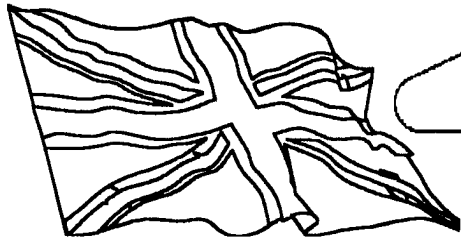
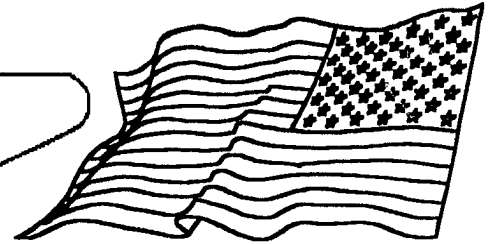
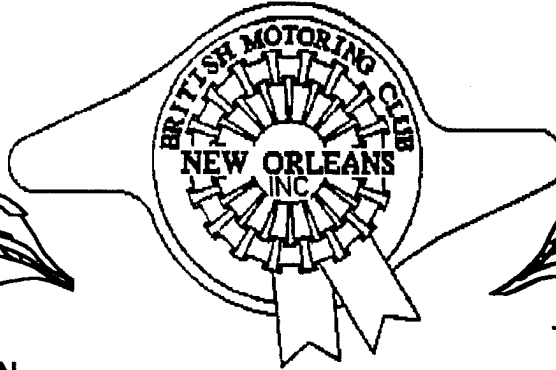


BRITISH MOTORING CLUB  
NEW ORLEANS, INC.  
POST OFFICE BOX 73213  
METAIRIE, LA 70033



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



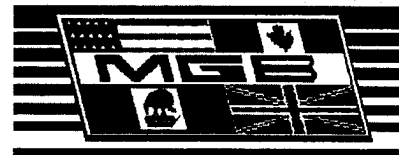
THE OFFICIAL NEWSLETTER  
of the BRITISH MOTORING  
CLUB – NEW ORLEANS, INC.

Dues Due: 02/28/99

JAMES D JONES  
800 W 16TH AVENUE  
COVINGTON LA 70433

**AUGUST 1998**

WEB SITE: <http://208.22.202.130>



North American MGB Registry Chapter



VTR CHAPTER

**THE HAYDEN'S 2ND ANNUAL FUNKANA.  
COME AND JOIN THE FUN  
DRIVING YOUR BRITISH CAR.  
IT'S SKILL NOT SPEED THAT COUNTS.  
BRING YOUR OWN FOOD AND DRINKS.  
YOUR GOING TO LAUGH A LOT!**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>EVENTS SEPT. 1998</b>		1	2	3	4	5
6	<b>ATTENTION!</b> <b>HAYDEN'S FUNKANA HAS BEEN RESCHEDULED TO: SATURDAY, SEPT. 19th AT 1:00 PM.</b>					2
1						9
<b>CAR DAY PARTY</b>		<b>OFFICER'S MEETING</b>				
20	21	22	23	24	25	26
<b>HAYDEN'S FUNKANA</b>						
27	28	29	30	<b>UPCOMING CLUB EVENTS</b>		
		<b>GENERAL MEETING</b>				

**AUGUST 25**

**GENERAL MEETING** – New Orleans Hamburger & Seafood, 817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM. Nominations taken for 1999 club officers.  
Throw your hat in the ring and become a leader!

**SEPTEMBER 15**

**OFFICER'S MEETING** – To be held at Anne Friloux's place at 7:00 PM.

**SEPTEMBER 13**

**CAR DAY POOL PARTY** – An appreciation party held for all those club members who volunteered their time for the March 1998 Car Day. To be held from 6 PM to 9 PM at Bill & Sally Breithoff's home, 7315 Beryl Street, New Orleans, Lost number: 504-288-4019.

