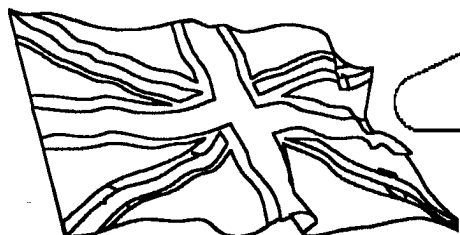
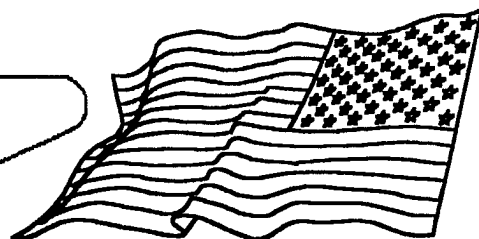
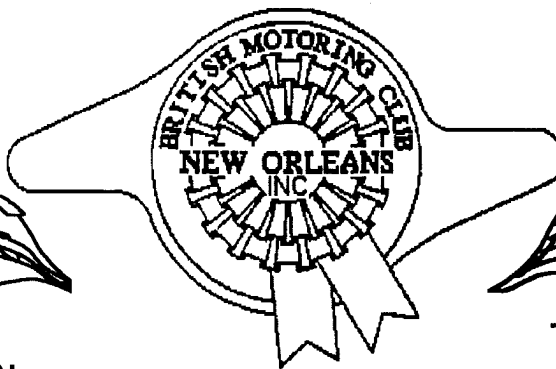


BRITISH MOTORING CLUB  
NEW ORLEANS, INC.  
POST OFFICE BOX 73213  
METAIRIE, LA 70033



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

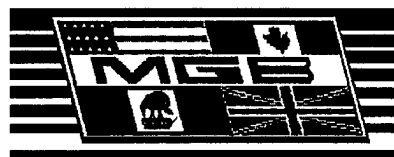


THE OFFICIAL NEWSLETTER  
of the BRITISH MOTORING  
CLUB – NEW ORLEANS, INC.

JAMES D JONES  
800 W 16TH AVENUE  
COVINGTON LA 70433

Dues Due: 02/28/99

**APRIL 1998**



North American MGB Registry Chapter



**MAY 3**

**ANNUAL CLUB CRAYFISH BOIL AT THE  
BOGUE FALAYA PARK IN COVINGTON**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>CALENDAR OF EVENTS MAY 1998</b>					1	2
3 CRAYFISH BOIL	4	5	6	7	8	9
10	11	12 OFFICER'S MEETING	13	14	15	16
17	18	19	20	21	22	23
24	25	26 GENERAL MEETING	27	28	29	30
31	<b>IF YOU'VE NOT BEEN DRIVING YOUR BRITISH CAR, YOU HAVE BEEN MISSING SOME OF THE BEST CRUISING WEATHER OF THE YEAR!</b>					

**THESE CLUB EVENTS EVENTS  
HAVE BEEN SCHEDULED JUST  
FOR YOU!**

**APRIL 28**

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

**MAY 3**

**ANNUAL CRAWFISH BOIL** – Reservations have been made for the Bogue Falaya Park in Covington. Improvements have been made to the pavilion & its rest rooms. South shore convoy: 12 noon from the causeway south toll plaza parking lot. Serving at 1 PM. Drive your British car.

**MAY 26**

**OFFICER'S MEETING** – Jim Jones' place at 7:00 PM. 800 W. 16th Avenue, Covington, La.

**JUNE 7**

**HAYDEN'S FUNKANA** – Maybe the correct date, site unknown. But, it will happen.  
More precise information later.

## IN MY TRAVELS by Jim Jones

The big news is that I have sold both my '64 MG 1100 and my '69 MGC-GT. The 1100 sale was to club VP **Frazer Rice**. Frazer is using the car as a daily driver to and from his place of work. With its 1275cc drive train, this little car can really get up and go! I replaced the brake master cylinder before I sold it to Frazer. Later before the "Goody Bag" event, we utilized the **Friloux's** lift and replaced the fuel tank and the leaking right hand rear wheel cylinder. (I had already replaced the left hand rear cylinder.)

