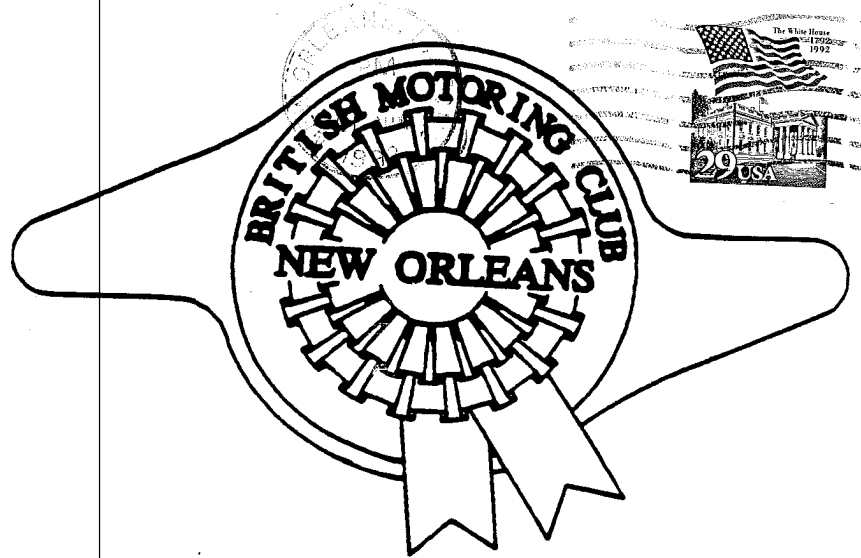


BRITISH MOTORING CLUB  
P.O. BOX 73213  
METAIRIE, LA. 70033



# THE MORRIS GAZETTE

JULY 1993

Alden J. Bienvenu Jr.  
Rt. 2 Box 943G1  
Reserve La. 70084

Dues Due: Charter Member

*The Official Newsletter Of The  
British Motoring Club, New  
Orleans.*

## NEW MEETING PLACE

Please be aware that the club will be holding  
it's general membership meeting at a different  
location:

the Short Stop #1, 119 Transcontinental  
Metairie, La. 70001  
(just north of Airline Hwy)

## JUST A SUGGESTION

**Parking at the Short Stop #1 our new meeting place is limited. So I suggest that when we drive cars other than our British ones, that we park on the street or some where other than the parking lot if possible. This may not always be necessary. But let's give our fellow members the most protected and visible spots in which to park thier beloved cars.**




**Thanks Member at Large - - Jim Jones**



# August 1993

## BRITISH MOTORING CLUB EVENTS



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10	11	12	13	14  HENNESY'S HOUSE PARTY
15	16	17  OFFICER'S MEETING- KEITH'S	18	19	20	21
22	23	24	25	26	27	28
29	30	31  GENERAL MEETING				

### OFFICERS FOR 1993

CORT MUSTGRAVE, 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  
 MIKE BROWN, MEMBER AT LARGE \_\_\_\_\_ 504-785-8245  
 JIM JONES, MEMBER AT LARGE \_\_\_\_\_ 504-651-2937  
 KEITH VEZINA, MEMBER AT LARGE \_\_\_\_\_ 504-443-5056

## MINUTES OF THE MEETING

JUNE 29, 1993

Meeting called to order at 7:00 PM. Introduction of guest : Dean Duplanter. Brought in new order of hats. Discussed trophy problems. Introduced Jerry, manager fo the Short Stop - decided to set up July meeting at this location again.

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### GUY FOSTER - ALKA - SELZA - RUN

One hot night two weeks ago, 26 club members ventured once again to Bush, Louisiana for the 3rd annual G.F.A.S.R. The food as usual was consumed in great quantities. But everybody managed to stay well. For once, the northshore group outnumbered the city group. Rudi Markl appeared in his 100-4 Healey and should receive an award for his upholstery handy work. I believe it was two designer couch pillows set squarely on the floor. Rudi did not stick around for the meal, but the 100-4 was an attention getter.