**SEPTEMBER 20**

**HAYDEN'S FUNKANA** – The date has been set! Bring your British car and participate in a fun driving event. To be held at Ellender Calendar Field (Naval Air Station) in Belle Chase, La. Start time 1:30 PM. Directions: From the West Bank Expressway take the Belle Chase/Hwy.23 exit to the tunnel, take first right after tunnel, bare left at fork in the road to the Guard Gate and follow the signs.  
Observe speed limits!

**SEPTEMBER 29**

**GENERAL MEETING** – New Orleans Hamburger & Seafood, 817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM. Nominations taken for club 1999 club officers.  
Throw your hat in the ring! Be a leader!

**OCTOBER 3**

**SABCC** – 8th Annual British Car Festival at Battleship Park in Mobile, Ala. (See our web site!)  
Contact Richard Cunningham at 334-434-1070 or e-mail: SABCC@Hotmail.com for details

## IN MY TRAVELS by Jim Jones

The hydraulic clutch conversion kit that I ordered directly from the Morris Minor Centre in England has arrived. I have looked it over and it looks righteous. The see-through exterior reservoir is large. Large enough that if you do develop a leak, you should be able to drive to California before you run out of fluid! However well designed, there is something I am going to change. - Am I just too picky or what? - Instead of a pin to connect the adjustable master cylinder push rod clevis to the clutch pedal fulcrum lever, they have supplied a bolt with a nylock nut. The bolt is not even shouldered. Its threads will wear quickly and while doing so eat into the push rod clevis holes and the clutch pedal fulcrum lever hole causing premature wear (elongated holes equal lost motion). It is much simpler to replace a worn pin than the other two parts. A clevis pin designed for that purpose or a shouldered bolt would be better. The only hard part of the installation appears to be the enlarging of an existing opening in the left hand ends of the frame cross member to allow for the mounting of the clutch master cylinder. "Hard", because I do not have proper tools for the job.

The kit has now been installed on my '60 Traveller and it works as advertised. They even supplied a long enough hydraulic line with fittings pre-installed to reach the slave cylinder on the right hand side of the MG Midget transmission. The only part that I needed was a Midget slave cylinder push rod and the fabrication of a small wooden block. The engine bulkhead on the Morris slops towards the rear not allowing for 90 degree to the ground mounting. I shaped a small block of wood to go between the bulkhead and the reservoir mounting bracket. With the proper angle on the backside, the bottle sets vertical.

After bleeding the system, I had forgotten just how easily a hydraulically operated clutch operates. The only feedback I received from the pedal was from the spring which loads the pedal upward. The pedal now feels great and its operation is easily controlled. My experience with the American designed cable operated clutch kit has convinced me to only order such items directly from British suppliers. The American designed kit was obviously not statically or road tested. British designers must have all such items approved by the government Moto inspectors.

Now, I am looking at the bolt-on "Radius Arm Kit" which claims to be the ultimate in "preventing the rear axle from rotating during hard acceleration or fast cornering and *will eliminate axle tramp*". The Morris needs the latter even with the stock 1098cc engine.

I had my first encounter with the carburetor linkage on a Triumph TR8 belonging to club member **Richard Baker**. He had rebuilt the carburetors, but just could not seem to get them balanced and there was a binding problem as well. It did not take Richard and I very long to determine what the problem was. The linkage that ties the two carburetors together needs to be removed, the individual adjustments made, the link reinstalled and its length adjusted, then its stop screw adjusted properly. Richard's TR 8 now idles well and linkage does not bind holding the carburetors open at 3,000 rpm's after you remove your foot from the accelerator. A repair manual would have been of some use, but we did not have one on hand. I have since purchased same and may even get around to reading it sometime or another.

