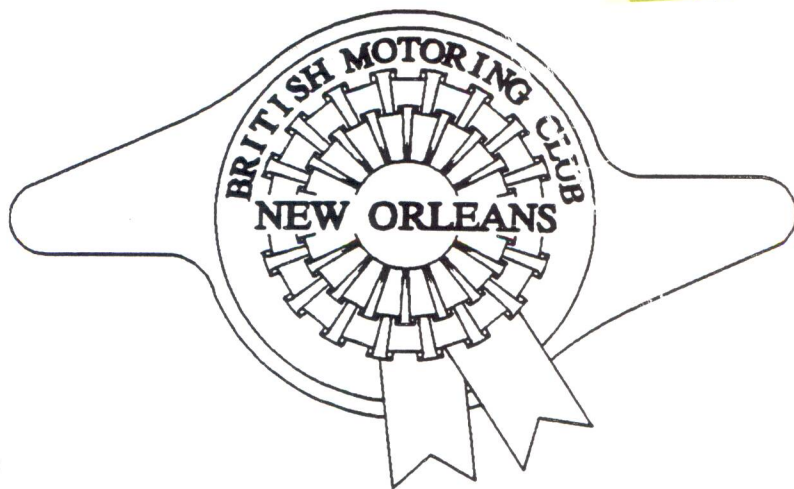


BRITISH MOTORING CLUB
P.O. BOX 73213
METAIRIE, LA. 70033



OCTOBER 1991

THE MORRIS GAZETTE



TO:

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

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

OFFICERS FOR 1991

Roger Gibson, President _____ (504) 887-2725
Guy Foster, Vice President _____ (504) 888-5592
Wayne Aucoin, Treasurer/Corresponding Secretary _____ (504) 469-9083
Michael Delacerda, Recording Secretary/Newsletter _____ (504) 738-3246
George Barton, Member At Large _____ (504) 469-7221
Peter Brauen, Member At Large _____ (601) 467-0519
Mike Brown, Member At Large _____ (504) 785-8245
Joe Rogers, Member At Large _____ (504) 467-4246

CALENDAR OF EVENTS

Plantation Tour & Picnic_____	Oct. 26th
General Meeting(7:30pm)_____	Oct. 29th
Car Show/Jackson, Miss_____	Nov. 2nd
E.E. Reynolds Rallye_____	Nov. 10th
General Meeting(7:30pm)_____	Nov. 26th
Christmas Party_____	Dec. 13th



MINUTES OF THE GENERAL MEETING SEPTEMBER 24TH, 1991

Meeting was called to order at 8:00PM.
Introduction of guest
 Darlene & John Hennesy 1988 Jaguar
 James Cornado 1974 MGB
New Club "Dress" shirts are available
New windshield decals also available \$1.00 each.
Peter has raffle tickets for a trip for two to England.
This sponsored by the Daughters of the British Empire.
The annual British Tea will be Nov. 2.
Roger's retirement party at the old folks home.
Talked about the car show in Fairhope, Ala.
Group leaving for Memphis on Friday Oct. 11 at 8am.
Plantation tour by Joe Rogers on Oct. 26th
Delgado Antique car show on Oct 19.
Meeting Oct. 2 to critique last years car show.
50/50 won by Joe Rogers.
Election of Officers coming up in November.
Nominated for Member at Large
 Delvin Price
 Cliff Hughes
 Richard Baker
News letter editor needed.
May 9th tentative date for our car show
James Coronado, new member, reported on our trip
to a Taste of Bavaria. He had a good time.
Meeting closed at 8:45pm.

NEW ORLEANS BRITISH CAR SHOW 1992

The first of many car show meetings was held recently and here is a list of the committies and chairpersons.

Chairperson

Guy Foster

COMMITTIES

Finance, preregistration, banking
 Fund raising, sponsorships, promotion
 Judging
 Site plan, prep, layout, etc.
 Concessions and vendors
 Hotel
 Hospitality
 Banquet
 Awards and trophies
 Signeage, graphics and forms
 Registration

Wayne Aucoin
 Roger Gibson
 Fred Mayer
 Snubbs Bienvenue
 George Barton
 Roger Gibson
 Ladies
 Roger Gibson
 Guy Foster
 Mike DeLaCerde/
 Bob Wiswall
 Frazier Rice/
 Mike Brown

Volunteers are needed and welcomed to contact any of the above persons to offer their services for the Car Show. This show takes a lot of volunteer effort to be successful. Please join us in making this the best Car Show of 1992.