The MGC has been sold to a retired USAF officer who lives in Ocala, Florida. Mixed emotions are involved here. I wanted to sell the car, as I had just lost interest in it, had two British cars too many, and I am now heavily into Morris Minors. The buyer was visiting his old buddy, club member **Louis Gay**, in Mandeville, La. Louis brought him along to the Car Day where he fell in love with MG's. He asked me if I could find him a car that was for sale. I asked him to meet me at "the shed" in Covington, La. for that purpose. I never even thought about trying to sell him the "C" to him. I had, just days before, moved the car to the shed and covered it. The first thing that he wanted to know after

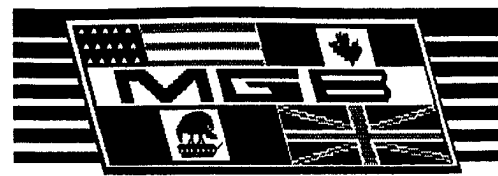
his arrival was "What's under the cover?" We removed the cover and he immediately wanted the car, even more so when I told him that it was a six cylinder. It is funny how things happen. I had listed the "C" in Hemmings News, our club newsletter, and the Internet. I received several inquires, but no firm offers. Then, without my trying, the car sells itself! I let him drive the car through downtown Covington, south on Hwy 190, west on the I-12, north on Hwy 21, and through residential Covington back to the shed. I wanted him to experience all kinds of driving conditions. As we entered the interstate, he asked me how fast should he drive the car. I told him that he could go as fast as he pleased. He looked at me questionably. We entered at 70 MPH, at which point I instructed him to engage the overdrive. He looked my way with pleasant surprise. Then I told him to accelerate. He was even more pleased with the performance of the low revving, high torque, six cylinder engine. The deal was closed.

Club member **Jimmie Brown** has purchased a MGB. He had been told a "B" was a better car than his MG Midget. However, Jimmie has related to me that he likes the Midget better. Different strokes for different folks, I guess! It is what turns you on, not what other people think!

**Mary D Schrantz's** MGB has had its rebuilt engine, manifolds, carbs., and transmission reinstalled, but not without some problems. The Schrantz's wanted an overdrive unit in the car. Adding up the cost of acquiring and overhauling a used transmission with overdrive, **Mike Schrantz** choose to purchase it already rebuilt. As **Peter Brauen** and I prepared to mate the assembly to the engine, I suggested that we check it out for ourselves. We did and found that the overdrive inhibitor switch was not functioning. We removed the switch, tested it, and found the switch to be in working order. Peter looked into the hole where the switch mounts, and discovered that the pin which activates the switch was missing! The control tower was not for an overdrive transmission. A trip to Peter's place in Bay St. Louis, Miss. was necessary to acquire the proper control tower with activating pin & spring in situ. (How you like dat word?)

The next problem was with the new radiator which was made in England. We discovered that the nuts welded to the radiator's mounting brackets were metric and not S.A.E. threads as original. The nuts were tapped out to the nearest S.A.E. thread pitch. Next we found that the O.E.M. cooling fan's center cutout was too small to fit unto the extension of the new water pump. It was necessary to enlarge the opening.

Mike and I installed the new exhaust system and new steering rack boots. We had one more problem to sort out. There was an electrical overheating smell coming from somewhere behind the dash. Turns out it was the wiper motor. It was bound up and the stalk switch in the "on" position. We removed the motor, disassembled it, freed the bind, and greased it. Problem solved.



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## MORE IN MY TRAVELS

I have been working on new club member Glenn Gay's Austin Healey Sprite. Another car with thirty years of jerry rigging. The fuel pump was an after market one and it was very noisy. You could hear the thing running (vibrating) when you drove the car. I had also noticed that someone had installed a fuel regulator (set at three pounds) at the carbs.

