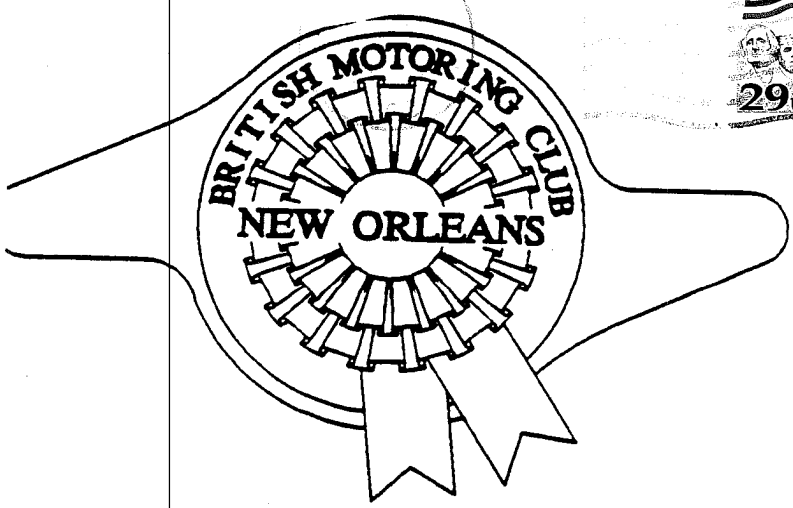


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OFFICERS FOR 1992

BRITISH MOTORING CLUB
 P.O. BOX 73213
 METAIRIE, LA. 70033



**THE
 MORRIS
 GAZETTE**

JANUARY 1992

TO: Alden J Bienvenu, Jr.
 Rt. 2 Box 943G1
 Reserve LA 70084
 Charter Member

*The Official Newsletter Of The
 British Motoring Club, New
 Orleans. Affiliated with the
 Louisiana Centre Of The MG
 Car Club.*

MINUTES OF THE MEETING

THERE ARE NO MINUTES BECAUSE THERE WAS NO MEETING IN DECEMBER,

HOWEVER 1992 MARKS THE 15th ANNIVERSARY OF OUR CLUBS BEGINNING. DURING THE YEAR WE WILL BE HONORING SEVERAL OF OUR MEMBERS WHO ARE CHARTER MEMBERS OF THE ORIGINAL MG CAR CLUB. A SPECIAL EVENT IS BEING PLANNED FOR THE CELEBRATION OF THAT HISTORIC EVENT.



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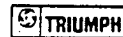


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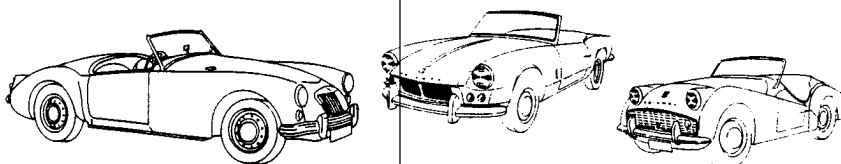
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DETAILS OF COMING EVENTS

MIDDENDORF'S & ANTIQUES

Middendorf's is famous around these parts for their seafood, so we will cruise there for lunch and then on to the Antiques (weather permitting). Meet at the Picadilly in Kenner at 11am on Feb. 9
Call Roger for details

WAYNE'S COUNTRY DRIVE

Wayne loves those country drives on the North Shore, so he is going to put together a very interesting Spring time country drive. Bring your lunch and a map (the map is for Wayne). Meet in the rear Lakeside Shopping Center parking lot at 10am on March 14th. Call Wayne for details.

BATON ROUGE CAR SHOW

Leave from Picadilly parking lot on March 7, 1992 at 8:00 am. Convoy to Baton Rouge for this first spring, bring what'cha got car show. Registration is \$4.00 (American). Call Mike DeLaCerde for details. 504 738-3246.

CALENDAR OF EVENTS

General Meeting (7:30pm)	Jan. 28
Middendorf's & Antiques	Feb. 9
General Meeting (7:30pm)	Feb. 25
Baton Rouge Car Show	Mar. 7
Wayne's Country Drive	Mar. 14
Taste of Bavaria	Mar. 29
Sonic Drive-In	Apr. 4
Empire Trophy Rallye	May 2
New Orleans British Car Show	May 16



BRITISH CARS AND SPARES

FOR SALE: 1953 Morgan (4x4) Body and Mechanics good. All original Maroon color, 4 cyl. engine. \$15,000 call Brinson Miles in Thibodaux 504 631-7550 at work or 504 448-1518.

