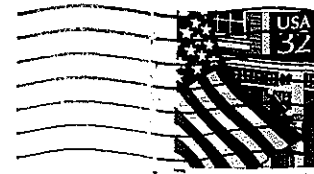


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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

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

Dues Due: 04/26/20

DAVID & LAURA HAYDEN
9505 NORTH ROAD
ABBEVILLE LA 70510

JULY 1998

WEB SITE: <http://208.22.202.130>



North American MGB Registry Chapter



VTR CHAPTER

HOT FUN in the SUMMERTIME

**ENJOY THE TAP ROOM
AN OLD TIME RESTAURANT & BAR**

.....BLOCK PARTY.....

**AWARDS FOR THE COMMON BRITISH CAR
MORE FUN THAN NORMALLY ALLOWED**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
CLUB EVENTS CALENDAR AUGUST 1998						1
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30	31	UPCOMING CLUB EVENTS				

JULY 28

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

AUGUST

UNCAR SHOW – CANCELED. Replaced by “Hot Fun in the Summertime”.
This event will be very different! You will love it!

AUGUST 11

OFFICER'S MEETING – To be held at Harold O'Reilly's place at 7:00 PM.

AUGUST 16

HOT FUN in the SUMMERTIME – South Shore Convoy, Free Food, Awards, Block Party.
Columbia Street Tap Room in Covington, La. (See Article)

AUGUST 22

JACKSON EVENT – The Mississippi English Motoring Club's
“British Car Exhibition”. (See Flyer)

OCTOBER 3

SOUTH ALABAMA BRITISH CAR CLUB SHOW – Battleship Park in Mobile, Alabama.

OCTOBER ?

HAYDEN'S FUNKANA – Scheduled for October, Site in New Orleans area.
More precise information later.

IN MY TRAVELS by Jim Jones

It has just been too darn hot to do much British car work! Or any other work that is not inside an air conditioned building for that matter. But some things have been going on. The clutch cable conversion on my '60 Morris Minor Traveller has not worked out at all. Mini Mania, who supplied the kit, has admitted to me over the phone that the conversion has fielded a lot of complaints and that they are no longer selling it. However, help is on the way. Mini Mania has just announced the sale of a "Hydraulic Clutch Conversion Kit" which is produced in England for the Morris. I spoke on the phone with one of the tech guys at Mini Mania for some time. He says that the hydraulic kit has been installed on several cars and that its installation & performance has been very satisfying. I asked him to send me the instructions that come with the kit via fax machine. He did, I surveyed them, studied them, and deemed the kit as excellent. A kit is now in transit.

Peter Brauen and I had spoken about the possibility of making up a hydraulically operated clutch for my Morris Traveller with its 1275cc Midget engine & transmission conversion, but never got around to actually doing any thing about it. After all, the cable conversion was available. (Found later to be unacceptable.) Peter and I agree that the cost of individual parts and design work necessary to do it all ourselves would be as much, if not more, than the cost of the kit supplied by Mini Mania. So, the kit wins out. The Installation appears to be pretty straight forward. At the transmission end, the slave cylinder simply bolts in the same as it did when the unit was on a Midget and the same Midget clutch throw out lever is utilized. The kit was not designed for a 1275cc conversion, so it does not contain a Midget slave cylinder 3" push rod. On the standard Morris setup they have you modify part of the old mechanical linkage to serve as a push rod to work with the standard Morris clutch release lever. So, this part of the conversion is easier to do than it would be on a stock Morris.

On the clutch pedal end more work is involved. It is not necessary to remove the front seats or the interior transmission cover, but it will make the rest of the job much easier. The clutch master cylinder (A special Girling competition unit with no reservoir of its own.) mounts through an existing hole in the removable transmission center cross member parallel to and inboard of the car's frame. An external reservoir is provided to be mounted under the bonnet. This arrangement is necessitated as the master cylinder is mounted under the transmission cover and a cylinder with its own reservoir would protrude into the cabin. Only a small amount of filing to the existing hole in the cross member is necessary to allow the cylinder's entry. A template is provided for the drilling of the cylinder's two mounting holes. The cylinder comes with an adjustable push rod designed to fit right up to standard clutch pedal's fulcrum lever. I hope that I will not have to make any other changes in order for the kit to perform as advertised.

