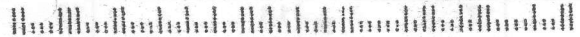


BRITISH MOTORING CLUB
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METAIRIE, LA. 70033

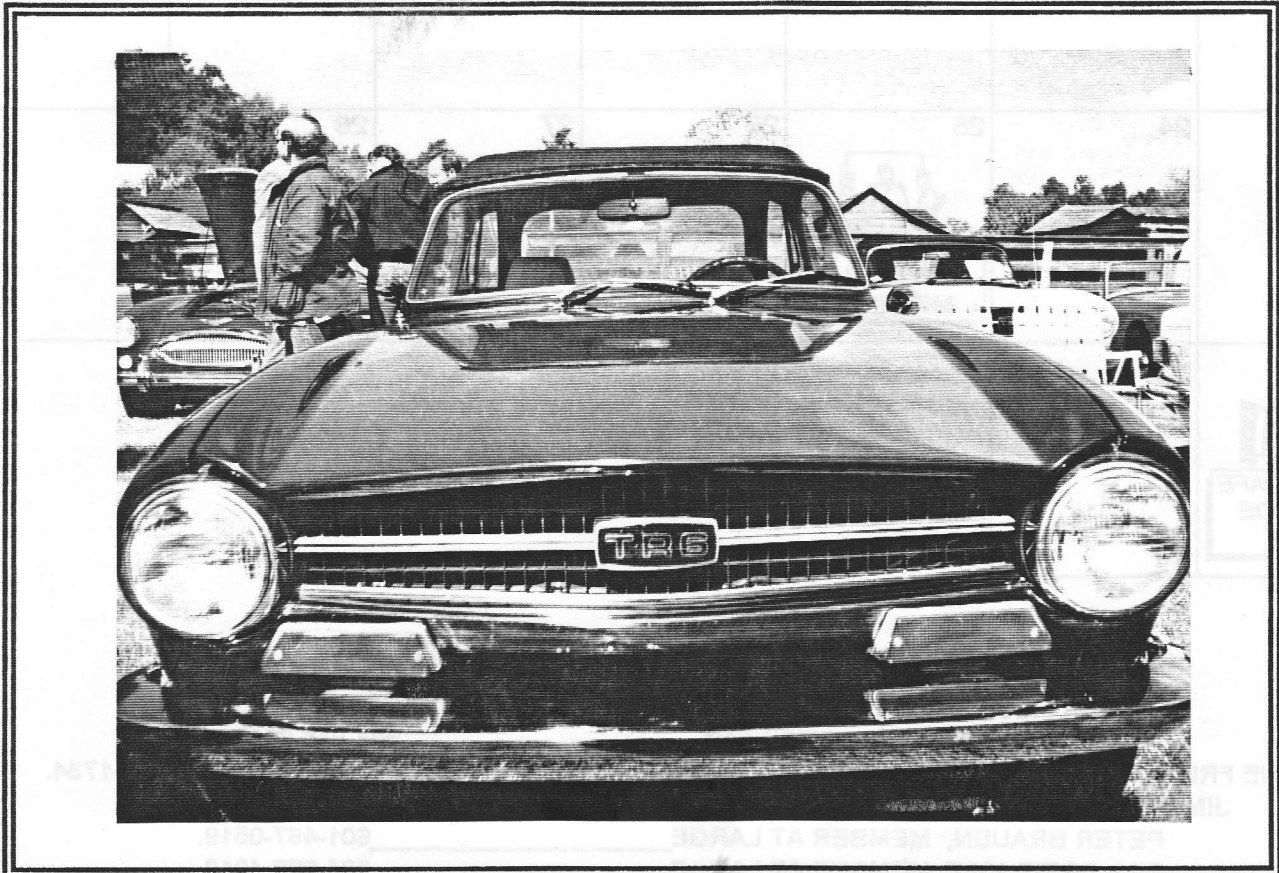


THE MORRIS GAZETTE

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



DECEMBER 1993



WINTER

January 1994

BRITISH MOTORING CLUB EVENTS



SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

							1
2	3	4	5	6	7	8	
9	10	11  7:00pm OFFICER'S MEETING Anne's	12	13	14	15  7:30am TECH SESSION- BATON ROUGE	
16	17	18	19	20	21	22	
23	24	25  7:00pm GENERAL MEETING	26	27	28	29	
30  11:00am CAFE DUMONDE CRUISE	31						

OFFICERS FOR FISCAL YEAR 1994

CORT MUSGRAVE, PRESIDENT _____ 504-394-3633.