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### CALANDAR OF EVENTS

July 27 General Meeting. 7pm Russell's Short Stop

July 31 Barbeque a Lafreniere Park, 5 P.M. Bring your eats, the club will furnish the drinks and charcoal.

August 14 Pool Party and BBQ at the Hennessey's.

August 17 Officer's meeting at Keith,s . 7P.M.

October 2 Fairhope Al., Car Show

October 16 Memphis Tn, Car Show

November 6 Jackson Ms. Car Show.

April 23, 1994. 4th ANNUAL NEW ORLEANS BRITISH CAR SHOW

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### HENNESSEY POOL PARTY

John and Darlene Hennessey have invited the club to a pool party--cookout at their new home in Mandeville. Festivities will begin August 14 at 3:00. Swim suits are optional, but please bring \$3.00 per person to help cover the cost of food and drink. We'll need a show of hands at next Tuesday's July meeting. This looks like lots of fun, so lets make this event a success. If you cannot attend next week's meeting, and want to join in at the pool, please call Cliff at 845-8709 or Jim Jones at 651-2937. Caravan leaves Lakeside at 2:00. If for some reason you get lost, or can't read the enclosed map, call the Hennessey's at 624-8813. The code for entering the gate is 090 the street address is 8029 Elizabeth Ln.

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### MY FIRST CAR

I was so excited when I came home to find a box from Moss Motors, that I quickly opened to find a new cluster gear. The next day, the remaining parts arrived. Putting the transmission back together was pretty straight forward. The only difficulty was installing the new layshaft. After the first and third motion shaft are in place, the cluster gear must be moved in place. The layshaft must be pushed through the thrust washer, the cluster gear, ( which contains three needle bearing assemblies) , another thrust washer, finally through the other end of the gear housing. I made the job easier by grinding a point on the old layshaft and using it as a guide to line up parts. Then I pushed the old layshaft out with the new layshaft. Everything else went together smoothly.

With the engine and transmission installed, I poured fresh oil into the gearbox and engine. Another story for another day. Until next time.

MIKE BROWN

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### NOTE FROM YOUR CAR COMMITTEE

We are aware that there is a problem with the 1993 car day trophies. In some cases, the paint has started to chip off near the edge. The trophy shop has agreed to replace any plaques that are defective at no cost to us. Therefore, if you have a trophy which you feel is unsatisfactory please call Cliff at 504-845-8709 or Frazer at 504-736-0452 within 10 days of receipt of this newsletter. A list will be made up and new faceplates (no wood) will be ordered. This will be done only once so don't fail to call ASAP!

Thanks Frazer

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GOOD CONDITION - 504-455-2997

FOR SALE '71 MBG BRITISH RACING GREEN MINT CONDITION  
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EUGENIE RIEMERS 504-895-4754

FOR SALE '79 MG MIDGET ALL ORGINIAL 19,500 MILES  
LIGHT BLUE NEEDS NEW TOP CAN BE SEEN IN BURAS  
VERNA LITTLETON 504-392-8588/504-657-8484  
\$3000 & IT'S YOURS

FOR SALE TR-4A ENGINE BLOCK & VARIES ENGINE PARTS  
JOHN O'BRIEN 504-888-4515

FOR SALE '65 MGB LIGHT BLUE IN COLOR GOOD CONDITION  
MANY PARTS REPLACED TO MANY TOO LIST  
GREAT LITTLE CAR DRIVE AWAY TODAY  
\$2800 ROGER GIBSON 504-887-2725

FOR SALE JAG V12 ENGINE & TRANS  
\$750 RICHARD BAKER 504-386-3394

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PETER BRAUEN 601-467-0519

PARTING OUT '66 MGB-GT  
SUSPENSION & BODY PARTS PETER BRAUEN  
601-467-0519

FOR SALE '59 MGA RECENT GROUND UP RESTORATION  
LESS THAN 100 MILES ON ENGINE EVERYTHING NEW  
ONE OF A KIND DEREK WILKINSON 504-845-0074

FROM THE EDITOR

Last month's meeting at the Short Stop # 1 was a departure from the previous meeting site at the Piccadilly Restaurant. We have a minor problem with noise coming from the kitchen area, but the owner has promised to solve this inconvenience for our next meeting.