After this work is completed, only the fitting, and running of lines to the reservoir and between the two cylinders is left to do. Bleeding will make the system operational. The instructions call for coiling up the excess hydraulic line, but no mention is made of a flexible connection. I will consider including same.

.....

Mississippi English Motoring Club's "British Car Exhibition" Sat., Aug. 22, 1998

Please make every effort to attend this event which should be most enjoyable.

When: Begin bringing cars on-site at 8.30 a. m

*Where: The Scottish Highland Games held at The Jim Buck Ross Mississippi Ag & Forestry Museum
I-55 at Lakeland Drive, Jackson, Mississippi*

This will not be a judged show, but rather a public relations opportunity for us to display our cars and educate the general public about our hobby and its rewards. No registration fee; no awards or prizes.

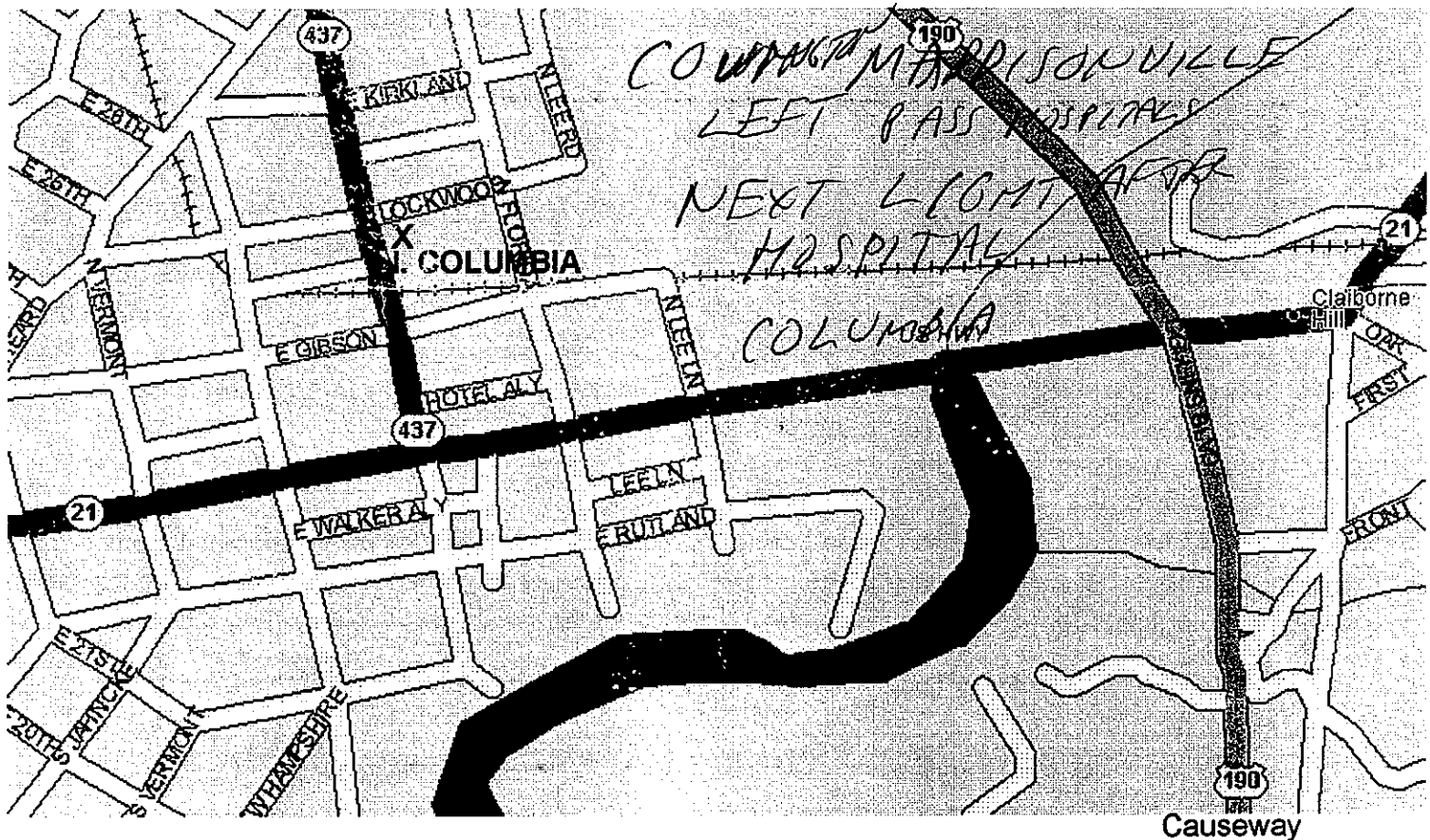
Call Terry Trovato at (601) 442-8684 for further details.

