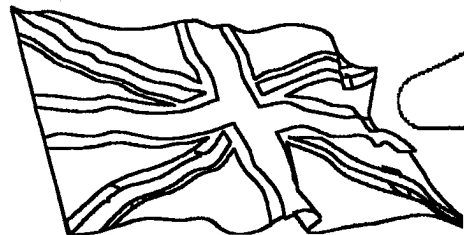
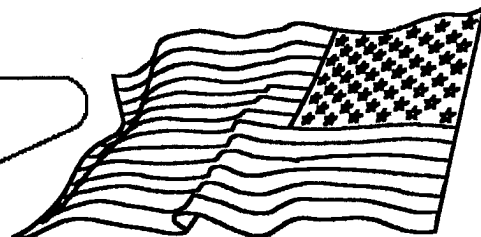
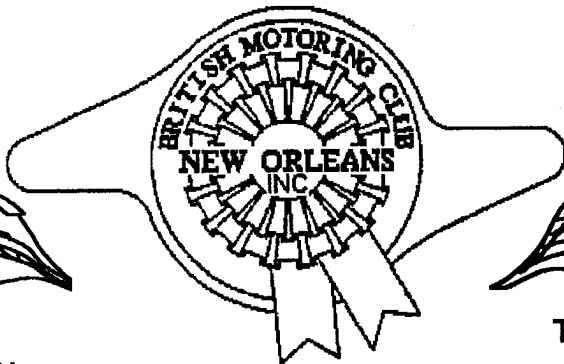


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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

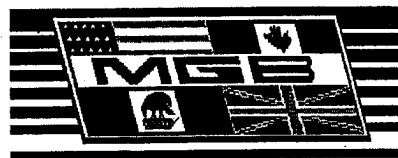


THE OFFICIAL NEWSLETTER
of the **BRITISH MOTORING
CLUB – NEW ORLEANS, INC.**

Dues Due: 02/28/99

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

OCTOBER 1998



North American MGB Registry Chapter



VTR CHAPTER

WEB SITE: <http://208.22.202.130>

**HAVE A GREAT TIME!
E. E. REYNOLDS MEMORIAL
RALLYE!**



**ELECTIONS OF OFFICERS AT THIS
MONTH'S THIS GENERAL MEETING!**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8 E. E. REYNOLDS RALLYE	9	10 OFFICER'S MEETING	11	12	13	14
15	16	17	18	19	20	21
22	23	24 GENERAL MEETING	25	26	27	28
29	30	EVENTS CALENDAR NOVEMBER 1998				

UPCOMING CLUB EVENTS

OCTOBER 27

GENERAL MEETING – New Orleans Hamburger & Seafood, 817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM. Nominations taken, elections held for 1999 club officers. By-laws change vote. Please make every effort to attend!

NOVEMBER 8

E. E. REYNOLDS RALLYE – Time: 1 PM. Location: Kenner Welcome Center (I-10 & Loyola Drive). Contact Keith Vezina for Information at 504-443-5056 or tkvezina@bellsouth.net – It is lots of fun! Your friend, wife, (Maybe they are one in the same.) or older children can be your navigator.

NOVEMBER 10

OFFICER'S MEETING – Frazer Rice's house at 7:00 PM.

NOVEMBER 24

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

DECEMBER 6

CHRISTMAS PARTY – To be held at the home of Bill & Sally Breithoff. 7315 Beryl Street, New Orleans 70124, 504-288-4019, 7:00, PM TO 10:00 PM. Club will provide food & drinks. Bring your favorite covered disk for all to enjoy.

IN MY TRAVELS by Jim Jones

Wow! What a month! I hardly know where to begin. Hurricane Georges turned lives upside down, including mine. But, all of my cars are O.K., British and otherwise. I was in Bay St. Louis, Mississippi baby sitting **Peter & Melissa Braun's** place while they were in England when the reports of the storm's path towards the New Orleans area began coming across the radio and TV. I had installed the 1275cc MG Midget engine & transmission and hydraulic clutch conversion in my Morris sedan, but the vehicle was not yet driveable. Knowing that Peter's land had flooded in the past during bad storms, I put the Morris up on jack stands, picked up what I could off the floor of the shop, and headed back to Covington, Louisiana. Back home with my Mom, it did not look like a hurricane was on its way, but I still took the necessary precautions. I set up the emergency power unit to supply us with electricity if needed, and such. We lost the electrical power at the very beginning, but never lost water or natural gas. As it turned out, the hurricane was no big deal here north of Lake Pontchartrain. It was just a few days of inconveniences.

