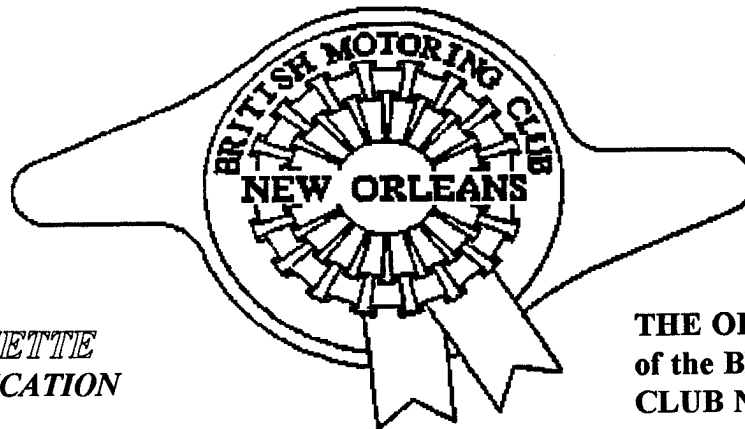


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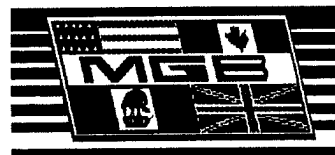


THE MORRIS GAZETTE
A MONTHLY PUBLICATION

THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB NEW ORLEANS

James D. Jones
800 West 16th Avenue
Covington, LA 70433
Dues Due: 02/28/96

MARCH 1995



North American MGB Registry Chapter

GENERAL MEMBERSHIP MEETING
RE-SCHEDULED TO MARCH 21TH
DUE TO
THE CAR DAY



April 1995



BRITISH MOTORING CLUB EVENTS

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9 4:00pm PARK BAR-A-QUE	10	11 7:30pm OFFICER'S MEETING	12	13	14	15
16	17	18	19	20	21	22
23	24	25 7:00pm GENERAL MEETING	26	27	28	29 PENSACOLA BEACH CAR SHOW
30						

CLUB EVENTS - CHANGES IN BOLD TYPE

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 (not at the church hall next door) 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., Metairie, La. at the end of Downs Blvd.

April 9th

Bar-A-Que at Lafreniene Park in Metairie, La., 4:00pm. Bring your own eats. The club will provide charcoal fires, cold drinks, etc. Look for the British flag at one of the shelters.

April 11th

Officer's Meeting 7:30pm at Bill Breithoff's place.

April 29th

Pensacola Beach All British Beach Bash and Car Show – Hosted by the Panhandle British Car Association and the Pensacola Chapter of the Austin-Healey Club of America. Contact: Stan Oman at 904-479-0839.

IMPORT PART CENTER

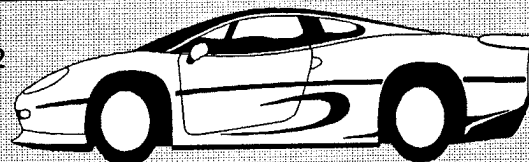
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4-95

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 FEBRUARY

The meeting was opened by the club president, Cliff Hughes at 7:30pm. Cliff spoke on the Car Day progress and the need for club members to pre-register their British cars. Bill Breithoff gave a report on the Coffee & Parade Run. There were only 2 cars and a total of 4 people at the event. (We won't hold this one again!) Keith Vezina displayed and sold Car Day T-shirts. (Very different and very nice!) Mike Brown gave a report on the Middendorf Run (65 people and 20 British cars!) and the cruise afterwards (Just a few cars). A new member was signed up, Tom Noble, owner of a Triumph TR6. The 50/50 was won by a guest and possible new member, Manny Dias, at \$20.00. The meeting was closed by Cliff at 8:30pm.

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!

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: Ben Caddell at 205-661-9388.