HOT FUN in the SUMMERTIME

This event is going to be very different from others your club has presented in the past. On August 16th, drive your British car to the event and the club will pick up the meal tab for you and your spouse/guest. Three different meals will be available. You purchase your drinks, hard or soft. Cars on site will be selected to be given "Road Warrior" awards. I.E. - Worst Engine Compartment, etc. We hope to have a block of Columbia Street barracked off for the parking of our British cars. Downtown Covington is pretty well "dead" on Sundays and parallel parking on the street will not be a problem if we cannot.

I know that it may be hot, but the evening hours should afford us some lower temperatures. And remember, the Tap Room is air conditioned!

In order to continue holding events of this nature, we must have good participation. Business owners will not go out of their way for us (Open on days they are normally closed, etc.) if we cannot guarantee them a profit! Member at Large, **Richard Wolf**, has coordinated this event and has spent a lot of time, including a number of meetings with the Tap Room's owner, in pulling it all together. Please do not let him down! A south shore convoy leaves the Causeway toll plaza at 3:15 PM. Event time is from 4 PM to 7 PM. Location: 434 N. Columbia, 898-0899. The small shops along Lee Road in Covington are open on Sundays and are within walking distance from the Tap Room as are several quaint coffee houses. Hope to see you there!



TOUGH NUTS & BOLTS by Mr. Goodspanner

While surfing the net, I came across this tech tip for undoing rusted or otherwise frozen nuts, bolts, etc. Which is just a part of working on old cars. I have my own favorite liquids for getting the job done. Sometimes along with a little help from Mr. Heat!

I discovered an endorsement for the following product. The author of the tech tip swears by it. It is "General Purpose Penetrant & Heat Valve Lubricant" by General Motors Corp. The GM part number is: 1052627. I have not tried the product as of yet, but if GM mechanics use it, it must be good stuff!

MINUTES OF THE GENERAL MEETING

The general membership meeting was opened by club president **Bill Breithoff** at 7:30 PM. The guest speaker was Todd Heiden of "Heiden Industries" a major producer of automotive beauty & appearance products. It was a good long talk which fielded many questions. This guy knows his stuff! Past & upcoming club events were discussed. **Keith Vezina (The Web Master)** talked about the club's new web site and his effort to obtain a site name instead of a series of numbers. Several members related stories about their British car projects.

The 50/50 cash was won by club member **Roy Richardson** at \$24. Many products donated by Heiden Industries were given away as well as a number of Rolls/Bentley Car Day T-shirts. The 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!

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OVERHEATING by Mr. Goodspanner

Overheating problems have been the main subject of conversation this summer. It could be worse, you could live in Texas! Temperatures in the hundreds plus for weeks on end in some places!

I will try to relate the information that I have acquired on the subject. First you must be certain that you, in fact, have an overheating problem. Your temperature gauge or sending unit may be at fault. A testing gauge with a probe is your best bet. They are extremely accurate. Although, on cars without the radiator cap on top of the radiator itself (MGA) insertion of the probe can be a problem. Even a candy thermometer will do.

If you have indeed determined that you have an overheating problem, check out the following things. The fan belt must be in good condition and properly adjusted. The cooling fan must be positioned such that it draws air through the radiator and over the engine. The exceptions being transverse engines, such as the MG 1100/1300, Mini's, etc., which have side mounted radiators and blow air through the radiator. The radiator itself can be the cause of overheating. Unfortunately, the only true way to be sure that the radiator is functioning properly is to remove it and have it serviced. That is cleaned, rodded, re-cored, or replaced with a new one if available. Most of the time it is cheaper to purchase a new one than to have the old one re-cored. Flushing the radiator with a commercial product can be an option. Be advised, that older radiators can develop leaks after flushing. If the radiator cap is old and not holding pressure, replace it. Obtain the proper cap for a long or short neck radiator. Measure the depth of the radiator fitting and the length of the cap. They must match. Ensure that the cap is of the proper pressure for your car.