My big worry was what might have happened in Bay St. Louis at Peter's place during my absence. Tuesday night, after the storm, I was finally able to contact Peter's next door neighbor (Who had evacuated and finally returned home.) and was told that the water did not come up very high, but that they did not yet have electric service restored. I figured that the service would be reconnected by sometime the next day and the next morning I headed back to Bay St. Louis, as the interstate roadways were once again opened to traffic.

Arriving at Peter's, I found that all was O.K., including the restoration of electrical service ten minutes before my arrival. There were just some large tree branches downed, but they did not cause any damage. It was back to working on the Morris again.

I was surprised upon checking out the transmission to find that it was not shifting properly. (I was the one who rebuilt the unit.) It would only go into first/second gear and into reverse with no detenting into the position which appeared to be for fourth gear. I removed the gear shift lever, found no problem, reinstalled the gear shift lever, then moved the lever around vigorously. Something made a "tink or click" sound and from then on all worked as it should. One of the detent plungers or interlock balls must have been stuck. I never had any trouble with shifting after that. Later on back home, I discovered that I had failed to lubricate the reverse interlock plunger after cleaning the control tower assembly. It was stuck in the operated position. A few drops of oil, a little tap, and it again all worked properly.

As with the 1275cc engine conversation on my Traveller, the installation of a spacer was necessary between the radiator fan and the water pump pulley. This was to allow the back side of the Morris fan to clear the oil separator mounted on the timing chain cover. (One of the few units that I have ever seen which was not "factory dented".) The spacer did however place the front of the fan blades in contact with the top tank of the radiator and some forming of the blades was needed. (This was not a problem on the Traveller although clearances were close there also.) Both spacers were stock items obtained from 1275cc MG Midget setups. I had installed the two spacers between the transmission and its mounts that were present on the donator Midget. I think that their removal will set thing right.

The use of the Midget dual S.U. HS2 carburetors did bring about some problems to be over come. The stock Morris accelerator cable was too short. The use of a MGA accelerator cable cured that problem. The gas pedal is somewhat heavy even with the use of new stock Midget return springs. (One long and two short.) I will have to sort this out later.

I located carburetor fuel float bowl covers equipped with overflow outlet tubes and fuel inlets pointing in the proper directions, so that I could route rubber overflow hoses down towards the ground. I hate the ones with just holes and shields which allow overflowing fuel to run down the sides of the fuel bowls all over the place. (I have this thing about engine compartment fires!) Neither of these covers were equipped with dual fuel input lines, so I had to distribute the fuel from the center of a line running out to each float bowl cover. This was not a bad arrangement, but necessitated the use of a "tee" connection. I had to make use of a plastic "tee", as I did not have a metal one. The stock Midget air filter canister horns had to be modified due to space requirements. These dual canister assemblies are a pain to install and remove, but they do look good.

I had on hand a set of rear traction bars, but did not have the time available to me for their installation. I am now of the opinion that the Morris Traveller has a greater need for them than the sedan (For what ever reasons.) and I will install them on that vehicle instead.

MORE IN MY TRAVELS

My Morris sedan is pretty well up to date now with its 1275cc MG Midget engine & transmission, hydraulic clutch conversion, Midget front disk brake conversion, and Halogen headlamps. The next improvement will be to change the windscreen wiper motor to a dual speed type. The stock wiper motor drives the wipers at one speed, very slow which is only good for fog or light rain at most. In the mean time, Rain-X or such will help.

There is one other maintenance item that needs attention. The differential seal is leaking badly. I will replace the seal later and at the same time replace the two sets of gear thrust washers while I am at it. In the mean time, I will just try and keep it full of gear oil.