I concluded that the pump was a higher pressure one than the carb. float valves could handle and the regulator was installed to keep the float bowls from overflowing. A 1-1/2 to 3 pound NAPA pump (square type) was installed and the regulator was removed from the fuel line. To further reduce the noise level of the operating pump, I cut the ends off at the two mounting holes so that early wiper motor mounting stud grommets could be installed. Now the pump was isolated from both the mounting bolts and the frame of the vehicle. Although it is the type which runs continuously, its operation is very quiet.

Another problem was a voltage drop (from 12V to as little as 1V) after operating functions which could be activated with the ignition switch in the "off" position. High current draw items like the horn, high beam flasher, etc. caused the problem. The voltage would return to the full 12 volts after about 15 to 30 seconds. Long story short, it was the fuse box! The hot side of the fuse box (all purple wires) had a melt down some where along the way. The fuse was not making a proper connection, instantly overheating the fuse contact point, and created a resistance which dropped the missing voltage across the fuse. I cleaned the contact surfaces well and it now works fine. Of course, a new fuse box is on order. All old British cars on which I have wiring problems will get a new fuse box from now on. This is the second car with a wiring problem that has driven me crazy because of a faulty fuse box!

But, it sure makes me feel good when I finally find the cause of weird problems! Otherwise, I would not be punishing myself by working on old cars!

## MY FIRST CAR

A few years ago we had a tech session at Fred Frabre's Carriage House Garage and we discussed the use of a vacuum gauge on the intake manifold to check the conditions of the intake and exhaust valves. It was very interesting because we can't get leaded gas anymore, and I read about how the valves may wear because of the absence of the lead. Fred showed how the vacuum gauge fluctuates when there is valve leakage.

I made a special fitting by drilling length wise through a 3/8 inch stud and ground the end of the stud so that a vacuum hose could be connected to it. This stud was screwed in to the intake manifold after removing one that holds the "Information Plate." ( MGA intake manifold ) Starting the engine, to my surprise the vacuum pressure fluctuated a little bit. I checked the vacuum on the Volvo for comparison and the Volvo's pressure was steady. All the valve clearances were checked and they were OK. The car runs too well to have a burnt valve What was wrong?

When disconnecting the vacuum hose I noticed a little oil in it. Conclusion: I believe that the intake valve stems have some leakage. This is no problem as I don't see any oil on the plugs after removing them. The oil must be burning with the gas. This is probably why I have a little blue smoke on acceleration. Actually this little oil leakage is probably good as it takes the place of the lead and lubricates the valve seats.

Until next time – Mike Brown

## CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER	\$ 1.00		

GET THESE ITEMS WHILE THEY LAST!

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

# MINUTES OF THE GENERAL MEETING

Club president, **Bill Breithoff**, opened the general meeting at 7:45 PM. Bill discussed the "Goodie Bag Event" and other club's upcoming car days. Through the efforts of club member **Cort Musgrave**, BP Petroleum has donated 200 T-shirts with a specially designed printed front for the Car Day. These shirts will be given free to anyone who buys a Car Day T-shirt! Cort related one of his many stories about the British car industry.



Upcoming club events were reviewed. Much talk about the Car Day. The change in the site for the Friday night reception was explained in detail. Keith Vezina covered all the committee chairman jobs and their need for workers. Cudo's were given to **Cliff Hughes & Jim Jones** for bringing their cars, MGA & Morris Minor respectively, to the studio of WWL TV at 5 AM Friday morning!

The 50/50 was won by **Keith Vezina** at \$29. A Castrol fender cover was won by **Dan Melesurgo**. The general meeting was closed by Bill at 8:30 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 1998

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CATHY GREENSFELDER	504-392-9261	cgreensfelder@newman.kl2.la.us
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# **WELCOME NEW MEMBERS**

New full members will receive a BMCNO T-shirt, Club Membership Card, Name Badge, and Holder.

New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge.

