

# OFFICERS FOR 1992

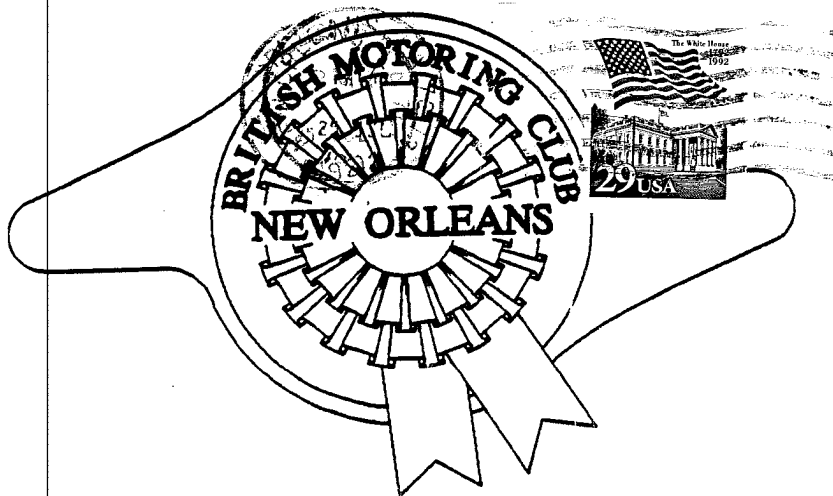
Roger Gibson, President \_\_\_\_\_ (504) 887-2725  
Guy Foster, Vice President \_\_\_\_\_ (504) 888-5592  
Wayne Aucoin, Treasurer/Corresponding Secretary \_\_\_\_\_ (504) 469-9083  
Cliff Hughes, Secretary/Newsletter Editor \_\_\_\_\_ (504) 845-8709  
George Barton, Member At Large \_\_\_\_\_ (504) 469-7221  
Jim Jones, Member At Large \_\_\_\_\_ (504) 651-2937  
Mike Brown, Member At Large \_\_\_\_\_ (504) 785-8245  
Joe Rogers, Member At Large \_\_\_\_\_ (504) 467-4246

## REGALIA

We have the following items for sale. See Wayne Aucoin.

T-Shirts-	\$7.00	Dash Plaques	\$1.00
Decals	\$1.00	Hats	\$12.00
Golf Shirts	\$15.00		

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



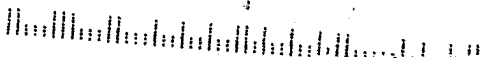
# THE MORRIS GAZETTE

JULY 1992

TO:

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

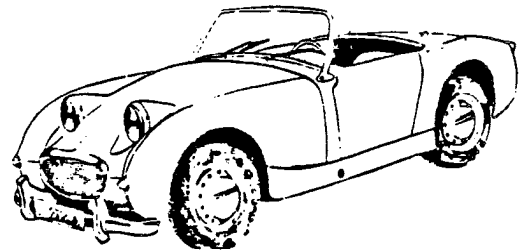
*The Official Newsletter Of The  
British Motoring Club, New  
Orleans. Affiliated with the  
Louisiana Centre Of The MG  
Car Club.*



# MINUTES OF THE MEETING

JUNE 30, 1992

Meeting called to order 8pm  
Car Show proceeds to Lafreniere  
Park for \$1200.00  
Rodger Tally- thanks for wiring diagram  
on our infamour burglar alarm  
and spread sheet on antique car  
insurance  
Car Show in Fairhope, Ala. on Oct. 3  
Great American Road Race run down  
Intro. of Grand Prix du Mardi Gras  
volunteers  
50/50 won by Beverly Rice.



Our meetings need to start and end on time. In order to accomplish this, all those planning to eat need to be in the serving line at 7:15pm. Remember, that we must be finished with our meeting by 8:45pm so that we can all be out of the building by 9pm. Please, lets do our socializing in the parking lot either before or after the meetings. It is very inconsiderate to anyone that is trying to speak to our club.