Peter Brauen located a MGB air filter canister assembly for the single S.U. HS4 carburetor setup on my Traveller's 1275cc engine. I have been wondered if the modified Midget canister was large enough to handle the needed air flow to the HS4 carburetor. It was, after all, designed for a single S.U. HS2 carburetor. The canister has since been sandblasted, painted, and installed on the carburetor. Peter also had two front British license plates made up for me while in England. One is imprinted with "60 WOODY" and the other reads "67 MORRIS". I have mounted the first one on my Traveller. I need another backing plate in order to be able to display the other one on the front of my sedan.

Club Member at Large, **Charlie Ake's** MGB (The brown one with no engine or transmission displayed at the "Hot Fun in the Summertime" event!) is parked at the "shed" in Covington. Charlie has since installed its engine and transmission. Charlie's hydraulic clutch system had a lot of black stuff in the fluid. It turned out to be rubber particles from the interior of the old flexible line attached to the slave cylinder. When we cut open the old line, we found it to be cracked up into little pieces! The flex line has been replaced with a new one. The "On the Road Date" is set for around Christmas time. One must have hope.

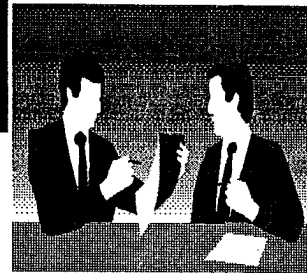
The guys from the construction company have surveyed the grounds for my garage and have promised to begin work on the slab and drive early next week. Things are finally beginning to happen! Of course, they did not say when they would begin erecting the garage itself, but it is a start! To have my own garage, how about that? It is later on now and the concrete framing for the garage and the driveway has been done, the fill has been delivered & graded, the steel is in place as is the moisture barrier. The ditch culvert has been delivered but not yet set.

Cliff Hughes and I drove down to the old K&B warehouse in the Elmwood Industrial Center in Kenner, La. and purchased a number of eight by nine foot palette shelves at a fantastic price. Cliff's timing was great, as by the next day a Houston outfit purchased all the remaining units. These units can be broken down and reassembled easily without the use of any bolts. They are so strong that stacking engines on them would place no strain on them. I purchased three of these units for use in my new garage.

Driving over to Cliff's house the other day my Traveller began bogging down. I pulled the slowing car over to the curb. Now what? It sounded and felt like the engine was starving for fuel. I jumped out, raised the bonnet, and went right to the fuel pump. (It is mounted in the engine compartment on a Morris.) Having left the ignition key in the "on" position, I remade the hot connection. Tick, Tick, Tick went the pump. I got back in the car and it started right up. The thumb nut connection did not have a star washer installed. I deemed this to be the problem and later on that day I installed the proper size star washer for positive electrical contact. It is a little thing, but it can put you on the "side of the road".

For the first time in a good while, I drove over to **Mike Schrantz's** place in Mandeville, La. to assist **Peter Brauen** with some British car work. The idea was to install "under the cap" electronic ignition systems in Mike's Jaguar Mark II and his MGA Coupe. It turned into much more than just that. The Jag was not firing up. The gist of it was that the starter was dragging, pulling down the electric system, and not turning the engine over fast enough. Mike had a spare starter on hand. We removed the old starter, not the easiest of tasks as it is hard to get to and the oil filter canister had to be removed in order to gain room for its removal. We inspected the spare starter, and used the return spring from the old starter to replace its broken one. The old starter gear had been remaining engaged with the flywheel ring gear and its shaft was bent. The spare starter was installed and it turned the engine much faster during cranking. The electronic ignition systems were installed by Peter on both cars with no problems.

MINUTES OF THE GENERAL MEETING



CANCELED!
GENERAL MEMBERSHIP MEETING LOCATION
WAS STILL CLOSED TUESDAY NIGHT
AFTER HURRICANE!
SEE YOU AT THE OCTOBER MEETING!



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 VOICE & FAX	bmcno@neosoft.com

MEMBERS at LARGE:

CHARLES AKE	504-845-4153.	
ANNE FRILOUX	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

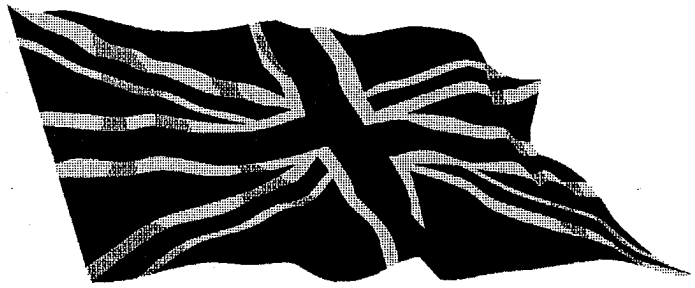
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504-464-1734 * 1650 AIRLINE HIGHWAY * KENNER, LA 70062.

