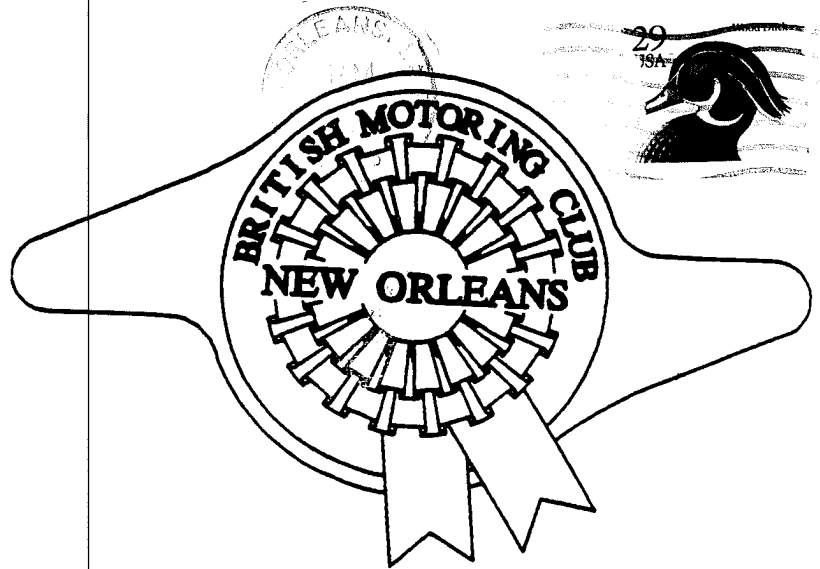


BRITISH MOTORING CLUB  
P.O. BOX 73213  
METAIRIE, LA. 70033



# THE MORRIS GAZETTE

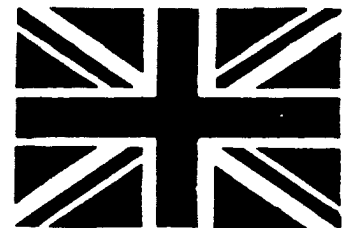
**JANUARY 1993**

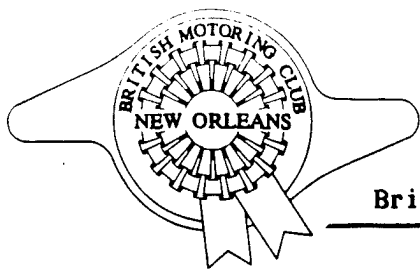
**T** Alden J Bienvenu, Jr.  
Rt. 2 Box 943G1  
Reserve LA 70084

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

## ***CAFE DU MONDE DRIVE***

Join us on a nice drive on Sunday the 28th of February to the Cafe Du Monde for coffee and beigets. We had a nice turn out for this event last year and if the weather is good I'm sure we will have a good time. Mardi Gras is over, we have had a few days to recover, now it is time to get out in those British Cars and go for a drive. We promise to have you home before dark.





# BRITISH MOTORING CLUB

NEW ORLEANS

## The Morris Gazette



British Motoring Club New Orleans PO Box 73213 Metairie, La 70033

### **BRITISH CARS AND SPARES**

**FOR SALE:** 2-TR7's, 1 runs, 1 parts car.  
\$2000.00 Richard Tando 504 733-4352

-----  
1953 MG TD Partially restored. \$8000.00  
Sam at Tri City Body Works 504 821-4870

-----  
1975 MGB - Restored car, red with tan  
leather, show winner. \$6500.00

1964 MGB - Solid driver, easy restoration  
project. \$2000.00 James Pate 504 482-1940

-----  
1965 MGB- Blue with wire wheels, runs good,  
over \$2000.00 put into car last year.  
\$2500.00 FIRM. Roger Gibson 504 887-2725

-----  
Copper hammers for wire wheel knock offs.  
\$14.95 Call Cliff Hughes 504 845-8709

-----  
**WANTED:** 1969 MGB/C seat headrest frame  
assembly needed. Good cover not necessary.  
Jim Jones 504 821-5031

-----  
**NEEDED:** 30 gal drum for parts cleaner.  
Reasonably clean. Frazer Rice 504 736-0452

-----  
**FREE FREE:** Bill Trevena has an adjustable  
tow bar for use by Club members; no charge  
Call Bill at 504 821-5031

### **WELCOME NEW MEMBERS**

Rudi Markl  
4638 Ponchatrain Dr. Apt P  
Slidell, La. 70458  
504 646-2265  
1956 AH 100M

### **LUNCH AT MIDDENDORF'S**

Don't miss this very popular trip and  
eat. Last year we had a big turnout. Even  
the wives had a good time. We'll leave  
from the Picadilly at 11am for the 30 min.  
drive to Manchac on SUNDAY THE 31st. After  
lunch, who knows where the wind will carry  
us. Call Wayne Aucoin for info. on this  
trip. 504 469-9083.