Take a look at the hoses. If they are old or very soft, replace them. A lower radiator hose can collapse at high rpm's and cut off the flow of coolant to the engine. In this case, overheating would only be a problem at speed.

The water pump can be the problem. Its impeller can be corroded away. A replacement water pump may not be the proper one for your car's engine. An 850cc Mini pump will fit a larger displacement engine, but will not have the "deep impeller" necessary to properly move coolant for that engine. This mistake happens time and again. If your engine has been re-bored to the max., it will create more heat than normal. It may be necessary to refit your engine with a "deep impeller" water pump. Check with your supplier for availability.

A blown head gasket can also be your problem. A failure between a cylinder & a water port will inject super heated steam into the cooling system. Check coolant in the radiator, overflow tank, or expansion tank for foam and/or oil. Coolant will also be forced pass the piston rings into the sump. Look for thick white colored oil on the dip stick. This substance when found on the bottom of the oil filler cap may not be considered unusual on some cars in high humidity conditions.

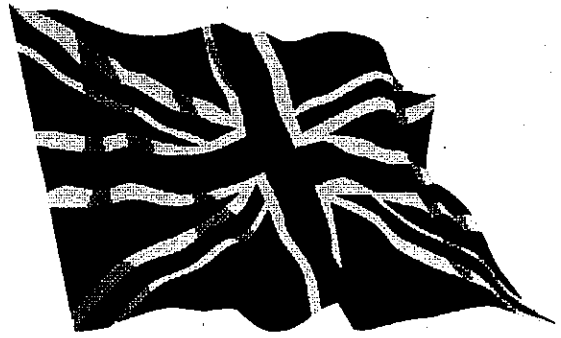
Do not laugh at this one! An engine covered with thick oily road grime cannot dissipate heat properly. This goes for the oil pan as well. A worn out oil pump will contribute to an overheating problem. A test gauge will be necessary to prove or disprove this one.

Incorrect timing and carbs. that are running too lean can also be the cause of overheating. Check and readjust as necessary.

Modifications: On new "A-Series Plus" engines they plug the water pump overflow connection and install a blanking sleeve (I do not know why they call it that. It just controls water flow and does not block it off.) instead of the thermostat for greater flow around the rear combustion chambers. Electric powered pancake fans will cure normal overheating such as being stuck in slow moving traffic. They may help, but not cure overheating if you have other problems. Installing an auxiliary radiator will help in all cases! Use a heater core made of brass if you can find it. Tie it into the cooling system somewhere. This installation varies a lot with different cars, but I have found a way that will not require you to permanently modify your car. Disconnect the heater hoses at the engine and plug them. Find a place to mount the auxiliary radiator (inner wheel well on side away from exhaust) and run two new hoses to it. Open the heater valve and you are in business. You will not gain much more water capacity, but you will gain a greater ability to dissipate heat.

I hope that I have been of some help to you. But, if all else fails, it may be time to tear down that engine and get the block boiled out! You may have internal blockages in the water passages due to not changing the antifreeze often enough. Or maybe it was the fault of the car's previous owners.

BRITISH CARS & SUCH



MGA – Parts: Fenders, Doors, Bonnet, Boot Lid, Windscreen, 1500 Engine & Transmission, & More.
Contact Cliff Hughes @ 504-845-8709. (Mandeville, La.)

MGB – Carbs, Rebuilt HFI 1-1/2 inch from Moss. Mounted, but never run. \$325 OBO or other MG stuff.
Contact Connie or David Cartlidge @ 504-525-1299 or ccartli@mailhost.tcs.tulane.edu

MGB – Parts Car, '71 Model, Wire Wheels, Complete, Can be Restored.
Make Offer. Contact Cliff Hughes @ 504-845-8709. (Mandeville, La.)

MGB – '75 Model, Blue, 116K, Garage Kept for Last Ten Years. Good Condition & Runs Well.
\$4500 O.B.O. Contact Deb Belcher @ 504-624-3724. (Mandelville, La.)

MG MIDGET – '76 Model 1500, Green with White Top, Disc Wheels. Needs Fuel Tank & Tires.
Engine Runs Good. Asking \$600. Contact T&T Towing via Beeper: 504-847-8531.