The steering rack on **Frazer Rice's** '64 MG 1100 that he purchased from me has failed. This concerns me, as I rebuilt it shortly after I acquired the car. Not all the parts that I would have wished to replace were available at the time. So, I am interested as to just what part failed. The rebuilt rack did perform well for about 4 or 5 years. I have the original rack, replaced because of a bent right hand tie rod, and a rack assembly that I acquired from a '71 Austin America. The two racks are the same. Even the stop to stop movement per input shaft turns (ratio) are the same. Both rack assemblies seem to function just fine. I have since straightened the bent tie rod on the original rack. It amazes me just how malleable many steel suspension parts actually are. To straighten the tie rod, I simply place the rod in a large vise with nuts installed on the threaded portion, inserted the flat side of a cold chisel at the outside of the bend, and tightened the vise down. I closely inspected the rod for straightness and repeated the procedure as necessary. It looks as good as new! Frazer and I will be changing out the rack assembly at his place. Not a real easy job, as the rear of the front sub frame on the front wheel drive vehicle must be freed and lower in order to remove the rack assembly which rests against the front bulkhead behind the transversely mounted engine. Front wheel drive cars are not always the easiest to work on.

## MORE IN MY TRAVELS (SUB TITLE: IF YOU CAN STAND MORE!)

Well, time has past and Frazer's car is back on the road. The rebuilt steering rack did not fail. The steering shaft had not been pushed down all the way. Woops! It only clamped down on half of the splined surfaces of the steering box pinion and the steering shaft's clamp. Because of the damaged to the splines on both the pinion and the shaft, we replaced both the steering rack assembly and the steering shaft with spares on hand. The shaft was removed from a '71 Austin America. Its use caused the loss of the steering wheel horn push. However, I have the turning signal assembly, cowl, and bits & pieces from the Austin America which has the horn push installed in the turning signal stark. The assembly also has self canceling turn signals which is a bonus, as Frazer can never remember to turn the original ones off after each use. The steering wheel will be replaced by the one from the Austin America completing the job. The conversion to the self canceling turn signals and stark operated horn push will be done at some later date. For now, the MG 1100 has the original turn signal assembly, but no working horn button.

**Peter & Melissa Brauen** along with baby **Emily** will be visiting Peter's birth place in jolly old England this September. I will be "house sitting" during their visit. I will occupy myself, along with other things, by installing a rebuilt 1967 1275cc MG Midget engine and transmission in my '67 Morris Minor 1000 sedan. I will also be installing a hydraulic clutch conversion kit and replacing the flat and cupped shims in the differential while I am at it. Hopefully, everything will be ready for the South Alabama show. I hope to see you there! I am sure that Peter is already thinking up those "other things" for me to do right now so as I will not get bored! I seldom was bored in the past and this time there is a bonus. I will be working in air conditioned comfort! Of course, there are the cats to converse with.

Member at Large **Charlie Ake** has transported his MGB to the shed in Covington. Until now, no one in the club has ever seen his MGB. There was talk that maybe he did not have one. We know better now. I am sure that his rate of work on his car will speed up considerably in so much as it is parked next to my Traveller. I am sure that I'll be involved in its restoration.

## HOT FUN in the SUMMERTIME REPORT by Jim Jones

Wow! Something like 76 people and 32 British cars were on hand for this new event at the Columbia Tap Room in Covington, La. I do believe that this is a record number for both people and cars in attendance at any club event, short of the club's annual Car Day! **Richard Wolf** and I worked hard to set up this new event and ensure that everything went as planned. It was all we had hoped. The barricades had been set out by the city for the blockage of the street and the Tap Room personnel were ready for us.

The British cars began arriving, slowly at first, from the outlining areas and then the South Shore convoy showed up. They lined up for blocks awaiting their entry into the judging area. It was hot, but the Tap Room's A/C was powerful and the food provided was great. Awards certificates, thanks to **Cathy Greensfelder**, were handed out and everybody had a wonderful time of it. My personal thanks go to all of the other club members who helped in making this event possible. There is more to tell, but I am out of white space.

