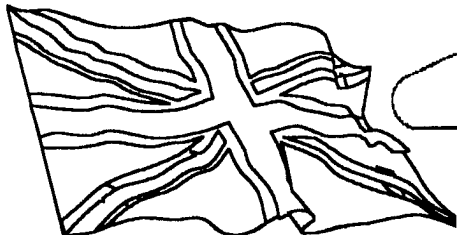
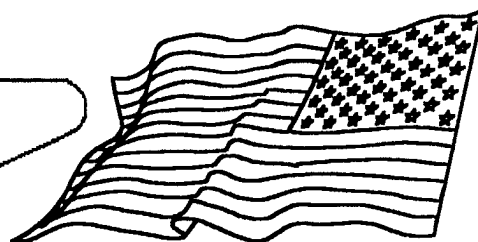
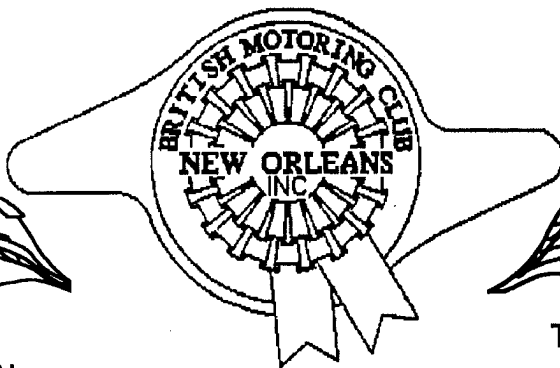


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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

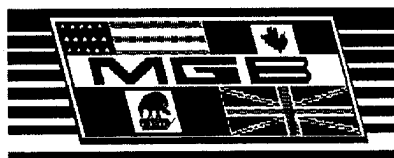


THE OFFICIAL NEWSLETTER
of the **BRITISH MOTORING
CLUB - NEW ORLEANS, INC.**

Dues Due: 02/28/98

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

FEBRUARY 1998



North American MGB Registry Chapter



**HELP STUFF THE GOODIE BAGS
FOR THE CAR DAY AND EAT
SOME PIZZA!
&
TAKE YOUR BRITISH CAR OUT
FOR A SPIN!**

BMCNO CALENDAR OF EVENTS

MARCH 1998

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

FEBRUARY 17 (DATE CHANGED DUE TO MARDI GRAS)

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

MARCH 3

OFFICERS & CAR DAY MEETING – Cathy Greensfelder's place, 5537 Berkley Drive, New Orleans (Westbank) @ 7:00 PM.
Lost Number 504-392-9261.

MARCH 14

GOODIE BAGS – Help stuff the Car Day goodie bags and eat pizza! Friloux's place at 1650 Airline Hwy, Kenner, La. (Entrance on Maria Street) At 3:00 PM. Lost number: 504-464-1734.

MARCH 17 (DATE CHANGED DUE TO CAR DAY)

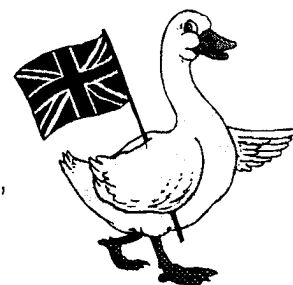
GENERAL MEETING – New Orleans Hamburger & Seafood located at 817 Veterans Memorial Blvd., Metairie, La. for 7:30 PM.

MARCH 20 RECEPTION – Bring a favorite dish of yours to the Car Day Reception for your club friends & our guest. 6:00 PM at the church next door to the Holiday Inn.
Talk British cars & eat. What could be better?

MARCH 21 CAR DAY – Be an attendee, not just an observer, register your British car now!
A whole day of fun with British cars is in store for you!

APRIL 18

PENSACOLA BEACH – 6th Annual All British Beach Bash & Car Show. Flyer will be published in next month's newsletter, also available at the next two general meetings.