TRIUMPH – '74, TR6 Model, Red, Runs & Drives. \$2,800 O.B.O.
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)

TRIUMPH – TR 6 Parts: Transmission \$200, Tonneau \$75, Boot \$50, Paint: Spray & Touch up,
Sapphire Blue \$2 each. Shadow Blue Seats Covers & Panels \$50,
Rear Bumper Corners \$75, Other Misc.
Contact Dan Melesurgo @ 504-391-3227 or dm142678@msxsepc.shell.com

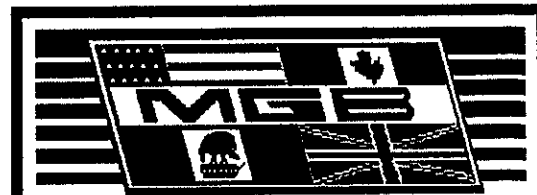
TRIUMPH – '79 Spitfire 1500, Floor Rusted, Runs. \$500.
Contact Cliff Norman @ 504-393-6528.

PRESIDENT'S MESSAGE

Twenty-six people and seven British cars braved the heat to go to the House of Seafood in Bush, La. to eat, and eat, and eat. Although no one overdid it, all seemed to have enough. The ride home was cool and breezy – great cruising weather.

After dinner, seven club members went to the Tap Room in Covington to check out the location of next month's club event. What a great old restaurant and bar. It reminds me of being in the French Quarter without the parking problem. Make sure that you mark your calendar for our "Hot Fun in the Summertime" event scheduled for August 16th.

All of those members who feel like their cars will never win an award because it is not in perfect condition, this is your event. The perfect car does not stand a chance in this competition. Faded, dirty, ripped, rusted, dented, and greasy are the winners in this show, so come out and enjoy! For the good of the club.



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My First British Car: 1975 Triumph Spitfire by Phillip Colwart

Buying a British Car, to the uninitiated, is a wild gamble. The initial charm of the little car is so great that an owner of little restoration experience, but great enthusiasm, may take on a project greater in cost than the car's final outcome value. That is, I wish I knew then what I know now, instead of buying a car with a smoking engine, no carpet, dents, rust and oxidized paint. I would have held out and shopped around for a better example, or even a car with a bigger engine and greater long-term value. One does become wiser for the experience, and shortcuts are learned through trial and error.

For its eighteen year production run, the Spitfire had enjoyed great success for just what it is, an economical, lightweight, easy to maintain convertible. Parts are plentiful and relatively cheap. The styling is cool and it handles like a go-cart. Sure, it's under powered and the chassis tends to develop a crack just behind the right front suspension lower wishbone. But the car gets bad raps from other British car owners - too many were made, it's not a "TR," the rear end is under sprung. And, it seems Moss Motors intentionally ignores Spitfire owners in its parts offerings. Popycock! Sure, I wish it had a six cylinder engine, and yes, it surely could benefit from an overdrive, and hey, I wish it had a better resale value. But it's mine, the little "one ton of fun" freedom machine. It starts up every time, even on the sunniest of days, stops on dry roads when requested, will coast in neutral for a mile or two, and always delivers its power when asked - just don't ask for a 14 second quarter mile or wet road braking!

As superficial as it seems, the most appealing thing for me, a first-time non-Chevy owner, about the mechanics and layout of the Spitfire is the tilt-over bonnet. Yes, the fact that the entire bonnet tilts forward (like an E-type) helped sell me on the car. I knew I would be doing just about all the work on this little car, because the only way I could afford it was to do all the mechanical work on it myself. And, seeing the chassis, entire front suspension, heck, the compete engine, back to front and all four sides all at once on a silver platter, was reassuring that I wouldn't be passing multiple socket extensions through fender gaps just to get to loose spark plugs, or standing on the front bumper to reach the water pump like my old '75 Nova. Triumph even gave Spitfire owners a stool on either side of the engine upon which to sit while tuning the engine - the stools also serve as road wheels.

The battery is located just on the fire wall, not stuffed under the back seat like an MGB or in the trunk like a Rolls Royce. The disadvantage to this is if the battery leaks an excessive amount of acid, it can eat through the fire wall and into the passenger foot well. Keep the battery box drain hose clear, and keep the battery clean and neutralized with baking soda. The battery can also rattle around a little, so get the correct size battery to fit the box.