**BRITISH CARS
&
SUCH**



MGA – '59 Model, Original White is now Wine Colored, Body in Great Shape, Wooden Floor Shot, 1985 License Plate. Contact Conchita Sulli @ 504-468-3943 Home or 504-464-6224 Work.

MGTF – '53 Model, Complete Except for Fuel Tank & Windscreen. \$4,000 O.B.O.
Contact Peter Brauen at 288-467-0519.

PARTS – MGB Engine #18GF-WE H 307, Complete, \$275.
MGB Early Boot Lid with Luggage Rack, \$40. Contact Manuel Dias @ 504-392-7244.

WANTED – MGA Hand Brake Assembly. Need the Part that Bolts to the Tunnel, but Would Take the Whole Assembly. Contact Frazer Rice at 504-504-736-0452 or brice@communique.net

WANTED – Good Woman, Must Have Own Whitworth Tools! Call 1-800-HARDUP.

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

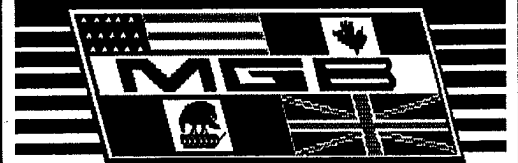
MOTORCYCLE – '78 Triumph Bonneville 750, Very Original, New Tires, Great Rider. \$4,000 O.B.O.
Contact Anne Friloux @ 504-464-1734 or lubriport@aol.com

**WELCOME
NEW MEMBERS**

**RANDY HART
P.O. BOX 389 KENTWOOD, LA 70444
504-229-8527
'77 MGB, TAHITI BLUE.**

JAG SHOW OCT. 18th

Detailed information for this event was received too late for publication in last month's Morris Gazette. I hope that attendance was high and that the weather was good.



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1100/1300 owners a great deal for your
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SOUTH ALABAMA CAR DAY REPORT by Jim Jones

All of the changes to the South Alabama Car Show necessitated by hurricane Georges were handled by the SABCC and the show went off as planned. There were somewhat fewer cars on display and parking on the grass was not possible, but that was to be expected just after a major hurricane strikes an area. The whole area was under water for a time. Our club has never had to deal with this problem as our show is held in March.

The host hotel had some first floor rooms flooded during the storm. I was put in a dry second floor room with nice cool A/C and the management even allowed me to check in hours early on Friday. The reception aboard the battleship was great. I ate more than my share of boiled shrimp.

Heavy fog covered the area Saturday morning necessitating the wiping down of my Morris, but the fog burned off early on. Temperatures were in the mid eighties and the wind was up. The Morris Minor was the featured car. I moved around and spoke to many people. I was asked to judge "electrics" in the judged class. Nine of our club member's British cars were awarded plaques. I enjoyed the show and left after the awards presentation for Bay St. Louis, Mississippi via I-10 to continue baby sitting **Peter & Melissa Brauen's** house.

DA BMCNO WINNERS MOBILE SHOW

<u>NAME</u>	<u>CLASS</u>	<u>PLACE</u>
Frazer Rice	MGA	3 rd
Keith Vezina	MGB 75-76	1 st
Wayne Aucoin	MGB 77-on	2 nd
George Barton	MGB-GT	3 rd
Jim Jones	Morris Minor	1 st
Anne Friloux	Triumph TR6-250	1 st
Bill Breithoff	Triumph TR7-8	1 st
Laura Hayden	Britannia-Open car	1 st
David Loeb-Best of Show		

(Photo of his car was taken on the battleship fantail!)

CHECK OUT OUR CLUB WEB SITE

For those of you who are on the "net", Web Master **Keith Vezina** makes available to you information on all club events even before they can be posted in the Morris Gazette newsletter. Last minute changes pop up right away. You can have a photo of you and your British car placed in the "Photo Gallery". The upcoming 1999 Car Day has its own page. There is a Tech page and more. Log on the club's web site at <http://208.22.202.130> and you will see that it is more than a bunch of numbers. Give the site a bookmark name and you will never see all those numbers again!

