

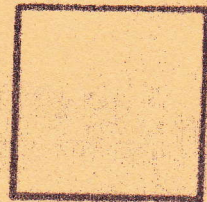


MORRIS



AZETTE

LA. M.G.C.C.
P.O. Box 2112
Reserve, LA. 70084



TO:



FERRARI - MASERATI - LOTUS

SLACK IMPORT PARTS

456-9003

3612 18th Street • Downtown Fat City

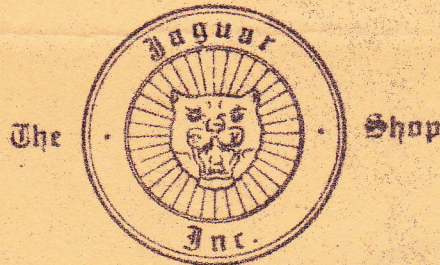
PARTS & ACCESSORIES FOR ALL IMPORTED CARS

IF WE CAN'T GET IT - IT ISN'T MADE

LUCAS - BOSCH - GIRLING

- ATE GIRLING & LOCKHEED BRAKES
- SMITH & VDO INSTRUMENTS
- CASTROL OIL
- AMCO ACCESSORIES
- NGK SPARK PLUGS
- FOREIGN CAR PARTS
- HAYNES REPAIR MANUALS
- ANSA & STEBRO EXHAUST SYSTEMS

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SALES • SERVICE • PARTS • ACCESSORIES

FOR: • JAGUAR • PORSCHE • MERCEDES • BMW • OTHER FINE IMPORTS

HIGH PERFORMANCE TUNING

FUEL INJECTION

WEBER CARBURETOR

B. A. E. TURBO CHARGING

ELECTRICAL

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SAVE

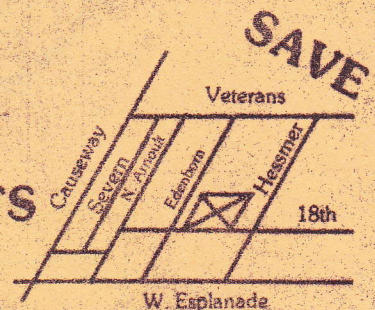
COUPON

Entitles Bearer To A

20% DISCOUNT ON PARTS

10% LABOR

On All Parts and Service Purchases



SAVE

SAVE

ONE PER CUSTOMER

Expire

8-31-84

COLORTONE 500

WHAT IS COLORTONE 500

Simply a precision made "see through" sparking plug allowing the user to see the actual flame color in the combustion chamber and to adjust the carburetor for the perfect bunsen blue color. Colortone 500 also enables many engine faults to be diagnosed.

WHO USES COLORTONE 500

The do-it-yourself motorist, motorcycle owner and garages, workshops etc. Interest is growing all the time due to the ever increasing cost of gasoline and repair charges. Colortone 500 is also used in repair shops where the it is regarded as a useful stand-by and supplement to more expensive equipment. Colortone 500 is marketed worldwide.

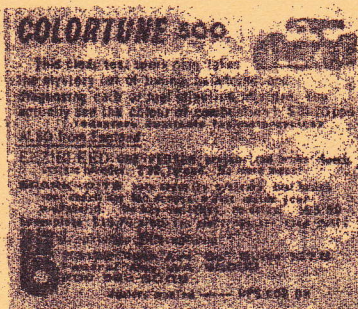
WHO RECOMMENDS COLORTONE 500

It is recommended by leading car manufacturers who use the product extensively in their service training schools Colortone is also approved by the British Automobile Association who surprised themselves by the improved consumption they achieved when using Colortone.

WILL COLORTONE FIT ALL CARS, MOTORCYCLES, OUTBOARD MOTORS, ETC.

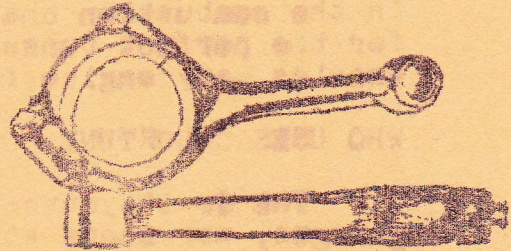
The standard Colortone 500 plug is 14 mm Short reach and is suitable for both long and short reach 14 mm applicator. It therefore fits the vast majority of engines. However, conversion adaptors are available in sizes 10 mm, 12 mm, 14 mm long reach and 18 mm.