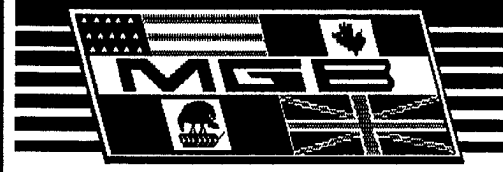
IN MY TRAVELS by Jim Jones

I have installed the "under the cap" IGNITOR solid state electronic ignition system made by PERTRONIX in my MGC-GT's distributor. Its installation was easy and straight forward, as the MGC's distributor is positioned high on the engine block and on the horizontal. The sensor unit is very compact and easily fits onto the distributor contact breaker (points) plate. The magnetic unit just slips over the cam under the rotor. Wiring is simply a matter of pushing on two connectors onto the coil. The two wires are already routed through a specially shaped grommet which slips into the same place as did the ground (White/Black) wire connector. The instructions are concise. Re-timing the engine will be mandatory, but the old "turning the distributor for the highest engine revs and then turning it back a little" trick should do fine if you do not have a timing lamp. As an edge against possible failure, you can carry a complete distributor or just the plates with all of the removed parts installed. The latter will enable you to easily go back to the original "points style" system in the case of an electronic system failure. Although, with today's solid state components, a failure is unlikely. Peter Brauen, who is the local dealer and installer, tells me that you should check and see if the bottom of the distributor rotor contacts the sensor unit. He says that he has found that some of the older rotors can do just that. Peter has installed the engine/tranny unit in his Austin Healey 3000. Just another step forward in completing its restoration.

Well, back to some of the wood work on the Traveller. To reduce the discoloration of the old wooden parts of the rear doors, I used a wood rasp. Cleaned them up with varnish refinishing fluid and treated them with Oxalic crystals dissolved in hot water. The crystals are a bleaching agent. I let it set for a couple of hours and then rinsed them off with plain water. The next day, after they had dried, they looked much better than before. I sanded them and wiped them down with varnish thinner. Then, I rubbed in white oak stain and the color is now acceptable. Not like new, but remember that this white ash wood has been exposed to the elements for 38 years!

I have begun to install the front seat belts. The 1960 Traveller was not produced with any provisions for seat belts, so I had to start from scratch. I did not deem the "B" post strong enough for an anchor point, so three point attachment belts (shoulder & lap) were not feasible. The two point belts (lap belts) would just have to do. I read the instructions which came with the new belts and studied the interior of the car. I decided that I wanted the belts' anchors to be mounted as far back as possible. The outer belt would be anchored to the inner portion of the outer frame (perhaps referred to as the rocker panel assembly by some). I removed the kick plate to expose the outboard part of the assembly, as it has aircraft type holes through which I could install the backing washer & nut supplied with the seat belts. The problem was that the point at which I wanted to drill the hole for the mounting bolt would place it quite far to the rear of the rear most access hole. I positioned the backing washer by using a strong magnet taped to a long nail to hold it in position at the hole as I fed the bolt through the hole I had drilled. The magnet trick, however, would not work to present the nut to the bolt. I solved the problem even though I had to operate by "radar". To see how I solved this problem, read the article "A BOLT TOO FAR".

The mechanical clutch conversion (levers to cable) that I purchased from Mini-Mania never met my standards. The two brackets which mount the cable sheath ends flexed when the clutch pedal was depressed. I estimate that each bracket flexes at least a quarter of an inch. That is one half inch over all. This robs me of motion and gives the operation of the clutch pedal a mushy feeling. The metal the brackets are made of is very strong, but the design leaves a lot to be desired. So, I asked **Peter Brauen** to weld on gussets to the top and bottom of each bracket. I received the modified brackets back from Peter and, as usual, his work looks fine. They will not be able to flex now! I will let you know the results after their reinstallation.



North American MGB Register
Offers all MGB, Midget, and MG
1100/1300 owners a great deal for your
money.

Nonprofit, democratic, run by enthusiasts
for enthusiasts.

Super 56 page magazine, MGB Driver.

Technical advice, Local chapters.

National and Regional Conventions,

\$25.00 per year.

The only official MGB Register in the US
recognized by the MG Car Club, England.

Write P.O. Box MGB, Akin, IL 62805 or

Call 1-800-NAMGBR1 and join today.

