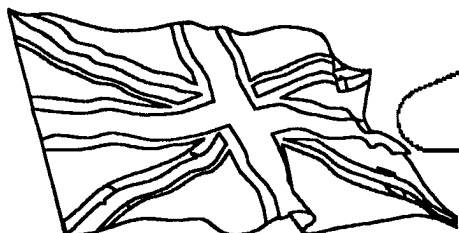
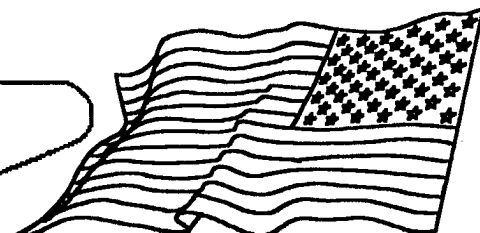
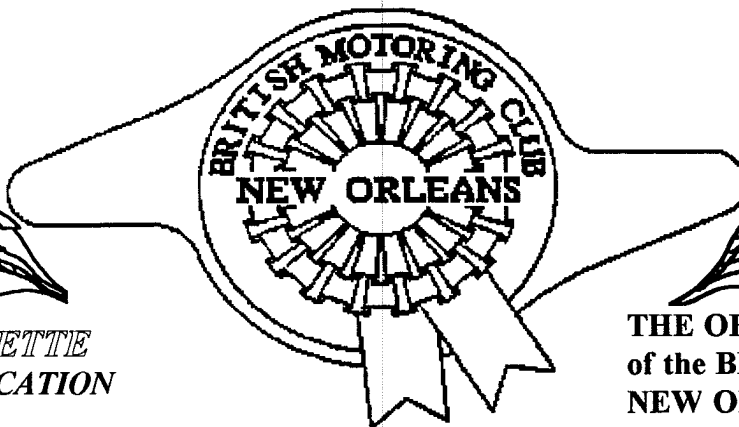


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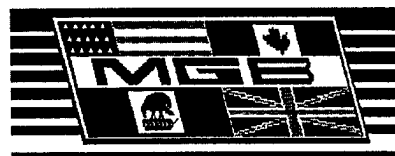
THE MORRIS GAZETTE
A MONTHLY PUBLICATION



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

JUNE 1995



North American MGB Registry Chapter

1275cc engine installed in Jim's '64 MG 1100




Peter has acquired early Healey

Michael has 1275cc engine for 948cc Mini

Fred's TR6 gets hot new engine

July 1995

BMCNO EVENTS CALENDAR

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

CLUB EVENTS - CHANGES IN BOLD TYPE

- JULY 15** BUSH RUN – A cruise to the House of Seafood in Bush, La. All you can eat seafood buffet. Convoy will leave rear of Lakeside Shopping Center in Metairie, La. at 5:30pm and Claiborne Hill Shopping Center in Covington at 6:30pm.
- JULY 11** OFFICER'S MEETING – Keith's place at 7:30pm.
- JULY 25** GENERAL MEETING – New Orleans Hamburger & Seafood located at 817 Veterans Mem. Blvd. in Metairie at 7:00pm.

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
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FAX: 504-277-4591

1-96

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.

Dan Melesurgo
#8 Yosemite Drive
New Orleans, LA 70131
504-391-3227
Triumph TR 6, White.

Dr. Donald E. Richardson
74094 Highway 21
Covington, LA 70435
504-892-8673
Lotus 7 Model 7, Blk W/Gold Trim.

MINUTES of the GENERAL MEMBERSHIP MEETING of May

The meeting was opened by club president, Cliff Hughes at 7:30pm. Discussions centered around the poor showing at the annual Rice Picnic at Pass Christian on May 21. The consensus was that the date was moved to accommodate other functions unrelated to the BMCNO.

This month's activity was a pool party hosted by Cathy Greensfelder, which was subsequently canceled. Many members were still cleaning up after last month's flood.

Keith and Cliff both gave an update on the charter changes forthcoming for the next few months. It is very important that we have a good turnout for the next 2 meetings, as a vote will be taken in July to ratify all charter and article changes.

Meeting adjourned at 8:30pm.

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CAR CLUB DUES

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

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.

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NEW & REBUILT STARTERS, GENERATORS, AND ALTERNATORS.

TONY MORILLARO

7-95

Well, the rebuilt '71 Austin America 1275cc engine along with it's rebuilt transmission and differential (All painted the original ugly green) has been installed in my MG 1100. The extra torque the larger displacement engine produces was evident the very first time I engaged the clutch. Noise levels are much lower with everything rebuilt and with an engine turning lower rpm's per vehicle speed.