## 1999 ELECTION NOMINATIONS

It is not too early start thinking about the nominations of officers for 1999. The vote for club officers will be held at the October 27th General Membership Meeting. The following club members have announced their desire to be a candidates:

**Bill Breithoff** for President, **Cliff Hughes** for Vice President, **Harold O'Reilly** for Treasurer, and **Jim Jones** for Editor/Secretary.

Member at Large: **Charles Ake**, and **Anne Friloux**, and **Frazer Rice** have thrown their hats into the ring.

Any full club member can run for any position. We currently need one more member to run for the position of Member at Large in order to fill a "no contest" ballot. Nominations are normally accepted at the general meetings.

# MINUTES OF THE GENERAL MEETING

The general meeting was opened by club president **Bill Breithoff** at 7:30 PM. Three guests were introduced. Past events were discussed. The '98 Car Day Appreciation Pool Party date was announced with its location being at Bill's home. The upcoming blood drive car show was discussed. A speaker for the event will be present at this month's general meeting. **Frazer Rice** gave a review of the NAMGAR Nationals and related some tech tips on overheating problems gleaned from the event. **Karl Keiger** gave his SCCA report. **Harold O'Reilly** reported on the VTR Nationals.



**Keith Vezina** talked about the club's web site. The 50/50 was won by club member **Woody Dahl** at \$28. Several Rolls/Bentley T-shirts and goodie bags were given away in the drawings. Bill closed the meeting at 8:45 PM.

## 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!**

## 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	bmcno@neosoft.com

### MEMBERS at LARGE:

CHARLES AKE	504-845-4153.	
ANNE FRILLOUX	504-464-1734	lubriport@aol.com
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'REILLY	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 QUALITY ASSURANCE\*  
\* EMISSION SPECTROMETER ANALYSIS\*

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

# BRITISH CARS & SUCH



**MG** – '76 Midget, Blue, Tan Interior, 50K Miles, John Twist Restoration, \$4500.  
Contact Carlos Crespo @ 318-233-1432 or ccrespo@bigfoot.com

**TRIUMPH** – '72 TR 6 Complete, No Rust or Bondo, But not running.  
Many New Parts, New Interior still in Box. \$900.  
Contact Joseph Bruno @ 318-243-7599. (Lafayette, La.)

**TRIUMPH** – '72 TR 6, Good Frame, Good Interior, Good Transmission, Bad Engine. \$800 O.B.O.  
Contact Mike @ 504-393-8486. (New Orleans/Metairie, La.)

**MOTORCYCLE** – '73 Triumph TR 6 Tiger Single Carb. \$3500  
Contact Ray Maroni @ 504-738-2869. (Harahan, La.)

**WANTED** – Single MGB Air Filter Canister, Front or Rear.  
Contact Jim Jones @ 504-892-7774 or bmcno@neosoft.com

**PARTS:** – MGA: Original '59 Tranny Gears \$125, 430 Ring & Pinion \$125, Vacuum Advance Dist. \$50;  
Used Only 1000 Miles.

MGB: Used Left Front Fender, Rubber Bumper \$50.

Austin Healey: Used Front Shocks, Early Style \$35 Pr., "100" Rear Bumper \$100.

Contact Rudi Markl @ 504-646-2265 Home or rmarkl@bellsouth.net

## '99 CAR DAY NOTES

The 1999 Car Day will not make use of a "Host Hotel". With the Friday evening reception being held at the Lafreniere Park pavilion, it has been determined that there is no need for a host hotel. Rental rates are very high at hotels which can accommodate all of our guests, their cars, and their trailers. The preregistration desk will be located at the pavilion on Friday evening as well. Our registration form will simply list a number of hotels in the area of the event from which out of town guests may choose. On site trailer parking on Saturday will still be available to attendees.

Changes will always occur. Sometimes for the best and sometimes not. But, bear with us. We are just a group of everyday guys & gals trying our best to organize a good car show. If you question the wisdom of the changes that we have made, just call one of your club officers. We will be happy to explain our rationale and just maybe get you involved as well.



