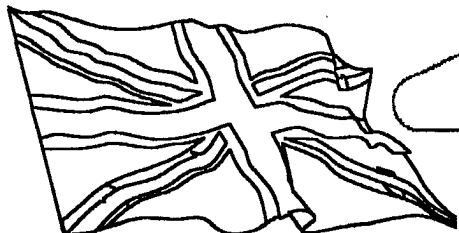
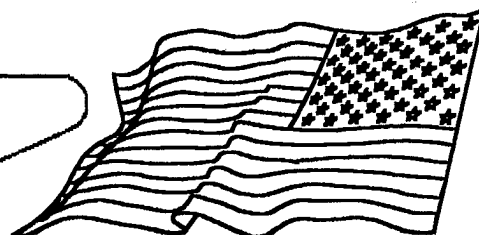
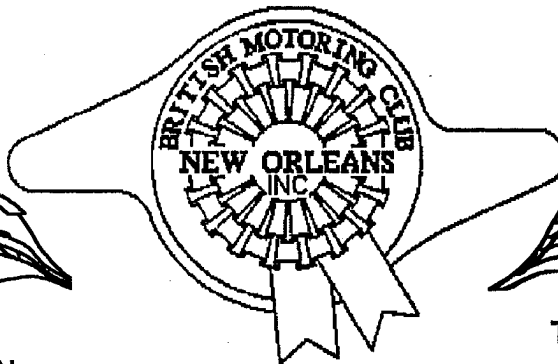


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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

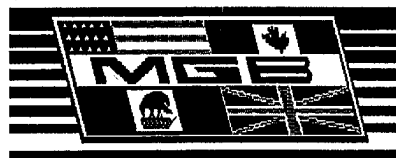


THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB – NEW ORLEANS, INC.

Dues Due:02/28/99

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

FEBRUARY 1999



North American MGB Registry Chapter



VTR CHAPTER

CLUB WEB SITE: <http://208.22.201.17>

**ATTEND THE MIDDENDORF RUN,
THE GOODIE BAG STUFFING
&
THE 1999 BMCNO CAR DAY**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9 OFFICER'S MEETING	10	11	12	13
14 GOODIE BAG STUFFING	15	16	17	18	19	20 CAR DAY
21	22	23	24	25	26	27
28	29	30 GENERAL MEETING	31	CALENDAR MARCH 1999		

UPCOMING CLUB EVENTS

FEBRUARY 21

MIDDENDORF RUN – Middendorf's Restaurant on Louisiana Hwy. 51 in Manchac, La. for seafood delights. South Shore Convoy: Kenner Welcome Center, Loyola & I-10, 11:00 AM. North Shore: Piggly Wiggly, Hwy. 22 & Beau Chene, 11:30 AM.

FEBRUARY 23

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

MARCH 9

OFFICER'S & CAR DAY MEETINGS – All Car Day committee heads are expected to attend. Anne Friloux's place for 7:00 PM.

MARCH 14

GOODIE BAG PREP – Come out and help put together the Car Day goodie bags and eat some pizza. Held at the Friloux's warehouse lab., 1650 Airline Hwy., Kenner, La. at 3 PM. Enter on side street. Lost number: 464-1734.

MARCH 20

CAR DAY – Start making plans now to bring your British car! Volunteer your time for the show. We need you. Contact any club officer.

APRIL 11

APPRECIATION PARTY – For all members who gave of their time to make the 1999 Car Day a success. Details later.

APRIL 17

PANHANDLE SHOW – The Pensacola Car Show & Beach Bash held in Pensacola Beach, Florida. (See Article)

MAY 2

CRAWFISH BOIL – Annual event held at the Bogue Falaya Park in Covington, La.

IN MY TRAVELS by Jim Jones

Busy has been the word this past month. Electric power has been hooked up to my garage by Cleco. I have begun to frame the interior walls, run electrical wires, install R-30 insulation, and screw the wall panels into place. It is slow going working by myself, but retired guys have lots of time available to them.