The 10 mm and 12 mm are necessary for Honda motorcycles and some Honda cars. The 14 mm long reach is necessary for some vehicles with a narrow and restricted tunnel leading down to the actual sparking plug. The 18 mm, which is universal and suits both flat and tapered applications, is necessary for a number of American vehicles.



SECOND, THE MACHINIST WILL CHECK THE ROD FOR STRAIGHTNESS, ALIGNMENT, AND BORE ROUNDNESS. THESE FAULTS CAN BE EASILY REMEDIED WITH THE PROPER EQUIPMENT.

WE ARE OFTEN ASKED HOW WE CAN MAKE AN ELLIPTICAL BORE ROUND WITHOUT ALSO MAKING THE BORE BIGGER. IT'S VERY SIMPLE. A SPECIAL MACHINE KNOWN AS A "CAP CUTTER" IS USED TO MACHINE AWAY A FEW THOUSANDTHS OF AN INCH OF METAL FROM THE MATING SURFACES OF THE CAP AND ROD WHERE THEY MEET. THIS MAKES THE BORE SMALLER WHEN THE CAP AND ROD ARE AGAIN BOLTED TOGETHER. ANOTHER MACHINE IS USED TO REMOVE METAL FROM THE BORE TO BRING IT BACK TO THE CORRECT SIZE, AND IN SO DOING IT BECOMES ROUND AGAIN.



DISCOUNTS

Please support the following dealers who are generous enough to offer a discount to MG club members :

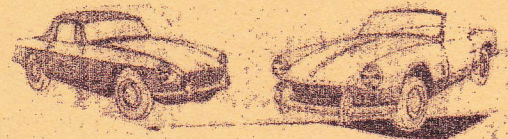
GENUINE PARTS
500 Shrewsbury Rd.
Jefferson, LA.

FOREIGN PART MARKET
3949 Veterans Blvd.
Metairie, LA.

AUTO MECHANICAL SERVICES
I.A.I.
3118 Ryan St.
Lake Charles, LA.
(318)436-8017

DOCKSIDE
3443 Tchoupitoulas
New Orleans, LA.

SLACK IMPORTS
3612 18th St.
Metairie, LA.



TALLEY'S TECH TIPS

BY

RODGER TALLEY

The following article was written by Mr. Carl Stringfellow and can be found in "TECH-TIPS" a quarterly newsletter published by Paeco Industries. As an old race car mechanic once said - "You know nothing unless you know how your rod is connected". ----

CONNECTING RODS

WHAT THEY DO--

CONNECTING RODS ARE FUNNY-SHAPED CHUNKS OF METAL THAT WE TEND TO TAKE FOR GRANTED. HOWEVER, THEY ARE EXTREMELY VITAL TO THE WELFARE OF AN ENGINE, AND WHEN SOMETHING GOES WRONG WITH ONE, THE RESULTS CAN BE DISASTROUS. A CON ROD'S METHOD OF SAYING THAT IT'S SICK IS TO SIMPLY COME ROARING OUT THROUGH THE SIDE OF THE BLOCK, CARRYING ALL IN IT'S PATH BEFORE IT.

THE BASIC FUNCTION OF A CONNECTING ROD IS TO PROVIDE A MEANS OF TRANSFERRING THE RECIPROCATING (UP & DOWN) MOTION OF THE PISTONS INTO ROTATING (ROUND & ROUND) MOTION AT THE CRANKSHAFT. TO DO THIS, IT MUST ATTACH TO BOTH OF THESE PIECES, AND MOVE IN RELATION TO BOTH OF THEM.

THE UPPER END OF THE ROD HAS AN EYELET, USUALLY WITH A BRONZE BUSHING IN IT, WHICH THE WAST PIN OF THE PISTON GOES THROUGH. THIS ALLOWS THE ROD TO BE ATTACHED TO THE PISTON, AND ALSO PROVIDES FOR A BEARING SURFACE SO THAT THE ROD CAN ROCK BACK AND FORTH IN RELATION TO THE PISTON.