**IF YOU ARE AN OWNER OF A TRIUMPH,
THE VINTAGE TRIUMPH REGISTRY (VTR)
IS WAITING FOR YOU TO JOIN!**

SEND \$25 TO:

VTR-E, 15218 WEST WARREN AVENUE, DEARBORN, MI 48126.

CLUB REGALIA

BMCNO T-SHIRT \$ 7.00

BMCNO GOLF SHIRT \$15.00

BMCNO WINDSCREEN TRANSFER \$ 1.00

BMCNO JACKET PATCH \$ 5.50

BMCNO BASEBALL CAP \$12.00

GET THESE ITEMS WHILE THEY LAST!

OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT THE GENERAL MEETING.

PRESIDENT'S MESSAGE

The club officers for the fiscal year of 1999 will be elected at the October 27th meeting. I would like to encourage everyone for the good of the club to get behind these officers to make this coming year even more successful than the last.

Cliff Hughes, who will be the Car Day Chairman for 1999, will need a lot of support. He is proficient at obtaining donations (both monetary sponsorships as well as prizes). But, he needs our help. If you can get sponsors or donors either from your place of business or from friends, that will help to make the event a success.

I would also like to remind you of the E. E. Reynolds Memorial Rallye on Sunday, November 8th. Such an event requires a lot of preparation to make it a success, so make plans to participate – you won't believe how much fun a driving event like this can be.

The "Car Day Appreciation Party" was held at my house. Sixteen club members and guests were in attendance with one British car on hand.

In spite of the rain and flooding of the preceding days, those who attended had a good time. Plenty of pizza, drinks, cake, and brownies to go around. A lot of members forgot about this event, but next year, we will schedule this event much sooner after the Car Day.

THE JAG SHOW by Anne Friloux

TO APPRECIATE A BRITISH CAR EVENT YOU MUST EXPECT THE UNEXPECTED. SUCH WAS THE CASE FOR OUR RUN TO THE JAGUAR CONCOURSE AT HOUMAS HOUSE IN BURNSIDE, LA. IN OCTOBER YOU WOULD EXPECT COOL FALL TEMPERATURES NOT THE MID 80's ALONG WITH HIGH HUMIDITY WHICH WE ENCOUNTERED. YOU WOULD EXPECT A FAIRLY GOOD TURNOUT OF OUR CLUB'S CARS FOR A SUNDAY PLANTATION RUN, BUT ONLY FOUR SHOWED. THREE TRIUMPHS, A GT 6, A TR 7 AND A TR 8 ALONG WITH ONE MG 1100. WE LEFT AT THE SCHEDULED TIME OF 11:00 AM, BUT WAIT, ONE OF US DROPPED \$40.00 CASH IN THE DRIVEWAY AND ONE OF US HAS LOST THEIR WALLET. THE \$40.00 WAS FOUND BY ANOTHER MEMBER AND A PHONE CALL FINDS THE WALLET SAFE AT HOME. WELL, WERE BACK ON THE ROAD AGAIN WITH AN ENJOYABLE RIDE UP TO BURNSIDE WITH THE TRAILERED TR 7 ONLY BECOMING AIR BORN ONCE WHEN HITTING ONE OF THOSE EXPECTED LOUISIANA BUMPS ON I-10.

WE ARRIVE AT HOUMAS HOUSE A LITTLE AFTER NOON AND ARE QUICKLY SETTLED INTO OUR SHOWING AREA. THREE OTHER BRITISH CARS ARE THERE ALREADY. TWO MGB'S AND ONE LOTUS FROM BATON ROUGE. ONE MGB LEAVES, BUT THE SPOT IS LATER FILLED WITH MIKE LEWIS' MG.

OUR \$25.00 REGISTRATION FEE GIVES US A TICKET TO HOUMAS HOUSE, A MEAL TICKET FOR JAMBALAYA, SALAD, FRENCH BREAD, AND SOFT DRINK.