I have installed the 25,000 BTU air conditioner in the rear wall. Cutting the opening in the wavy sheet metal of the exterior wall was quite a job with the tools available to me, but I managed. My fear that the unit would vibrate the building's sheet metal was unfounded.

Club member **Cliff Hughes'** Austin Healey has been transported to **Peter Brauen's** shop in Bay St. Louis, Miss. The engine, transmission, etc. will be installed and the shrouds, fenders, etc. will be fitted. Peter's British car business is now officially named: **BMC Restorations**. In the future, when Peter's new building north of the I-10 is erected, he will have the space to handle even more British car work than he is able to handle at his present location.

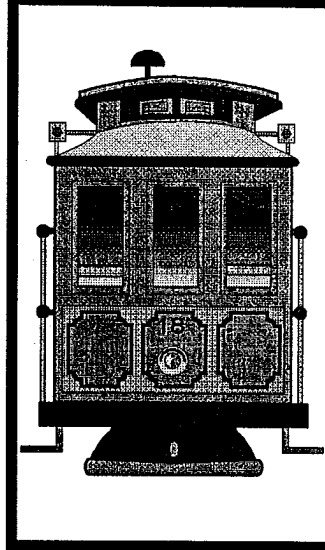
Club member **Charlie Ake** experienced a total electrical failure with his MGB. It just stopped running with a dead battery. Charlie removed the battery and charged it at his place using my battery charger. After the club officer's meeting, Cliff, Charlie, and myself brought the recharged battery to the location of the car, reinstalled the battery and Charlie was able to drive back to his place. He disconnected the battery with the engine running and the engine stopped. All indications point to a faulty alternator. His decision is now whether or not to have the original unit rebuilt, purchase a new unit, or replace it with a Delco alternator.

I have decided to reduce the height of the rear rubber bump stops on my Morris Minor Traveller. That is a fancy way of saying that I am going to cut 3/4's to one inch off of the tops. The installation of sedan rear springs on the Traveller brings the stops too close to the frame's bump plates. Shorting the stops will reestablish the correct distance between the top of the stops and the car's frame.

The front end needs to be lowered also. A medium size job, as the lower suspension arms must be disconnected from the swivel pin to relieve tension on the torsion bars. (The car has no front springs) After that an adjusting plate allows you to raise or lower the front end by simply moving a bolt to different hole in the adjusting plate.

However, the adjusting bolt is already in its lowest position. This necessitates slipping the rear torsion bar lever off of its spline and repositioning it. The splines are small and if you slip the lever two splines and not one, the change in height is too great. (Two and a half inches the repair manual says.) And you only know if you have done this after everything has been reassembled. This is also true if you only move the lever one spline in the desired direction as you can only guess as to what hole out of four you should place the adjusting bolt into in order to achieve the desired results.

I have located a late model Morris Minor transmission control tower for my Traveller's Midget Transmission. I placed a "wanted" advertisement on Mini Mania's web site message board. I received a response from a guy in South Carolina. The Midget control tower extends much higher through the floor board cover than the Morris one does and its shift lever is too short.



CLUB REGALIA

BMCNO T-SHIRT \$ 7.00

BMCNO GOLF SHIRT \$15.00

BMCNO WINDSCREEN TRANSFER \$ 1.00

GET THESE ITEMS WHILE THEY LAST!

BMCNO JACKET PATCH \$ 5.50

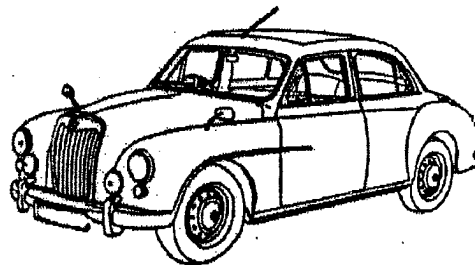
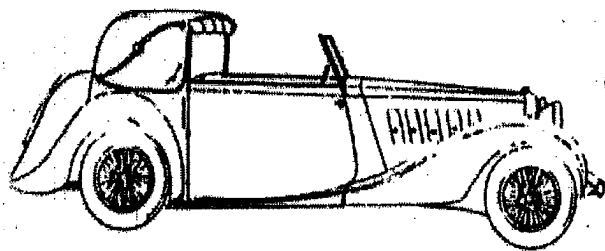
BMCNO BASEBALL CAP \$12.00

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

MORE IN MY TRAVELS

I will see if I can make a deal with this guy. He does not have a gear shift lever for a Morris control tower, but he does have one for an A40. If it orientates properly, I am in business.