THIS SPACE IS AVAILABLE
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Elliot Evans

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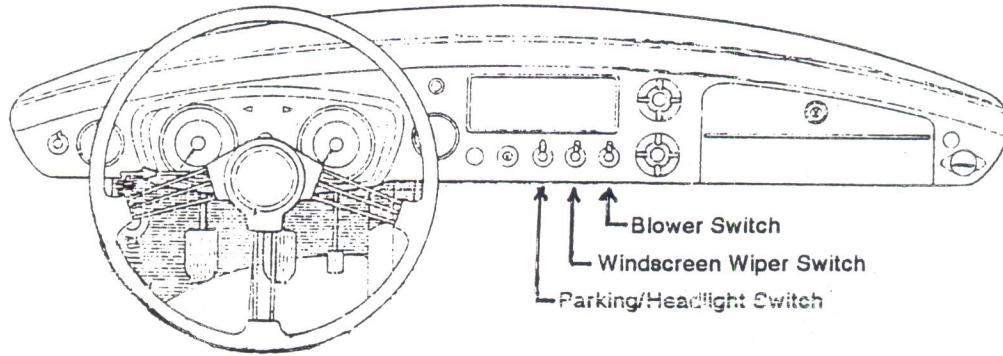
NEW ORLEANS, LOUISIANA 70115

Owner

THE MK.1 MGB WEATHER INDICATOR QUIZ

Match the following weather situations with the dash switch positions below.

- A. It's a beautiful Summer day as you tour the back roads with the BMC.
- B. Your hurrying home before sunset to a warm fireplace.
- C. Your cruising the riverroad listening to "Oldies" on a moonlit summer night.
- D. Your in downtown noon-day traffic after a sweltering rain shower.
- E. It's a cool clear night as you return home from a BMC meeting.
- F. You've encountered a light daytime Summer shower, but @ 60 MPH, no need to put the top
- G. It's just before sunset as you find the last landmark of a summer rallye.
- H. It's a cold, wet, Winter day and you wish you owned a GT.
- I. It's just before a Winters sunset as a dense mist rolls over the river levee.
- J. This is the darkest Winter thunderstorm you've ever been in.
- K. The fear of any true enthusiast - encountering a rain shower while cruising topdown at night.
- L. It's an early, foggy, Fall Monday morning as you "eagerly" return to work.

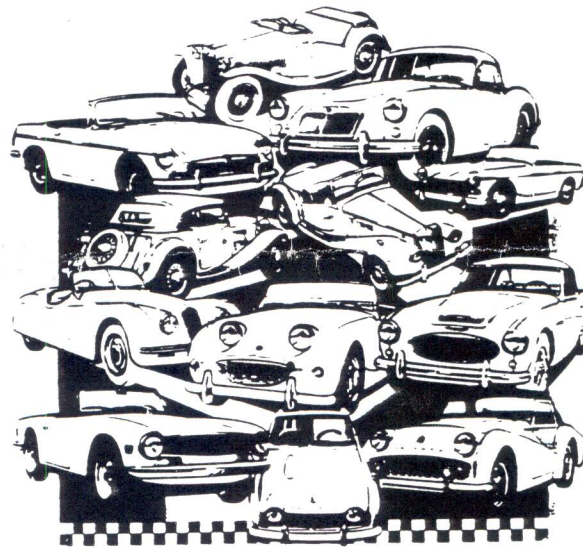
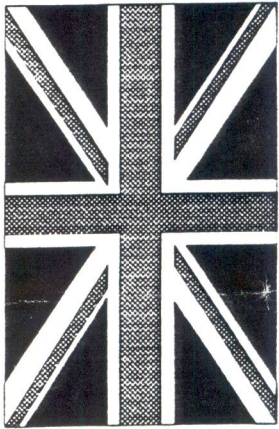


the ENGLISH MOTORING CLUB of MS joins the CALEDONIAN SOCIETY

IN PRESENTING THE

9TH ANNUAL BRITISH CAR DAY & HIGHLAND GAMES

in JACKSON, MS



For a different kind of Car Show, the English Motoring Club of MS has teamed up with the annual "Highland Games" event in Jackson. Cars will be displayed in a rustic setting, among many British Isles-costumed participants, British merchants, and various events pertaining to the cars and to the Scottish Games. Cars must remain in place from 9 AM until 5 PM. Team Judging will take place with prizes and Trophies being awarded.