1960 MGA 1600 4 year old restoration, tan int., top patched, disk wheels, runs good. \$7000 Call Boyce McSwain 504 468-1900.

1969 MGB Yellow 90,000 miles, new int., needs clutch, top fair, tires good, wire wheels, some rust. \$1000 Mark Wales 504 897-5122 or at work 504 842 3800

SPARES: MGA coupe spares. Call Cliff Hughes. 504 845-8709.

TECH TIP

DO YOU HEAR A CLUNK WHEN ROLLING OVER A BUMP OR DURING HARD BRAKING? DOES THE NOISE COME FROM THE FRONT END OF THE CAR?

IF YOUR FRONT SUSPENSION BUSHES ARE IN GOOD CONDITION, THE CAUSE MAY BE SOME BOLTS WHICH HAVE BECOME LOOSE. THE BOLTS IN QUESTION ARE THOSE WHICH FIX THE FRONT DAMPERS AND WHICH FIX THE FRONT WISHBONE PIVOTS TO THE FRONT CROSS MEMBER. EITHER ONE OF WHICH CAN BE THE SOURCE OF THE NOISE.

A VISUAL CHECK WILL NOT DO. THEY ARE NOT GOING TO BE THAT LOOSE-HOPEFULLY. YOU WILL HAVE USE A SPANNER TO CHECK THEIR TIGHTNESS.

THESE BOLTS NORMALLY DO LOOSEN AND MUST BE CHECKED FROM TIME TO TIME. CLUNKS AND KLUNKS ARE NOT NORMAL SOUNDS FOR THE FRONT SUSPENSION TO MAKE.

MR. GOODSPANNER

SOME TYPES OF SU CARBS HAVE A SOURCE OF VACUUM IN THE CARB MAIN BODY. IT CAN BECOME RESTRICTED OR EVEN PLUGGED WITH CARBON.

IT IS AN EASY PROBLEM TO FIX. REMOVE THE VACUUM HOSE FROM THE CARB FITTING. USING A STRAIGHTEN PAPER CLIP, CLEAN THE TUBE OUT. HOLD THE THROTTLE OPEN A BIT SO THAT THE THROTTLE DISC WILL NOT BE DAMAGED. YOU SHOULD NOT FEEL ANY RESTRICTION WITH THE END OF THE PAPER CLIP. IF YOU DO, IT IS CARBON AND IT WILL BREAK LOOSE.

WITHOUT A PROPER VACUUM SOURCE, YOUR ENGINE WILL NOT RESPOND CORRECTLY. ESPECIALLY UNDER CHANGING LOAD CONDITIONS WHEN A GOOD VACUUM SOURCE IS NECESSARY FOR ADJUSTING THE TIMING OF THE ENGINE IGNITION.

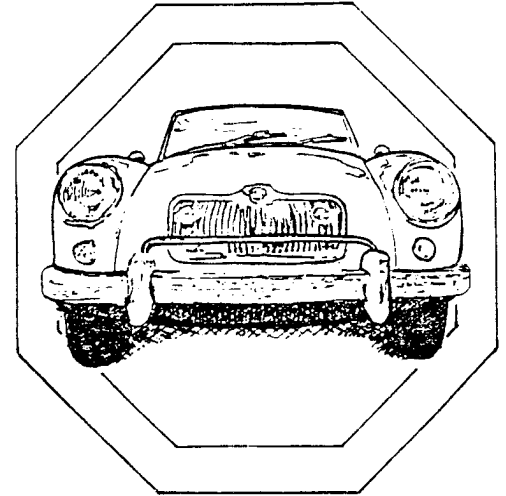
MR. GOODSPANNER

TECH SESSION-1/18/92

Our tune -up tech session was well attended despite cold and rainy weather. Much information was exchanged between club members. Thanks to Steve Lindsoe for the use of his facilities, to Snubbs and John Winter for conducting the session. Two cars were tuned-up and actually driven away under their own power. (Jim Jones)

CAFE DuMONDE OUTING STARTS THE
NEW YEAR OFF WITH A BANG!