There is so much going on in my life with British cars that I may be going into retirement overload. I am in the process of selling two of my cars (the '64 MG 1100 & the '69 MGC), reassembling one after having it painted (the '67 Morris Minor Sedan), and continuing with trying to bring another back to life (the '60 Morris Minor Traveller). Add to this the fact that I am working on a club member's MG Midget, at times assist other club members working on their British cars, and composing, editing, & mailing the Morris Gazette newsletter. But, all this is what makes my retired life so great. May the good cars, good times, and good friends never stop coming along!

MORE IN MY TRAVELS

I followed behind club members **Mike Schrantz** and **James Coronato** in Mike's van & trailer with my van to New Orleans from Mandeville to pick up a '71 MGB. Mike's spouse, **Mary D**, has always regretted the selling of her MGB and this deal was just too good to pass up. The seller had enough spare parts to supply everything needed for a new MGB body. The engine and transmission had been removed from the car. I carried all of this stuff in my van back to Mandeville, as Mike's van is equipped as a camper and has very little space for cargo inside. The "B" is in very good condition, as it has always been garaged. The owner was in the process of renewing everything for the last ten years, when the task just became overwhelming. I wonder if Mike can simply put this car back together again and not make it a restoration project! There is already talk of a new paint job. Mike's Austin Healey 100-4 restoration is coming along well. The engine & transmission have been installed. The work of renewing the manual clutch linkage has begun.

(See "Manual Linkage Modification" article.)

Car Day Note: The classes for MGT's are being modified this year with the assistance of the Mardi Gras MGT's club to better accommodate the different models of MGT's.

VTR NEWS by Harold O'Reilly

Vintage Triumph Register events scheduled this year that may be of interest to our club members include the VTR Nationals to be held in Hudson, Wisconsin July 21-24. This had to be relocated from Winona, MN when it became known that the new hotel under construction would not be finished in time for the convention.

The South Central Regional (our Region) will be held on April 24-26 at Eufaula, OK. It will be held at the Arrowhead Resort and Gaming Center on Lake Eufaula in eastern Oklahoma.

The South Eastern Regional will be held in Ocala, Florida on October 22-25.

VTR events are always multiple day events as the VTR rules stress driving and originality. You must enter a driving event to be judged in the car show. Driving events include autocross, TSD rally, touring rally, and Funkhana. Car shows usually include Concours and Popular Choice with emphasis on originality instead of flashy paint and chrome.

For more information on the shows or the VTR, contact Harold O'Reilly at 504-486-5837/continen@gnofn.org or check out www.vtr.org on the net.

Editor's Note: We have lots of TR6's in our club. If we could only get most of their owners to join the VTR, Our club could become a VTR "Chapter" instead of just a "Zone."

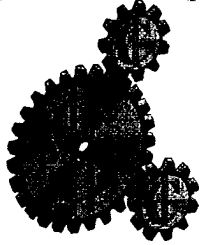
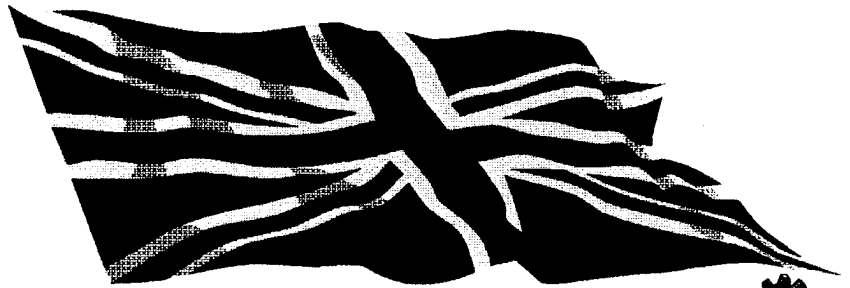
CLUB REGALIA

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



BENTLY – '48 Sedan, Owned 24 Years, Shabby, But Solid. Engine out of Car, Simple Assembly Required. Lots of Guidance and Advice Included. Selling Because I Bought Older Car ('39 Rolls Royce). \$4250.25 Contact Fred Fabre @ 504-356-5466 Days or 504-357-3552 Nights. (Baton Rouge, La.)

JAGUAR – '58 XK150S Roadster, S830837DN, VS1149-9. Good Bodywork, Easy Restoration. Straight Port Cylinder Head (Two Spares) , Manifold, 3 Carbs., But No Block. Overdrive Gearbox, and Powerlock Axle (Spare of Each). Offers by April 1st.
Contact Peter Bird @ 504-486-3620 Tel/Fax. New Orleans, La.)