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.

## **"NEW ROLLS" PLANNED**

LONDON – So much for tradition at Rolls-Royce Motor Cars. Barely three weeks after Germany's Volkswagen AG bought the company, VW and rival BMW signed a deal on July 28th to chop the luxury car maker in two and move out of the factory in Crewe to somewhere else in England where BMW plans a "new" Rolls-Royce. On Jan. 1, 2003, BMW will launch its new Rolls-Royce Motor Cars, while VW will rename the old company Bentley Motor Cars.

Editor's Note: VW and BMW are big time rivals. How they ever managed to make a deal that leaves both of them with a separate chunk of the British car maker is beyond me! And, so goes another time honored British car manufacturing plant. It probably will not be allowed to just sit there. Knowing these guys, they will tear it down and build a shopping center mall.

## **CLUB EVENTS EXPLAINED by Jim Jones**

Back in the "old days", the planning of club events was pretty straight forward. Conceive the event, set the time, and go for it. O, for the "good old days"! Now your club officers must be aware of all the other numerous area events which can conflict with ours. We can no longer just show up somewhere. Advanced reservations must be made with estimates of the number of people. More and more often permits must be obtained from local officials and "Proof of Insurance" acquired.

Our club events are covered under an insurance policy with J. C. Taylor, Inc. This policy is carried by the North American MGB Register of which our club is an affiliated chapter. In order to maintain this chapter status, our club must have at least eight members belonging to the NAMGBR. If you are the owner of a MGB, MG Midget, or MG 1100/1300, please consider membership in this register. The register's magazine "Driver" is alone well worth the yearly membership fee.

More often than not, events are planned with their locations outside of the New Orleans area proper. The reasons for this are many. New Orleans is a large compacted city. Convoys are impossible to keep together. This is also true for much of Jefferson Parish. Parking for large groups of cars is usually at a premium or nonexistent at most locations. The fear of large cities by some club members surely plays a part. The cost of holding events has escalated in the higher population areas. I guess that I could go on and on, but you get the idea.

Another thing that comes into play, is the fact that New Orleans area club members are no longer coming forth and volunteering to plan events located there. That vacuum is being filled by club members who live in Mandeville, Covington, Abbeville, etc., and even the State of Mississippi causing event locations to occur in places other than New Orleans.

If you desire to see more club events held in the New Orleans area, you must plan them and submit your plans to the club officers. If approved, and I am sure that they will be, the club will sponsor them and provide moneys for the events if needed. You will be the event leader and you will be required to devote the necessary time to make the event to be a success.

The intent of this article is to show in a small way just what it takes to plan a successful club event and to explain why the location of so many club events have moved outside of the New Orleans area. Be assured that there is no effort afoot to move the club to or start a new club on the north shore. I hope that this article has been informative for you.

## **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 THE GENERAL MEETING.**

## SOUTH ALABAMA WEB SITE

The South Alabama British Car Club now has a web site.  
Its address is <http://www.geocities.com/MotorCity/Track/1492>.

Check it out for information about their upcoming October 3rd show or to just say, Hi!

### SOUTH ALABAMA BRITISH CAR CLUB'S Eighth Annual British Car Festival October 3, 1998

*Battleship USS Alabama Memorial Park . Mobile, Alabama*

Schedule of events:

Friday, Oct. 2

7:00-8:00 PM Pre-registration and welcome party on the battleship fantail

Saturday, Oct. 3

8:30 AM-12:00 -On site registration

12:00 Noon -Judging begins

3:30 PM Awards ceremony Battleship Pavilion

Free admission to the battleship will be included for entrants and their families. Classes include popular choice and judged. Morris Minor featured car. Final class listing will be posted when complete. A portion of the show's proceeds will benefit the Battleship Restoration Fund.

