

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



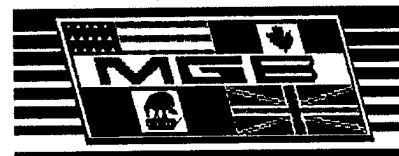
The **MORRIS GAZETTE**
A MONTHLY PUBLICATION
by Jim Jones

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

Dues Due: 02/28/99

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

MARCH 1998



North American MGB Registry Chapter



**8TH ANNUAL BRITISH CAR DAY
MARCH 21ST
REGISTER YOUR CAR NOW!
BE THERE FOR A DAY OF FUN!
FOOD & REFRESHMENT ON SITE
AT LAFRENIERE PARK!**

BMCNO CALENDAR OF EVENTS

APRIL 1998

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|----------------------------|-----|-----|---|-------------------------|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 OFFICER'S MEETING | 15 | 16 | 17 | 18 PANHANDLE SHOW |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 GENERAL MEETING | 29 | 30 |  | |

UPCOMING CLUB EVENTS

MARCH 14

GOODIE BAGS – Come & help us put together the Goodie Bags at the Friloux's:
1650 Airline Highway, Kenner, La., (Warehouse entrance on Maria Street)
504-464-1734. Meet with lots of club members and enjoy some hot pizza.

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 20-21

CAR DAY – New Orleans 8th Annual British Car Day! Bring Your British Car. Help Your Club Beat Last
Year's Attendance Record! **Reception Friday Night at the Metairie Manor! (See Map)**
All Day Car Show & Evening Awards Banquet!

APRIL 14

OFFICER'S MEETING – At Frazer Rice's place: 244 Central Avenue, (off Jefferson Highway towards the
river) Jefferson, La. @ 7:00 PM. Lost number: 504-736-0452.

APRIL 18

PENSACOLA BEACH – 6th Annual All British Beach Bash & Car Show. Spend the day with the
Panhandle guys. Convoy leaving Plaza Shopping Center in New Orleans East at
6:30 AM. Breakfast at "Awful Waffle House" I-10 Exit 13 in Miss. at 7:30 PM.

IN MY TRAVELS by Jim Jones

I have reinstalled the clutch cable conversion brackets on the Traveller. They were flexing, and **Peter Brauen** welded support plates to them for me. What a difference! I now have plenty of adjustment left on both ends of the cable sheath when the clutch pedal free play is set correctly. The "mushy" feeling is gone when the clutch pedal is operated, and the clutch pressure plate fully disengages. From Mini Mania's web page, I sent them an e-mail describing the problem and my fix for it. The last time that I complained, they had the guy who designed the conversion call me on the phone. He and I had a good conversation. Mini Mania acknowledged my e-mail message the very next day.

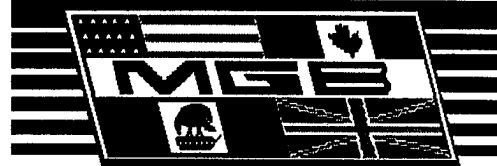
I now have the '67 Morris Minor 1000 sedan back in my possession after its body & paint work. New black paint sure do shine! I have the doors reassembled. The windscreen, back glass, and the rear quarter glasses are in place. The original interior looks kind of dull now. I am sure that vinyl treatment will help some. I have only had one problem so far. I had previously renewed the door seal on the left hand side so it did not need replacing. I ordered new door seal for the right hand door. When I went to install it, I discovered that it was not long enough! I can only guess that Mini Mania thought that I was ordering it for a "Mini" instead of for a "Morris". They will replace it. I have installed the new carpet and hope to have the car completed for the Car Day.

I have installed the new replacement steering wheel on club member **Louis Gay's** MG 1500 Midget. The wheel itself was fine. The problem was getting the horn assembly to function. A replacement hub & center push assembly was required and both were not as original. I had to adapt the connect ring to the back of the hub. This required the inner diameter of the ring's mounting plastic plate to be enlarged. I accomplished this using a "Dremel Tool" bur bit. But, not before insuring that the plastic mounting plate was available as a new part. Just in case I destroyed it trying to modify it. Then, I had to drill two holes in the hub for the ring plate mounting screws. With this having been done, I had to fabricate a contact point for the center horn push button, run a wire through the hub and connect it to the ring plate. Beep, Beep! The new steering looks great and the horn works properly!