Plans for next year's Car Day are already on track. The 1993 Show chairman has set a date, and Lafreniere Park has agreed. Many of our club members have expressed an interest in organizing this event. We know that there are many old and new members who have talent in helping make the 1994 event a success. Rest assured that the officers will be asking for volunteers in the coming months.

At the July meeting, a list will be presented defining the duties and responsibilities of each committee. We have limited these duties to a total of 10 areas. Volunteers will be needed in the near future to assure a successful British Car Day 1994.

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## JUST A LITTLE H<sub>2</sub>O

IT'S SUMMER TIME AND BOY IS IT HOT! YOU TURN THE IGNITION KEY TO THE START POSITION AND YOU GET NOTHING OR JUST A CLICK OR A BUZZING SOUND! COULD IT BE THE STARTER OR THE SOLENIOD? FIRST SUSPECT THE BATTERY AS THE SOURCE OF THE PROBLEM. "BUT I HAVE A MAINTANCE FREE BATTERY" YOU SAY. THERE IS NO SUCH THING AS A MAINTANCE FREE BATTERY! THAT'S SALES HIPE. YOU'LL FIND THAT NEW BATTERIES ARE NOW LABELED "LOW MAINTANCE" - THE TRUTH FORCED ON THE MANUFACTER BY THE LAW! IF YOU DO HAVE ONE OF THESE , YOU MAY FIND THAT THE CELL COVERS ARE GLUED ON TO THE BATTERY TOP. USE A SCREWDRIVER AND PRY THEM OFF. THESE BATTERIES EXPELL WATER IN THE PROCESS OF CHARGING JUST AS THE OLDER CONVENTIONAL ONES DID AND THAT LOST OF WATER MUST BE REPLACED. THESE BATTERIES ARE NOT SEALED. THINK ABOUT IT. WHEN A BATTERY CHARGES, IT PRODUCES HYDROGEN GAS. THAT GAS TAKES UP MORE SPACE THAN WHEN IT IS IN COMBINATION WITH ANOTHER ELEMENT IN THIS CASE SUFURIC ACID WHICH IS A LIQUID. THE GREATER VOLUME OF THE GAS HAS TO GO SOMEWHERE AND THERE IS NO ROOM IN SIDE THE BATTERY CASE. THE HYDROGEN GAS VENTS TO THE OUTSIDE OF THE BATTERY JUST LIKE IT DID WITH THE OLDER TYPES; CARRYING WATER VAPOR WITH IT. LOW MAINTANCE BATTERIES ARE JUST ABLE TO RECOVER A GREATER PERCENTAGE OF THAT WATER THAN OLDER ONES COULD. THEY STILL NEED TO HAVE THE LOST WATER REPLACED! WITH HIGHER TEMPERATURES IN THE SUMMER TIME, THAT WATER VAPOR LOST IS EVEN GREATER. THAT'S WHY THE BATTERY'S WATER LEVEL WILL BE FINE ALL WINTER AND IT'S IN SUMMER WHEN YOU EXPERIENCE THE PROBLEM.