Peter Brauen has installed the newly rebuilt and painted engine & transmission into Cliff's Austin Healey along with the steering parts, etc. Hydraulic parts have been ordered and are on their way.



CLUB E-MAIL LISTING by Jim Jones

I have been compiling a list of club member's e-mail addresses. The count at this time stands at twenty-six. I have tested sending all on the list a message at the same time. It worked out well. I received many responses. It will be used to update club members who are "on the net" about changes to club events, etc. which were not made in time to be included in the Morris Gazette newsletter or the club's web site. Members who receive the messages can inform other members in their area who are not "on the web".

If you have an e-mail address and did not receive the test "Alert" message that I sent, send me an e-mail at bmco@neosoft.com I will add your address to the alert list and the club's data base.

THE CRAWFISH BOIL by Jim Jones

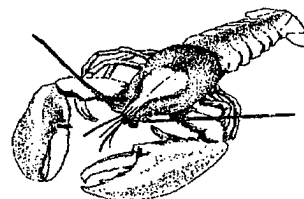
Please let us know if you plan to attend this year's event and how many people will be coming with you. We need to have a head count so that we can order the proper amount of crayfish, potatoes, etc. Last year's attendance was so good that we had to run out and obtain a 100 pounds more. It was just luck that more were available to us. The shortage was a cause of concern and disappointment for some club members.

Your club event planners will see to it that plenty is available to you and yours if we can get a good head count in advance. Imagine planning a party at your house for 25 people and 75 people show up!

There will be one change to this year's event. In order to ensure that everyone acquires their fair share of food, five pound servings will be supplied. After we are satisfied that everyone has had a helping, more will be made available to anyone who so desires more.

This is the only way that we can ensure that everyone gets their due. It means more work for the club members who help to make the event a success, but it is a fairer way to satisfy complaints of not having enough to eat because others consume it all at warp speed.

Please, do not be late! Boiled crawfish goes fast!



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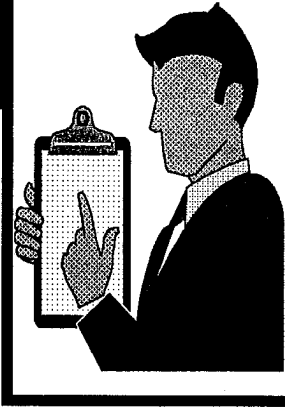
The only official MGB Register in the US
recognized by the MG Car Club, England.
Write P.O. Box MGB, Akin, IL 62805 or
Call 1-800-NAMGBR1 and join today.

MINUTES OF THE GENERAL MEETING

Club president, **Bill Breithoff**, opened the general membership meeting at 7:35 PM. **Joe Rogers** introduced the guest speaker, Russell McCloud of "Masters Auto Collision & Mechanical Repairs". Russell expounded at length on the quality services his company provides.

The death of a founding member of the original MG Centre Club was announced by **Roger Gibson**. (See article) Bill stated that we had 52 people present at the Christmas party and 22 at the recent Tech Session. **Jim Jones** displayed one of the two newly obtained club banners.