I had removed everything from the engine compartment after pulling the old engine out, "Super Cleaned" and sand blasted the compartment. Peter Brauen painted the compartment for me and it sure looked good.

The engine really went in easily. But, the conversion from the 1098cc engine to the 1275cc engine took a little planning. In order for the radiator set up to fit properly, the combination of the later radiator and the earlier radiator cowl was necessary. Part of the lower radiator mounting bracket had to be ground away so that the lower hose and clamp would fit properly. The oil separator attached to the timing chain cover (which the 1098cc engine did not have) conflicted with the radiator cowl and both had to be modified.

The flywheel from the 1098cc engine was used because it was lighter and its working surface was in fine condition. The 1275cc flywheel would not come off without the use of the proper puller. Using the correct tool, it just about fell off. The new engine still runs smoothly despite the lighter flywheel and revs a little quicker.

The conversion from the 1275cc engine's single carburetor to the 1098cc's dual carburetors necessitated major reforming of the heat shield. This action was, in part, brought about by the installation of an intake manifold designed for use with a PVC valve. The reforming was necessary in order to cause the heat shield to not touch either the carburetor float bowls or the exhaust manifold. The air rail was not used, so there was the problem of plugging up the four tapped holes in the cylinder head. I could not find headless allen bolts of the proper size and had to use longer than necessary allen bolts with large heads. They did the job, but did not look nice. Later, I paid a visit to Paul Caldara in Long Beach, MS. and he had the proper bolts for the job. Thanks, Paul!

The installation of the of the PCV valve brought on other problems. The throttle cable and the metal heater tube both occupied the same area as the PCV valve. The metal heater tube's center portion was cut out and replaced with rubber hose to by-pass the PCV valve's hose. Later I may replace that set up with a metal heater hose which mounts over the valve cover. The throttle cable trouble pretty much solved itself after the above was done.

Before the new engine was installed all the hydraulic lines were replaced with newly made up steel lines.

After everything was reinstalled, a few other problems did pop up. A brake line fitting leaked at the four way union and the flare had to be remade. The choke cable sheath came loose from it's connection at its dash end and had to be replaced. The speedometer cable broke two inches short of the speedometer and there was an exhaust system hanger to be fabricated. All, of which, were accomplished in time.

The new engine cranked up on the first try and ran well. But, at moderate rpm's, light blue smoke poured from the tail pipe. Lots of it! This worried me! Later, I remembered that the used PCV valve's diaphragm was cracked. The PCV valve was loaded with oil. I had ordered a new one and after it arrived and was installed, there was no more smoke. The rebuilt larger capacity engine runs smoothly and performs well! Many thanks to Peter Brauen for all his help!

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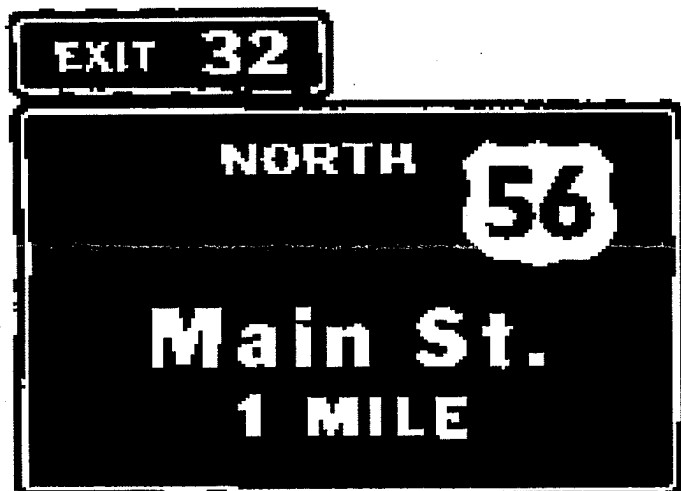
MICHAEL LUCKS OUT

A guy called Michael Delacerda and said that he had a bunch of Morris Minor parts. He asked Michael if he would be interested in buying them. Michael figured what heck and went to see what the guy had.

Well, turns out the guy did not have what he thought he had. Most of the parts turned out to be for an Austin/Morris 1100/1300, including a complete 1275cc engine. Michael has been on the lookout for a 1275cc engine for his Mini which has a 948cc engine. (Not much power at all.) After the conversion, Michael is going to fly down the road in his Mini!

PETER GETS ANOTHER HEALEY!