MGA – '61 Model 1600. Project or Parts. Dismantled, But Complete (Less Seats). Wire Wheels. Good Panels. Offers, Contact Peter Bird @ Tel/Fax 504-486-3620.

TRIUMPH – '69 TR6, BRG/Tan, Straight Body, All Original. Needs Paint, Interior, & Minor Mechanical. Serious Offers Only! Call 504-340-9467. (New Orleans/Metairie, La.)

MOTORCYCLES – '72 BSA Lightning, Black/Chrome (A10 Tank & Exhaust), Classic Looks, Needs Motor, Thousands Spent.
Triumph T150V Project. New Engine Parts.
Magazines From Early '70's: British "Bike"-64, Motorcycle Mechanics"-30, Others-20.
Contact Peter Bird for all above @ Tel/Fax 504-486-3620

WEBERS – New in Box 45 DCOE Carbs, Moss #378-680. Manifold, Linkage, and K&N Air Filters for MGB. Total Retail: \$1196.90 Will Sell for \$850 and pay for UPS Ground Shipping.
Contact Gerry Merryweather of Classic Restorations @ georgemi@mail.ficnet.net.tw

CAR DAY 50/50

There will be no raffle at this year's Car Day. People are tired of the raffle prize and we could not come up with a good prize the size of which entrees could carry away in their British cars. So, we have decided to have a 50/50 drawing instead. Half of the proceeds will be award after the judging sheets are all collected. *The winner must be present to collect the cash.* We hope to sell a lot of tickets and award a large prize! Tickets will be made available at the two general meetings before the Car Day, at the reception Friday night, and during the Car Day on Saturday.

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!

MINUTES OF THE GENERAL MEETING

Club President, **Bill Breithoff**, opened the general meeting at 7:30 PM. Guest introduced themselves. The Tech Session report was given by **Mike Anderson**. SCCA events were discussed by **David Hayden**. National registry coordinators, **Harold O'Reilly, Frazer Rice, & Richard Wolf**, give updates. A "World of Wheels" summary was given by **Anne Friloux**. **Cort Musgrave** related one of his interesting British car stories.



Upcoming events were discussed by Bill. A report was given by Car Day committee heads. Several club members told of their British car projects. The 50/50 drawing was won by **Wally Messina** at \$30. His son won the drawing from a T-shirt (last years Car Day Rolls/Bently T-shirt). Bill closed the meeting at 8:45 PM.

Note: 60 members & guest attended the general meeting! Good show!

CAR DAY T-SHIRTS

Car Day T-shirts will be available at the general meeting at the special price of just \$10 (pre registration cost). The regular price will be \$12, XXXL \$2 extra. The design for the shirt copies the design

of our most popular shirt; the Austin Healey plunging through the British flag. Thanks go to **Patricia Gonzalez**, who prepared the artwork, and to **Frazer Rice** worked with T-shirt shop. The design will placed on a gray T-shirt. Purchase your T-shirt early and save two bucks. These T-shirts are in limited supply and will go fast!

OFFICERS FOR CALENDAR YEAR 1998

BOARD of DIRECTORS

PRESIDENT	BILL BREITHOFF	504-288-4019.	
VICE PRESIDENT	FRAZER RICE	504-736-0452.	
TREASURER	HAROLD O'REILLY	504-486-5837	continen@gnofn.org
EDITOR/SEC.	JIM JONES	504-892-7774 VOICE & FAX	bmcno@neosoft.com

MEMBERS at LARGE:

CHARLES AKE	504-845-4153.	ning@home.com
CHRIS ALBRIGHT	504-368-9800.	
CATHY GREENSFELDER	504-392-9261	cgreensfelder@newman.kl2.la.us
RICHARD WOLF	504-892-1574	wolfs03@ibm.net

COORDINATORS:

MORRIS MINOR REGISTER -	JIM JONES	bmcno@neosoft.com
NORTH AMERICAN MGA REGISTRY -	FRAZER RICE	
NORTH AMERICAN MGB REGISTER -	RICHARD WOLF	wolfs03@ibm.net
VINTAGE TRIUMPH REGISTER -	HAROLD O'REILL	continen@gnofn.org

LUBRIPORT LABORATORIES, INC.