Cliff Hughes exhibited the dungaree aprons which will be included in all the Goodie Bags for the Car Day. Cliff also announced that Elliot Evans of "Tourist Trophy Garage" will sponsor a "Most Original British Car Award" ('69 & earlier). **Chris Albright** displayed the design for this year's Car Day T-shirt. The 50/50 was won by club member **Wayne Lyons** at \$29. Bill closed the meeting at 8:57 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 1999

BOARD of DIRECTORS

PRESIDENT	BILL BREITHOFF	504-288-4019.	
VICE PRESIDENT	CLIFF HUGHES	504-845-8709	
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.	
RICHARD DENNEAU	504-279-5179	denneau@aol.com
ANNE FRILLOUX	504-464-1734	lubriport@aol.com
FRAZER RICE	504-736-0452	brice@communique.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	wolfmgb@yahoo.com
VINTAGE TRIUMPH REGISTER	-	HAROLD O'REILLY	continen@gnofn.org

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CLUTCH SLAVE CYLINDER PROBLEMS by Mr. Goodspanner

A problem has popped up involving replacement clutch slave cylinders. In three cases that I am aware of, the owners of MGB's have been unable to restore their clutch hydraulic systems to working order after installing a replacement slave cylinder.

No amount of bleeding would make the systems work correctly or at all. Clutch master cylinders have been unnecessarily replaced in an effort to correct the problem. The true cause of the problem lies with the replacement slave cylinder itself. The bleeder valve on some replacement slave cylinders have been found to not be positioned correctly. With the slave cylinder mounted to the transmission bell housing, the air in the cylinder's bore is not positioned under the bleeder valve passageway. When the cylinder is bled, lots of fluid will drain out, but any air will remain trapped inside.

In order to remove the air from the cylinder, the slave cylinder's mounting bolts must be removed. The cylinder must be hand held in such a position that common sense tells you that the air will be under the bleeder valve passageway when bleeding the cylinder. It is not a very scientific method, but it works. It appears that if all slave cylinders were mounted perfectly horizontally, there would be no problem. However, this is not always the case and the trapped air travels away from the bleeder valve passageway even with the vehicle leveled on four ramps and not just jacked up from the front or rear.

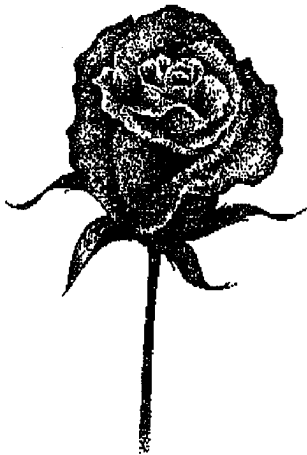
NORTH SHORE MECHANIC LOCATED

Club member **Henry Bourgeois** highly recommends "European Specialties" on Route 36. He had clutch work done on his MGB there and is happy with the owner, David Stonecypher, the work, and the price charged. If you are located on the north shore and in need of a professional mechanic willing to do work on your British car, contact Henry for more information at 504-893-7610 or bayouboo@iamerica.net Thanks for the tip, Henry.

SAVINGS ON NEW MGB HOODS

Peter Brauen needs just one more person who needs a MGB hood. By ordering five hoods at a time, Peter can offer you a goodly savings on your individual purchase. Call him now and save money. Contact Peter at 228-467-0519.

FOUNDING MEMBER by Roger Gibson

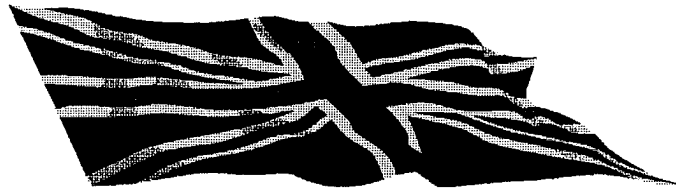


Recently, club member **Joe Rogers** brought to my attention a death notice in the Times Picayune under the name of **Toni Creel Carelli**. He noticed in the write up that she was a member of the MG club and that this was listed before family or any other information. The name sounded familiar to me so I called club member **Jim Bruno**. He said that the name sounded familiar to him also, but he could not remember where he knew the name.

I called **John Winter** and John confirmed what we suspected. Toni Creel was a founding member of the MG club. John said that he joined the club in about 1978 and she was the club president at that time. In fact, she was a two time president. John recalled that she was very active for a few years, but that she fell into poor health. A kidney problem he thinks. She may have had diabetes. And she may have had a kidney transplant. Founding member **Snubs Bienvenu** may be able to fill us in on some more information about Toni Creel.