The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

**JOHN GUYTON**  
**'92 JAGUAR XJS, GREEN.**

**RICK HUBER**  
**'68 MGB, BRG.**

**WARREN MILAN**  
**LOOKING FOR CAR.**

**DEBORAH PFISTER**  
**'75 TRIUMPH TR6, BLACK.**

**WILLIAM PAPPAS**  
**'59 JAGUAR XK150 DHC, WHITE.**

**GEORGE POUND**  
**'74 1/2 MGB, RED.**

**RICK WILLIAMS**  
**'66 AUSTIN HEALEY SPRITE, MAROON.**

**EDITOR'S NOTE:** Our club's data base information is confidential. If you wish to contact a club member, Call me and I will contact that member and ask if he or she will contact you.

## **Too Many Cars? by David Hayden**

I bought Karl Kiegers '67 Austin Healey Sprite at the Funkana last year for my daughter, Rachel. Since then, we have installed new floors and box beams and a roll bar. It is almost ready to roll with only a turn signal switch and a few more bits to replace.

Two years ago I bought an A Type overdrive gearbox for my TR6 from Peter Braun. Eighteen months later, Shaun and I put the TR6 on jack stands, and over the next two months the gearbox and associated parts were offered up to it. During the same time, we installed new choke cables, the three lower dash pads, and the top vinyl and foam dash piece. This required removing the windshield and frame. I had a new windshield on hand because this one was cracked. We installed the new windshield after the dash work was finished. We also installed a new knob set to finish the job. I had also bought a parts car and have transferred a few pieces from it to old yellow. I overhauled the differential and both half shafts from the parts car and installed them. It looks and runs better than it ever has. I have autocrossed it twice since the work was finished and am quite happy with it.

Since my last writing, we have installed seat belts, a badge bar and badges, hooked up the heater, and installed the leather strap that holds the bonnet closed on the Morgan. It is on the road regularly and has been relatively trouble free.

I bought an '80 hard top TR8 at the New Orleans show from Guss Fell of Pensacola. He drove it back to Florida after the show and I planned to pick it up at the Beach Bash and Show this month. He called last Monday (the 6th) and said he had to go to New Orleans that Wednesday and would trailer it there if I wanted. Of course I wanted, so Wednesday Laura and I picked the car up at Bob Maggio's shop just off Canal Street. It is smurf blue with brown and black interior. The paint is recent and in excellent shape. It has 25,000 miles on the engine and transmission and runs well. I have put 600 miles on it this week with no trouble. It's only weak spot is the wiring harness which has been butchered over the years. I am not sure what I will do with it yet, but it may be a candidate for complete replacement in the future. The air conditioner blows really cold air, and the car is airtight. Can this be a British car?

I drove it around the front yard on a few hot laps today and it may be a bit much for the summer races held here. Maybe I need a bigger yard. By the time you read this, I should have driven it to Pensacola for the show.

## WWL TV SPOT by Jim Jones

Friday morning before the Car Day, the alarm clock went off at 3 AM. I begrudgingly rolled out of bed. I did the mandatory shower, shave, etc., slugged down a large mug of coffee & chicory, and hit the road at 3:45 in my '67 Morris Minor 1000 sedan headed to WWL TV in downtown New Orleans. I just about have the roadways to myself.

Upon approaching the causeway bridge, I noticed a familiar looking vehicle stopped at the toll gate. It was **Cliff Hughes** asking the attendant if she saw a small black car go through. The attendant says, "No, but is it the car behind you?" We tooted our horns, laughed, and began the trip across the 26 mile long bridge.

The city is kind of spooky that early in the morning. It is alive, but there are few cars on the roads and even fewer people walking around. After arriving at the studio, we were directed to park inside. The tires made strange squeaking sounds on the highly polished floors as we positioned the cars.

I thought that this was going to be boring with a lot of waiting around. Boy, was I wrong about that. We talked to just about everyone on site, the TV personalities, the cameramen, the sound people, even a group of musicians from the Canary Islands! It was very interesting to observe a live broadcast in the studio. Both Don Westbrook, the weatherman and Eric Paulsen, the anchor news reporter, had owned MGA's in the past. They were very interested in both the MGA & the Morris. Of course, they each had stories to related about their MGA's.