## NENO'S Body & Paint Shop, Inc.

Bill Rowell  
835-6679

3626 Robertson  
Metairie, La. 70001

Phone 522-5941  
1-800-824-7716

ROLAND J. DUPUY  
HARVEY J. DUPUY  
DON P. DUFOUR

## DARR ENGINE SERVICE, INC.

COMPLETE ENGINE REBUILDING SERVICE

INDUSTRIAL - MARINE - DIESEL,

SUNNEN CX-10

ELECTRONIC ENGINE BALANCING

COMPLETE LINE OF ENGINE PARTS

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NEW ORLEANS, LA 70130

NGK • BOSCH • LUCAS GIRLING • ATE  
Foreign Car Parts & Performance Accessories

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PART CENTER  
835-8526

CHUCK SLACK  
Manager . .



955 East Pine Street  
Ponchartraine, LA 70454  
(504) 386-2709

## Baker Motor Car & Tire

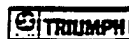
- TIRES
- BRAKES
- MUFFLERS
- TUNE-UPS
- A-C/HEATER WORK



## Gambino's Foreign Cars

Parts & Service

4422 AIRLINE HIGHWAY  
METAIRIE, LOUISIANA 70001  
834-8297



Kevin Gambino



TOURIST

3443 TCHOUPITTOULAS STREET

TROPHY

GARAGE, INC.

891-3979

NEW ORLEANS, LOUISIANA 70115

## GUY'S COUNTRY DRIVE

ON A WARM SUMMER NIGHT 13 BRITISH CARS AND A CHEVY TURNED OUT FOR THIS DRIVE. TO OUR SURPRISE, GUY HAD MADE UP A VERY CHALLENGING QUESTION AND ANSWER GAME TO KEEP US ON OUR TOES. WE LEFT THE PARKING LOT AT 6:15 AND DROVE UP JEFFERSON HWY. THRU KENNER TO THE RIVER ROAD. ACROSS THE BRIDGE IN DESTREHAN AND ONTO THE RIVER ROAD ON THE WEST BANK. WE CAME BACK ACROSS THE HUEY LONG, OVER TO CAUSEWAY BLVD. AND METAIRIE ROAD TO AN ENDING AT A SNOWBALL STAND. EVERYONE ENJOYED A COLD SNOWBALL AND LAUGHING AT SOME OF THE ANSWERS TO GUY'S GAME QUESTIONS.



**TRIUMPHS**

## CALENDAR OF EVENTS

- July 25 Elmwood cruise night, back to the 50's gathering. Meet at Auto Zone on Airline Hwy. We will depart at 5:30pm so be on time. Joe Rogers for details at 504 467-4246.
- July 28 Monthly meeting at Picadilly 7:30pm
- Aug 11 Officers meeting at Mike Browns, 7pm.
- Aug 15 Birthday "Rallye" starting at 6pm. Meet in the parking lot across from Bart's on the Lakefront. Roger for details at 504 887-2725.
- Aug 25 Monthly meeting at Picadilly 7:30pm
- Aug 29 BBQ and water mellon in Lafreniere Park. 6pm, exact location to be announced. Club to provide drinks and water mellon. Bring your chairs and eats. Roger for details 504 887-2725.
- Sept 12 Mike Brown's country cruise. Meet in parking lot by Shoney's on Williams at 6pm. Mike Brown for details 504 785-8245.
- Sept 15 Officers meeting 7pm at Joe Rogers.
- Sept 26 Hound and Hare Rallye. Meet at 6pm in the parking lot of the Picadilly Rest. This will be a short rallye for beginners and we will end up at a restaurant for dinner. Guy Foster for details 504 888-5592.
- Oct 3 Car Show in Fairhope, Ala.
- Oct 10 Car Show in Memphis, Tn.

**BRITISH CARS**

## INSTALLING A V-6 IN AN MGB

WHY: There are many reasons for changing types of engines in various automobiles. Some persons are performance enthusiasts, some want more reliability and others have other various reasons.

In my particular case, I had a 1980 MGB left over as a result of my youngest daughter getting a new car as she left for college. The body, engine and interior were in good to excellent condition. The car had only 32,000 miles on the odometer. While my oldest daughter's car was in the shop for repairs, she used the MG to drive from Crown Point to Baton Rouge to visit a friend. A distance of roughly 80 miles. Before she left, as an unnecessary precaution, I checked the oil, which had been freshly changed. It was fine. On her return trip she reached a point about five miles from home and called, advising that the car was making a lot of noise and had stopped. I towed the car home and learned, when I dropped the pan, that the sump was dry, one of the connecting rods was broken, the crankshaft was scarred, as was the cylinder wall and the dip stick was missing. This confused me because there was no oil under the hood and no evidence that it had leaked out. I suspect that someone in dire need of oil removed the oil from the dip stick tube and forgot to replace the dip stick.