(Editor's Note: Our club was originally founded as the "MG Centre Louisiana".)

BRITISH CARS & SUCH



MGA – '59 Model, Not Running Since '87, Lots of New Parts, \$3,000.
Contact Conchita @ 504-468-3943. (Kenner, La.)

MGB – '65 Model, Restored '91-'92, Wire Wheels, New Michelins, Rear Fender & Trunk Damaged.
Contact Henry Teller @ 601-261-2122 or henry.teller@usm.edu (Hattiesburg, Miss.)

MGB-GT – '73 Model, Very Complete, Stored Ten Years, Overdrive, Original A/C. \$900.
Contact Jimmy Bruno @ 504-885-6849 or jjbruno@msn.com (Metairie, La.)

MGTF – '54 Model, Complete, Needs Full Restoration. \$3500.
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)

PARTS – MGB, Left Door W/Glass \$35, Left Door W/Glass, No Vent Frame \$25, Right Door W/Glass \$35, Engine Long Block 18V6722-L37993 \$200, 18V Cylinder Head \$150, Many Other Parts. Over 100 British car magazines & newsletters, '85 to '90, 25 Cents Each!
Contact Jimmy Bruno @ 504-885-6849 or jjbruno@msn.com (Metairie, La.)

PARTS – MGA, RH & LH Rear Fenders \$25 Each, 1500cc Head \$100, Crank (Never been turned) \$100, Five Wire Wheels with Tires \$20 Each, RH Door \$25, Frt. Valance (Fiberglas) \$25.
Contact Mike Brown at 504-785-8245. (Luling, La.)

OREGON Inc. sent the following story: Is this what the future brings?

The European Union commisioners announced that agreement had been reached to adopt English as the preferred language standard for European communications, rather than German, which was the other possibility.

As part of the negotiations, the British conceded that English spelling had some room for improvement and has accepted a five-year phased plan for what will be known as EuroEnglish (Euro for short).

In the first year "s" will be used instead of the short "c". Sertainly sivil servants will resieve this news with joy. Also the hard "c" will be replased with "k". Not only will this klear up konfusion, but typewriters kan have one less letter.

There will be a growing publik enthusiasm in the sekond year when the troublesome "ph" will be replased by "f". This will make words like fotograf 20 percent shorter.

In the third year publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible. Governments will enkorage the removal of double letters, which have always ben a deterrent to akurate speling. Also al wil agre that the horrible mes of silent "e"s in the languag is disgrasful, and they would go.

By the fourth year peopl wil be reseptiv to steps such as replasing "th" by "z" and "w" by "v". During ze fifz year, ze unesesary "o" kan be dropd from vords kontaning "ou", and similar changes vud of kors be aplid to ozer kombinazons of letrs.

Aftr zis fifz yer, ye vil hay a reli sensibl riten styl. Zer vil be no mor trobls or difkultis and evrivun vil find it ezi hi undrstand ech ozer.

Ze drem vil finali kum tru!

(from *DBE World* Nov. '98) Submitted by club member **Peter Brauen**.

ROSTYLE RESTORATION by Terry Dempre

In 1970 MG made black and silver mag type Rostyle wheels standard on MGB's. They were sturdy and attractive wheels. But, now 18 years after they were last made, the new has worn off and any non restored wheel is in need of attention. Fortunately, materials are available to make this an easy and inexpensive do-it-yourself project. The major parts vendors sell a plastic mask to help achieve a good two tone finish while saving a lot of tedious toil with a roll of tape. They also sell spray cans of the correct color silver, and one can will do five wheels. Don't be tempted to use the silver available at the local K-Mart it will look awful.