Don told of how during hurricane Betsy he was at the station for three days straight. He had parked his MGA on the street next to the old federal building. The high winds drove the gravel from the roof of the building onto the street below and destroyed his MGA. The insurance company totaled the car. The interview went well, as we were quite at ease with our surroundings by that time. The interview, shots of us primping our cars, clips from last year's video of the Car Day totaled over three minutes of air time. A big thanks to club member **Jimmie Brown**, WWL news cameraman, for setting it all up for us! Jimmie showed up from an assignment and made video tapes of the whole thing for Cliff and myself.

We also enjoyed a warm salad made with some very "different" cheese that the featured chef prepared on the show. The "chef of the day" makes enough food for everyone on site. The trip back to Covington was uneventful. Except for the guy at the causeway toll booth who said: "Wow, A Morris Minor! I have not seen one of those since I left London." And, there were lots of cars on the roadways by that time of the morning.

## CAR DAY 1998 by Jim Jones

Wow! Another great Car Day has come and gone! Big thanks to all club members who worked so hard to make it all possible. El Nino treated us well. It was a little chilly and the wind did blow throughout the day. We usually setup everything outside the pavilion early in the morning, but the cool temperatures and the wind necessitated moving it all inside. All but one of the vendors chose to be indoors. It did warm up nicely later on and I was able to remove my wind breaker to show off my Car Day golf shirt. We had a few less cars than last year, but the variety was high in number. The Lions Club made available to us some great eats, although beer sales were low because of the cool weather.

This was year that will be remember as the "year of the permits". It seemed like every time we turned around someone else was requiring yet another permit application. Thursday before the Car Day, the Jefferson Parish Department of Citizen's Service Carnival & Special Events Office called to inform me that they needed to have special wording on our insurance papers. Ah! Two days before the event! I attempted to contact club president **Bill Breithoff**, but his business does not open until noon on Thursdays and he was not at home. What to do? I decided that I just had to take the bull by the horn myself. I had a copy of the J. C. Taylor event insurance (provided by NAMBGR), but it had no phone numbers listed. No problem. I called 1-411, but they had no listing for the company! What's this? (I discovered later on that they are listed under Maryland Casualty Company.) I grabbed an old MGA magazine from the floor (I have lots of stuff on the floor) and opened it to the very page that contained a full page J. C. Taylor ad. Now I had an 800 number available to me. The people at J. C. Taylor were very cooperative. I will not bore you with all the details, but I did get everything attended to thanks to my fax machine.

We also had to hire a uniformed parish deputy because beer was sold on site.

# BRITISH CAR DAY 1998 AWARD WINNERS

## Class: # - Austin Healey Sprite

- 3 Rick Williams 1966 Austin Healey Sprite
- 2 Rodger Talley 1959 Austin Healey Sprite
- 1 Red McMahan 1960 Austin Healey Sprite

## Class: A - Austin Healey 100,100-6, 3000

- 3 Tim Anderson 1957 Austin Healey 100-6
- 2 Mike McPhail 1954 Austin Healey 100
- 1 Cassius Tillman 1966 Austin Healey 3000 MkIII

## Class: B - MG Midget

- 3 Jay Pellegrini 1971 MG Midget
- 2 Jimmie Brown 1974 MG Midget
- 1 Richard DeCrevel 1973 MG Midget

## Class: C - MG T-series, & PreWar T's

- 3 Frank Daniel 1947 MG TC
- 2 Russell Dickinson 1955 MG TF
- 1 Joe Huffman 1934 MG PA 4 Place Tourer

## Class: D - MGA 1500 Roadster & Coupe

- 3 Dean Duplantier 1958 MGA 1500
- 2 Leland Felix 1958 MGA 1500
- 1 Sharon P. Seghers 1956 MGA 1500