### **CAR SHOW**

We had a very good meeting at Frazer  
Rice's house on the 6th of January. Frazer  
called the meeting to order with about 10-  
12 people in attendance. Here are some up  
dates; May 15 will be the date for the  
British Car Day, the host hotel will be the  
same as the last two years, the Holiday  
Inn. The registration/reception will be on  
Friday the 14th. Plan to attend this fun  
event. You get to meet some of the out of  
town guest and eat some great food(FREE).  
We are planning for 150-200 cars this year.  
The judging will be popular vote as in the  
past. The awards banquet will be held in  
the same location as last year. We are  
going to try to get a pipe and drum group  
to entertain us with some British music.  
Awards are being ordered, t-shirts are  
being ordered.

### **ATTENTION**

Frazer Rice is looking for someone to  
go with him to the NAMGAR GT-18 in Niagara  
Falls New York on July 14-16, 1993. Frazer  
has in-laws in Buffalo about 20 min. from  
the site so the accomodations are set. If  
interested, call Frazer at 504 736-0452.

### **Please Note**

The February monthly meeting will not  
be on Tuesday February 23 since that is  
Mardi Gras day. The meeting is moved to  
March 2, 1993.

### **Terrific Tech Session**

Many thanks to Fred Fabre for hosting  
one of the best tech sessions that I have  
ever attended. A total of 33 club members  
attended this work shop on MGB front end  
suspension.

Members came from all over our area  
and we met at Frank's Restaurant for a  
tasty giant breakfast. (Enough food to get  
through most of the day.)

Upon arrival at Fred's Carriage  
Garage, an MGB was ready for a front end  
teardown. Fred had all of the new parts on  
his work bench. Frazer Rice had suspension  
diagrams from MG Parts Book blown up for

easyreading.

Mike McHenry did a superb job tearing down the front end, while Fred answered all questions about the rebuild.

In typical Fred style, lunch was catered to a hungry crowd of interested club members. Everyone had a full day with just about any question answered by Fred, and our knowledgeable club members. Many thanks again for a fine outing.

*My car's original (cellulose) paint is in poor condition. Can I paint over it?*

The short answer is no. The deterioration of the existing paint will not be halted, and could be accelerated, by painting over it. Furthermore, there can be no guarantee

that the old finish will accept and support whatever is sprayed on top of it. By far the best solution is to remove all the old paint (to bare metal) and start again.

# The Laws For British Sports Cars

By Don Hayward

Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like 'For every action there is an equal and opposite reaction' and 'if you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree.'

Issac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behavior called 'THE LAWS FOR BRITISH SPORTS CARS'. Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

## 1. LAW OF PECULIAR RANDOM NOMENCLATURE

'The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning.'

This law explains why British cars always have spectacularly bad names like 'XKE' or worse yet, 'MGBGT'.

## 2. LAW OF CRYPTIC INSTRUCTIONS

'Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect.'

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: 'Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo the A-arm nut with a "3" spanner.' All attempts to publish an English-language version of this manual have failed.

## 3. LOVE OF HARDSHIP LAW

'The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner.'

You buy a British Sports Car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because 'It is like part of the family' and besides, 'It is so much fun to drive'. British Sports Car owners often stare into space and smile a lot. This is referred to as the 'Foolish Person Syndrome'.

## 4. LAW OF NON-FUNCTIONAL ATTRIBUTES

'All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis.'

The famous Lucas Electrics Law.

## 5. RECENTLY DISCOVERED COMPONENT FAILURE LAW

'Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail.'

Case in point: I have owned a rather natty MGB for six years. I never knew there was such a thing as a 'Gulp Valve' until I saw new ones offered for sale by Moss Motors. The next day while driving my MGB to work, the Gulp Valve fell off the engine and was run over by a truck.