CLIFF HUGHES, VICE PRESIDENT _____ 504-845-8709.

ANNE FRILOUX, TREASURER/CORRESPONDING SECRETARY _____ 504-464-1734.

JIM JONES, SECRETARY/NEWSLETTER EDITOR _____ 504-651-2937.

PETER BRAUEN, MEMBER AT LARGE _____ 601-467-0519.






BILL BREITHOFF, MEMBER AT LARGE _____ 504-288-4019.


ED HELSING, MEMBER AT LARGE _____ 504-736-2705.

KEITH VEZINA, MEMBER AT LARGE _____ 504-443-5056.

CAR CLUB MAGAZINE



 BMCNO T-SHIRT.....Sm, Med, Lrg, & Xlrg.....	\$ 7.00
 BMCNO GOLF SHIRT.....Lrg only.....	\$15.00
 BMCNO WINDSCREEN TRANSFER.....	\$ 1.00
 BMCNO JACKET PATCHES.....Coming Soon!.....	\$ N/A
 BMCNO BASEBALL CAP.....	\$12.00

 GET THESE ITEMS WHILE THEY LAST! THEY ARE ORDERED IN LIMITED QUANTITIES AND WHEN THEY ARE GONE , THEY ARE GONE! CONTACT ANNE FRILOUX AT 504-464-1734 OR AT GENERAL MEETINGS.

R CAR CLUB DUES *R*

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 newsletter. It has the date that your membership dues will expire. If your dues are due, send them in now before you miss out on your next newsletter!

NEW MEMBERS

Howard Darlington
1495 Burbank Drive
New Orleans, La. 70122
504-283-0625.
'66 Sunbeam Tiger.

Harold N. Meaker
4300 Jena Street
New Orleans, La. 70125
504-866-4410.
'60 Austin Healey Sprite.

EDITOR'S NOTE

Articles, comments, tech tips, etc. from club members are welcome and will be printed in the newsletter subjected to the editor's approval. Submissions must be received by the middle of each month in order to be printed in that month's newsletter. Please become a part of the newsletter. As a member of the club, it is after all your newsletter! Mail you submissions to: Jim Jones, 235 Concord Dr., Laplace, La. 70068.

MINUTES of the MEETING OCTOBER 26TH 1993

The general meeting was called to order by Cort Musgrave at 7:30pm. Guests and a new member were introduced. Jim Jones passed out post cards with which members could suggest which subject might be covered at the upcoming tech session. A report on the Pub Night event was given by Peter Brauen. Guy Foster reported on the E.E. Reynolds Rallye. Patricia Gonzales reports that all the parts necessary for the reassembling of her transmission are in hand and invited members to her house for the job. A report on the Jackson Car Day was given by Anne Friloux. The guest speaker was Billy Bachemin. He is the owner of 1st Choice Insurance and spoke on the available of antique car coverage from his agency. The coming Club Christmas Party was discussed and the starting time was set for 8:00pm. The meeting was adjourned by Cort at 9:10pm.

IN MY TRAVELS

I was told recently that there is a local source for the buying or selling of old Louisiana license plates. Joe Chis Sullivan, P.O. Box 6134, Metairie, La. 70009, phone number 504-887-2925 may be able to help you if you are looking for a particular year plate. I have found out that a club member knows all the information concerning the correct procedure for registration of old Louisiana plate to your car. I am going to call him and see if I can talk him into writing an article for us. If he will, I will include it in this months newsletter.



BRITISH CARS & SPARES



Ads will be run only once, unless a request is received each month.