After Peter Brauen's return from England, (A delayed honeymoon for Melissa) a long worked on deal for an early model Austin Healey 100-4 (Two piece dash for those of you in the know) has been completed. The car is in restorable condition and will be at Peter's place in Bay St. Louis, Mississippi by the time you read this article. Peter will now have two Healeys, one of the earliest models and one of the latest models made.



Most interstate exits are on the right, but not all of them. Ever wonder if there is a way that you can tell? Look for the small exit number sign attached to the larger sign. If it is on the left, the exit is on the left and if it is on the right, the exit is on the right!

EDITOR
HAS
BIG
NEED!

Come on all of you out there! I need articles from ya! Many of you are working on a British car, have had experiences relating to your British car, or just know some interesting things. It can really be difficult thinking up and composing almost all the articles for the monthly newsletters. Especially when it is not the only thing that I have to do with my life.

Your article can be published by simply mailing it to me. (just 32 cents) You can send it in most any form from handwritten to computer disk. (3.5" or 5.25") I can handle most formats with Micro Soft Write being the most compatible.

I will even correct grammar for you (to the best of my ability) and spelling for you (to the best of my spell checks ability). Sometimes I even have some help from an ex-English teacher. Send to BMCNO Editor, 800 W. 16th Avenue, Covington, LA 70433.

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10-95

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1969 MGC-GT Pale Primrose, Painted Wires. Completely restored to stock condition in 1993. 1st in class 1993 American MGC Registry show in Virginia. 1st in class Memphis show 1994. \$12,000 or cash & trade. Call Jim Jones at 504-892-7774. (Covington, LA)

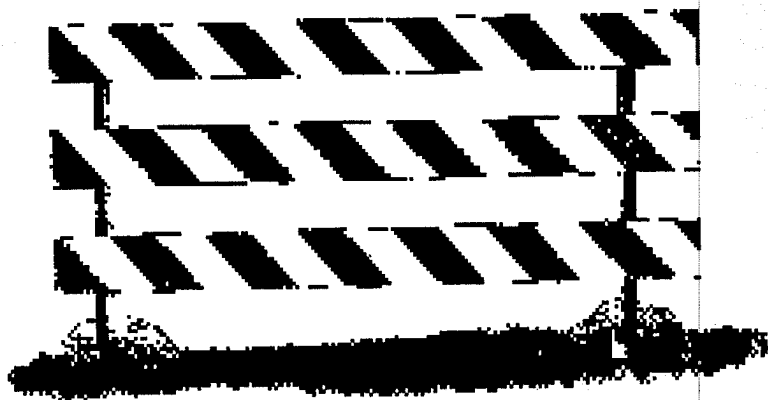
'58 MGA 1500 - Abandoned Restoration. Call Peter ay 601-467-0519. (Bay St. Louis, MS)

SPARES FOR SALE

MGA front valance - Fine condition. call Michael Delacerda at 504-887-5756. (Metairie, LA.)

WANTED

Front vent window gaskets for Morris/MG/Austin America, etc. models 1100/1300, 1962 on. Call Jim Jones at 504-892-7774. (Covington, LA)



Do you know what this sign means other than the fact that you are entering a construction zone? The diagonal stripes on the barricade slant downward toward the proper lane to take. In the picture that's to the right!

TECH TIP by Mr. Goodspanner

If your car has a PCV valve and you find that it is impossible to set your carb(s) properly or light blue smoke is coming out of the tail pipe and your using oil, replace the diaphragm in the PCV valve. While a replacement PCV valve is expensive, \$99.00, the diaphragm is not, \$7.95. It is easy to maintain and the benefits are great.

Even if your British car did not come equipped with seat belts, if you drive it, it needs to have seat belts installed. You'll be just as injured or dead as if you took them out of your new car! When an older car is driven on today's roads with today's drivers, some concessions must be made to originality. If you are not willing to do so, trailer your car. Don't drive it. Do this for your family's sake!

**BRITISH AUTOMOTIVE TERM TRANSLATED INTO AMERICAN by Mike Jacobsen
GLEANED from the BIRMINGHAM BRITISH MOTORING CLUB'S NEWSLETTER.**