I do not know what the Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see LAW OF CRYPTIC INSTRUCTIONS, above).

While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decide not to replace it after all.

Three days later the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the LOVE OF HARDSHIP LAW, offered to take the car off my hands for \$100.00. I just smiled.


Dear Bill:

I would like to share with the Club a good experience that I had restoring my 1965 MGB roadster. I purchased this car in 1990. The best way to describe it was a worn-out original car. Other than a motor rebuild in 1979 and a reupholstered driver's seat, this car was is a ragged original. By the summer of 1992 I had replaced almost every moving part, and it became a dependable car to drive.

This fall, working on a limited budget, I undertook the cosmetics. The lower front fenders and the rocker panels were badly rusted and had to be replaced, and the aluminum hood was ill-fitting and also needed to be replaced. I ordered a new hood and lower fender panels, and I got the rocker panels off a wrecked 1977 in Baton Rouge. I had some estimates on installing the fender panels and rocker panels, patching holes in the fender wells, pulling the windscreen, removing the rust and replacing the seal, and painting the car. These estimates were in the \$3000+ range. With a son going to college next year, I really didn't want to put that much in the car. I mentioned this to a friend who suggested that I check Fact-O-Bake on South Airline Highway. The Fact-O-Bake Assistant Manager, Drew Lewis, offered to do the work for under \$1200--including four coats of paint and two clear coats. This turned out to be a beautiful job. When I took the car back a week later to have the door jams, the underside of the hood, and the inside of the trunk painted, Mr. Lewis noticed some imperfections in the paint job (which I had not noticed) and asked to keep the car and paint it again. Now the second paint job looks even better, and the body work appears to have been done properly. Considering the good paint job and the amount of body work involved, I believe that I got a real bargain with Fact-O-Bake.

Work on the interior and some rust on the underside of the car is continuing. Maybe it will be ready for the May British Car Show.

Yours truly,



#### TRIUMPH STORY

THE TRIUMPH IS GONE! ONCE I GOT ALL THE MECHANICS WORKING, MY BROTHER DECIDED TO DRIVE IT TO A BODY SHOP AND HAVE THE BODY TAKEN APART AND REPAIRED. HE DROVE IT TO SOME PLACE IN BELLE CHASSE. HE SPOKE OF THE DRIVE AND SAID THAT HE REALLY ENJOYED DRIVING THE TR3. IT BROUGHT BACK OLD MEMORIES! THE CAR DOES RIDE WELL, IT HUGS THE CURVES ALONG THE RIVER ROAD. THOSE BRITISH CARS ARE BUILT FOR SNAKE ROADS AND ARE NOT MUCH FUN DRIVING ON STRAIGHT ROADS SUCH AS THE INTERSTATE.

IT WOULD BE NICE TO DRIVE ON PART OF THE NATCHEZ TRACE SOMETIMES, AS I HAVE NEVER BEEN OR SEEN THE ROAD. I THINK THAT YOU MUST DRIVE TO JACKSON, MISSISSIPPI BEFORE GETTING ON THE PATH, WHICH WOULD BE A DRIVE IN ITSELF. IF ANY OF YOU GUYS ARE INTERESTED IN THIS, TALK TO AN OFFICER AND LET HIM KNOW. ALSO LET AN OFFICER KNOW IF THERE IS A DRIVE OR EVENT THAT YOU WOULD LIKE TO DO, AND HE CAN SCHEDULE IT.

MIKE BROWN

# February, 1993

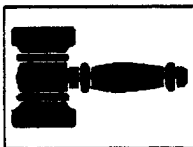


British Motoring Club New Orleans

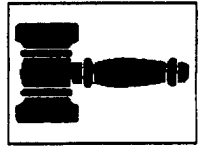


Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9 Car Show meeting 7 Officers meeting 8 Peters 1117 Smith	10	11	12	13
14	15	16	17	18	19	20
21	22	23 Monthly Meeting changed to March 2	24	25	26	27