### THE DARK SIDE by Mr. Goodspanner

Does night driving always seem darker when you are driving your British car? It is no darker, but your headlamps are not as bright as the ones in your modern vehicle. The light emitted by your old style headlamps is not as white in color either. They are yellow in color by comparison. Get up-to-date and be able to see where you are going at night.

Purchase a pair of modern Halogen seal beam headlamps for your British car. The cost is between \$10 & \$12 each. The common size that most of us need is designated 2D1 (The "2" being the important part.) which is molded into the lamp assembly at the front top center position. This designation will give you the proper connector on the rear of the lamp. For older cars, remove the chrome headlamp trim ring. Remove the screw at the bottom if it is there. Using the palm of your hand press down at the top of the ring or pound at this point while pulling on the bottom of the ring. This procedure usually works well in removing the ring.

Next, remove the three screws from the ring plate that holds the headlamp in place (Not the whole bucket!) and remove the ring while holding the headlamp in place. Remove the headlamp and disconnect the wiring connector at its rear center. Rock the connector back and forth as you attempt to remove the connector. Some connectors will be on quite tight and too much force can break them. If you do break one, order a new headlamp wiring harness, not just the connector itself.

Install the new Halogen lamps. Three protrusions on the rear outside portion of the lamps will orientate them. Try out your headlights before installing the chrome trim rings. (Installation is the reverse of removal.) If your car's trim rings are held in place by screws at the bottom and the screws or clips are rusted away, replacement items in stainless steel are available from Mini Mania, 800-946-2642.

Now wait for darkness and take a drive. You will not believe the difference! You will be able to see where you are going and to be seen more easily by others as well.



## BIGGER IS BETTER by Mr. Goodspnner

I am speaking in terms of handling and safety here and not to the purist. The stock tire sizes on most LBC (Little British Cars) were too narrow and most were not of radial construction. Radial tires with a larger foot print (wider tread) will cause the car to handle better, have more traction on acceleration, and brake better than it can with stock size tires.

You can usually purchase tires with the same diameter as stock tires, but with a larger foot print (wider, more rubber on the ground). Check with a **real** tire dealer (not Wal-Mart, Sams, etc.). If the dealer does not seem to be really interested in your needs, go to another one. There are hundreds of tire dealers out there. Bring along one of your wheels, with the tire mounted or not, and he can determine which size tire will be suitable & safe to use on your car. If in doubt about tire clearance under the wheel well, have him mount a tire on your wheel and you can check it out on the car in all positions. Any good tire dealer will do this for you and let you return the tire if it is not suitable for your use, providing it has not been driven on the road.

This is what I did with my '60 Morris Minor Traveller and it handles much better than my '67 sedan which has stock size tires mounted. This is despite the fact that the car has a much more powerful 1275cc MG Midget engine (With larger pistons it is probably closer to a 1300cc plus capacity.) installed than the sedan's sedate stock 1098cc engine.

## THE BRITISH CONNECTION by Jim Jones

I have ordered spares from Britain before when I needed parts that were just not obtainable in the States. (Made of "Unobtainium" as **Peter Brauen** says!) All the other times I have ordered spares from American suppliers of British car parts. That is beginning to change.

There are several reason for this change. Major suppliers have become detached from our British cars. The person who takes your order knows nothing about the parts that you are ordering, much less the car itself. So do not even attempt to ask them about a part in relation to your car. Some outfits bill you for a part even though it has been backordered. Speaking of backorders, they are becoming more numerous. Shipping time to us has elongated for whatever reason and shipping cost to you have apparently become a major source of revenue for them.

The smaller companies do have that personal touch and are usually knowledgeable about your car. However, their inventories are small and backorders are frequent. Both the larger and smaller companies will sell you parts "not as original" and not inform you as to the fact. You find this out only after you receive the shipment and inspect its contents. The worst case of this was when I ordered two metal straps for securing the brake lines to the rear axle housing of a later model MGB at \$3.14 each. What I received were two black plastic wire ties! Dam, I can purchase a whole bag of these items locally for a couple of bucks! This did not set well with me.