What I do not understand is why I had to do all this work in the first place. The assembly is made in England by "Mountney", where you would think that they know all about MG Midgets. It had minimal instructions with the adapter hub and none with the steering wheel itself. The only instructions relating to the horn was that some cars may require using the original connect ring assembly on the new hub (That was a "no brainer".) I spoke to the supplier and he said that no other parts came with the hub kit. I found that other parts were needed, the parts that I had to fabricate! Of course, if the horn button was on the end of the turning signal stalk, instead of in the center of the steering wheel, the installation would have been straight forward with no problems.

Louis' son, **Glenn S. Gay**, has just purchased a '68 Austin Healey Sprite and has joined the club. He drove the car back from Jackson, Mississippi with no problems. Well, almost no problems! It would have been nice to have functioning windscreen wipers as he did travel through some light rain. The previous owner had installed the wrong wiper arms in such a position that they rested on the body of the car and not on the windscreen. We found the proper arms in the boot. Properly positioning the proper wiper arms fixed that problem. Louis' second son, **L. Benton Gay**, has also joined the club. He has a '74 Triumph TR6 which he has owned for some time. We now have the whole family as club members!

I am having some trouble with the boot gasket on the Morris sedan. The lid will not go down far enough to latch with the gasket in place. It seems to be too thick. I spoke to Mini Mania and they said that I had the proper gasket for a later model Morris. I ordered an early model gasket which attaches to the body.



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for enthusiasts.

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MORE IN MY TRAVELS

Tired of working on the sedan, I turned to the Traveller. I had the damaged rear wing tapped out, so I began to fit the new most rear piece of wood to the right hand rear fender. I soon found that fitting the wood to the fender was not the way to go. The fender must be fitted to the wood. That meant the fender had to be removed and it bolts into six fixes in the old wood itself. Three of the bolts unscrewed with no trouble at all. The other three, however, would not unscrew and the fixes themselves just turned in the wood. This was to be expected, of course, and was the reason why I never removed the fenders in the first place.

To my surprise, wiggling a pair of vice grips snapped on the bolt heads removed the fixes through the large fender bolt holes. (Just as a tech tip said that they would) I can epoxy new fixes in the old and the new wood easy enough. With the fender removed, I can now fit the piece of wood in the proper position with just a little trimming. The fender can be fitted to the wooden pieces later on.

When this last piece of wood is in place, I can concentrate on bolting down all the wood at the rear of the vehicle. At this point, although not completed, it will be driveable. (Does anyone know how is spell "driveable". My spell check suggest "drive able". That can not be correct, can it?)

BATTERY CARE TIPS by Mr. Goodspanner

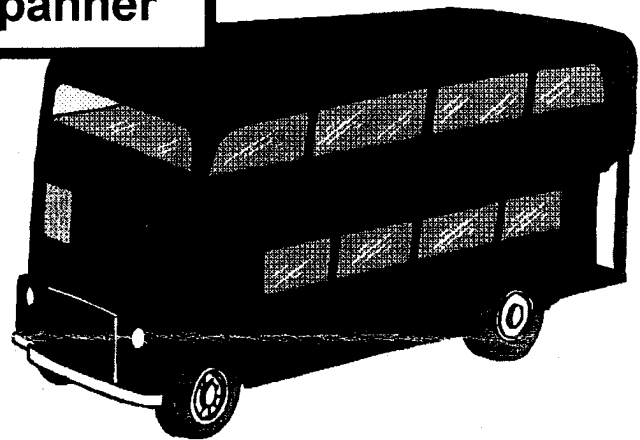
Most of our British cars are not driven a lot. Sad, but true. Under such conditions, batteries can and usually do go flat (discharge). There are a few things that you can do which will help your battery maintain its state of charge.