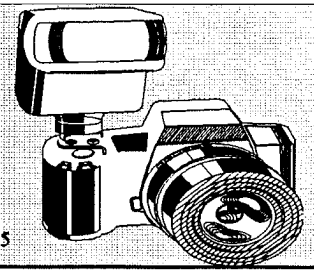
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2-95



IN MY TRAVELS by Jim Jones

Total equipment failure! That's what happened Saturday the 11th at Mike Schrantz's place. We were preparing to install the engine in Mike's '64 Jaguar MKII. We used the engine hoist (lift, crane, whatever you may call it) to lift the front end of the car and had placed the engine underneath. With the entire front suspension removed earlier for rebuilding, this method of installation is in order and is easier than inserting the engine, transmission, and overdrive as a unit from the top of the engine compartment.

We needed just a little more clearance between the engine and the car's frame to line up the engine properly. One more pump on the handle of the hoist would do the job. In an instant, the hoist failed! Not slowly, but all at once! Luckily, on one was hurt.

The car's frame came down on the engine and the engine rolled off it's two supporting dolleys. It came to rest on it's left side. Mostly resting on the front at the timing chain gear (dual overhead cams). A number of valve cover studs were bent and the forward most one was broken off. After the engine was righted, it was discovered that the pressure on the timing gear was just too much for the cam shaft to which it was bolted! The cam shaft had sheared off just behind the gear.

We were all a little shook up and taken back by the damage. The big question was: Why did the hoist fail? We disassembled the hoist and began to look for the cause. The cylinder for the ram had split open for about eight inches. This explained just why the failure was so sudden and so complete. It did not explain why it happen at in the first place.

The hoist was not overloaded, not being used beyond it capacity. Two men could lift the front end of the car and hold it at waist height. No job at all for a 3 ton hoist.

We looked for a relief valve or bleeder hole at the upper travel limit of the hydraulic ram in the ram cylinder. This had to be there in order to release pressure if the hoist was continued to be pumped after the ram had reached it's limit of travel. If not, the excessive pressure would rupture seals or, as happened, crack open the ram cylinder. There was a bleeder hole at the top of the ram cylinder, but it had been sealed over by the wrench used to tighten the cylinder into it's base during manufacture!

The hoist had reached it's limit of travel and, with the bleeder hole plugged, one or two more pumps built up enough pressure to crack the ram cylinder – TOTAL FAILURE!

I want to tell you that the whole thing scared the living pa-gee-bees out of me. This hoist was not made in America, England, Germany, or any other country noted for it's expertise in manufacturing, but in The People's Republic of China (the very name is a joke) noted for poor quality of manufacturing. Mainland China's products are even worst.

Products made in these countries are cheap in price and cheap in quality. The brand names are a deception, like "Chicago Mills", to make you believe that they are made in America. You must look closely to see that they are made in "Cheap, But Deadly Lands".

Think about your own safety next time you are tempted to buy "Cheap"!

OPINIONS EXPRESSED IN THIS NEWSLETTER DO NOT NECESSARILY REFLECT THOSE OF THE CLUB OFFICERS – BUT THEY COULD!

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1-96

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1-96

CARB SAFETY by MR. GOODSPANNER

S.U. Carburetor float needle valves can be unreliable at times. When they fail to seat properly, they can be down right unsafe. When they stick open, the carburetor float chamber fills with fuel and the fuel overflows. If you do not have down tubes (sometimes called vent tubes or hoses) or hoses to carry away this excessive amount of fuel, the fuel drips on everything from the exhaust system to the car's frame. A major engine compartment fire could be the result.

Please insure that your carburetors have their down tubes or hoses in place. Some models of S.U. carburetors have fuel bowl vents, but no provisions for the connection of down tubes or hoses to carry away overflow. Not a safe design! These carburetors float bowl tops can be drill and taped at the vent holes to allow the installation of fittings which will accept down hoses. Or you can obtain tops to fit your float bowls which do have overflow fittings already installed. It's much better to have fuel spilled on the ground than all over your engine compartment waiting to be caught on fire. (Of course, the EPA guys may not think so!)

The car parts suppliers have come up with an alternative part for the float bowl needle valve and seat arrangement. It's called the "Grose Jet". This design utilizes two balls, not a needle valve, to control the flow of fuel as demand for fuel changes. They work well and have less of a tendency to stick open as their larger fuel path lets crud in the fuel pass through without jamming the valve open.