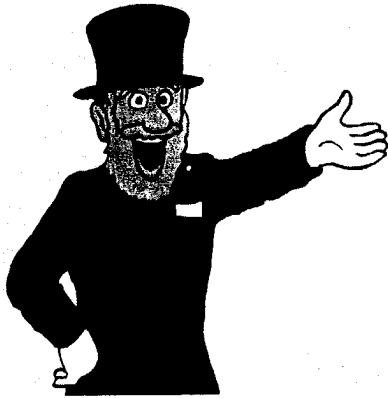
PROUDLY SERVICING THE PETROLEUM & MARINE INDUSTRIES

PETROLEUM LABORATORY SERVICE* *USED LUBE OIL ANALYSIS* PREVENTIVE MAINTENANCE ANALYSIS
* DIESEL & RESIDUAL FUELS TESTING* *NEW LUBRICANT QUILTY ASSURANCE*
* EMISSION SPECTROMETER ANAYSIS*

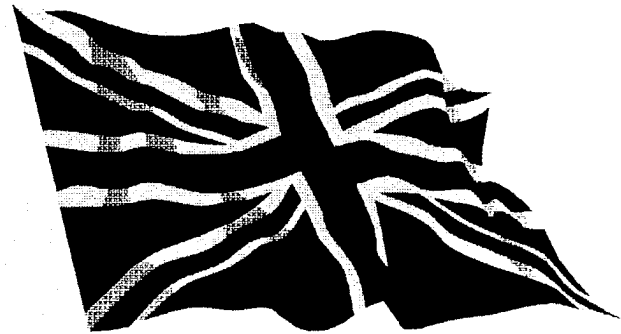
504-464-1734 * 1650 AIRLINE HIGHWAY * KENNER, LA 70062.

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.



LOUIS B. GAY, SR.
957 MARINIA BLVD.
MANDEVILLE, LA 70471
504-845-4782
'76 MG MIDGET 1500, RED.

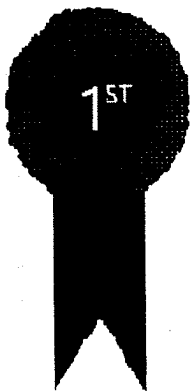
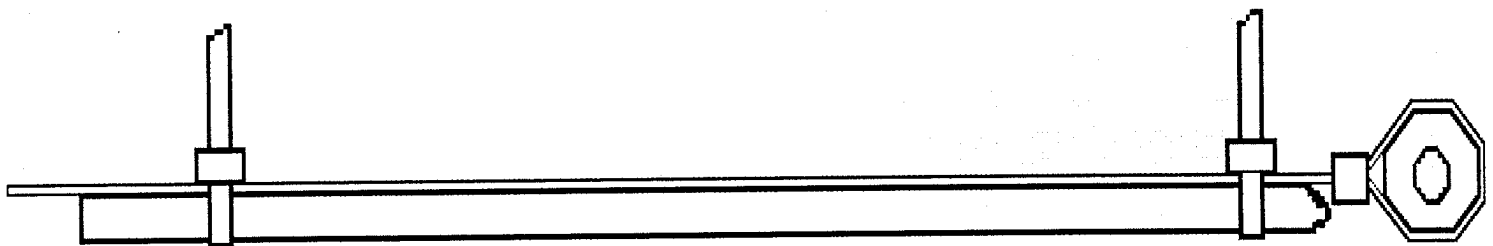


RUSSELL DEDMON
5600 OXFORD PLACE
NEW ORLEANS LA 70131
504-394-346

'64 JAGUAR E-TYPE COUPE, DARK BLUE.

A BOLT TOO FAR by Jim Jones

Sometimes there are bolts which are so inaccessible that it is impossible to even get the nut near it. If you can turn the bolt head, but cannot get the nut to the other end of the bolt, use this tip. Using a long wire tie, place the nut in the wire tie loop and pull the loop tight trapping the nut. Obtain a long nail, rod, or length of brake line and secure the long wire tie's tail to it with small wire ties. Now you can position the nut at the end of the bolt and turn the bolt to thread it on. To remove the tool you have made from the nut, just apply a little pressure on the nail, etc. The wire tie's loop will slip off the nut. If you have another nut to install of the same size or smaller, you can reuse the tool.