Keep the top of your battery clean. A battery can discharge across its top between the terminals if the top of the battery is dirty. Dirt holds moisture and dirty moisture conducts electricity. Do you know that pure water does not conduct electricity very well? Its the salts in water that allow it to be conductive and there are a lot of salts in road grime.

Purchase a pair of those pads designed to fit over the battery posts. The red one is for the positive terminal and the green one is for the negative, no matter if your British is positive ground or negative ground. They work very well in preventing the flow of electricity across the top of your battery which drains the battery's charge.

Keep the terminal and cable connections clean. The tool for this purpose is inexpensive and the type constructed of metal is good for a life time of use. To remove corrosion (that white powder) from the cable connectors use baking soda (not baking powder!) and water. Fill a glass jar with the solution and dip the cable ends into it. It will foam like crazy, but that is O.K. It is doing its job. Do this away from the battery. The solution is alkaline and will neutralize the acid electrolyte in the battery. Rinse with plain water before reinstalling. Remember to disconnect the other ends of the cables and clean them with some rough sandpaper.

Handle your battery with care when it is out of the vehicle and insure that it is held in place securely when its in the battery box. Rough handling or bouncing around when in the car will cause sediments to lodge between the plates and reduce the battery's ability to take a charge. Sometime even short out a cell!



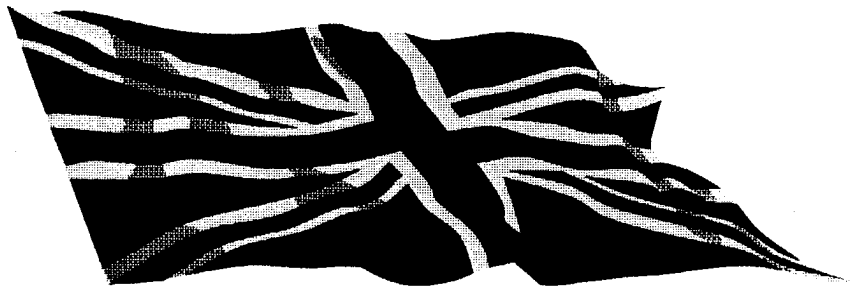
CLUB REGALIA

| | | | |
|---------------------------|---------|--------------------|---------|
| 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



CARBS – MOSS SU HIF 1 1/2 Inch for 1972 MGB. Near New: Mounted, But Never Run.
Contact Dave Catrldige @ 504-525-1299 or dave.catrldige@mcdermott.com
(New Orleans, La.)

MGA – Hood & Rear End For Sale. Wanted Rear Shroud for Austin Healey BN4.
Contact Clif Hughes @ 504-845-8709. (Mandeville, La.)

MISC. – Peter Brauen's place was flooded with rising waters caused by the recent "no name" hurricane!
Many major components (rear ends, transmissions, etc.) went underwater. They can be saved if
you act fast! Peter will accept any offer! Their next location will be the salvage yard!
Contact Peter @ 228 (Formerly 601) -467-0519. (Bay St. Louis, Miss.)

TRANSMISSION— Free, Come & Get It! Removed From '74 MG for Installation of Overdrive
Transmission. Working at Time of Removal.
Contact Geogre Barton @ 504-469-7221 (Metairie, La.)

WIRE WHEELS – Four Used Chrome Wire Wheels. \$200 for Set.
Contact Peter Brauen @ 288-467-0519. (Bay St. Louis, Miss.)

WIRE WHEEL CONV.PARTS – Rear End & Hubs to Convert Early "MGB" to Wire Wheels.
Contact Peter Brauen @ 288-467-0519 (Bay St. Louis, Miss)

STARTER RELAY TIP by Mr. Goodspanner

If you have the older type of starter relay with a button on its bottom (maybe even with its original rubber cover in place), and it clicks but the starter fails to run, try this: Press the button. If nothing happens, remove the relay from the vehicle. Check to see if the button can be depressed inwards. If it cannot be easily depressed, spray on some penetrating lube. Depress the button, with force if necessary, and then tap on the sides of the relay to release the button. Most of the time, the button will return to its rest position. Do this as many times as it is necessary until the button moves freely. After the button has returned to its normal position, you may want to wire wheel its sides and relube it. The relay should work properly now. If not, you will just have to purchase a new one.