THE LOWER END OF THE ROD HAS A CAP THAT IS CONNECTED BY MEANS OF TWO BOLTS. WHEN THE CAP IS IN PLACE, A ROUND EYELET IS FORGED AT THIS END ALSO. THIS LARGE EYELET IS DESIGNED TO ACCEPT INSERT TYPE BEARINGS, AND THERE IS A GROOVE IN BOTH THE CAP AND THE ROD BODY TO LOCATE THE EDGES OF THE BEARINGS AND KEEP THEM IN PLACE.

THE CON ROD, WITH IT'S BEARING INSERT IN PLACE, IS PLACED IN POSITION ON THE JOURNAL OF A CRANKSHAFT, AND THE ROD CAP, ALSO WITH AN INSERT, IS BOLTED TO IT. THIS ATTACHES THE ROD TO THE CRANKSHAFT AND ALSO PROVIDES A MEANS OF ALLOWING THE CRANKSHAFT TO ROTATE A FULL 360 DEGREES INSIDE THE BIG END OF THE ROD.

CRITICAL PLACES -

THE LARGE EYELET AT THE BOTTOM AND THE SMALL EYELET AT THE TOP OF THE ROD MUST BE EXACTLY PARALLEL WITH EACH OTHER SO THAT THE PISTON WILL NOT BE "BOUND" AND SCUFFED AGAINST THE SIDE OF THE CYLINDER SORE. IF THIS DOES OCCUR, MINOR MISALIGNMENT WILL SIMPLY CAUSE A SLIGHT LOSS OF POWER AND ACCELERATED SCUFFING AND WEAR ON THE PISTONS.

A SEVERE CASE OF MISALIGNMENT MAY CAUSE THE PISTON TO BREAK. IF THE BREAKAGE IS SEVERE ENOUGH, THE WASTPIN WILL BE FREED AND THE ROD WILL THRASH THE PIN INTO THE CYLINDER BLOCK, DESTROYING IT.

ANOTHER PROBLEM THAT CAN ARISE, AND VERY OFTEN DOES, IS THAT THE LARGE EYELET AT THE BOTTOM OF THE ROD BECOMES ELLIPTICAL INSTEAD OF ROUND. THIS IS CAUSED BY CONTINUOUS HEAT AND USAGE, AND IS ALMOST ALWAYS FOUND ON HIGH MILEAGE ENGINES OR THOSE WHICH ARE SUBJECTED TO HIGH-RPM (I.E., RACING ENGINES). THE METAL IS LITERALLY TRYING TO STRETCH ITSELF TO RELIEVE THE TREMENDOUS FORCES ON IT.

A ROD END THAT IS SLIGHTLY OUT OF ROUND WILL CAUSE EXCESSIVE BEARING CLEARANCE AND A DROP IN OIL PRESSURE. THIS MAY LEAD TO ENGINE FAILURE. A ROD END THAT IS SEVERELY OUT OF ROUND WILL CAUSE A LACK OF LUBRICATION FOR THE BEARING, WHICH WILL IN TURN OVERHEAT THE CON ROD AND CRANKSHAFT.

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- (5) THE BEARING MAY DISINTEGRATE

THE RESULTING NOISES AND CLOUDS OF BLACK SMOKE WILL BE SATISFACTORY TO ALMOST ANYONE. THE RESULTING REPAIR BILL WILL BE MOST UNSATISFACTORY.



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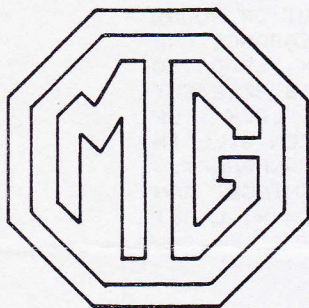
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SO WHAT DOES THE ROD SPECIALIST CHECK FOR? FIRST, HE WILL MAGNAFLUX THE ROD TO SEE IF IT HAS ANY CRACKS STARTING TO DEVELOP. IF IT DOES HAVE ANY, THE ANSWER IS VERY SIMPLE. YOU THROW THE ROD AWAY AND GET ANOTHER. DON'T GET ANY DELUSIONS ABOUT WELDING IT UP — JUST GET ANOTHER.