The Spitfire is the only car I've ever owned that didn't require me to crawl under or elevate on a rack, in order to change the oil. The spin-on filter is right there under the distributor, and there's plenty of space for a rag or an old sock to catch the dripping oil. The oil filler cap is right there, too, chromed, with the names of accepted oil brands stamped on it. The most convenient feature is the crankcase drain plug, easily visible when standing over the left road wheel. Triumph put it on the side of the oil pan, and it can be loosened with a 1/2" wrench while you're standing there! You just slip the wrench between the block and the chassis, and there she goes! If your favorite drain pan is too tall to fit under the car, just lift the front end a little and kick the pan under - hey, it's a Spitfire - it only weighs about 1800lbs!

The vent/heater intake grille drains through a little rubber flap (no longer available) onto the fire wall and then under the car - be sure this flap is free and clean of mud and leaves. If you never run the car in the rain and keep it covered, the only water here is from washing the car.

The Spitfire fuse box should get attention. It is made of soft plastic, and the spring-loaded fuse contacts eventually lose some of their grip on the fuses. A previous owner replaced mine with something even worse, and I got an original one from a parts car. Polish the contacts with brass cleaner and a toothbrush, Q-tips, or whatever, and carefully use needle nose pliers to bend the contacts to provide a more secure grip. Observe the usual Lucas wiring reliability tips (offered in this newsletter) to keep all connections dry, clean and mechanically secure. The most secure electrical connections are accomplished with a solder iron and rosin core solder - do it right the first time and chances are you can simply forget about it.

My car has a nasty break somewhere in there, and I plan to redo the crimped on American bullet connectors used in the fuse box replacement, because sometimes the ignition cuts out for a split second, resulting in momentarily loss of power and perhaps an exhaust backfire - really uncool on a date! (Purchase a new fuse box - Mr. Goodspanner) Only three fuses run the entire show here - and there is room in the box for a spare. There should be a little, clear, plastic cover for the fuse box - find one, because it keeps dirt and moisture out of the contacts. Also, use clear silicone caulk to attach the fuse box to the fire wall to keep water from entering the under dash wiring, parcel tray and driver's foot well.

The cheapest way to make my wiring loom look decent was to re-wrap it all with the best black electrical tape I could find. 3M makes some of the best weatherproof tape - it even stretches back a bit when you wrap tightly. But first, if you pull the engine and strip everything out like I did in paint prep, label and unplug everything first, then draw the entire under-bonnet loom through the fire wall into the under the dash parcel tray, and coil it all up into a plastic bag so it won't get painted. Spitfire fire walls are usually so greasy and dirty

because the hydraulics can leak. The DOT 4 brake fluid can eat the paint on the fire wall, too. It's important that the master cylinder boots stay in place because they prevent fluid as well as rainwater from dripping into the driver's foot well... bad news if brake fluid gets the brake pedal slippery.

If you ever decide to clean up the fire wall, go ahead and strip it completely clean of parts and give it a good scrubbing, then replace the short heater hoses, even if you think they're okay. They become brittle here and are a good source of a radiator fluid leak. Besides, they're nearly impossible to replace with the other components hooked up - there's no room to get the clamps off them. Get the best heater hose you can find, and use stainless steel clamps. You may have to make your own rubber plugs (unavailable) to keep water from passing along the hoses and under the fire wall. That is, the heater core inlet/outlet pipes pass through punched holes in the fire wall, and the holes should be sealed around these copper tubes so rainwater won't drip onto your radio and transmission cover. The original plugs naturally gum up and rot over time.

Likewise, if you ever repaint your Spitfire, consider repainting everything under the bonnet. When it came time to rebuild my smoking engine, it was obvious to me that I may as well proceed forward with a respectable restoration, especially a paint job, inside and out, because the chassis, fire wall and under-bonnet was so greasy and ugly. How could I possibly go through so much work on an engine and not be able to display it with confidence? Or repaint the outside of the car without some of that paint being used under the hood? A neat thing about the Spitfire is that the factory painted the entire body and chassis together as a unit, and then fitted the interior, suspension, drive train, trim, and so forth. It's disappointing for some to go to a car show and see a Spitfire with the hood open only to find the under-bonnet paint does not match the body color.

No matter what British car you own, drive it! Find time or make time to get in and give her a spin. She does no good collecting dust, and neither do you. See you on the road!