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 Briethoff**, opened the meeting at 7:30 PM. Bill announced that the '98 Car Day T-shirts were available after the meeting. BP, British Petroleum, has donated 200 BP T-shirts to the club. The BP shirts will be given free of charge to everyone who purchases a Car Day shirt. **Cliff Hughes** gave a report on the Midden-dorf Run. Sixty one members & their guests were no hand with 22 British cars on site.

Two break downs were noted: **Mike Anderson's** TR4A overdrive relay came loose, shorted, & the overdrive would not disengage. **Bill Breithoff's** TR8 developed a clogged charcoal canister & dumped gallons of fuel on the road.

A number of VIP coupons have been donated by The New Orleans Hamburger & Seafood Company for the Car Day. An SCCA report was given by **Harold O'Reilly**. Upcoming events were discussed with Car Day given the most attention. **Roger Gibson** suggested that the club tighten up on convoys, stating that they had become very superficial. Roger stated that driver's meetings need to be stressed more. Everyone was in agreement with him and measures will be taken.

The 50/50 was won by Kathy Greensfelder at \$21. The meeting was closed earlier than usual, about 8:00 PM, so that we could escape before the oncoming Mardi Gras parade could trap us.

MARDI GRAS T's NOTE

Mike & Matt Lewis, Un-Editor & Un-Editor Fool #2, (their words, not mine) of the Mardi Gras T's newsletter put out a giant issue for December / Feburary. It was eighteen pages! I can only guess that this was a "last fling". They have announced that the newsletter will from now on be published in the "British Marque" newspaper publication.

OFFICERS FOR CALENDAR YEAR 1998

BOARD of DIRECTORS

| | | | |
|----------------|-----------------|--------------------------|----------------------|
| PRESIDENT | BILL BREITHOFF | 504-288-4019. | |
| VICE PRESIDENT | FRAZER RICE | 504-736-0452 | brice@communique.net |
| 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. | |
| 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 | brice@communique.net |
| NORTH AMERICAN MGB REGISTER - | RICHARD WOLF | wolfs03@ibm.net |
| VINTAGE TRIUMPH REGISTER - | HAROLD O'REILL | continen@gnofn.org |

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WELCOME NEW MEMBERS

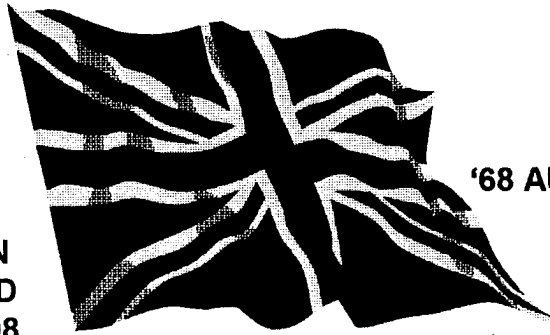
New full members will receive a BMCNO T-shirt, Club Membership Card, Name Badge, and Holder.

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.

BENTON GAY

**462 RUTHERFORD DRIVE
COVINGTON, LA 70433
504-871-8088
TRIUMPH TR6, WHITE.**



**RUSSELL C. DICKINSON
1554 APPLEWOOD ROAD
BATON ROUGE, LA 70808
225- (FORMERLY 504) 767-5603
'55 MG TF 1500, Red.**

**GLENN S. GAY
74231 MILITARY ROAD
COVINGTON, LA 70435
504-893-5912**

'68 AUSTIN HEALEY SPRITE, YELLOW

A HOLE TO MAKE by Mr. Goodspanner

Rubber strips are sometimes held on by metal clips. Newly acquired rubber strips most of the time do not have the holes through which the clips go. I have recently come across a rubber strip which had square holes for its clips. Try and cut those out!