Join us for a truly unique experience! Be imaginative and BE BRITISH!

WHEN: NOV 2, 91 WHERE: AG MUSEUM, JACKSON, MS
PHONE: STEVE COLLINS DENNIS LOFTIN JOHN SIMMERS
601-856-3225 601-372-6576 601-638-0968

(REGISTRATION FLIERS WILL BE MAILED IN SEPTEMBER)

PLANTATION TOUR AND PICNIC. Join us on this day trip to visit the Ghost Plantation, Madewood and Oak Alley plantations. We'll depart from the Picadilly parking lot at 9am on Oct. 26th. Bring along a picnic lunch and some drinks as we will be gone most of the day.

CAR SHOW/JACKSON, MISS. November 2nd is the date. 8:30am is the time your car must be in place in Jackson, Miss. If you plan to attend this car show you will have to either drive up on Friday and spend the night or leave early enough to be there for 8:30am. See the info sheet in the newsletter for more details. Anyone planning to attend this show call Roger Gibson for registration forms.

E.E.REYNOLDS RALLYE*. Last years winner, Terry Dempre, is promising another quality rallye, with a Northshore flavor. Join us for this Sunday Nov. 10th event. We will leave from the rear parking lot at Lakeside shopping center at 9:30am. This will be the best rallye of the year, with lots of trophies and prizes.

*****WHAT IS A RALLYE?** A rallye is not a race. It has nothing to do with racing. It does not damage your car. It does not require a helmet, gloves, a roll bar or any other unusual equipment. Most of our rallyes are **FUN FUN FUN** rallyes, with simple questions to answer and simple directions. You will not get lost. You will have **FUN FUN FUN FUN FUN FUN FUN.**

CHRISTMAS PARTY

When? December 13th (Friday) Where? Metairie Manor(4929 York)
 What? Fun How? Pot Luck (Bring something)
 Once again there will be no Alcohol. The club will provide non-alcoholic beverages. The location is the same as Rogers retirement party, so it is very large and has a Jukebox. If anyone has a nice stereo with tapes or records that they could bring let Roger know.

BRITISH CAR SHOW-MEMPHIS, TENN.

The British Motoring Club New Orleans was well represented this year in Memphis. Not only did we take home two first and a second but we had 31 of our folks at the car show. We made plenty of noise when one of our members was called to receive his award. Our club had eight(8) cars in Memphis with James Pate taking first in the MG TF class, Guy Foster with a second in MG TF class and Wayne Aucoin taking first in his Austin Healey class. On top of that, James Pate won **BEST PAINT** in the popular voting. At first that may not be all that impressive, until you know that there were about 275 cars at this car show plus 50-60 Motorcycles. The competition was very good and I hope you are as proud of these cars as I am. The next best thing to winning is seeing your friends light up when their names were called.

This year was a real family affair and even the kids had a good time. Barbara and Carol did some antique shopping and brought home two hugh pots thanks to Waynes pick up truck.

CAR SHOW/FAIRHOPE, ALABAMA

Our club was well represented at the recent car show in Fairhope, Alabama. Twelve(12) cars made the trip. One tried but failed(thanks LUCAS). Our club took home five(5) best in class and two(2) second places. This is outstanding. But winning is not everything. Getting there is everything.

Here are the winners; Wayne Aucoin-1st Austin Healey, James Pate-1st MG T series, Mark Cross-1st Triumph Spitfire, Randy Shoemaker-1st MGB Chrome Bumper, Delvin Price-1st MGA, Jim Jones-2nd MGB Rubber Bumper, Mike Glore-2nd in Lotus class.

Please ladies, don't get mad because your name was not included. There just isn't room for everyone. But we all know that behind every successful British car is a good woman.