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.

KEITH SANDERS
2323 COPTER ROAD
PENSACOLA, FL 32514
850-478-3171
'69 MGC, YELLOW.

DAVE DUPRE
614 QUICKIE DRIVE
HOUMA, LA 70364
504-851-4876
'67 TRIUMPH TR4A, GREEN.

THE CAR DAY SITE 1998

The 1998 Car Day site will again be Lafreniere Park. The plus's: We will have the use of the pavilion for the Friday evening reception and for overnight storage of items that are necessary for the Saturday show. The negatives: We still have not been able to talk park officials into cutting the curb for access to the field or leveling the field itself, but we are still working on it. A hotel other than the Holiday Inn must be chosen, as their rates are too high. We have problems to solve every year and we always work them out.

The 1998 Car Day will be another great show, if you will be there with your British car and if you will give of your time to make it a success!

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 THE GENERAL MEETING.

**The ORIGINAL , Mardi Gras T's MG Club of New Orleans Invites You,
With Your British Motor Car To Our Third Annual British Car Fun Day.
The Day Will Include Back Roads Touring, Biscuits, And Bench Racing.
Saturday September 19, 1998 In Baton Rouge, LA.**

Mardi Gras T's Mardi Gras T's Mardi Gras T's Mardi Gras T's Mardi Gras T's

While it may come as a shock to some of us, today's enthusiasts did not discover the fun of collecting and driving British motor cars. The movement began in the late 1940's when a few servicemen returned to the US with various sports cars (whatever that was), and most of these were MG TC's. Since then, every new generation of fans and owners are sure that the British motor car was just discovered.

Truth is that since those pioneers in the late 40's, the fun has been ongoing, as has the driving. It is now a bit difficult to chat with those early owners of MG's, Triumphs, Healeys, or Jaguars. It is important that subsequent generations of collectors/enthusiasts know what has gone before us. Who bought them? Who sold them? Who worked on them? Who cussed and who praised? We will all learn more talking to Fred Fabre and his friends.

The Mardi Gras T's MG Club invites you with your British motor car or motor bike to another look back. Please join us for the day. If you are in the New Orleans area, a caravan will depart Denny's Restaurant, Airline Highway just across from the airport terminal building.

Departure is at 8:00AM.

The drive to Baton Rouge will use River Road much of the way, no inter-states, and finally Airline Highway into town. We will stop at **Frank's Restaurant**. Enjoy breakfast or lunch - Dutch Treat- and share juicy stories about the drive to Baton Rouge. After the last biscuit has been eaten and the last coffee cup emptied, we will head over to Fred Fabre's **Carriage House Garage**. We can again wander around Fred's "Museum" of neat automotive stuff and reminisce about the good old days.

Hopefully, Bill Avery and, Ted Milligan will again be able to join us with more stories of "back then". They were among the first of the craftsmen that kept British cars running. Bill still does; he works at one of the better independent repair shops in the Baton Rouge area, Keith's imports. Who knows what else Fred may plan for us! Come join us; savor the moment.

Denny's Restaurant
1021 Airline Hwy.
Kenner 464-6536
Depart 8:00 AM

Franks Restaurant
8353 Airline Hwy.
Baton Rouge
(504) 926-5977
Depart 11:00-12:30

Mike Lewis
504-362-8364
Gretna
Ken Olison
504-845-4497
Mandeville

Fred Fabre
Carriage House Garage
3745 Prescott Road
Baton Rouge
504-356-5466
All Afternoon

MG T's AUGUST EVENT

We have planned to visit Charles Eakin in Diamondhead, Miss. on Saturday, August 29. It is still going to be hot, unless it rains, then we can add steam! To avoid some of the heat, the plan is to have the "Pokey-van" leave New Orleans East about 7:00 AM. Have breakfast at the Wafflehouse in Diamondhead at about 8:00 AM, and then head to Charles Eakin's home at about 9:00 AM. (About a quarter mile away on Airport Road) to view his MG TD, MGA 1600 MKII, and antique motorcycles.

Charles is a charter member of the Mardi Gras T's. However, he plans on parting with his treasured MG's in the near future and would like area enthusiasts to get the first opportunity to own them.

If interested contact Mike Lewis @ 504-362-8364 or mlewis@acadiacom.net