When a car is set up for long periods of time, deposits can build up on both types of jets, but the Grose jet is easier to clean up without damage.

Be safe, insure that your carburetor float bowls have down tubes or hoses installed and give the Grose Jets a try!

CAN YOU ANSWER THIS QUESTION FOR ME? by Jim Jones

Cadillac has been advertising on TV that their new engine can continue to propel their car for 50 miles (Count them fifty miles!) after the loss of all engine coolant. How they do that? The car is shown cruising down a desert highway somewhere under full sun. They don't say that the engine isn't burned to a crisp after that fifty mile run with no coolant. What kind of miracle advancement has occurred? Is this engine's internal parts ceramic coated, so that the heat is all passed out of the engine and not absorbed by the block?

I have an inquiring mind, I need to know how this thing can happen! Do they place heat eating microbes in the cooling system in case of the loss of coolant? I gotta know!

They wouldn't lie to me, would they? I get the feeling that they are not telling me the whole truth. Something is missing here. Internal combustion creates heat, lots of heat. Does Cadillac shut down the engine and use this heat to drive another power source to propel the car for another fifty miles. I think not!

I think that the advertising people are just telling us what they want us to know. Just part of the truth, not the whole truth. I thought about asking a Cadillac salesman how this can work, but then I remembered that I had never talked a car salesman who really knew anything technical about the car he was selling anyway. He was always lucky if he could tell me how to unlatch the cover plate over the fuel cap (They never have any gas in the tank when they sell you the car) so that I don't play the part of the fool at the gas station. Does anybody know how this miracle works?

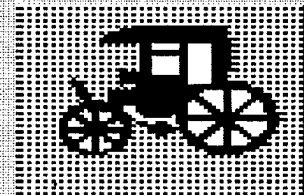
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BRITISH CAR REPAIRS AND A FEW PARTS FOR SALE

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2-95

ROUTINE IGNITION MAINTAINANCE by MR. GOODSPANNER

Your British car is beginning to take longer to get started. It's just been setting too long, you say. The engine pings under load. It's probably just bad gas, you say. Your not getting the gas mileage you're used to getting. It's an old car, you say.

Routine maintenance of your ignition system will, in all probability, cure all these symptoms and more. Replacement of distributor points, condenser, rotor, cap, high tension wires, and spark plugs on a timely basis will go a long way in keeping your car running properly or at all. These parts are not forever. Point sets wear unevenly, corrode, and the gap changes, caps and rotors crack (you cannot always see the crack), condensers fail (with no visible indication). Ignition wires get old, the insulation cracks and high voltage sparks jump all over the place (not getting to the spark plugs). Spark plugs lose their gap and deposits build up on the ceramic and provide a path to ground for the spark.

Always set the spark plug gap according to specifications, they are not necessarily set to your engine's needs by the manufacture. Do not over tighten the spark plugs. If the plugs do not have a crushable washer installed, hand tighten and torque to spec. or 1/8th turn. If they do have a crushable washer, hand tighten and torque to spec. or 1/4 turn. Over tightening can damage threads in the head or, at least, make it hard to remove the plugs next time around. If the plugs have removable connectors at the ignition wire end, insure that they are tight.

When replacing point sets or condensers it is sometimes easier if you remove the point's breaker plate from the distributor. No settings will be lost that you do not have to make anyway. The plate is held in place by two screws on the outer circumference of the distributor housing. (cut outs in housing) Pull the coil low tension wire connector from the distributor housing and the whole thing can be brought to a work bench. It sure beats leaning over the fender of your car with a trouble light and dropping parts all over the place. Of course, pulling the whole distributor out of the car is really the best, as you should be resetting your timing anyway. Plus, you can get to inspect the mechanical weights that hide under the breaker plate, lube them, and make sure that they are free to move. Just, mark the distributor housing and it's binding plate, so that, you can put the distributor back in close to it's original position. Also, put a little grease behind the points rubbing block where it contacts the cam lobes, and a drop of oil under the rotor on the screw at the end of the distributor shaft. (this drop of oil keeps the mechanical weights happy)

One other tip is to insure that coil center connector, into which the coil high tension wire plugs, is clean. This may require that the coil be removed from the car. The coil connector can be corroded or just dirty. If the coil wire has ever backed out, carbon will build up as the spark jumps the gap. (Carbon is not an insulator, but it is resistive to the flow of electrical current.) The connector can, most often, be removed for cleaning. It is usually held in position with a large headed screw. You can determine how often to do these things, I would say at least once a year.

