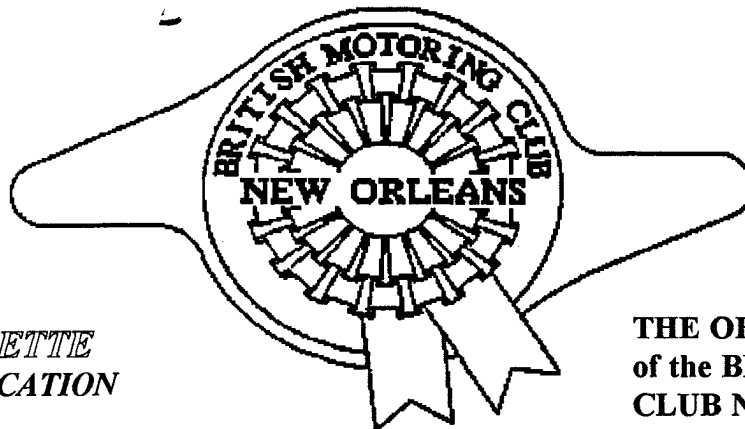


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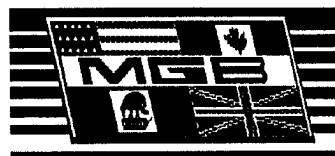


THE MORRIS GAZETTE
A MONTHLY PUBLICATION

THE OFFICAL NEWSLETTER
of the BRITISH MOTORING
CLUB NEW ORLEANS

James D. Jones
800 West 16th Avenue
Covington, LA 70433
Dues Due: 02/28/95

FEBRUARY 1995



North American MGB Registry Chapter

GENERAL MEMBERSHIP MEETING

RE-SCHEDULED TO FEBRUARY 21TH DUE

TO MARDI GRAS



March 1995



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	15	16	17	18
19	20	21 7:00pm GENERAL MEETING	22	23	24 CAR DAY PRE- REGISTRATION HOLIDAY INN	25 5th ANNUAL CAR DAY LAFRENIENE PARK
26	27	28	29	30	31	

CLUB EVENTS - CHANGES IN BOLD TYPE

February 19

Morning Call & Parade – 18th Street in Metairie at 11:45am for coffee and doughnuts, park in Lakeside Shopping Center's rear parking lot – later view Mardi Gras parade as a group.

February 21

General Meeting – rescheduled due to Mardi Gras being on last Tuesday of the month – New Orleans Hamburger – 817 Veterans Mem. Blvd., Metairie, LA. at 7:00pm

March 6

Officer's & Car Day Meeting – Anne Friloux's at 7:00pm.

March 21

General Meeting – rescheduled, so that, the meeting will be before the club's 5th Annual British Car Day – New Orleans Hamburger – 817 Veterans Blvd., Metairie, LA at 7:00pm.

March 24

5th Annual All British Car Day Pre-Registration and Reception at the Holiday Inn New Orleans on Veterans Blvd. at I-10 in Metairie, LA.

March 25th

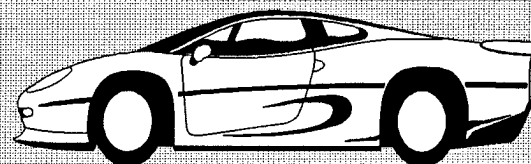
5th Annual All British Car Day held at Lafreniene Park off Veterans Blvd. at the end of Downs Blvd.

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4-95

OFFICERS FOR CALENDAR YEAR 1995

CLIFF HUGHES, PRES.	504-845-8709.	MEMBERS	MIKE ANDERSON	504-466-2717.
KEITH VEZINA, VICE PRES.	504-443-5056.	at	BILL BREITHOFF	504-288-4019.
ANNE FRILOUX, TREASURER	504-464-1734.	LARGE	FRED MAYER	504-626-8201.
JIM JONES, EDITOR	504-892-7774.		RODGER TALLEY	504-431-8053.

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! ORDER FROM ANNE FRILOUX AT GENERAL MEETING

MINUTES of the GENERAL MEMBERSHIP MEETING of JANUARY

The meeting was opened by the new club president, Cliff Hughes at 7:30pm. The Members at Large had been assigned the task of calling local club members by phone to remind them of the general membership meeting this month. This worked well, as the meeting room was filled to near capacity. One of the best attended meeting I have ever seen.

Cliff asked that all present stand up one at a time and introduce themselves and state what British cars that they owned (running or not).