I was offered a deal too good to pass up. A freshly rebuilt MGB engine for a very low price. The engine had not been run since rebuild. I bought and installed this new engine. Within a week or two, this same daughter borrowed the car to go to Pensacola for about a week. On the return trip, she experienced an instant replay of the same problem. Broken rod, scarred crank and cylinder wall. However, this time the pan was full of oil and the dip stick was still in place.

Believing the replacement parts necessary to fix either of the engines to be exorbitant, and believing that the MGB would not appreciate in value, in my lifetime, I opted to change over to an "American" made engine and transmission, hoping for better reliability and performance.

WHICH: After an eye-ball measurement of the engine compartment I realized that almost any engine would fit. My selection would only be limited by the number modifications I was prepared to make. I called and wrote to people like "John's cars", the guy that makes the kits for putting Chevy V-8's into Jaguars, who advised that he did not make a kit for MGs and referred me to some one else. I wrote and called this other guy who was willing to sell plans for the installation of a small Ford V-8 for \$45.00. This particular engine has been out of production for too many years for me to consider this swap. Don't waste your time like I did with these guys.

I chose the 2.8L, 60 deg., Chevy V-6 because I considered this engine to require the least number of modifications to other existing components. Now, this 60 deg. V-6 has grown to 3.1L but retains the same outward dimensions. I asked a friend-owner of a salvage yard to keep an eye out for a late model with manual transmission. In a relatively short time he came up with a wrecked, 1988 Chevy S-10 pick-up with only 15,000 miles and a T700R4 automatic transmission.

**To be continued**

## TALLEY'S TECH TIPS BY RODGER TALLEY

IN THIS AND FUTURE NEWSLETTERS I WILL TRY TO GIVE YOU ARTICALS OF TECHNICAL INTEREST TO HELP KEEP OUR CARS ON THE ROAD.

THE FOLLOWING IS PART OF AN ARTICLE "PROJECT NEWCAR" BY CARL STRINGFELLOW PRINTED IN PAECO INDUSTRIES TECH TIPS (ISSUE 6). I RECOMMEND SUSCRIBING TO THIS QUARTERLY NEWSLETTER TO ANYONE INTERESTED IN KEEPING THEIR CARS PERFORMING IN TOP SHAPE. SUBSCRIPTION INFORMATION AND ADDRESS WILL FOLLOW AT THE END OF THIS ARTICAL.

### PROJECT NEWCAR

IT IS POSSIBLE TO BUY AN OLDER SPORTSCAR AND RESTORE IT TO LIKE-NEW CONDITION, PLUS SOME HIGH PERFORMANCE MODIFICATIONS, FOR A FRACTION OF WHAT ONE OF THE CURRENT NEW CARS WOULD COST TO BUY.

TO START WITH, LET'S GET ONE THING STRAIGHT -- THE CAR IS NOT REALLY GOING TO BE BRAND NEW WHEN WE GET THROUGH. IT WILL LOOK LIKE IT AND IT WILL DRIVE LIKE IT (OR BETTER), BUT IT'S NOT REALLY GOING TO BE NEW. BUT YOU ARE STILL GOING TO HAVE A LOT OF OLD BUT GOOD PARTS ON THE VEHICLE. IF YOU CAN LIVE WITH THIS COMPROMISE, THEN OUR PROJECT CAR WILL PUT YOU BEHIND THE WHEEL OF A "LIKE-NEW" SPORTSCAR FOR ABOUT HALF PRICE. SINCE IT COSTS AT LEAST \$14,000 FOR ANY KIND OF ANY NEW SPORTSCAR AT ALL THESE DAYS, LET'S SET OUR ABSOLUTE MAXIMUM BUDGET AT \$7,000 AND SHOOT FOR HOLDING THE COST UNDER \$6,000 IF POSSIBLE.