It is of course easy to do this job on tireless wheels, but with a little extra effort, I've refinished 3 sets of Rostyle wheels with the tires still on. Without tires, you can have the rims media blasted to remove rust and chipped paint. With tires you will have to hand sand and then provide protection against over spray. I spayed my tires with Armorall so the paint would not stick well and kept a rag and mineral spirits handy to wipe off the excess paint. You could also take some poster board (the thin stuff used for grammar school projects) and place it over the tire and rim, tap a hammer lightly around the rim and cut out the indented circular section. Voila! Instant tire mask. Masking tape will cover the air valve.

Use a spray-on can of gray colored metal primer, let dry, then sand smooth. Paint the rim silver first and let it dry at least overnight. Using 400 grit sand paper carefully smooth out the center parts where the black will go. Easy does it! You just want it smooth, not sanded back to the bare metal! Then use two sided scotch tape to attach the mask to the wheel. Wear a laytex or rubber glove on your left hand and press the mask tightly to the wheel while you spray on black. Do one black section at a time in this manner and you will get good results. Beware of paint runs! Follow the directions on the paint can.

I used Krylon semi gloss black finish on my wheels to match the original finish as seen in several sales brochures I have from the 70's. Satin finish might be okay but don't use flat black even though what was left of the finish on your wheels was flat. It has had at least 18 years to fade and weather to flat black.

I did my wheels by myself in two half days, but if you can get 2 more gloved hands it would help. Then you won't have to look for the tall grass to park in at car shows!

1999 CAR DAY UPDATE

All the car day committee heads are doing a great job which promises another wonderful show for March 1999. As usual, changes abound. The T-shirt this year will display a British coat of arms and not the featured vehicle (**Chris Albright**). Entry onto the field will be handled differently. Ramps will not be utilized, walkie talkies for communications, bright vests will be worn by all parking volunteers for easy recognition (**Charles Ake**). There will be no host hotel as it is impossible to deal with them. Too many conventions in the New Orleans area. All events, Friday's preregistration (**Jim Jones**) & reception (**Bob Barback**), Saturday's registration (**Kathy Greensfelder**), display of cars, judging (**Peter Brauen**), awards banquet, will be held at the park's pavilion & field (**Bill Breithoff**). Surprising car related giveaways will be on hand (**Cliff Hughes**). Smoother procedures for registration to counter entire convoys of cars arriving at the same time (**Katy Greensfelder**). New & different award plaques (**Frazer Rice**).

Those are the changes. Many things do not necessitate change as they are great just as they are. Entrees will still receive beautiful on site photographs of themselves in their British cars. (**Keith Vezina**). Big thanks go to all the other club members who help make this year's Car Day a success.