New members were introduced and our guest speakers spoke on their business, Star Auto Electric, Inc., which rebuilds alternators and starters. Many questions were asked of them by those present at the meeting.

David Hayden gave a report on the tech session in Baton Rouge at Fred Fabre's Carriage House Garage.

Cliff spoke on the club charter remake being handled by Keith Vezina and the necessity for this change. He also announced that the member who sells the most raffle tickets this year will receive a Castrol Racing Jacket (very nice jacket).

Keith discussed the upcoming 5th Annual All British Car Day and the need for volunteers. He also presented the awards plaques to the winners of the E. E. Reynolds Rally. 1st place went to Terry Dempre, 2nd place to Keith Vezina, and 3rd place to Frazer Rice.

Peter Brauen spoke of the new style of judging for this years Car Day and his need for volunteers. The 50/50 at \$29.50 was won by Frankie Molnar. The meeting was closed by Cliff at 9:00pm.

OTHER CLUB'S CAR DAYS

April 29th, 1995 Panhandle British Car Association's "Panhandle British 3rd Annual Beach Bash & Car Show" - Pensacola Beach, Florida.

Contact: Keith Sanders at 2323 Copter Road, Pensacola, Florida 32514. Phone 904-478-3171.

October 7th, 1995 South Alabama British Car Club's "5th Annual South Alabama British Car Day" - USS Battle ship Alabama Memorial Park in Mobil, AL. Contact: None at this time.

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7-95

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10-95

MIDDENDORF RUN REPORT by Jim Jones

Wow! Big time event! If you missed the Middendorf Run, you missed a big one. The weather was fantastic, cool temps and bright sun shine. Over 65 people were present at the restaurant for great seafood (some kids were seen eating hamburgers) and over 20 British cars were driven to the event. We had 2 Rolls Royces, an MGT, MGA's, MGB's, an MGC-GT, a Sunbeam Tiger, Triumph TR6-7-8, and more.

The decision to have the Members at Large call other club members to remind them of the general meeting and upcoming events was a good one. Each Member at Large was given a list of about 17 club members to call. Each list was composed of the phone numbers of club members most likely to attend an event. Names on the list were dropped, if that person sounded like they were annoyed by the phone call, thus reducing the number of calls to be made. The attendance at the January general meeting almost filled our meeting area to overflowing. The Middendorf Run this year was the best attended on record! This effort was an experiment, it worked, and it will continue.

TROUBLE SHOOTING ON THE RUN by Mr. Goodspanner

Diagnosing a problem you are experiencing with your British car is one thing. But trying to find a problem that only occurs when the car is under way is something else. Here are a couple of tips, gleaned from Fred Fabre, to help you out.

For a possible fuel problem which occurs only at certain speeds or above a certain speed, use a vacuum gauge to monitor fuel pressure. Most vacuum gauges are also designed as pressure gauges. Insert a tee connection into the fuel line at the carburetors. Run a rubber fuel hose from the tee long enough to reach the interior of the car and attach the gauge. Now when the problem occurs, just read the gauge. If the reading is the same reading as when the car has no problem, (pressure reading being proper for your car) then the electrical circuits, fuel pump, fuel lines, and filters are not your problem! If the pressure reading drops, then you know the components to check out for repair or replacement.

For a suspected ignition problem which only happens while under way, try this. Hook up a high intensity strobe light (like a good timing light) and place it's sensor at any spark plug wire (or the coil wire) and run the wires of the light so that you can get the light into the car's cockpit. If you cannot get the light to reach that far, tape it in front of the windscreen with the trigger taped down. Watch the flashing light and when the failure occurs, see if any change takes place or if the light goes out. You can even connect the light to different spark plug wires in order to isolate the problem to a particular wire. Of course, if the only change you see in the light's performance is a higher flash rate, as you increase speed, that is normal.

A NOTE FROM THE PREZ

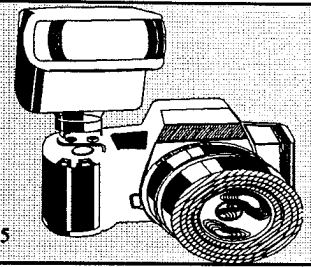
I was both pleased and pleasantly surprised at the attendance for the January general meeting. More than 64 members showed up for this meeting. And 65 PLUS members and guest were welcome at our Middendorf's event.

On Friday, February 10th, Peter Brauen, Jim Jones and myself motored to Mobile to personally invite the South Alabama Car Club to our Car Day. We received a warm reception and answered their questions regarding the upcoming event.