## Class: E - MGB & MBC Chrome, BMC

- 3 Philip Kreis 1967 MBB
- 2 David Lavies 1964 MGB
- 1 Wilburt Easom 1968 MGB

## Class: F - MGB, Rubber Bumper

- 3 Alan McDonald 1976 MGB
- 1 T. Keith Vezina 1976 MG
- 1 John Pearson 1978 MGB

## Class: G - MGB-GT & MGC-GT

- 3 Terry Dempre 1973 MGB-GT
- 2 Richard DeCrevel 1974 1/2 MGB
- 1 John Simmers 1969 MGC/GT

## Class: H - Triumph TR2 thru 250

- 3 Mike Anderson 1961 Triumph TR3A
- 2 David Hayden 1958 Triumph TR3
- 1 Ronald Hynek 1968 Triumph 250

## Class: I - Triumph TR6 1969 - 1973

- 3 Dave Toepfer 1970 Triumph TR6
- 2 Fred Mayer 1972 Triumph TR6
- 1 Wayne Hardy 1972 Triumph TR6

## Class: J - Triumph TR7, TR8

- 3 Harold O'Reilly 1979 Triumph TR7
- 2 D. M. Gus Fell 1980 Triumph TR8
- 1 Nick Monteleone 1980 Triumph TR8

## Class: K - Triumph Spitfire

- 3 Peter A. Emery 1980 Triumph Spitfire 1500
- 2 Bob Ross 1973 Triumph Spitfire 1500
- 1 Pete Peterson 1976 Triumph Spitfire 1500

## Class: L - Lotus

- 2 Alice Glore 1990 Lotus Elan
- 1 Alice Glore 1983 Lotus Turbo Esprit

## Class: M - Jaguar Sports

- 3 Frank Bruno 1968 Jaguar XKE
- 2 William S. Pappas 1959 Jaguar XK 150
- 1 Bill Shanahan 1973 Jaguar XKE-V12

## Class: N - Small Sedans

- 3 Richard Kilpatrick 1963 Austin Mini 850
- 2 Tom Schmitz 1967 Austin Mini Moke
- 1 Jim Jones 1967 Morris Minor 1000

## Class: O - Large Sedans

- 3 Joe Ray 1970 Rover 3500S
- 2 Jeffrey Pitt 1967 Land Rover 109 Safari
- 1 John O'Connor 1949 Triumph TDA 2000

## Class: P - Empire Sports

- 3 John Baldwin 1963 AC Cobra 289
- 2 David Hayden 1958 Morgan +4
- 1 Bill Silhan 1951 Morgan +4

## Class: Q - MG TD

- 3 Al Flake 1951MG TD
- 2 Al Flake 1952MG TD
- 1 JimForsythe 1952MG TD

## Class: R - Jaguar Sedans

- 3 Darlene Hennessey 1988 Jaguar XJS-V12
- 2 Bob McAnelly 1967 Daimler 2.5V8
- 1 David Loeb 1965 Jaguar 3.8S

## Class: S - Rolls Royce & Bentley

- 3 Butch Frutos 1963 Bentley S3
- 2 Tony Sparrow 1951 Bentley Mark VI
- 1 David B. Kaufman 1953 Bentley Parkward

## Class: T - Sunbeam

- 3 Jim Pfeffer 1967 Sunbeam Tiger Mk II
- 2 Howard Darlington 1966 Sunbeam Tiger
- 1 Bill Silhan 1967 Sunbeam Tiger Mk II

## Class: U - MGB (Chrome) 70-74 British Leyland

- 3 David Loeb 1973 MGB
- 2 Fran Burns 1972 MGB
- 1 John Charles Murphy 1973 MGB

## Class: V - MGA 1600 Roadster & Coupe

- 3 Randi Lee 1960 MGA
- 2 Cliff Hughes 1960 MGA 1600
- 1 Mike Schrantz 1960 MGA 1600

## Class: W - Triumph GT6

- 3 Anne Friloux 1972 Triumph GT6
- 2 John Boudreaux 1969 Triumph GT6
- 1 Richard Ceraldi 1971 Triumph GT6