Square or round, I found a way to make the needed holes easily. Use a pair of single hole punch pliers. You can find a pair of these at the drugstore or at a stationary store. With these, you can punch a hole in a strip of rubber material from zero to about an inch inward from its edge. It works quite well.

CHARCOAL CANISTERS by Mr. Goodspanner

For those of you with later British cars with charcoal canisters, here is just another maintenance tip. When fuel is consumed (removed from the fuel tank), something must take its place. That something is atmospheric air. With the older cars, that was easy, as the fuel tank filler cap was vented (it had a hole in it). But, new fuel tanks are not vented to the atmosphere in the same way. They vent through a charcoal canister mounted under the bonnet in the engine compartment. It looks like a black can, is made of plastic, and has lots of tubes protruding from it.

It can get plugged up and not vent the fuel tank properly. This will cause a vacuum in the fuel tank, not allow fuel to the carbs., collapse the fuel tank, or in the case of some systems (TR8, just ask Bill Breithoff) it will cause the fuel pump to deliver many gallons of gas to the ground!

Do not defeat the system by disconnecting the vent hose to the fuel tank. The canister also acts as a vapor trap by not allowing water vapor to enter the fuel tank. Fuel tanks are expensive. The canister unscrews into two parts. Remove the charcoal within and replace it with charcoal purchased from the aquarium store. Buy the good stuff. The inexpensive kind is very dusty. If you require something porous to place the charcoal on, the aquarium store also has filter material that will serve the purpose very well. You see, one stop shopping.

SIXTH ANNUAL PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW APRIL 18, 1998

Judging will be by "People's Choice." Ballots will be given for each vehicle entered. Presentation of awards will be at the conclusion of the day's events, around 3:30 p.m. Classes will be determined by entries received. Our "Featured Marque" for 1998 is Jaguar.

For early arrivals, we've planned a "Red Beans and Rice" social from 6:00 to 9:00 p.m. Friday night, April 17, courtesy of the "Pro-TOADS" (information concerning this worthwhile branch of the Panhandle British Car Association may be available). Registration will be open Friday night during the social, and from 8:00 a.m. on Saturday at the show site. The Panhandle British Car Association presents the 6th Annual PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW on April 18, 1998, and will again be held at the Quietwater Beach parking lot on Santa Rosa Island's Pensacola Beach, just 20 yards from the water.

For more information, assistance, to become a vendor or sponsor, or to just find out what's going on, please contact Tom Schmitz, 9609 Soldier's Creek Drive Lillian, AL 36548,

Accommodations are available at the beach for our out of town British motoring enthusiasts. Pensacola Beach Best Western will be the host hotel, offering rates of \$79.00 and \$89.00, telephone (850) 934-3300, before March 17, 1998. Mention Panhandle British Car Association for these reduced rates. You may also contact the Pensacola-area Chamber of Commerce (850) 438-4081 for listings.

REGISTRATION FORM

PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW

Registration, British Cars: \$15.00 before April 1st, 1998, \$20.00 after April 1st, 1998 and at the show site, \$10.00 additional car at all times.

Registration, British Cycles: \$7.50 each before April 1st, 1998, \$10.00 after April 1st 1998 and at the show site.

Dash plaques to the first 100 registered vehicles, with awards given to 1st, 2nd, and 3rd places in each class.