ALLEN KEY:	Journeyman locksmith at the Abingdon works from 1937 to 1963.
BLACKLASH:	A mild term describing the spouse's reaction to your decision to acquire another British car.
BALL JOINTS:	Establishments of ill-repute found in less desirable parts of town.
CLEVIS:	Distance relative to Elvis Presely, famous for his system of hand brake links.
CORE PLUG:	A test sample to determine an engine's soundness, taken by drilling a plug from the block with a special hollow drill bit.
DAMPER:	Archaic weather forecasting term used to describe the sudden shower that catches you with the top down.
DRAG LINK:	An unacknowledged connection to one who engages in standing-start racing instead of touring, e.g., a brother-in-law that is a hotrodder.
DRY SUMP:	A condition often found in older British cars, caused by all the oil leaking out of the motor.
DYNAMO:	The individual in a car club that seems to be the only one to get any work done.
ELECTRODE:	Any metal tool held near a battery, especially a screwdriver, when you less expect it.
FIELD COILS:	Ignition parts found by framers in their roadside fields, usually thrown there by irate vic tims of "Lucas the Prince of Darkness".
GROMMET:	A cosmetic rubber ring, used to hide missing insulation on wires where they pass through a metal sheet.
END FLOAT:	The axial movement you feel when your solid axle car traverses a whoopedoo.
HALF SHAFTS:	The parts you are left with after you hear a loud snap followed by a grinding noise from the rear axle.
HELICAL:	A special deviousness: "I'm having trouble setting up my differential gears because they are helical".
JOURNALS:	Monthly magazines showing easily-made repairs such as replacing crankshaft bearings.
KINGPIN:	A gang leader, usually ends up on prison or on suspension.
MANDREL:	A type of African baboon noted for its habit of only eating the centers of fruit.
MANIFOLD:	A great many: "The manifold leaks in my cars radiator caused me to spin on that last corner.
NEEDLE ROLLERS:	Old, inner-city women that have turned to lives of crime in order to supply their knitting and sewing habits.
OIL BATH:	The dousing you get when changing the oil in your car.
PANHARD ROD:	A French connecting rod.
PINION:	A small pine tree whose wood is used to build Morgan cowl supports.
RATCHET:	Deposits left in abandoned garages by large rodents.
SEAT SQUAB:	A small game hen found in Spain.
SEMI-FLOATING:	Typical driving position found in many British automobiles during a heavy rainstorm.
SET SCREW:	A small locating screw that is broken off or pre-rusted at the factory after installation.
SHACKLE:	A semi-flexible coupling describing a British vehicle owner's relationship with their car.
SHELL BEARING:	A temporary replacement bearing purchased at a gas station.
SPANNER:	An iron worker that travels across the country to work on suspension bridges.
SPEEDOMETER:	A universally inaccurate instrument used as the sole basis of outrageous stories told at club pizza feeds.
STUB AXLE:	A remanufactured piece made from a halfshaft.
TRACK ROD:	An especially stiff sway bar used only for racing.
WET SUMP:	An external sign of a serious oil leak.
WINDSCREEN:	A device erected in front of the cockpit after the windshield has been folded down, to keep the bugs out of one's teeth and hair.



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26th April 1995

Dear Fellow Enthusiast!

I have sent this letter to all North American MG Clubs for several reasons:

1) The MG Council hosts it's Spring 1996 meeting in Building "U" at 11am on Saturday, May 13th, at the Carlisle Import Show in Carlisle, PA. Try to have a representative from your club attend! The notice is enclosed.

2) To promote MG fellowship I enclosed a list of all MG Clubs, Registers, Registrars, and Organisations which I have on file. If you can make corrections or additions, please send/fax/e-mail them to me. Take note that the MG Car Club, England has adopted the slogan: MG - The Marque of Friendship. You may wish to use it in your club communications.

3) A number of clubs have asked for an advertising slick from my firm, University Motors. Slicks are enclosed. You are under no obligation to use them, of course. If, however, you use technical articles from my Technical Book, which you may do, then running the ad close to the article is an even trade-off.

4) The 19th Annual MG Summer Party, featuring the MGA Coupe, is scheduled for Thursday - Sunday, August 17-20, in Grand Rapids. It follows the NAMGAR GT-20 "The Largest MGA Party in the World" and precedes the Grand Prix au Grattan by the VSCDA on Sunday. This week of MGA fellowship will gather more MGAs than any other time in history, except, perhaps, the car park at Abingdon in the late '50's or early '60's. If you or your club members own an MGA, this is THEIR year. If you or your club members own an MGA it is their DUTY to attend!

If you have questions about the MG Council, MG International Indy 96, the University Motors 19th Annual MG Summer Party, or MG technical questions, please contact me during the following times:

1-2pm Eastern Daylight Monday -> Thursday at 616 682-0800
9-11pm EST at my home 616 676-1031
ANYTIME on FAX 616 682-0800
ANYTIME on E-Mail VRHS43A@PRODIGY.COM

PLEASE DO NOT call about club / event business during the working day at University Motors (except my technical hour). It is springtime and our day is very, very busy, repairing MGs!!

MG - The Marque of Friendship


John H. Twist