## Class: Y - Race Prep - All Marques

- 3 Karl Keiger 1959 Austin Healey Sprite
- 2 Bob Lembcke 1965 Triumph Spitfire Mk2
- 1 John Baldwin 1965 MGB

## Class: Z - Triumph TR6 1974 - 1976

- 3 Anne Friloux 1974 Triumph TR6
- 2 Woody Dahl 1976 Triumph TR6
- 1 Olivia Lemoine 1976 Triumph TR6

## British Car Day 1998 Premier Class

**Class: X** Previous twice consecutive  
1st place in class winners or  
judged class winners

- 3 Mike Lewis 1950 MG Y-Type
- 2 Steve Collins 1975 Triumph TR6
- 1 Rudi Markl 1956 Austin Healey IOOM

### Best of Show

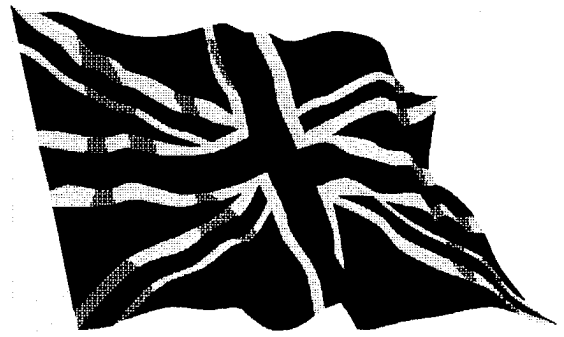
- David Loeb 1956 Austin Healey 100M

## CLUB PARTICIPATION OWNERS & CARS

Mg T's	10 12	RR Owners Club	4 4
SABCC	11 11	English MC	3 3
Panhandle BCA	7 9	Wolf River Triumph	1 2
BMC Arkansas	5 5	JCNA	2 2
6 Pack	4 5	Historic SC Racing	1 2



# BRITISH CARS & SUCH



**MGB** – '77 Model. New Tires, Alternator, Battery, Brake Shoes & Pads, Front Lines. Rebuilt Masters & Slave Cylinders, and More. Top One Year Old. \$2700.  
Contact Jimmie Brown @ 504-838-9279 or jfbrown@earthlink.net (Metairie, La.)

**MGB** – '77 Model, New Red Paint, Disk Wheels. \$3,000.  
Contact Tom Kinnear @ 504-433-1933. (Algiers, La.)

**MGB** – '79 Limited Edition, Black, Drive it Away. \$4950.  
Contact Dwayne Dufrechou @ 504-455-4561 (Metairie, La.)

**JAGUAR** – '81 XJ-6, Dark Green, Rebuilt Automatic Transmission. \$3500.  
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)

**TRIUMPH** – '80 TR7 Body. Contact Michael Brice @ 504-328-5436 (Meraux, La.)

**TRIUMPH** – Alloy V-8 Engine, Disassembled, All Machine Shop Work Done.  
Contact Michael Barice @ 504-328-5436 (Meraux, La.)

**WANTED** – 1275cc Intake Manifold for Single S.U. HS4 (1-1/2") carburetor (I.E. Austin America).  
Can be Combination Intake/Exhaust Type.  
Contact Jim Jones @ 504-892-7774 or bmcno@neosoft.com (Covington, La.)

**WANTED** – MG Midget Brake Front Hubs, Rebuildable Calipers, & Dust Shields.  
Contact Jim Jones @ 504-892-7774 or bmcno@neosoft.com (Covington, La.)

## PRESIDENT'S MESSAGE

Well, our 8th Annual British Car Day was a success! We received many responses from out-of-town entrants about the great time that they had. They look forward to returning next year. "You guys really put on a good car show" was the usual reply. "I can see that you really put the time in to make this show a good one." was the other.

It really is uplifting to hear such comments from our guests and the credit goes to all of the members who worked so hard to make this event possible. I personally want to thank everyone who "pitched in" to fill the need; some at the last minute. The spirit was there "For the good of the club". Several members registered more than one car (even when they knew that they would not win.) "For the good of the club".