THE CAR DAY IS COMING!
START GETTING YOUR CAR READY
FOR THE BIGGEST CLUB EVENT
OF THE YEAR!

WHY CAN'T THE BRITISH MANAGE CAR COMPANIES?

By Martin Vander Weyer

There is something quintessentially British about Rolls-Royce, or so we like to think. The brand-name has entered international language as a synonym for timeless, understated craftsmanship of a kind which – at least in certain fields, like bespoke tailoring – the British still do best.

So it comes as a special blow to nationalistic pride to learn that the great car company is for sale and all the likely buyers are foreign. A blow, perhaps, but hardly a surprise: 99 pc of the motor industry in this country is already in American, German, French or Japanese hands. Rolls-Royce was tucked into that last percentage point, along with a handful of specialists sports car makers and that forgotten wonder of utilitarian design, the London taxi.

But now it is set to go the way of Jaguar (owned by Ford) and Lotus (owned by Malaysian interests). In all probability it will join Rover under the ownership of BMW, which already makes engines for some Rolls. Why is Britain incapable of nurturing a motor industry of its own? We have design and engineering skills in depth, as demonstrated spectacularly on Sunday in the triumph of the Williams team (with Renault backing) in this year's Formula One constructors championship.

We have a proud history of automotive achievement: the first BMW's were Austin Sevens produced under license, and Hillman Minxes were once a common sight in Tokyo. We have in the city of London what is trumpeted the most efficient capital market in the world.

That last claim leads us into one popular explanation of this supposed failure – I say 'supposed' because the question is whether it really counts as a failure at all. The theory made fashionable by Will Hutton, author of *The State We're In*, is that the City may be efficient at moving capital around, but – driven by the short-term whim of speculators and the excessive income demands of powerful institutions – it has been destructive and irresponsible in its influence on British manufacturing industry.

The accusation is that British investors undervalue serious large-scale industry and shy away from it. They prefer property and service businesses offering quicker, easier returns. They hate investing in research and long-term development.

Rover was sold to BMW in January 1994 by British Aerospace partly because BAe was fed up with having its stock-market rating depressed by a car division which investors considered deeply unsexy. Before the £800 million deal was signed with the Germans, the possibility was explored of selling Rover to the public through the London Stock Exchange, but it was readily apparent that the men from Munich, would bid more than most of the domestic investors.

Vickers, which owns Rolls-Royce, has indicated that it prefers to concentrate on other (mostly defense related) activities because further investment in Rolls 'would not be the best way of maximizing shareholder value'. Motor industry guru Karl Ludwigsen described the Rover sale as 'a clear rebuke to Britain's financial and investment infrastructure'. The Will Hutton school would say the same of a BMW takeover of the Rolls factory in Crewe.

But this is too facile. Major British companies have triumphed in other sectors with heavy research and development demands and long-term risks – like pharmaceuticals and defense electronics – with the enthusiastic backing of the City. The point about the motor industry is that it was stained in a particular way by the experiences of recent history. Having boomed in the Fifties it fell victim first to the "corporistic" obsessions of the Wilson government, which brought most of the surviving British marques together under the conglomerate British Leyland – a monster which died a lingering death in the Seventies through combination of craven, incompetent management and trade union sabotage.

The most famous man in the industry was shop-steward Derek 'Red Robbo' Robinson, who personally provoked 532 disputes and the loss of production of 62,000 cars. We still had the talent, but as Professor Garel Rhys, another motor industry expert, put it: 'The ability to produce cars competitively simply left us.' No wonder the investment community lost interest. By 1979, most observers' predication of what would happen next in the industry was that – like our once-proud shipbuilding industry – it would all but disappear. What actually happened was nothing short of an industrial miracle.

British Leyland struck a joint production deal with Honda to produce the Triumph Acclaim, and shed its tainted identity by mutating into Rover. Encouraged by Honda's experience, by generous regional grants, the availability of relatively cheap skilled labor and the Thatcher government's head-on assault on union abuses, Nissan and Toyota arrived here in force. Released from the trench warfare of Seventies industrial relations, British managers, designers and shop floor workers working for Japanese bosses proved capable of building cars as quickly and cost-effectively as any factory in the world, and to the standards of quality which made inspectors from Tokyo blink.