THE BASIC IDEA IS TO BUY A CAR THAT IS FULLY DEPRECIATED BECAUSE OF AGE, WITH THE PRICE KNOCKED DOWN SOME MORE BECAUSE OF POOR CONDITION IN A FEW SELECTED AREAS. THESE SELECTED AREAS ARE CRITICAL BECAUSE THEY MUST BE ONES THAT WE CAN EITHER WORK ON OURSELVES OR ELSE HAVE THE WORK DONE WITHOUT WREAKING OUR BUDGET.

THE AREAS THAT WE HAVE CHOSEN ARE NORMALLY WITHIN THE REALM OF A GOOD "DO-IT-YOURSELF" TYPE, AND OFFER THE ADVANTAGE OF SAVING TONS OF MONEY THROUGH "SWEAT EQUITY".

1. ENGINE
  2. PAINT
  3. UPHOLSTERY
  4. BRAKES
  5. SUSPENSION
- NO ALARM PLEASE

BEFORE HITTING THE PANIC BUTTON AND SAYING, "BUT I CAN'T DO ALL OF THOSE THINGS!", PLEASE UNDERSTAND THAT YOU DON'T HAVE TO. IN FACT WERE GOING TO ASSUME THAT YOU CAN DO ONLY 2½ OF THEM. IF YOU CAN ROUND UP A FRIEND OR SCHEDULE A DRIVEWAY TECH SECTION, YOU SHOULD BE ABLE, WITH SOME ASSISTANCE AND ADVICE, TO DO THE BRAKES, ENGINE, AND PART OF THE SUSPENSION. AFTER THAT, EVEN IF WE FARM OUT THE REST OF THE SUSPENSION PLUS THE PAINT AND THE UPHOLSTERY TO COMPETANT SHOPS, WE'LL STILL SAVE MONEY, AND THOSE JOBS ARE SOMETIMES BEST LEFT TO PROFESSIONALS.



To be continued

JAGUAR

COOLING SYSTEMS #5

IF YOUR CHANGING OUT YOUR WATER PUMP, HERE IS A TIP FOR YOU. SOMETIMES, THE SEAL ON THE WATER PUMP SHAFT WILL LEAK. THE REASON IT LEAKS IS BECAUSE IT IS NOT SEATED PROPERLY ON TO THE WATER PUMP SHAFT AND THE ANTIFREEZE/WATER MIXTURE WILL ACT AS A LUBRICANT PREVENTING IT FROM SEALING. OF COURSE, YOU COULD JUST DRIVE THE CAR FOR A FEW HUNDRED MILES AND IT WOULD SOONER OR LATER SEAT. THIS IS PARTICULARLY TRUE FOR "NOS" WATER PUMPS. (NEW OLD STOCK) THE PUMP MAY BE UNUSED BUT BE MANY YEARS OLD. IN ORDER TO PREVENT THE SHAFT SEAL FROM LEAKING, THE PUMP SHAFT SHOULD BE SPUN AT HIGH R.P.M. FOR ABOUT 30 SECONDS. DO NOT LUBRICATE THE SHAFT OR THE SEAL. YOU CAN USE A DRILL MOTOR TO ACOMPLISH THIS TASK. PLACE A THICK GROMMET BETWEEN THE DRILL CHUCK AND THE WATER PUMP HUB. THIS WILL SEAT THE SEAL TO THE SHAFT.

MR. GOODSPANNER

AUSTIN-HEALEY

MG

'69 MGC-GT UP/DATE

THE RESTORATION OF MY "C" IS MOVING ALONG QUITE WELL. IT WILL BE ON THE ROAD BEFORE THE YEAR IS OUT. ALL BODY AND PAINT IS COMPLETED WITH THE ONE EXCEPTION OF THE FRONT SPOILER WHICH IS SOON TO BE DONE. THE UNDERCARRIAGE AND THE SUSPENSION HAS JUST BEEN FINISHED. THE ENGINE COMPARTMENT IS ALMOST COMPLETED. NO INTERIOR WORK HAS BEEN TACKLED AS OF YET. THE ENGINE AND TRANSMISSION ARE COMPLETE BUT AWAIT THE FABRICATION OF THE AIR CONDITION COMPRESSOR BRACKET. I WILL NOT BE SWEATING IN THIS ENCLOSED CAR. IF ANY MEMBERS WOULD LIKE TO SEE MY "C" IN PROGRESS, PLEASE CALL ME AT 504-651-2937. I WILL BE HAPPY TO SHOW YOU THE CAR.

JIM JONES