But the 8th Annual British Car Day is now part of our history. The 9th Annual British Car Day is only 11 months away. Usually, we get started around November, which is only 7 months away. It's not too early to start thinking about next year's show. Watch for opportunities to get sponsors, vendors, donations, or if you have an idea that might make the show better – let's hear it!

There is a great deal of satisfaction that comes from being part of a successful show – just ask anyone who worked on a committee this year. But, if you can't give of your time, at least register your car; if for no other reason than "For the good of the club".

# THE TRIUMPH OHC ENGINE by Harold O'Rielly

During the 1960's the automotive world was undergoing a renaissance with new models and mechanical innovations appearing from nearly every manufacturer. During this period Triumph developed, under a contract from Saab, a new 1709cc 45 degree slant 4 cylinder overhead cam engine with cast iron block and aluminum head.

Triumph decided to use this engine in some of their new models and further developed it into an 1850 cc version. They took a unibody 4 door with FWD and an old 1500 cc OHV engine, converted it to rear wheel drive, installed this new engine, and named it Dolomite. In 1970 they also introduced a 3.0LV8 version in their new Stag.

About this time Rover joined the fold and a Triumph project, a Toledo TS Race and Rally car with up-rated 1.5L engine, was canceled just short of entering production. The engineering and sales departments wanted a performance car but now budgets were tight and they would have to develop a high performance car using as many standard parts as possible.

They developed a unique version of the slant 4 by increasing the bore to 1998cc and designing a new 4 valve per cylinder head. This high compression engine used an aluminum 16 valve head with a single overhead cam that operates the intake valves directly and the exhaust valves with long rocker arms. Each cam lobe opens one intake valve and one exhaust valve.

In 1973 the Dolomite Sprint was introduced and immediately became a hit. The engine was originally to be called the "150", but due to production inconsistencies was rated at 127 bhp. Many stock engines came off the line at 150 hp and any owner could easily tune his stock engine to reach this rating- Many were tested at the factory at 150 bhp plus with no problems. Modified versions can easily reach 200 bhp with reliability and they still race competitively today in Ralleys and hill climbs around the world.

The TR7 was introduced in 1975 with the slant 4 OHC engine using the 1998 cc block with the 8 valve head. It was rated 100 hp in Europe but the US version, with low compression and pollution controls, was only rated about 80 hp.

A TR7 Sprint model was intended from the start, and the factory even printed an owner's manual and included a Sprint engine section in the first service manuals. When the convertible was introduced, the service manual was reprinted with the Sprint section deleted. The combination of a strike at the factory and the later availability of the Rover V8 killed it. About 60 pre-production Sprint coupes were built in 1977 and most were eventually sold. Prototype TR8-V8s appeared in 1978. Both cars were rated at 137 hp.

The Dolomite Sprint, TR7, and TR8's ceased production in 1980. TR7's with Sprint conversions are popular in most countries where both cars were sold. The Sprint engine was never sold in the US, lacking provisions for pollution controls.

Ask me about my new TR7 Sprint.

## HELPING HANDS – WHAT YOUR CLUB IS ALL ABOUT

by Jim Jones

Word of wisdom #68: A cut received when your hands are covered in road grime & old grease will never become infected. Work on your British car for fun and gained knowledge.

Help is available to you from the many members of your club. The British car knowledge base of our members is huge! Someone has the information that you need or can find it for you. Actual assistance is also available.

The **Friloux's** have an automotive lift that you can utilize. At "BMCNO Covington Branch", I will help you do work on your car. You just have to pay for the parts needed, get the car there, and be willing to work with me. (Maybe lunch would be nice.)

For major work, engine or transmission rebuilds, it is best to have **Peter Brauen** do the work. But, it will save you a lot of money if you remove those items from the car and transport them to his place of business. That is major work with which we can assist you. I can best be reached at home most any night after 7 PM as there is no phone at the "shed" in Covington. Also, 12 noon to 1 PM went I am home for lunch. It is a lot of fun and you will meet all sorts of people interested in British cars, even some British motorcycle guys.