The American owned plants of Ford and Vauxhall revolutionized their manufacturing techniques to keep up. Production across the industry rose to new records and a broad tranche of British-owned component makers and other suppliers rose with it. But does this success reproach us because we failed to create it ourselves? Are we now condemned for ever to watch the Germans and Japanese cream the profit of our labor?

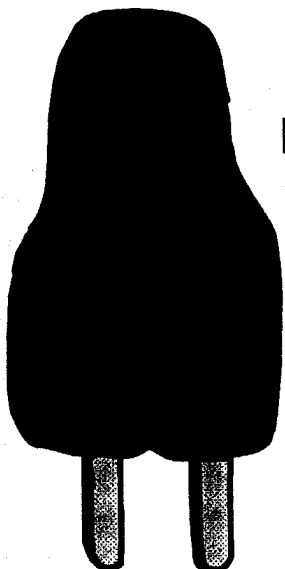
Perhaps – in the limited sense that the outward flow of dividends from these plants must eventually exceed the inward flow of investment from their owners. But the ripple effects of economic revival in previously depressed areas like Wearside, home of the Nissan factory, have been remarkable. And it is not as though we would have built a new motor industry for ourselves. If the foreigners had failed to come up with the cash we would have simply watched the old one go to the wall and put our money into budding shopping malls. As it is, we have succeeded in nurturing every aspect of a flourishing industry except basic ownership of factories. We do not resent - indeed, we barely notice - American ownership of Vauxhall or Ford, and we should remember that nothing is permanent. Dominance comes in cycles: one of these days, the Germans will lose their industrial self-confidence as we once did, and will prefer to sell our car plants back to us.

Meanwhile, the jobs, the export orders and the continuity of skills remain ours. A German-owned Rolls-Royce, like an Egyptian-owned Harrods, will take a little getting used to, but in the end it hardly matters at all. And given the reference of the preference of the affluent British middle – classes for continental cars, it would be hypocritical to make a fuss about it. AUF WIEDERSEHEN - *Centre Pages*

*EDITOR'S NOTE: This article send in by club member Frank Daniel.
I thought that it would be of interest to read a European point of view.*

A MOVE OF NOTE – UPDATE by Jim Jones

I am happy to announce that I have not only located the tape of our club's logo used in embroidering, but I have also located a business which is willing do the work in small quantities. The company is "Stitch n Print" in Mandelville, Louisiana on Highway 190 east at number 520 off Sharp Road. Clear as mud? Their phone number is 504-626-9903. Call for directions.



**WHEN'S THE LAST TIME THAT YOU SUCKED ONE
OF THESE BABIES
I LONG TIME AGO, I'LL BET! AND WHEN'S THE LAST
TIME YOU TOOK YOUR BRITISH OUT FOR A SPIN?
IF YOU DON'T USE IT, YOU LOSE IT!
THINGS ON YOUR CAR, I MEAN.
THINGS LIKE MASTER CYLINDERS,
GOOD ELECTRICAL CONNECTIONS, ETC.
USE IT SO YOU DON'T LOSE IT!
DRIVE YOUR BRITISH CAR TODAY!**