WANTED

'70 or there about MGB engine in good running condition.
Call Cliff at 504-845-8709.



EVENT DETAILS



December 28th

✓ No General Meeting held in the month of December. See you in January!

January 11th

✓ Officer's / Car Day Meeting held at Anne Friloux's, 1650 Airline Highway, Kenner, La. 70062 at 7:00pm.

January 15th

✓ Tech Session by Fred Fabre, a renowned lecturer in the British automotive field and club member. The session will be held in Baton Rouge at the Carriage House Garage, 3745 Prescott Drive, phone number 504-356-5466. The last tech session which Fred presented was superlative! He had a lecture with props and the corresponding repair going on at the same time. No matter where you have to drive from this tech session is well worth the trip! We will convoy from Pickadilly Cafeteria on Veterans Blvd. in Metairie at 7:30am. Another group will convoy from the I-12 rest stop westbound at Covington/Mandeville at 7:45pm to have breakfast at Frank's, 8353 Airline Highway north of I-12 in Baton Rouge. Fred's subjects this year will include: Carburetors, Distributors and Tuning Technics.

January 25th

✓ General Meeting will be held at Russell's Short Stop #1, 119 Transcontinental, Metairie, La. at 7:00pm. All general membership meetings are held on the last Tuesday of the month.

January 30th

✓ Cafe DuMonde cruise will leave from the rear of Lakeside Shopping Center, Causeway & 18th Street in Metairie, at 11:00am Sunday. We will utilize private parking and protect our cars by grouping together.

February 27th

✓ Middendorf's Cruise & Lunch - Two groups will convoy, one from Pickadilly Cafeteria on Veterans Blvd in Metairie and another from the Piggly Wiggly on Highway 22, across from Beau Chene in Mandeville, La. departing both at locations at 10:30am.

March 27th

✓ Fountain Bleu State Park Picnic- A group will convoy from the rear of Lakeside Shopping Center in Metairie, La. at 10:00am. The Park levies a charge of \$2.00 a car up to 4 persons in each car. Bring your own food. The club will supply the cold drinks. More details later.

April 8th & 9th

✓✓ 4th Annual British Car Day! Friday early registration at the Holiday Inn. Later that day the reception next door with great food locally prepared by some of the best cooks in the south! (Club members, Wives, Mommas, Etc.) Saturday will be the Car Day itself at beautiful Lafenere Park just a few blocks from the host hotel! After 3 years of the same food, the banquet will feature something different! The awards plaques will be changed to a more modern design also! A larger number of cars is anticipated at this Car Day. The club's event has been listed in national publications this time.

April 23rd

✓ Gulf Coast Cruise & Picnic - Held on the grounds of a private home in Mississippi overlooking the beaches of the Gulf of Mexico. No interstate run this, cruise old highway 90 past fishing camps in Louisiana and the beautiful homes of the Gulf Coast of Mississippi!

EVENT CONTRIBUTORS



For various reasons, I cannot always be in attendance at all the club functions and events. I need your help. On those occasions when I am absent, I need some one to record the facts, funny happenings, etc. of that event. I can and often do write up events from raw data. However, if you can write it up yourself, so much the better. Just get it to me or mail it to me as early as possible. I'll probably do some editing, but you'll still recognize it as yours. It will make you feel good to see your report in the newsletter and it will vary the writing style from mine as I compose just about every article in the newsletter. The things that I need or you need to put in your report are: Number of British cars, number of people, anything humorous or out of the ordinary, who won what if awards are given, the weather, etc. I am looking forward to receiving your input soon.

Editor

SEALANT TIP

When trying to repair a leaky glass gasket, do not use a jell type sealant. It's not the proper type for the job. Use a sealant designed for the task, such as, Permatex Windshield & Glass Sealant. It's a liquid and will get down between the glass and the gasket to do the job right.

ELECTRIC FUEL PUMP DIAGNOSTICS

NOTE: When trouble shooting with the ignition switch in the "on" position, disconnect the hot (+) wire on the coil in order to prevent it's over heating.