Next is the price. Spares ordered directly from England are less expensive and much more prone too be "as original" even if they are "reproductions". A case in point is the windscreen washer bottle for a MGC. I order it from England because it was not offered in the States at the time and it had just been re-manufactured by a British firm. It cost me, with the cap included, 20 bucks American. Two months later the same item appeared in a major American supplier's catalog at \$59! Some profit margin, uh? Three guesses where they obtained the item at a wholesale, bulk rate shipment price at that.

A second example is more recent. I ordered from a stateside supplier a newly advertised conversation kit at \$299. Later, I located the British company that designed and sells that kit on the Internet. The price was 89 Pounds Sterling. At an exchange rate of 1.6, the cost is \$142.40 American. That is a \$156.60 savings. If the British price as listed includes VAT (Value Added Tax), then it is even cheaper because you do not have to pay the VAT (Usually 15%)! An added value is that the cost of shipping items between the USA & England has become less expensive in the past two years or so if you order by ground shipment.

Calling England by phone is easy. Just dial 011 (Overseas) 44 (Great Britain) and the number you want without the zero at the beginning of the phone number or just e-mail an order to them using your credit card (Access Card as it is called over there).

## GOING TO THE WRONG END! By Mr. Goodspanner

If you own a MGB which has the fuel pump extending into the trunk of the car, beware of this problem. Your car was running just fine and then all of a sudden the engine loses power and stops. Before you raise the bonnet, open the boot lid, remove all the junk you have in there from around the fuel pump, and check for a disconnected wire. It may be the cause of your problem. I can only guess that they put it in this position so that it would be easier to tap the fuel pump with a hammer when it stops working. Imagine how smart you will look, in assisting someone on the side of the road, when you open the boot instead of the bonnet and you fix their problem!

**MONTGOMERY, ALABAMA 4th BRITISH CAR DAY** Editor's Note:  
**SEPT. 26th, 1998** Great show,  
**FEATURING TRIUMPH CARS & MOTORCYCLES.** Beautiful Site!

The British Motoring Club of Montgomery, Alabama invites you to our Fourth Annual British Car Day. The show will again be held on the Shakespeare Festival Grounds along with the 14th Annual Scottish Highland Games. Classes will include production and race-rally British cars and motorcycles and a Premier class for last year's winners. Voting will be by popular vote. There will be individual and club competitions in crafts, photos, and valve cover racing. Friday night welcome party, Saturday banquet, and local tours. For more information contact:

David Price 334-244-6671 Hamer Phillips 334-277-3645 Raymond Copper 334-271-0971

## PROPOSED BY-LAWS AMENDMENT— FIRST ANNOUNCEMENT

The board of directors hereby submits to the club membership the following proposed changes to the club's By-laws pertinent to the second sentence of Section 8b and the second sentence of Section 9a as follows:

Section 8b as written:

Such directors shall assume office at the January meeting and shall hold office for one year, with the limitation of three (3) consecutive terms in office.

Proposed changes to Section 8b:

Such directors shall assume office at the January *officer's* meeting and shall hold office for one year with the limitation of three (3) consecutive terms in any one position. The exception to the term limitation being that of the office of Editor/Secretary.

Section 9a as written:

Such officers shall assume office at the January meeting and shall hold office for one year, with the limitation of three (3) consecutive terms in office.

Proposed changes to Section 9a:

Such officers shall assume office at the January *officer's* meeting and shall hold office for one year, with the limitation of three (3) consecutive terms in any one position. The exception to the term limitation being that of the Editor/Secretary.

The club By-laws require that any proposed amendments must be published in the club's newsletter for two months prior to voting on that change or changes. If you desire a copy of the club's By-laws, you can acquire one from our club's web site or by contacting the newsletter editor. The vote on these proposed changes will occur at the club's October General Membership Meeting before the election of club officers for 1999. Any club member can submit proposed changes to the By-laws, but only full members can vote on those changes.