Car Day preparations are well under way. Anne Friloux will track the registrations this year for comparison with previous years. Please send in your registration early.

Car Day T-Shirts will be available at the February 21th general meeting.

ROGER GIBSON PHOTOGRAPHY
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2-95

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 two months before that date.

If your dues are due, send them in now before you miss out on your next MORRIS GAZETTE!

WELCOME NEW CLUB MEMBERS

New members are entitled to a BMCNO T-Shirt and a Name Badge with Holder. The T-Shirt & Badge Holder will be shipped to new members free of charge by the club treasurer. The Name Tag will be included with the Morris Gazette.

Richard A. Barattini
10004 Hyde Place
River Ridge, LA 70123
504-737-3249

'62 Jaguar MKII White & XJ6 Black

Cathy Greenfelder
5537 Berkley Drive
New Orleans, LA 70131
504-392-9261

'79 MGB Green

IN MY TRAVELS by Jim Jones

The restoration of Mike Schrantz's '64 Jaguar MKII (really his wife's – Mary D.) is moving along at a fast clip. It must be fast, because Mary D.'s law is: "No work will be done on Mike's Austin Healey 100-4 until the Jag is completed".

Saturday the 4th, the main work was the installation of a new main wiring harness. The hardest part behind the dash was done with the least amount of lost skin from Peter Brauen's and my hands. Great care was taken by Peter to install the new harness exactly as the original harness had been installed.

Two modifications were necessary. The same model car was produced with one of two type control boxes and it was not stated to the supplier which type it had. The car has the later type and naturally the supplier sent the harness with the connections for the earlier type. I had enough of the proper push on connectors and sleeves to get the job done, and a crimping tool by AMP which does the job just like the factory. (No, I don't know where you can get one, I acquired it some where along the way) Plus, Peter soldered each connector for an absolute secure electrical contact. (That something extra which makes it a really good job) The other modification was for the starter relay. These connectors were likewise changed from screw on types to push on types. The nearside headlamp harness was in bad shape and the farside harness had been hardwired in with non-stock, improperly color coded wires. Mike made the decision to order up some new ones rather than repair the existing harnesses. We will install them next weekend. We completed most of the brake system hydraulics (The front suspension is not yet in place) after Peter handmade new steel lines. Boy, do they look good installed in the newly painted engine compartment.

A SQUIRT IN TIME by Mr. Goodspanner

If you have scheduled time for some major work on your British car, here is something you can do ahead of time that will make that job easier. Give all the nuts and bolts related to that job a good soaking with a penetrating solution (WD-40 or the like) a day or two before you plan to do the work. You will pat yourself on the back for doing so. The penetrating fluid will have had the time to do its work on those stubborn parts and they will yield to your will much easier.

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1-95

WHAT YA GOT? by Editor

Club records are difficult to keep up dated. This is especially true for the listing of club member's British cars. Cars are sold and new ones are purchased. In an effort to make the list more current, I would appreciate each club member making this information available to me.

Write up a list on a piece of paper, including make, model, and color. Give it to me at any meeting or event and I will use this information to up date the club's listing. I receive request for this information from registers, suppliers, etc. and I would appreciate more accuracy.

OVERDRIVE-A-PHOBIA by Mr. Goodspanner

I don't know what fear of overdrive units is all about. I have had the privilege of working on or assisting with work on a number of MGB units, an Austin Healey unit, and a Jaguar unit. They are all the same in the principles under which they operate. Different types and models, but the same idea.

Most units can be made to operate well with just the replacement of a few "O" rings and a couple of check balls. On late models, these parts can be replaced by removing the side plate with the unit still installed in the car! Older units do require removal. When the oil is drained, if no bits of brake lining type material or pieces of brass are found in the oil, chances are the unit only needs the above mentioned parts.

Of course, I must admit that this is not always the case. Nothing was found in the oil drained from the Jaguar unit, still a bronze thrust washer had managed to divide itself into many smaller parts and lodge those parts all through out the unit. This is the first time that I had ever seen this happen and it may have occurred because the tweaked Jaguar engine (oversized high domed pistons, larger S.U.'s, porting, etc.) had applied more torque to the unit than it was designed to endure, and some previous driver was a "hot rodder".

But the units are not "black boxes" that work by magic. They can be disassembled, parts replaced, and reassembled with success. A good repair manual contains all the information needed to do the job of repairing or rebuilding an overdrive. Remember that you belong to a club of members with experience willing to help you. We also know where you can get the job done for a reasonable price.