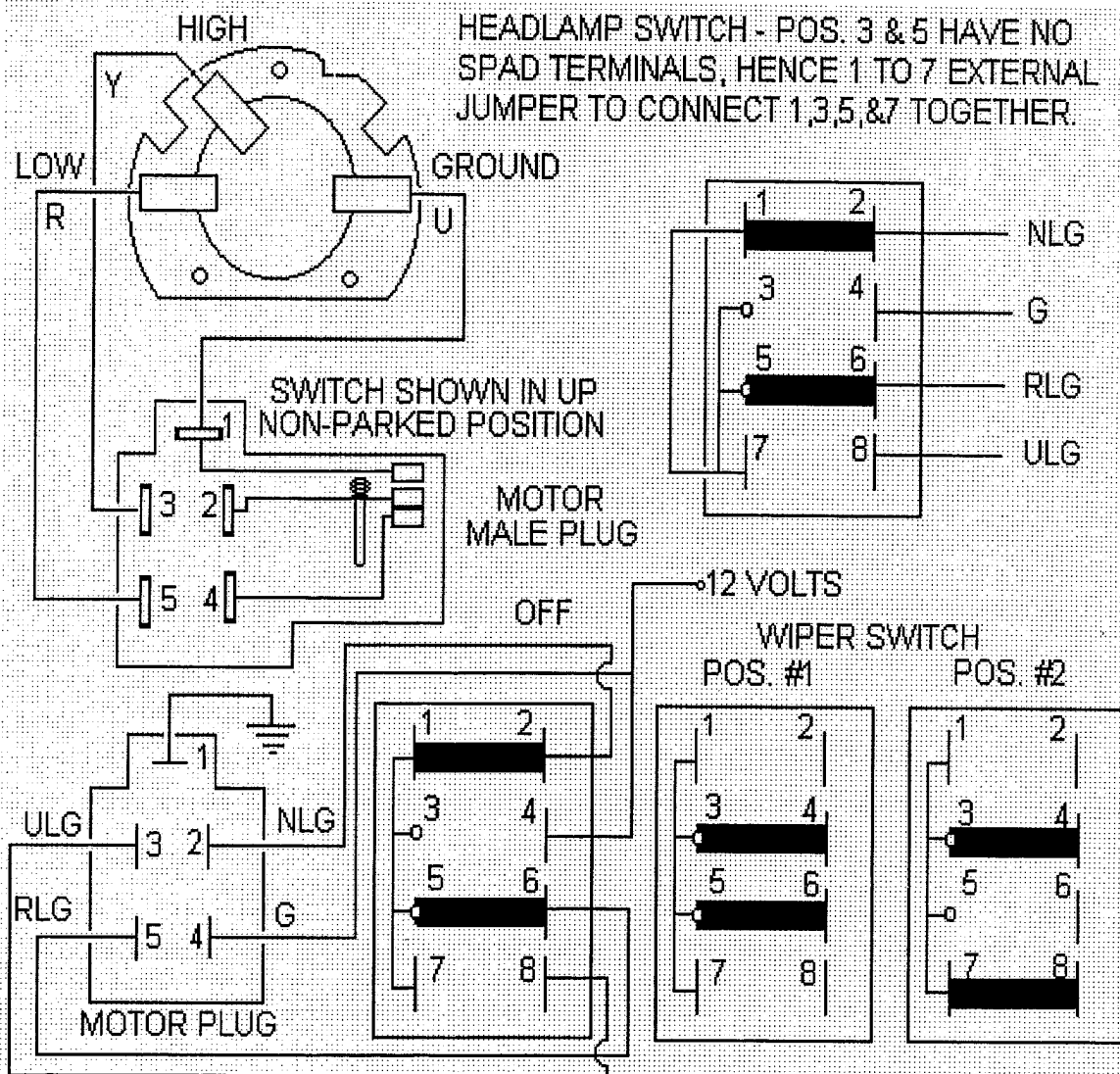
PBCA (Pensacola, Florida) BRITISH CAR SHOW

The Panhandle British Car Association's 1999 Pensacola Beach Bash and British Car Show is scheduled for April 16 and 17, 1999. Same place, same hotel, etc. Their flyer and registration form will be published in the March issue of the Morris Gazette. This is a beach front show located on paved grounds between the roadway and the beach itself. Bring your sun screen and umbrellas. You can sport a swimsuit if you wish. Ocean breezes will caress you all day. This show is held by a fun loving group of guys & gals who will see to it that you enjoy yourself. Make plans to attend. A BMCNO convoy is in the planning stages. Their flyer and registration form will appear in March's Morris Gazette.

Contact is Tom Schmitz - tschmitz@ametro.com or 334-961-7171.

TWO SPEED WIPER MOTOR by Mr. Goodspanner

To help in understanding just how a two speed wiper motor circuit works, I have disassembled its electrical components and utilized an ohm meter to see how it is wired. From this information, I have drawn a diagram. The switches can be the early toggle type or the later rocker type. The headlamp switch is less expensive and can be used as a two position wiper switch with a small modification. Simply connect an external jumper from terminal #1 to #7. The wiper switch is internally connected between terminals #1, #3, #5, & #7. The headlamp switch is internally connected between terminals #3, #5, & #7. There are no spade connectors at terminals #3 & #5, so the external jumper is placed between terminals #1 & #7.



Take notice that the color coding for the wiring harness and the motor are not the same. The parking switch is shown in its up or non parked position (plunger not held down by the parking cam).