From what I have been told, the Alabama folks did a fine job with their first car show. Fairhope is a lovely "small" city with lots of shops to visit in your spare time. We will look forward to returning next year.

FOR SALE/SWAP

Wanted-MG Parts. Sell (or give) me your abandoned project cars and left over parts and pieces. I promise to sell the stuff to new owners who will be glad to get the parts. Fred Fabre, Baton Rouge. 504-356-5466 or 357-3552.

For Sale- Set of K & N air filters for SU HS4 carbs. \$25.00
Call Richard Kilpatrick in Amite 748-8223.

For Sale- MGB cylinder head. Completely new with hardened valves and seats. \$300.00 Fits 75-80. Also an MGB radiator with 2 bolt holes per side, fits 1974 1/2 - 1977 1/2 MGB. But does fit earlier models. \$25.00. MGA engine block bare with good bores. Austin Healey 100/4 engine(short block). Rebuilt about 10 years ago but never used. Needs to be disassembled, cleaned up and reassembled. MGA left front fender, good but needs slight repair. MGA rear fenders, doors, trunk lids etc. Make offer or trade. Michael DeLaCerde 738-3246 or 588-3047

New LH and RH front fenders for MGB roadster below catalog price not counting cost of shipping. \$165.00 each. MGB roll bar asm \$45.00 each Used windscreen for MGB-GT \$20.00. Trans tunnel carpet for MGB \$25.00.(black-new) Call Jim Jones leave message. 651-2937. Other goodies also available.

MGA PARTS-Lots of miscellaneous parts available for MGA's. Call Peter Brauen at 1-601-467-0519.

1971 MGB-GT A beautiful red car in great shape. \$3500.00
Call George Barton at 469-7221

1977 MGB-53,000 miles, looks good, not wrecked. \$1400.00
Can be seen in Boutte, call 785-0529.



Principles of the Centre-Lock Wire Wheel

- by F. Wilson McComb
- submitted by Bill Sohl
- Wire wheel centre and hub illustration redrawn by Mike DeFeo

It was, I think, a Transatlantic writer who described the MG TC as "a coffin riding on four harps," wire wheels of 19-inch diameter being then a somewhat unusual sight in post-war America. Yet they are with us still, though they have shrunk a good deal in the past 20 years, and many enthusiasts deny the very name of sports car to any vehicle that lacks the flashing spokes and twinkling hub-caps of this curious anachronism. So the harp-specialist has also survived, though in dwindling numbers, and it is still possible to have wire wheels repaired . . . in Britain, at least. Possibly because of childhood experience with bicycles, the need to maintain correct spoke tension is fairly widely appreciated. What is equally widely misunderstood, however, is the all-important bit in the middle of the wheel.

Since the Rudge-Whitworth pattern of locking hub has been in use for more than half a century, this is a little odd. One possible explanation lies in the fact that it is apparently simple to the point of crudity, and therefore frequently abused through failure to appreciate its finer points. I confess that my understanding came only recently, after reading a very lucid description in *The Autocar Handbook* . . . of 1918!

Let us take a closer look at this assembly referring to the central portion of the wheel as the "wheel centre," which is fitted to the "hub" and fixed in place with a "locking cap." The first thing to be appreciated is that the wheel centre does not come into contact with the brake drum: there is, in fact, a clearance of about 1/8 inch when the wheel is fully home. It is the inner taper of the wheel which comes into contact with the back taper of the hub. Notice, too, the taper which is formed on the outer surface of the wheel centre. This engages with yet another tapered surface formed on the inside of the locking cap. When the wheel is fitted to the hub and the locking cap screwed on, it is therefore centralized and held between two pairs of tapers. The *only* other contact between hub and wheel centre is provided by the splines, which carry the driving and braking forces. The locking thread, on the hub and cap, is right-handed on the left (near) side of the car, and left-handed on the right (off) side.

One of the endearing mysteries of the wire wheel is that the spokes are not . . . indeed, can never be . . . in compression; the weight of the stationary car is suspended from those spokes which are uppermost in the wheel. When the wheel and locking cap are loosely fitted, therefore, the upper portion of the outer taper is pulled firmly into contact with that of the locking cap taper, and the lower portion of the locking cap thread is in contact with that of the hub. A slight

clearance then exists between the tapers at the bottom, and also between the threads at the top. As the car moves forward, a different portion of the wheel rim takes the weight, and relative movement occurs between wheel centre, locking cap and hub. The effect of this is to tighten the locking cap, and the locking action continues until there is firm contact between the tapers all round, *when it ceases*. The clearances involved are, of course, minute, but the locking action is, nevertheless, completely positive and entirely automatic.