A NOTE FROM THE PREZ

Final preparations are underway for the 5th ANNUAL BRITISH CAR DAY. Talked with Anne Friloux a few minutes ago, and we have almost 50 registrations for this event. We are expecting over a 100 cars this year, and we may surpass 120!!!

Many thanks go to our committee heads and volunteers, as they are doing a fantastic job this year in putting us over the top. To our club members that haven't registered, we need your help and \$. Our CAR DAY this year is a regionally sanctioned NORTH AMERICAN MGB REGISTER event. What does this mean? The REGISTER is supplying dash plaques for every registered car, and is also supplying us with REGISTER BANNERS.

During the month of October, NAMGBR will host it's annual general meeting in New Orleans. They have asked us to provide them with photos of an MGB in a French Quarter scene for the October issue of MGB DRIVER. They have also asked us to join them for a breakfast, and a dinner engagement during that weekend. MORE TO COME LATER. I wish to thank Snubbs and Peggy Bienvenue for the "HISTORICAL COLLECTION", of the first 10 years of the Louisiana Centre, MG Car Club, our predecessor. I will bring these photos to the next meeting, and anyone wishing to look at these momentous can do so.

At our last officers meeting, we were trying to determine who had the video tapes of carburetor overhaul, etc. Well, they have been located in the box given to me by Frazer Rice last year. These tapes will also reappear at the March meeting. SEE YOU ON THE 21ST.

Pensacola Beach All British Beach Bash and Car Show

The Panhandle British Car Association and the Pensacola Chapter of the Austin-Healey Club of America will again join forces to present the 3rd annual "PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW." The event is scheduled for April 29th, 1995, and will again be held on the Pensacola Beach on the LEFT just past the Toll Booth.

For the early arrivals, we've planned a "Red Beans and Rice" supper from 6:00 to 10:00, Friday night at the Best Western on Pensacola Beach. Registration will be open Friday night, and starting Saturday at 8:00 a.m.

The judging this year will be "People's Choice." For each car entered, the owner will receive a ballot to mark his/her choice for first, second, and third in each class.

We are scheduling activities for all ages in the parking lot throughout the day. For those who wish to venture out, the beach and fishing pier are next to the show site as well as an amusement park, and the Boardwalk Shopping Plaza is just across the street.

Any "Car-related vendors" are welcome to set up on site at no charge, but you must apply before April 20th for us to make space available. Bring your own tables and electricity if needed. Motor home and care trailer parking next to the show site is available for the *night before* and *day of the show only*. (Please arrive Friday after 3:00 or very early Saturday if you need oversize parking space.)

Two motels are being suggest for our out-of-town people coming to the show: Pensacola Beach Best Western (site of Friday night's party), phone (904) 934-3300, \$79 facing land, \$89 facing the Gulf; Beachside Resort at Pensacola Beach, (904) 934-1444 or 1-800-232-2416 (next to Best Western on the Gulf). Phone for rate's (lower rates).

For more information or assistance, to become a vendor or sponsor trophies, please contact:

Panhandle British Car Association
3326 Pine Forest Road
Cantonment, Florida 32533