THE LOUISIANA CENTRE OF THE M G CAR CLUB
PRESENTS

A Midsummer Night's Rallye

THE SNOWBALL RUN



DATE SATURDAY, AUGUST 18

PLACE FNJ Parking Lot
Lakeside Shopping Center
Metairie

TIME Registration begins at 6:00 p.m. Ends 6:40

FEE Members: \$5.00
Non-members: \$6.00

BRING Driver, Navigator, flashlight, map of metro
New Orleans, pencils, clipboard and calculator

NEED MORE INFORMATION ? CALL LIN LEE AT (504) 891-6541

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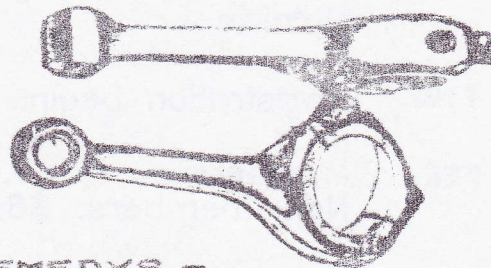
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A WORD FROM THE PRESIDENT

The monsoon season is upon us and the car to have at present is a MGB GT with air 'cause a roadster MG in this weather is like having your own portable sauna.....so, we are having a night rallye in hopes of avoiding hot and sticky weather. The Lee is the rallye master and her rallyes are always great fun. By the way, Jack Kennedy bought ANOTHER MG.....if we hurry, we might have time to save Jack from the dreaded "Magic of MG" syndrome.

See ya at the rallye!

John Winter

FOR SALE

1959 MGA COUPE ---Wire Wheels, restorable body and chassis, no engine, call Frank Bailey in Jackson, Miss. at (601) 373-2979.

1965 MGB ----- Rusted floor and body parts, engine complete
\$200.00 except distributor (frozen), transmission and rear end, 5 wire wheels, interior complete. Call John Weaver in Baton Rouge at (504) 291-3100, night phone 1-769-2398.

1973 MGB-GT----- Red, good body, engine needs rebuilding, needs new door panels. Asking \$1,200.
Luling number 788-8782

1974 MGB-GT----- Orange, low mileage, A/C, asking \$2,800.
Call Dave 467-2501 after 5:00 p.m.

wanted----- 1973 MGB-GT windshield, call Jack 885-7021.

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER

JULY

OFFICERS FOR 1984

PRESIDENT.....JOHN WINTER
469-5253 (H)
VICE-PRESIDENT.....RODGER TALLEY
431-8053 (H)
SECRETARY-TREASURER.....SNUBBS BIENVENU
1-536-4193 (H)
MEMBER-AT-LARGE.....AUDREY KENNEDY
885-7021 (H)
MEMBER-AT-LARGE.....C. J. TARAVELLA
652-2243 (H)
NEWSLETTER EDITORS.....PEGGY BIENVENU
1-536-4193
KATHIE WINTER
469-5253

UPCOMING EVENTS :

Tuesday, July 31st - General meeting at 8:00p.m. at Big Cheese Pizza on Veterans Blvd. in Metairie

Sunday, August 12th - Divisional Autocross, Solo II in Lake Charles, LA.

Saturday, August 18th - "A Midsummer Night's Rallye - The Snowball Run " FNJ Parking Lot at Lakeside Shopping Center - 6:00p.m. (see flyer inside)

Sunday, August 26th - Autocross TLAC #5 in Baton Rouge, LA.

MINUTES OF JUNE MEETING :

Meeting called to order at 8:23 p.m.

Introduction of members.

Treasurer's report - \$553.71.

A report was given on the recent weekend in Lafayette.

A British car day will be held in Jackson, Miss. on July 7th.

Lin Lee gave a report on upcoming night rallye.

Austin Healey Club meeting on June 27th at Big Cheese Pizza.

Report on recent Belle Promenade & Jackson Autocrosses.

50/50 was won by Perry Ford.

John Winter won the entrance prize (but not before the following names were drawn - remember you must be present to win - -Mike Lewis, Carlisle Smith, Mark McMann, Bob Derveley., & Andre Jurisich

Meeting adjourned at 9:25 & there were 18 members present.