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE NUMBER: _____

MAKE CHECKS PAYABLE & MAIL TO:
BCA, c/o TOM SCHMITZ
9609 SOLDIERS CREEK DRIVE
LILLIAN, AL 36549
TEL: 334-961-7171

CAR #1 _____ \$20/\$15 _____

CAR #2 _____ \$10 _____

CAR #3 _____ \$10 _____

BIKE #1 _____ \$10/\$7.50 _____

BIKE #2 _____ \$10/7.50 _____

BIKE #3 _____ \$10/7.50 _____

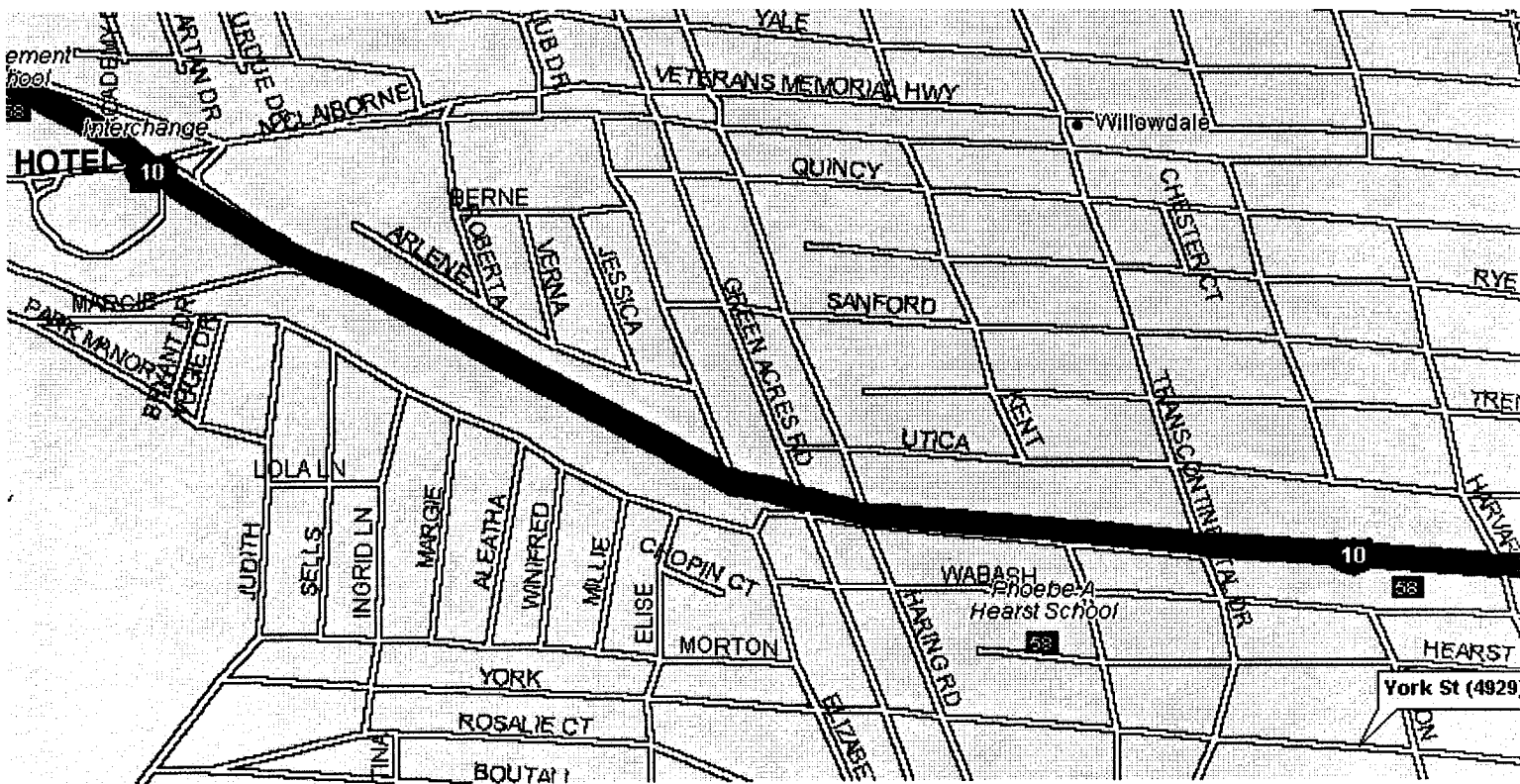
I plan to attend the Friday night Red Beans and Rice social: Yes ___ # attending ___ / No ___

WAIVER: I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, and the Panhandle British Car Association, Inc., collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in the 1998 Pensacola Beach All British Beach Bash and Car Show. I understand and agree that the Panhandle British Car Association, Inc., reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous, and/or unsafe behavior.