28 CAFE  
DU MONDE  
DRIVE.  
MEET AT  
LAKESIDE  
3PM-REAR  
PARKING LOT



## OFFICERS FOR 1993



Cort Musgrave, President \_\_\_\_\_ (504) 394-3633  
 Frazer Rice, Vice President \_\_\_\_\_ (504) 736-0452  
 Wayne Aucoin, Treasurer/Corresponding Secretary \_\_\_\_\_ (504) 469-9083  
 Cliff Hughes, Secretary/Newsletter Editor \_\_\_\_\_ (504) 845-8709  
 Peter Brauen, Member At Large \_\_\_\_\_ (601) 467-0519  
 Jim Jones, Member At Large \_\_\_\_\_ (504) 651-2937  
 Mike Brown, Member At Large \_\_\_\_\_ (504) 785-8245  
 Keith Vezina, Member At Large \_\_\_\_\_ (504) 443-5056

# Lucas Wiring: A Simplified Approach

Lucas wiring systems as used on virtually all British cars since the 1930s are a source of frustration and bewilderment to a great many sports car enthusiasts. In fact, Lucas wiring is clearly engineered around a standardized color code and cable size formula. This system is used on all British sports cars and once understood, is very simple.

The following detailed explanation has been excerpted from a Lucas technical manual which dates from the mid-1950s. The professional mechanic or die-hard enthusiast may wish to clip out this article for future reference. After all, this information could be invaluable in sorting out the "Manumatic" gearbox wiring of your 1957 Borgward Isabella estate wagon!

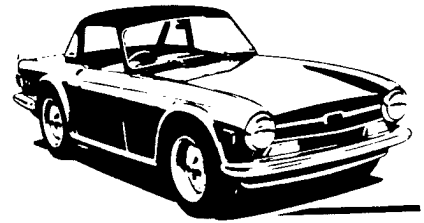
With few exceptions, the electrical system of a motor vehicle can be considered as a series of simple circuits, each consisting of the component, its switch and three wires - feed, switch wire and return. On earth return systems, the return circuit is provided by the frame of the vehicle. Although in the case of components insulated from the chassis, an earthing lead is also necessary. Some variations are to be found, such as fuses, two-way switching and so, but the principle of feed wire, switch wire and return remains, and it is upon this principle that the Lucas color scheme is based. The insulation on feed wires carry a main color only, switch wires have the main color of feed with a colored tracer running the length of the wire, while return earthing leads are black.

Where components are switched or controlled in the earthed side, that is, with the switch wire on the return side of the unit instead of on the feed side, this is normally indicated by the use of a black tracer.

Main colors, of which there are seven, are allocated to the circuits as shown below. The practice of feeding certain of the accessories through the ignition switch and auxiliary lighting circuits through the side and tail lamp switch is recommended, so that the side and tail lamp switch and ignition switch wires become feeds to other circuits or, in effect, master switch wires.

## Cable Colors

- BROWN** Battery circuit. From battery or starter switch to ammeter or control box and (with compensated voltage control) feeding lighting and ignition switches (and radio, when fitted) from control box terminal. Also, from starter switch to electric clock, inspection sockets and battery auxiliaries fuse (from which are fed electric horns, cigar lighter, interior lights, etc.).
- YELLOW** Generator circuit. From generator terminal to corresponding control box terminal and to ignition warning light.
- WHITE** Ignition circuit and all requirements essential when ignition is switched on but which do not require fusing, e.g., electric petrol pump, starter solenoid switch, etc.
- GREEN** Auxiliary circuits fed through ignition



switch and protected by the ignition auxiliaries fuse. e.g., stop lamp, fuel gauge, direction indicators, windscreen wipers, etc.

**BLUE** Headlamp circuits. Fed through terminal on lighting switch.

**RED** Side and tail lamp circuits. Fed from terminal on lighting switch. Included in these circuits are fog lamps, panel lights and other lamps required only when the side lamps are in use.

**BLACK** Earth circuits. If a component is not internally earthed, a cable must be taken to a good earthing point on the chassis.

Hopefully, the above information, combined with a proper wiring diagram for your car, will help turn that multi-colored mass of spaghetti into an understandable wiring system. Don't get discouraged; Lucas really did make an effort to use logic in their wiring.



## Gambino's Foreign Cars

Parts & Service

4422 AIRLINE HIGHWAY  
METAIRIE, LOUISIANA 70001  
834-8297



Kevin Gambino



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

Bill Rowell  
835-6679

3626 Robertson  
Metairie, La. 70001

**TOURIST** 3443 TCHOUPITOULAS STREET

**TROPHY GARAGE, INC.**

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