There are people who deny the very existence of this locking action, and presumably attribute the left- and right-hand threads to sheer cussedness on the part of the manufacturer. They are, no doubt, the people who bash their locking caps with heavy hammers.

The earliest instructions that I have been able to trace advise leaving the locking cap finger-tight, and no more. A later recommendation is to hammer the locking cap tight, check for slackness after 20 miles, and tighten again if necessary.

"Hammer them tight" means the application of a lead, copper or hide mallet and a little common sense, *with the wheel locked up* . . . not a murderous attack with a blunt instrument when the wheel is off the jack. The tapers and splines must be kept scrupulously clean. As for checking the tightness occasionally, this is obviously a good idea. Most pre-war instruction manuals advise putting some oil in the groove of the locking cap; opinions differ as to the advisability of oiling the back taper on the hub, but in my experience this gets oily anyway if the splines are lubricated. And lubricated the splines *must* be, for if they rust, the wheel can become quite literally immovable, which is awfully embarrassing when a puncture occurs.

The effect of over-tightening? We have seen that the wheel is held in place between two pairs of tapers, and does not touch the brake drum. Excessive tightening of the locking cap will therefore force the wheel centre farther on to the back taper of the hub, expanding it and thus making it, eventually, a sloppy fit on the hub. The outer taper tends to be compressed, and the locking cap itself will actually expand to a small extent; this may cause the locking cap to contract the outer spokes or "bottom out" on the hub, in either case preventing proper tightening. An incidental calamity is that the inner spokes tend to be slackened and the outer ones over-tensioned, thus pulling the wheel rim out of shape as well. A sloppy wheel centre soon starts to "fret" on the hub. The splines wear rapidly, even the back taper begins to wear, and eventually the whole assembly . . . wheel, hub and locking cap . . . is fit for the scrapyard. In advanced cases, the wheel may turn on the hub by half-a-spline, jamming behind the unworn portion of the splines and becoming completely impossible to remove.

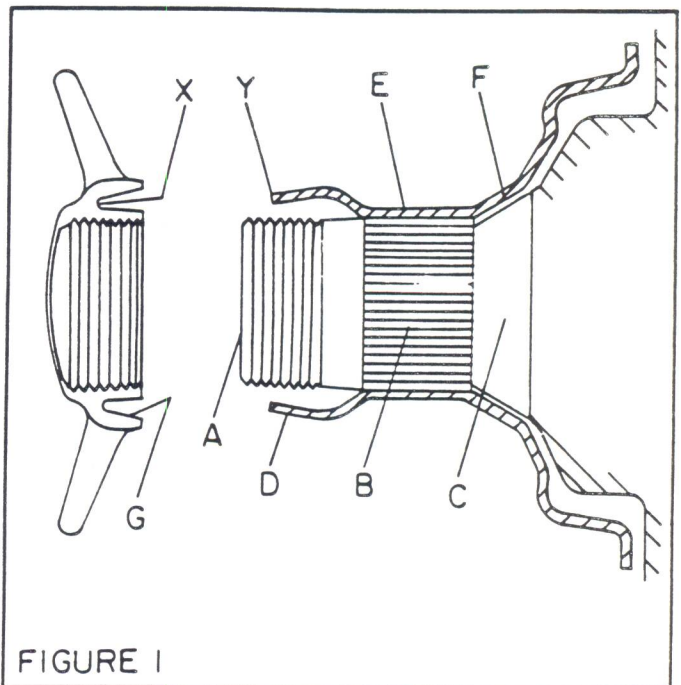


FIGURE 1
How the wheel centre is held in place on the hub: A-Locking thread on hub (left- or right-hand thread); B-Driving splines on hub; C-Back taper of hub; D-Outer taper on wheel centre; E-Driven splines of wheel centre; F-Inner taper of wheel centre; G-Taper in groove of locking cap.