1992 got off to a great start with a Guy Foster led trip to the French Quarter for Coffee and Beignets. Eight MG's turned out for this outing which included a nice drive through the Metairie Country Club area, down St. Charles Avenue to the parking lot next to the Jackson Brewery. Our cars were never in any danger as this is a manned parking lot. We strolled along the river past the Natchez river boat to the Moon Walk. The wait for a table was short, the coffee hot and good and the beignets delicious. We ended our outing with a walk around Jackson Square and were back to Lakeside for 7:00pm. Y'all missed a GOOD one!!! (Roger)



THE FORGOTTEN WHEEL

WHEN WAS THE LAST TIME THAT YOU ACTUALLY CHECKED YOUR SPARE TIRE? IT'S USUALLY THE OLDEST AND THE MOST BADLY WORN TIRE OF ALL. IF IT'S MOUNTED ON A DISC WHEEL, PULL ON THE VALVE STEM FROM SIDE TO SIDE. BETTER IT BREAKS NOW THAN WHEN YOU NEED IT. IF YOU HAVE WIRE WHEELS, YOU HAVE OTHER PROBLEMS WHICH CAN ARISE. IF THE TIRE IS FLAT WHEN YOU NEED IT, YOU MAY FIND THAT NO ONE WILL BE WILLING TO REPAIR A TIRE MOUNTED ON A WIRE WHEEL. IF YOU NEED A NEW INNER TUBE, NO ONE MAY HAVE IT IN STOCK.

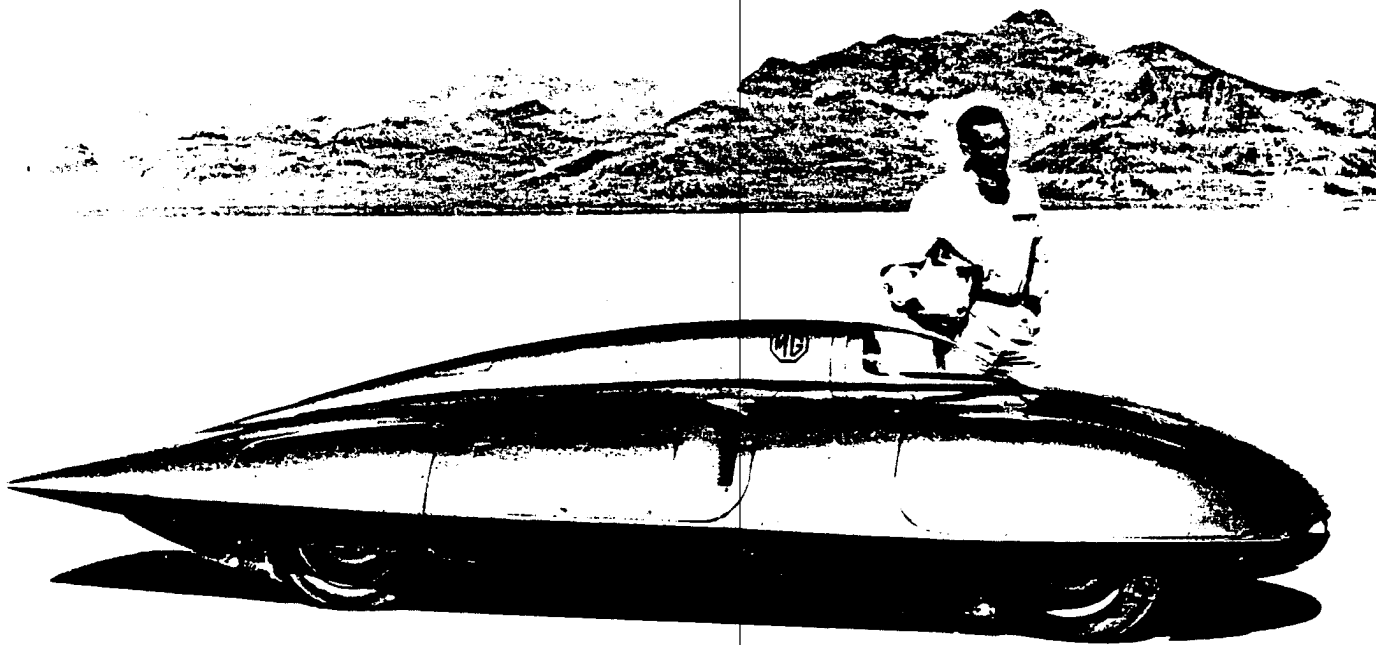
GET YOUR SPARE IN SHAPE NOW. A TOW JOB IS COSTLY.