When in "Off", wiper switch terminal #2 is connected to #6. This ties together terminals #2 & #5 of the motor plug. Now the low speed motor brush (R) is tied to motor terminal #5 which is now connected to motor terminal #2. If the motor's parking switch is not made, 12 volts will be applied through the parking switch contacts from motor terminal #4 (12 volts). The motor will run at low speed until the parking switch is made by a cam on the motor gear. The center contact of the parking switch will transfer when it contacts the cam disconnecting 12 volts. At that time the motor will cease running thereby parking the wiper arms. The center contact makes with the upper contact (terminal #1) and places ground on the low speed motor brush to positively stop the motor.

When the switch is in position #1, the top bar moves down connecting wiper switch terminals #4 & #6. This connects terminals #4 & #5 on the motor plug placing 12 volts on the motor's low speed brush. The motor will run at low speed continuously.

When the switch is in position #2, the lower bar moves down connecting wiper switch terminals #4 & #8. This connects motor terminals #3 & #4. This places 12 volts on the motor's high speed brush (Y). The motor runs continuously at high speed.

The making and breaking of the parking switch every time the cam passes by (every 180 degrees) will not effect the running of the motor. (Believe me!) Explaining how the parking switch functions under all conditions would take another page and will not be explained here. If you cannot find where the "ground" for the motor's ground brush (U) is coming from, look at motor plug terminal #1.

FUEL EVERYWHERE by Mr. Goodspanner

I feel pretty good about working on early and midrange model British cars. But, I must admit that the level of my knowledge base on later model cars is somewhat lacking. The latest model British car I have ever owned was an early model '74 1/2 MGB.

I have been assisting club member **Charlie Ake** with the refurbishing of his '76 MGB. The car has all kinds of emissions control equipment installed and a Stromberg carburetor with which I have had little experience. The carburetor was rebuilt and the exhaust flange had been repaired by **Peter Brauen**. Charlie and I had installed the combined intake/exhaust manifold, the rebuilt carburetor, air filter assembly, and connected all the various lines to the unit. That is where we stopped, because there were other fish to fry.

Turning back to rebuilding the front suspension, we decided to install the new steering rack boots while everything was still easy to get to. We did so and began filling the rack with gear oil. I wanted to turn the steering rack lock to lock in order to distribute the thick oil from boot to boot. So, I asked Charlie to turn the ignition key so as to unlock the steering wheel. It was not but seconds later that I noticed fuel pouring unto the floor. This time I asked Charlie to turn off the ignition key really fast! We mopped up some and began to investigate just where the fuel was coming from. It looked like it was issuing from the bottom float cover of the carburetor. We removed the air filter assembly and checked the tightness of the cover's binding screws. They were already secure. So, we turned the ignition key back on and watched for leaking fuel. It was found to be squirting out of the throat of the carburetor and running down into the intake manifold!

Not being knowledgeable about this type of carburetor, I could only investigate the things that I did know about and none of them were at fault. A consult with Peter found that a plastic cap installed on the overflow tube which is normally connected by a hose to one of the charcoal fuel vapor canisters (yes, the thing has two of them.) was the cause of the problem. Charlie hates to see an open tube or connection (Former Air Force helicopter guy) and will place a cap on the offending object faster than you can say boo. This time that reaction caused a problem.

I now have a better understanding of the Stromberg carburetor and a much better understanding of just how the emission lines are hooked up on later model British cars. Moral of the story? Never plug up the overflow tube on a Stromberg/Zenith carburetor thinking it is the neat thing to do.

NEW FLEXIBLE INSPECTION LIGHT

Wal-Mart no longer carries the flexible battery powered flashlight supplied by Popular Mechanics (Although Popular Mechanics' web site says that they still do.) and I do not know who does. However, the Discount Auto Parts Stores (DAPS) do have a similar item and it is made of metal, not of plastic. It is made by Performance Tool out of Seattle, Washington and operates on two AA batteries. Its part number is W80700. It is much more durable. **Peter Brauen** received one this year as a Christmas gift and he prefers it to the plastic one made by Popular Mechanics.

WELCOME NEW MEMBERS

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