If you are going to do the job of rebuilding a unit yourself, you can go ahead and order all the gaskets, "O" rings and check balls/sets before time. You will not know if any other parts will be needed until you disassemble the unit. Check the annulus, sliding member, and one way clutch for cracks. These parts are expensive and may determine whether or no you should decide to rebuild a different unit.

Finally, overdrive units can be installed in cars without them if overdrives were an optional item when the car was sold new. Do not try and adapt an overdrive unit to your transmission. Obtain a used transmission with overdrive already installed and rebuild both units. With an overdrive unit in your car, you will not believe it is the same car.

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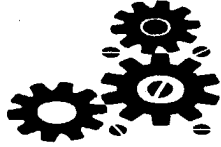


2-95

BRITISH CARS & SPARES

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

- CAR AUTO CROSS PREPARED TRIUMPH SPITFIRE—1500cc, ported, balanced, high-compression engine. Roll bar, 7 inch wide Mags with Hoosier racing slicks, class competitive with trailer and spares – \$2500 OBO. Call Alden Bienvenu evenings at 504-536-4193.
- PARTS MGB—GT - Parting out whole car, act fast before this car goes to the junk yard for crushing. Call Peter Brauen at 601-467-0519.
- PARTS MGB chrome bumper misc. parts. Call Richard McGinnis at 504-892-3997.
- CAR '73 MGB roadster—New top, tires, & paint—\$3500. Call Frank Crain at 504-845-2084.
- PARTS Haolgen Blubs—Special price, \$7.00 —Call Cliff at 504-845-8709.
- PARTS '70 Austin America 2-door (no engine, trans, or sub frames parts—Hood only usable sheet metal) Steering rack & post, rear & side glass, rear & front seats, dash with gauges and switch, etc. Call Jim 504-892-7774.
- PARTS MGA Coupe – Call Cliff 504-845-8709.
- CAR '71 MGB—\$1,000—Call 504-8709.
- CAR '76 MGB—Dark blue, hard top, interior good, runs, some spares—Make offer. Call Steven 504-469-6809 leave message.



CAR DAY VOLUNTEERS NEEDED

Your club is seeking members to volunteer their services for our Car Day in March to run the various car day activities. We are in need of club members to work under these committee heads both Friday for pre-registration, and reception, and for Saturday the day of the car day for parking and serving at the awards banquet. Contact any club officer and volunteer now.

IN MY TRAVELS by Jim Jones

I have been looking for a 1275cc engine as a replacement for the 1098cc engine in my '64 MG1100. The 1275 would not only give me a more powerful engine (22 more horses), but the transmission would give me a synchronized first gear.

The MG1100 is a front wheel driven car and the engine is not exactly the same as a Sprite or Midget engine making it harder to obtain. The car is really a Morris designed on Mini sub-frames and hydrolastic suspension system (no shocks or springs) that was badged by many British companies. IE: Austin, MG, Morris, Princess, Riley Kestrel, and Wolseley. Approx. 2.2 million were produced, but most have rusted into the ground and few were exported to the U.S. Spare parts can be hard to come by, except for the engine, which is basically an "A" series engine and is still produced for use in new cars today.

Peter Brauen located a 1970 Austin America in Mississippi. Unfortunately, the owner had parked the car in the woods behind his house and the car had sunk to the floor pans into the mud after years of sitting in the same place. However, the owner only wanted 50 bucks for it, and the engine and tranny were what I wanted. On closer inspection, it was found to be air conditioned with a beautiful interior unit that ran the entire length of the dash and that the engine was complete.

Getting the car out of that mud was another problem. The car was more than 100 feet from the road, the ground was soft, it was lightly raining, and a post blocked easy removal from it's resting position. The skid truck was stuck big time in the mud and a second tow truck had to be summoned to get it out. Great Fun! The car was delivered to Peter's place in Bay St. Louis and we removed the engine, tranny, front sub frame, and front suspension as a unit. The car itself is going to be stripped and then junked. Too many years in the mud has left it one crispy rust critter. Too bad, one more car bites the dust (or is that the mud?).

5th ANNUAL



BRITISH CAR DAY

SATURDAY, MARCH 25th, 1995.

CAR DAY T-SHIRTS WILL BE AVAILABLE
AT THIS MONTHS GENERAL MEETING AT
THE PRESALE PRICE OF \$10.00 - BE THE
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or Keith at 504-443-5056.