PUMP RUNS CONTINUOUSLY:
(ignition on - engine not running)

- 1) A leak in a fuel line or loose fitting (fuel on the ground anywhere)
- repair or replace fuel line.
- 2) A stuck open carb. float valve (fuel on the ground near carb. overflow down pipes) - tap on the carb. float bowl with the handle of a screwdriver to effect a temporary fix - replace the float valve asm.
- 3) A leaking float (full of fuel) - replace - repair is too dangerous!
- 4) A ruptured check valve in the pump itself - repair or replace pump
(replacement pump will be all plastic, it is better to rebuild original one)

PUMP RUNS CONTINUOUSLY:
(engine running)

- 1) Larger than normal carbs. installed and stock pump cannot keep up with demand for fuel.
- 2) Or any of the above.

PUMP RUNS INTERMITTENTLY:

(NOTE: Disconnect a fuel line at the carb and place in a container. Otherwise the pump will stop when the proper pressure has been reached and fool you into thinking that it is not working.)

- 1) Electrical contact points inside pump dirty or out of adjustment (tapping on pump housing will usually start pump if this is the problem) - clean and adjust point asm or replace and adjust them.
- 2) Dirty or cracked electrical connector between the pump and the fuse box - clean or repair connector - better yet replace it! (See PUMP DOESN'T RUN AT ALL #2.)
- 3) Bad ignition switch asm - replace.

PUMP DOESN'T RUN AT ALL:

- 1) Check all other electrical functions to help isolate the trouble, ie. lights, horn, wipers, radio, etc. If other things don't work also, trouble shoot the easiest problem.
- 2) Dirty or cracked connector - A test light can be used to test connectors. However, it can lead you astray. If a connector is dirty and has built up a resistance to current flow, a test light may glow just as bright on one side of the connect as on the other side. A voltage meter will indicate the voltage drop from one side of the connector to the other. If a voltage drop is occurring, the pump may not be able to operate with the remaining voltage available to it. If you measure less than 12 volts at the pump, there is a voltage drop somewhere along the wiring to the pump from the fuse box. Physically unplugging and inspecting the connectors may be the only way to find the bad connector. If a bullet type terminal does not snap into place, you can bet that it's connector is cracked and it will cause trouble. A bullet terminal at the wire's end can also cause the same system if some of the strands of the wire have been cut. That will reduce the wire's ability to carry current and cause a voltage drop to occur. Clean or replace the bad connector.
- 3) Bad ground at the pump - This can be checked by using a jumper wire between the pump housing and the chassis of the car. If the pump runs with the jumper in place, clean or replace the original ground wire.



A large group of club members attended this year's Christmas Party. As is normal for cuisine conscious southern Louisiana, food was in abundance. As part of a changing nationwide custom, alcohol was not served. Despite its absence, we all had a jolly good time of it. A big thank you to Beverly and Frazer Rice for the use of their home for this year's event.



BATTERY MAINTENANCE

We all know the importance of keeping the battery terminals and connectors clean. I wrote an article some months ago concerning battery maintenance. Being a clean nut, I have always keep the top of the battery clean. But, I did it just because I liked to see it that way. I have found a reason why the top of the battery should be keep clean as a matter of routine maintenance. Foreign substances on the battery top can conduct electricity across the battery terminals. This causes a voltage drop across the terminals. A drop in voltage leaves less than 12 volts for starting the car.

NOTE FROM THE PRESIDENT

The holiday season is here. May all of you enjoy a safe and happy holiday season. I wish you and your families a Very Merry Christmas and may we all look forward to a happy and prosperous New Year!

Cort

INTERIOR DOOR PANEL TIP

Door panels, whether or not they are made of leather or vinyl, are mounted to composition board. This material swells, cracks, and generally falls apart when gets it wet. The manufacture placed a sheet of plastic between the backing material and the door interior to prevent moisture from contacting the backing material. Insure that this material is present behind your door panels. If it is missing, You can use something as simple as a plastic trash bag for the purpose. Just cut it to size and glue it to the door before the panel is reinstalled. Your door panels will last a lot longer and drafts of air in the cars' interior will be reduced as well.