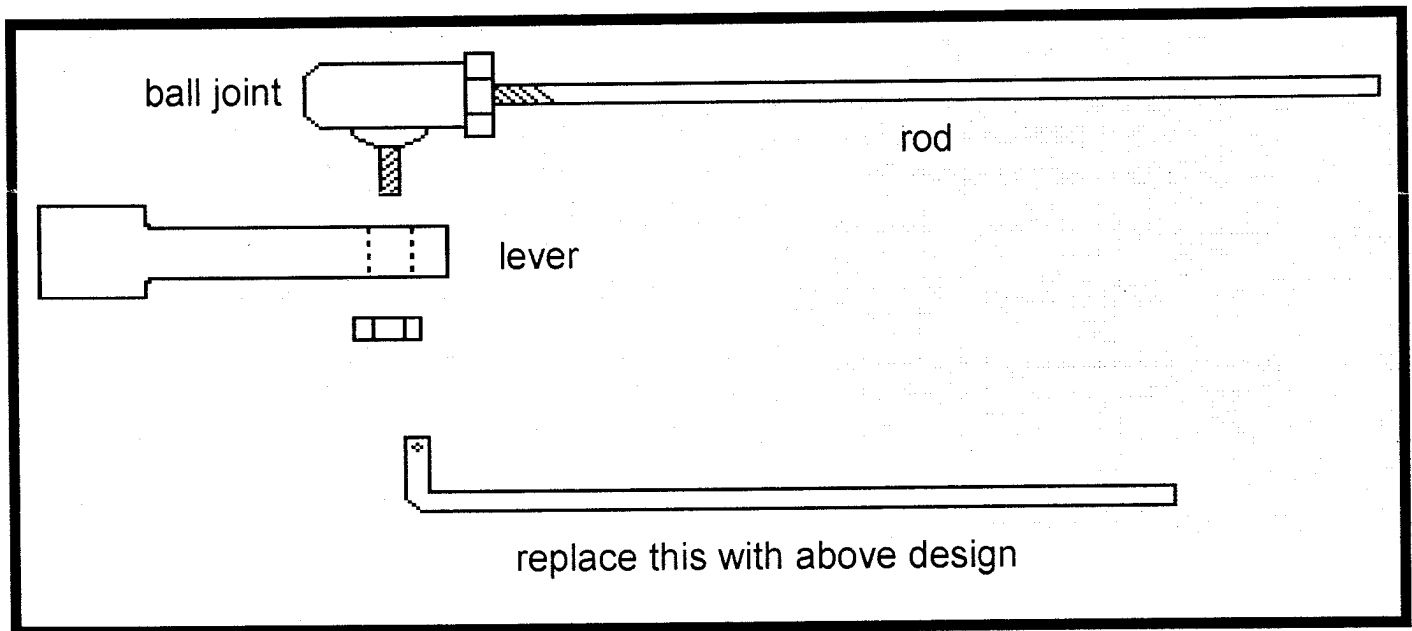
MANUAL LINKAGE REPAIR MODIFICATION by Mr. Goodspanner

Some British cars have mechanical linkage to operate the clutch instead of hydraulics. I.E. Early Austin Healeys & all Morris Minors. All the pivot points of manual linkage set ups wear out over time and many or most parts are not available as new.

Peter Brauen told me of a very good modification which he learned from **Rudi Markl** because his AH came with it installed by the previous owner. The ends of rods which are formed to connect with holes in levers are replaced with a ball joint type of connection. The name of which I cannot recall or never did know in the first place. I do know that smaller light weight connections are used on the factory triple carburetor setups for accelerator linkages on an Austin Healey so equipped. Larger heavy duty ones can be purchased at hardware stores or riding lawn mower dealers (early Murray mowers used them as steering joints).

To install, place the ball's stud into the now elongated hole in the lever and line it up where the true center of the hole used to be located. Tighten its nut (use appropriate hardened washers if necessary). Having the hole in the lever filled with welding and drilled out the size of the ball's stud would be an excellent way for mounting. The joint end is threaded. Cut the rod off to the proper length and thread it with the proper die to make it adjustable. A backup nut will hold the joint and rod in place. Make what ever changes are necessary to the other end of the rod. This modification will holdup a long time, operate more smoothly, and a new replacement part will be easy to find.

This modification can be designed to work with most any type of mechanical linkages.



MIDDENDORF RUN REPORT by Jim Jones

The Middendorff Run, as always, was well attended with 55 or more club members, their family members, and their guests. I did not record a count of British cars, as they were parked in different locations but there were a lot of them.

The weather was ideal when I and new club member Louis Gay drove to the event in my '69 MGC-GT. The "C" ran just fine with its newly installed "under the cap ignition". The idle does become a little rough after a while. I think that it is time for a new set of spark plugs. The food was great and was served quickly. There was only one breakdown that I am aware of, that of **Bill Breithoff's Triumph TR7**. A rubber fuel hose broke at the fuel tank and dumped large quantities of fuel on the roadway. Bill had the car towed to his house and arrived at the event in his *other* vehicle.