I HAVE READ, UNDERSTAND, AND AGREE TO THIS RELEASE.

Signature: _____ Date: _____

BIG CHANGES IN RECEPTION SITE!



For the second time in eight years the church has preempted the date for our use of their facility, in plain talk they bumped us for a church member's event. As every year, the Holiday Inn has given us a difficult time. They have no trouble filling rooms, so the Friday night reception will neither be held at the guest hotel nor the church next door. It has been moved to the Metairie Manor on Transcontinental Drive.

From the Holiday Inn, take a left to the signal light (red light in New Orleans talk) and make a "U" turn. Proceed on Veterans Memorial Blvd. to Transcontinental Drive, a four lane median (neutral ground in N'Awlins talk) street with a signal light. Take a right on Transcontinental. The Manor is on your left just three blocks after you pass under the overhead I-10. The address is 4929 York Street, actually the facility occupies the entire block.

Unchanged will be the good food, friendly attention, and British car talk. Park your British car in the rear of the building with the other British cars. Ordinary cars are to be parked in another area away from the British cars. Enjoy!

CAR DAY "WHAT'S IT BOARD"

As I write this article, club member & Rolls-Royce guru **Fred Fabre** is filling a box with goodies for the "what's it board". Fred usually wins the contest, but this year he is supplying items for the board thereby disqualifying himself. What a guy! There will be lots of stuff on the board this year that most of us will not be able to identify or connect its usage to the proper British car. Not all items will be Rolls parts, many others will be from various other British marques. Club member, Karl Kreiger will make up the board.

**ALL OF THE ARTICLES IN THIS MONTH'S MORRIS GAZETTE ARE FROM THE KEYBOARD OF YOURS TRULY.
NO ARTICLES WERE SUBMITTED FOR PUBLICATION BY THE OVER ONE HUNDRED MEMBERS OF THIS CLUB.**

TEN PAGES OF WHITE SPACE IS HARD TO FILL.

STORIES OF PERSONAL EXPERIENCES WITH YOUR BRITISH CAR ARE THE BEST.

I PRINT MAGAZINE ARTICLES ONLY WHEN THEY ARE OF INTEREST TO EVERYONE IN THE CLUB.

OTHER EVENTS OF INTEREST

MG '98

THE 7th ANNUAL NORTH AMERICAN MGB REGISTER CONVENTION
HAGERSTOWN, MARYLAND

JULY 8 - 12, 1998

"A DRIVE THROUGH HISTORY!"

SPONSORED BY THE MG'S OF BALTIMORE. LTD.

CONTACT: SALLY SCHLINING 410-461-5888 OR Schlining.m.w@worldnet.att.net

BRITISH ONLY SWAP MEET

SATURDAY APRIL 4th, 1998

BRITISH MOTORING CLUB OF ARKANSAS

CONTACT: 1-800-352-5816

THE 9th ANNUAL HEARTLAND MG REGIONAL

JUNE 12th, 13th, & 14th, 1998

INDEPENDENCE, MO.

CONTACT: MEL OR ITSY FINCH 816-941-8454

BRITISH CAR DAY 1998

MONTGOMERY, ALABAMA

SEPTEMBER 26th, 1998

SHAKESPEARE FESTIVAL GROUNDS

CONTACT: DAVID PRICE 334-244-6671 OR FAX 334-277-1942

IT IS YOUR CAR DAY MARCH 21, 1998!
BE THERE TO WELCOME OUR GUESTS.

REGISTER YOUR BRITISH CAR!

GENERAL MEETING WILL BE YOUR LAST CHANCE TO
PURCHASE A CAR DAY T-SHIRT FOR THE REDUCED PRICE
OF JUST TEN DOLLARS.

REMEMBER THAT THE RECEPTION LOCATION HAS BEEN
CHANGED TO THE "METAIRIE MANOR" (SEE MAP).

LINKAGE MODIFICATION UPDATE

I have some new information on last month's article.
The ball & socket fixtures can be obtained in various sizes at NAPA.