ONCE YOU HAVE THE BATTERY TOPPED OFF, ATTEND TO THE BATTERY TERMINALS AND POSTS. IF THE CONNECTIONS APPEAR TO BE CLEAN, DISCONNECT THEM AND CLEAN THEM WITH A WIRE BRUSH MADE FOR THE PURPOSE. IF THEY ARE COVERED WITH CORROSION, PREPARE A SOLUTION OF WATER AND BAKING SODA. COMBINE A COUPLE SPOONS OF BAKING SODA (BAKING SODA NOT BAKING POWDER- IE. ARM & HAMMER) IN A JAR OR GLASS INTO WHICH YOU CAN INSERT THE BATTERY CABLE CONNECTORS. THE SOLUTION WILL BUBBLE AND FIZZ BUT NOT TO WORRY IT WON'T BLOW UP! IT WILL TAKE A LITTLE TIME AND MOVING THE CONNECTOR AROUND WITHIN THE CONTAINER WILL HELP IN SPEEDING UP THE PROCESS. IF THE CONNECTORS ARE REAL BAD, CHANGE TO FRESH SOLUTION. ONCE THEY ARE CLEANED INSPECT TO SEE IF REPLACEMENT IS IN ORDER. BE CAREFUL NOT TO GET ANY SOLUTION INTO THE BATTERY AS IT WILL NEUTRALIZE THE ACID IN THE BATTERY. RINSE THE CONNECTORS WITH PLAIN WATER; CLEAN THE BATTERY POSTS AND CABLE CONNECTORS WITH A WIRE BRUSH AND TIGHTEN. ONE LAST THING TO CHECK IS THE SECURITY OF THE OTHER END OF THE GROUND CABLE. IT'S BEST TO DISCONNECT IT AND CLEAN IT.

RINSE THE BATTERY AND THE SURROUNDING AREA WITH WATER TO WASH AWAY ANY BATTERY ACID OR SODA. ATTEMPT TO START THE CAR. IF IT STARTS, ALLOW IT TO RUN FOR 10 TO 15 MINUTES IN ORDER TO RECHARGE THE BATTERY. IF THE BATTERY IS BUBBLING THROUGH IT'S VENTS, RINSE WITH WATER TO REMOVE ACID.

IF THE CAR STILL WILL NOT START, TRY CHARGING/ JUMPING THE BATTERY. IF STILL NO RESULTS, CONSIDER THE NEED FOR A NEW BATTERY. REMEMBER, BATTERIES WHICH HAVE BEEN ALLOWED TO OPERATE FOR LONG PERIODS WITH VERY LOW WATER LEVELS OFTEN DO NOT LAST VERY LONG DISPUTE SERVICING.

MR. GOODSPANNER

### PART 3

When Watson returned from the little shop up the street with refreshments, he found Holmes still studying the wiring diagram and Lastrade talking to himself. "Let's see," muttered Lastrade - "At precisely 2500 RPM the alternator light comes on, the engine starts missing, and the tachometer starts jumping around like it's possessed. It is not the alternator, coil, condenser, or power feeding the coil or distributor....."

Watson interrupted at this point, "Do we really know that power is getting to the fuse box uninterrupted? We did jump power from there to the coil and distributor, not directly from the battery". The perplexed look on Lastrade's face told him that Lastrade had not considered this possibility. "Just like detective work," Watson repeated, proud to have contributed an idea. Lastrade quickly used the jumper cable and test lead wire to route power straight from the battery to the coil and distributor connections. "You make the connections Watson," said Lastrade as he got into the car - anxious to try out someone else's idea for a change. Unfortunately, the stubborn little car repeated the same symptoms when the tachometer needle touched the 2500 RPM mark. "Blast!" muttered Watson. Lastrade smiled to himself. He wasn't the only one to be wrong today.

Before Holmes could say anything, Lastrade quickly said "It must be under the dash or at the ignition switch...it's all that's left." "Could it possibly be the ground wire?" Watson asked, "I've read that this is often a source of problems". "I checked those beneath the boot lid (trunk) and at the engine" snapped Lastrade who was desperately trying to maintain an air of expertise. Holmes decided to hold his thoughts to himself.