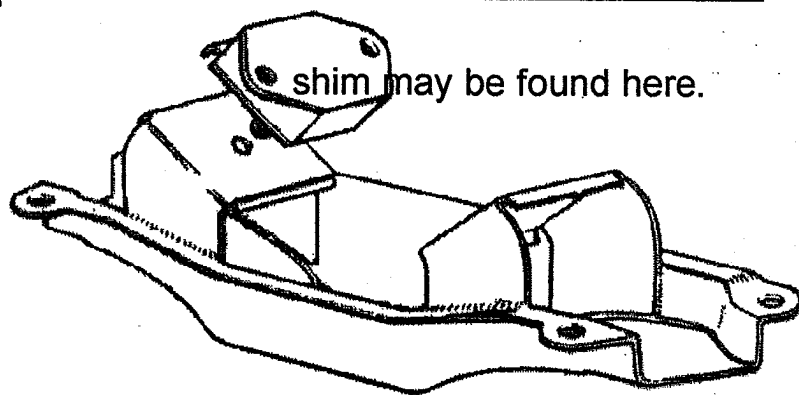
THE JAGUAR CLUB HAD OVER THIRTY CARS PARTICIPATE AND THE ROLLS-BENTLEY CLUB HAD THEIR SHOWING. NEEDLESS TO SAY THE GREENS WERE FILLED WITH MANY BEAUTIFUL BRITISH CARS.

OUR CLASS OF OPEN BRITISH CARS WERE JUDGED BY OURSELVES AND WITH TROPHIES (SPONSORED BY LUBRIPORT LABS) AWARDED FOR 1ST, 2ND, AND 3RD PLACE. AT 3:00 PM AWARDS WERE GIVEN OUT. 1ST PLACE WENT TO MIKE LEWIS WITH HIS 1950 MG Y-TYPE, 2ND PLACE HAROLD O'REILLY WITH HIS 1979 TR 7 AND 3RD PLACE WENT TO A PROSPECTIVE NEW MEMBER, SYDNEY COUSINS WITH HIS 1980 MGB.

TO FINALLY END THE UNEXPECTED, AS THE TR 7 WAS BEING DRIVEN BACK ON THE TRAILER TO SAFELY TAKE HER HOME, THE EXHAUST CAUGHT ON THE RAMPS AND HAD TO BE REMOVED. NO ONE COULD EVER SAY CLUB EVENTS ARE DULL!

BUMPING SOUNDS & OTHER NOISES by Mr. Goodspanner

A common source of bumping noises is deteriorated rear motor mounts. These are the mounts located at the bottom of the transmission tail shaft housing and attached to the frame cross member. These mounts support both the transmission itself and the rear of the engine. Oil and heat can change these mounts from solid rubber to a jelly like mush over time. (How old are the ones on your car?) In this state, they can no longer hold the transmission or the rear of the engine in their proper positions. The two units can now move out of position and bang against other things. Things like the transmission against its floor board cover under torque, (Maybe, causing shifting problems) the engine tilting which can cause the cooling fan to contact the radiator, etc. A set of new mounts is not expensive. However, they can be difficult to replace on some British cars. Support the rear of the engine and you may be able to unbolt and remove the mounts by lifting the engine. Otherwise, it may be necessary to also unbolt the frame cross member and any stay rod if so equipped. If you find any shims between the transmission and the mounts, reinstall them with the new mounts. You may find only one shim on one side, one shim on each side, or no shims at all. The factory determined if any shims were necessary to be installed on your car for the proper alignment of the engine and transmission.

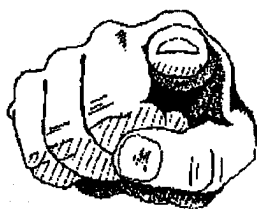


BACKUP FUEL PUMP by Mr. Goodspanner

For most of us with electric fuel pumps mounted under the car in the back near the fuel tank, a fuel pump failure can be a "on the side of the road" disaster. You can hardly get to the thing without jacking up the car and removing the right rear wheel. Let loose of a little money and save yourself a lot of trouble and time. Purchase an after market electronic fuel pump. The proper pressure for most of our British cars is 2.5 to 3.0 psi. The NAPA supplied electric pump is a Balkamp, part number BK.610-1052. The NAPA store near you will not stock it, but the warehouse does and they can deliver it by the next day. Be prepared to spend about \$40.