MR. GOODSPANNER

DASHPOTS & OIL

IF YOUR CAR JUST ISN'T RUNNING RIGHT, IF IT DOESN'T TAKE WELL TO CHANGES IN SPEED, CHECK YOUR CARB DASHPOT OIL LEVEL. THE DASHPOT PISTON CANNOT WORK PROPERLY IF IT'S LOW OR OUT OF OIL. THE PISTON'S UP AND DOWN MOTION CONTROLS THE AMOUNT OF AIR AND FUEL DELIVERED TO THE CARBS. OLDER CARBS WILL USE UP OIL MORE RAPIDLY THAN NEW ONES. CHECK THE LEVEL WHEN YOU CHECK YOUR ENGINE OIL.

MR. GOODSPANNER



Phil Hill with MG's 254.9-mph EX-181.

HOW FAST?

Bench racing betting made easy

BY JAMES T. CROW

THE FIRST MG to go faster than 100 mph was EX-120, a 750-cc version of the Type M, driven by Capt George Eyston. This took place in February 1931 at the Montlhéry circuit near Paris. The fastest prewar MG was Goldie Gardner's Railton-bodied special which, using a supercharged 1500-cc engine, was timed at 204.2 mph on a stretch of the *Autobahn* near Dessau, Germany. Postwar, the fastest MG was EX-181, another special-bodied record breaker, and this, driven by Phil Hill and using a supercharged 2-liter version of the MG twincam engine, attained a velocity of 254.9 mph on the salt flats near Bonneville, Utah in September 1959.

So much for the specially prepared record cars. How about the MG production cars? What kinds of speeds have they been capable of?

Reliable figures are hard to come by for prewar models, since road testing was a much less exact science in those more casual days. We do have a smattering of more-or-less reliable speeds, however:

Model	Year	Cyl	cc	Top Speed	Source
Type M	1931	4	847	62.0	Light Car
Type C	1931	4	746 s/c	90.0 ¹	Light Car
Magna	1931	6	1271	72.6 ²	The Autocar
K1 Magnette	1932	6	1086	80.7 ²	The Autocar
Type J2	1932	4	847	77.0 ³	Light Car
Type P	1935	4	847	70.3	The Autocar
Magnette KN	1935	6	1287	75.3	The Autocar
Series T	1936	4	1292	77.6	The Autocar

Notes: ¹Speed given as "close on 90"; ²Best timed run; ³Indicated by speedometer. Other speeds are based on several runs. s/c stands for supercharged.

The next group might be called "The MG Comes to America" since it is headed by the TC, the model generally credited with introducing Americans to what motoring was really all about. The TC was announced in the fall of 1945 and top speeds for the various T-series MGs were:

Model	Year	Cyl	cc	Bhp	Top Speed	Source
MG TC	1947	4	1250	54	73.2	The Autocar
MG TD	1950	4	1250	54	77.2	The Motor
MG TD II	1953	4	1250	60	81.3	Road & Track
TF	1954	4	1250	57	80.1	Road & Track
TF 1500	1954	4	1466	65	85.4	Road & Track

The next stage in the speed of production MGs might be called "Looking for—and Finding—100 mph." This started with the MGA, which made its debut in the fall of 1955:

Model	Year	Cyl	cc	Bhp	Top Speed	Source
MGA	1955	4	1489	68	95.1	Road & Track
MGA Coupe	1957	4	1489	72	101.1	Road & Track
MGA Twin Cam	1959	4	1588	102	113.0	Road & Track
MGA 1600	1959	4	1588	79.5	103.0	Road & Track
MGA 1600 II	1961	4	1624	90	105.0	Road & Track

And, finally, the chapter that needs to be entitled, "Climax & Decline." It starts with the MGB at its introduction in 1962, reaches a climax with the short-lived MGC and then, with the introduction of emission controls, comes the decline:

Model	Year	Cyl	cc	Bhp	Top Speed	Source
MGB	1962	4	1796	94	106.0	Road & Track
MGB GT	1966	4	1796	98	105.0	Road & Track
MGC	1969	6	2912	145	118.0	Road & Track
MGB	1973	4	1798	79	94.0	Road & Track
MGB GT	1973	4	1798	79	96.0	Road & Track
MGB	1979	4	1798	62.5	93.0	R&T's Guide to Sports & GT Cars

So that's how fast an MG is, uh, was. But what about the MG Midget, doesn't it count? Ah yes, of course, but that will have to wait for another time.

