreeze. I was having trouble keeping my Spitfire race car cool enough during periods of idle between runs, when a friend recommended WaterWetter. I added a bottle. While I can't verify their 30 degree claim, it really worked! My gauge never passed about half way, even in mid summer. Pep Boys carries it for about \$7.

Dear Car Club Members,

Best of British, Inc. is a newly formed U. S. corporation, owned by Pickard's of Melbourne, Pty. Ltd., one of the largest and busiest British sports car companies in Australia. Although, new in this country, we are not beginners! Best of British, Inc. is staffed by our Australian personnel, whose experience and knowledge of British sports cars is second to none.

Over the past few years we have been vigorously amassing an enormous amount of used stock at our Denver, CO warehouse. This inventory has now grown to a staggering amount. We are also parting British sports cars on a as-needed basis, and although this saddens us, it is the means of keeping your investment on the road.

The combined buying power of Pickard's of Melbourne, Pty. Ltd. and Best of British, Inc. enables us to buy, import and provide you with new, used and reconditioned parts at excellent rates.

The marques we specialize in are: Austin Healey, "all the big ones" and Sprite, Jaguar (sports cars only), Jensen Healey, MG's, comprising of T series, MGA, MGB, MGC, and Midget, Sunbeam Alpines & Tigers, Triumph, TR2 through TR8, Spitfire & GT6, with a sprinkling of Lotus parts.

Our involvement in the British sports car industry over the years has been with an extremely high profile, and supporting the car clubs is one of our highest priority's, from supplying trophies to guest speaking.

We would love to hear about your club, and how we may become more involved. Perhaps, some of our light hearted and informative" Tech Tips " for your club magazine, which consist of short stories written by some of Australia's most noted sports car specialists on such subjects as: Body Repair, Transmission Repair, to General Servicing and Maintenance, to name a few.

As we travel the country in search of old cars and stock, we would be delighted to meet you at some stage and trade a few old stories.

Sincerely, Trevor J. Pickard

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Editor's Note: I received the above correspondence via my fax machine. I have had no experience with the company. If you utilize their services, let me know how you like them.

HARD STARTING PROBLEMS by Mr. Goodspanner

If your British car is hard to start requiring many attempts, check these items. The ignition contacts (points) gap will decrease due to normal wear of the rubbing block. This results in improper spark timing. Reset the gap. (My "C" began to get hard to start and simply readjusting the points gap solved the problem.)

After your car is running, feel parts like the accelerator and choke cables. If they are hot to the touch, the engine to chassis grounding strap is poorly connected, broken, or missing. The returning electrical current may be trying to travel through other ground paths, but they cannot carry the high amounts of current which are required during cranking. The starter uses almost all of the available current leaving the ignition system with less power than is needed to operate properly. Reconnect or replace the grounding strap. (The ground strap is often left off after the removal of the engine or transmission.)

When attempting to start your British car, never depress the gas pedal. Unlike American cars, the carb(s) has no mechanically operated pump to inject raw fuel into the intake manifold or a true choke mechanism to draw more fuel into the intake manifold by restricting the air intake. (I am not speaking about HIF S.U., Stromberg, or Zenith carbs. here.) Instead your British car's carb. uses an enrichment mechanism. This mechanism is located on the bottom of the carb. and simply pulls the main jet down away from the metering needle in order to draw more fuel needed for cold starts. An improperly adjusted enrichment (choke) cable will not pull the main jet(s) down or far enough down. The linkage may be worn or the main jet(s) may be seized. Adjust cable, replace worn parts, or free up the main jet(s). (Main jets most often seize while the car is not being used for a long period of time.)