Lastrade sprawled under the dash, jiggled the wires, and looked for any cuts in the wires which might possibly cause a short, all to no avail. "That's it then!" he proclaimed, "It must be the ignition switch itself." Lastrade then rushed into the parts store to see if they had one. He came out looking relieved as he somberly announced that they were "fresh-out" of ignition switches. "I guess that's all I can do. I'll be on my way now," said Lastrade. At this point, Holmes looked up from the wiring diagram and said to Lastrade, "I would have thought that a man of your obvious genius would have tested the switch by running power to either side of it using the very jumper cable you still have attached to the battery!" Lastrade turned red and said "I meant that I will be off as soon as I check the switch!". "Oh," said Holmes who went back to studying the wiring diagram with a smile on his face.

Lastrade took out the screws securing the plastic cover around the steering column as Watson watched in awe, at his car being systematically stripped - piece by piece.

We held our first meeting at a new location, Russell's Short Stop. Russell's does offer some positive aspects, so it's worth trying again. The major problem we have to overcome is a noise factor caused by clean up. In an effort to achieve this, we should try sitting at the tables furthest from the serving counter on the parking lot side. Hopefully this will work.

As I said before, give me feedback, let me know your feelings on meeting at Russell's Short Stop both positive and negative.

### AGED FUEL

If you purchase a car that has not been in use for a long time and just will not run properly, consider the fuel as the possible problem. Changing plugs or ignition wirings will not help if the fuel is too old.

Start with fresh fuel and then do your tuning and/or parts replacement. This problem has confused some really knowledgeable club members. Do not let it get you!

### MR. GOODSPANNER

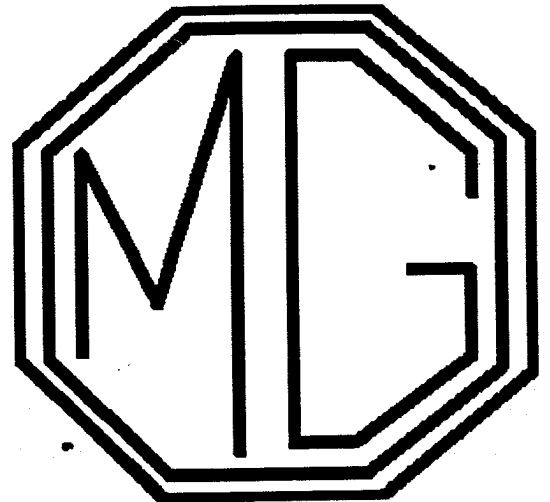
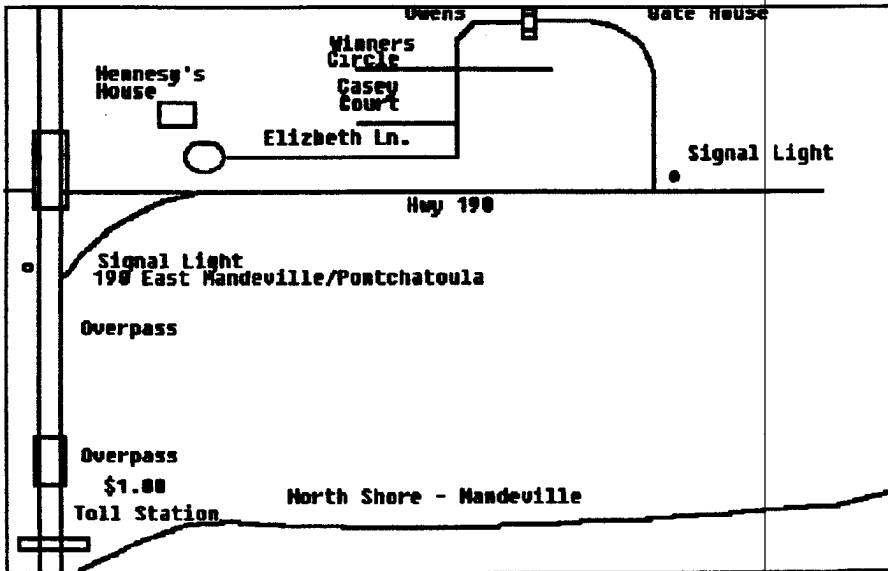


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