EPA RELENTS - A LITTLE!

The doom and gloom guys at the Environmental Protection Agency have allowed an extension to the dead line for the production of Freon-12 (CFC-12) by the Dupont Chemical. The date for the cutoff has been moved back from 1995 to 1996. Dupont previously stated that they would cease production of Freon-12 by the end of 1994. I assume that they will change that decision what with the EPA's announcement. The cost to convert all but the newest cars to be able to use the new HFC-134C refrigerant will extreme and you will be the one to pay for this cost, as usual! I will have a complete article on CFC-12 versus HFC-134C in a future newsletter.

Mr. Goodspanner

OVERDRIVE PHOBIA

I view overdrive units as I do S.U. carburetors. They are intimidating until you discover just how simple their design is to understand. A gain of knowledge from some reading of technical manuals, some hands on experience and you can feel at ease working on overdrive units. They are not magic black boxes, they are not delicate devices and they are, in fact, easier to work on than a standard transmission unit.

To have a properly functioning overdrive unit installed in your car is to have the following advantages:

- 1) One, in most cases two, more gear ratios with which to handle your car.
- 2) Reduced vibration and noise levels at speed.
- 3) Increased fuel mileage.
- 4) Increased engine life due to lower rpm's at speed.

The only negatives here are a small increase in the car's total weight and a minute change in the car's front to rear weight balance ratio as compared to not having an overdrive unit installed. But this did not cause the factory engineers to change any parts of the cars in order to compensate for the installation of overdrive units. You'll never be able to detect the differences!

The installation of an overdrive unit on most cars, on which overdrives were offered as a option, does not require any special tools or parts. The easiest way to install an overdrive unit on your car is not to adapt an overdrive unit to your transmission, but to swap out the appropriate transmission/overdrive unit from another car. Hopefully, from a donor vehicle which has a body or frame that is beyond saving. It hurts me to see a restorable car used for parts no matter how cheap it was to purchase!

Most overdrive failures occur because of out right abuse or age of the unit. Repair of an abused unit can be expensive just as it can be for an abused transmission. Age related problems are caused by the deterioration of rubber "O" rings, balls and seats all most of which can be purchased for around \$40.00 or so and can be replaced without dismantling the unit. The only expensive parts are only available as a set of parts. Those being the relief and low pressure valve assemblies at a cost of \$90.00 a set. I have not found it necessary to replace them. I do not recommend the use of a pack of assorted "O" rings from your local Auto Parts store as replacement items. Order only those "O" rings supplied by British car catalog companies. Access can be gained by removing two plugs or a plug and an inspection plate. It varies from unit model to unit model but the job can be done from the exterior of the unit just the same, if your not going to tear the unit down completely for inspection. If you do, do not forget to change the "O" rings on the two pistons which engage the unit into the overdrive mode. The oil pressure applied to these two pistons is high enough that even if their "O" rings do pass some oil, it usually creates no problem. However, if your inside anyway, replace them as matter of course. A good repair manual on the overdrive unit for your particular car will give you all the information that you will need in order to get the job done.

Use of the proper lubrication as recommended by the manufacture is essential and not the same for all units. Using higher viscosity lube may temporally effect a fix but it is not a lasting cure and may cause damage to the unit. Never use additives of any kind!

If you have an overdrive unit which is in need of repair, contact another club member with experience on overdrives to help you before serious damage occurs!

Mr Goodspanner

BMCNO CAR DAY UPDATE

For the first time your Car Day Committee has requested British car magazines to list the Car Day Event in their publications. The first listing has appeared in the February 1994 edition of "British Car" magazine in their Calendar section on page #40. It is hoped that these listings will attract many new entrees to our show. Get ready for lots of mailed requests for registration forms, Anne and lots of phone calls, Cliff!

MG-GT TECH TIP



The Zeus fastener at the rear left and right of the spare tire compartment cover can be kept from falling out when the cover is lifted. Just install rubber grommets of the proper size on bottoms of the fastener. It's easy to do, cheap, and you'll no longer spend time looking for a wayward fastener.

MR. GOODSFATHER

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