You can simply carry the backup pump in your boot compartment, install the proper connectors for your setup ahead of time, or (best of all) mount it in line between the fuel tank and the original fuel pump with an external switch. Mount the switch such that it is convenient to activate if (when) a fuel pump failure occurs. When doing electrical work near the fuel tank, I suggest that you make use of "crimp" connectors only. Do no open flame soldering.

Remember that the after market fuel pump only cost about \$40. One tow may cost you at least 65 bucks. More if you are far from home base!



**CLUB ELECTION UPDATE
COME ONE, COME ALL!**



Club Officer elections for 1999 will be held at the October General Membership Meeting on October 27th. Please make every effort to attend this meeting as our club By-laws require a minimum of twenty percent of the total full club members to be on hand. (Corresponding members cannot vote.) As no two members are running for the same position, voting will be by hand count. We will also be voting to approve changes to the Club's By-laws as posted in the last two newsletters. This is the most important meeting of the year and it is desirable to have as many full members present as possible. It is your club. Attend the meeting and participate!

OBTAINING SPARES by Jim Jones

We tend to forget that people who are new to British cars do not know the things which we take for granted. Obtaining spares for our cars is one of those things. I recall that when I purchased my first British car (A '74 1/2 MGB) that the seller had given me just one supplier's catalog. As far as I was concerned it was the only one in the world. I was devastated, half the way through its restoration, to find that the company had gone out of business!

Luckily for me, that was about the time that I discovered the local MG club. (Now the British Motoring Club - New Orleans, Inc.) Club members were only too happy to give me 800 numbers for many suppliers of British car parts. Later on when restoring my '69 MGC-GT, I also discovered that you could actually order parts directly from England when they were not available in the States. Now that I look back on that revelation, I see it as a "no brainer".

So, I would like to pass on some knowledge to those of you who are new to British cars. Parts suppliers are numerous. Your local book stores carry British car magazines both domestic and foreign. Inside these publications are advertisements for all, if not most, British car marques.

CAR DAY COMMITTEE HEADS

It is time to select club members for Car Day committee heads. The Car Day is too large a task for any one person to handle. That is why it is broken up into many manageable sections. Each one of those sections is handled by a volunteer committee head. Most of the complex sections are undertaken by seasoned club members. Those sections require involvement before, during, and sometimes even after the Car Day. The less complex sections can be worked by any club member and help is available to you from members who have taken on the task previously. All committee heads will be in need of a certain number of volunteers to work under their direction.

Most of these jobs only require a couple of hours of your time. Help your club spread out the work load involved in putting together and running the Car Day. You will find that it is fulfilling to be an actual part of the show and not just an onlooker. New blood brings about change which allows the show to grow and to become increasing more interesting every year. Volunteer your time for the good of the club.

DISAPPOINTMENT by David Hayden

After last year's First Annual Funkana, I wrote an article for the Morris Gazette entitled, "Success". If I were to follow the same thought line this year, I would have to call this article, "Failure".

The Second Annual Hayden Funkana was held under dry, but threatening skies, September 19 at the Naval Air Station, Belle Chase, La. The weather forecast called for an 80% chance of rain from tropical storm Hermine, but other than a few drops of rain at about noon, no rain fell. Three vehicles participated in this year's event. One was even British! Rick and Cathy Williams crushed the U.S. truck and Japanese car competition in their Austin Healey Sprite. Keith and Karen Vezina, in a Maxima, placed second. Kathy and Mark Greensfelder showed good sportsmanship and skill piloting a Ford Ranger Pickup truck through a course much more suited to a vehicle two thirds it's size. They took out only six cones on their way to clenching third place honors. As with last year's, first, second, and third place driver and navigator trophies were awarded.

Five of the six sections of the course remained the same as last year's event, with two new challenges added for variety. I must assume that weather played a big part in the low turnout for this year's event. However, there were other changes from last year, day of the week, time of day, and location also changed. Before I go to the time and expense of a third annual event, I need some input from potential participants. Spring or Fall? Saturday or Sunday? NAS Belle Chase or where? Please see me at monthly meetings, or call me at (318) 937-4929.

As with last year, I will end with a thank you to Laura my wife, my children Shaun and Rachel, Shaun's girlfriend Karla, and Rachel's friend Raven for their help before and during the event.