Stan Oman (904) 479-0839

CLASSES OF CARS

1. AUSTIN-HEALEY SPRITE/MG MIDGET
2. AUSTIN-HEALEY 100-4, 100-6, 3000'S
3. MGT SERIES
4. MGA SERIES
5. MGB & C CROME BUMPER
6. MGB & C GT'S
7. MGB RUBBER BUMPER
8. JAGUAR XK CLASS THRU 1961
9. JAGUAR E-TYPE 1962 THRU 1970
10. JAGUAR XJ SERIES
11. JAGUAR EARLY FOUR DOOR MODELS
12. TRIUMPH TR-2, TR-3, TR-4, TR-250, TR-6
13. TRIUMPH TR-7, TR-8, SEDANS, STAG
14. TRIUMPH SPITFIRE
15. BENTLEY, ROLLS ROYCE, JAG VII-X
16. MORRIS/AUSTIN/MG SEDANS
17. JENSEN-HEALEY
18. SPECIAL INTEREST (METROPOLITIAN, DELOREAN, TVR, OTHERS NOT LISTED)
19. BRITISH CYCLES AND CYCLES POWERED
20. BRITISH RACE CARS (SCCA, RALLY, MODIFIED, CUSTOMIZED, OFF-ROAD)
21. UNDER RESTORATION

PRE-REGISTRATION FORM

PENSACOLA BEACH ALL BRITISH BEACH BASH & CAR SHOW

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Registration is: \$15.00 if registered before APRIL 1st, 1995

\$20.00 after APRIL 1st and at the show. Additional cars are \$10.00 at all times.

DASH PLAQUES WILL BE GIVEN TO THE FIRST 100 PRE-REGISTERED CARS.

CAR # 1 _____ 15/20° \$ _____

CAR # 1 _____ 15/20° \$ _____

CAR # 1 _____ 15/20° \$ _____

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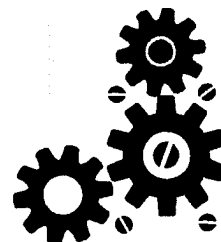
BRITISH CARS & SPARES

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

CARS FOR SALE: TRIUMPH '74 & '77 Spitfires – Parts or whole – '74 body fair, has engine
'77 body good, engine good, has hard top. Call Jim Cash at 504-275-3011.

PARTS FOR SALE: BUGEYE Bonnet – Steel – fair condition. Call Karl Keiger at 504-737-2086.

WANTED: MGB carbs – pre-emissions – HS4 with linkage. Call Karl Keiger at 504-737-2086.
Trailer suitable for Sprite/Midget. Call Karl Keiger at 504-737-2086.



KEEP YOUR RECEIPTS by Michael Delacerda

I am writing about a recent experience that I had getting tires mounted for my Austin Mini. Being that we all use tires on our cars, I figured that it is in the club's best interest to hear my story.

After some searching, I finally found tire locally to fit my Mini. As you may not know, these tires are an odd size, being that they fit on mere 10 inch rims. Before getting these tires mounted, I first cleaned and painted a spare set of rims, since the ones on my car were very questionable. I then took these rims and new tires to Direct Tire Town located on Causeway Blvd. I choose this business because they have always been very helpful in the past, mounting and repairing tires for me on my other British cars.

After they mounted and balanced the tires, I brought them home and stored them in the garage thinking that I'd put them on the car when the weekend arrives.

Well, when it came time to put them on the car, I was shocked to find that they were all flat. I asked Phyllis, my girlfriend, to take them to get checked out for me on Monday while I was at work. She took the tires to Lucas Tires in Metairie. It was then that she was told that the beads which hold the tires to the rims had been broken. The gentleman at Lucas suggested that the tires be taken back to Direct Tire Town where they could dismount the rest of the tires and accept responsibility for what they had done.

The only problem was that I no longer had the receipt for the original mounting and balancing at Direct Tire Town. When we approached the owner with our problem, he became very ugly and said that we could not prove anything since we did not have the receipt for the work claimed to be done at his shop. Warren, the owner, was the person who actually did the mounting and the damage. I just cannot believe that he did not remember us. I guess that he mounts tires on 10 inch rim all day long. So, not only did I have to buy more tires, but I now have to pay a disposal fee on the tires that Direct Tire Town ruined. !!! Keep Your Receipts !!!

COME ON OUT TO THE CAR DAY

IT COST NOTHING TO VIEW THE BRITISH CARS ON DISPLAY
FOOD AND BEER SOLD BY "THE FRIENDS OF THE PARK"

MEET OLD FRIENDS – MAKE NEW ONES

MARCH 25th LAFRENIENE PARK in
METAIRIE, LOUISIANA