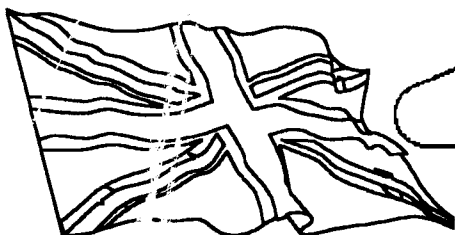
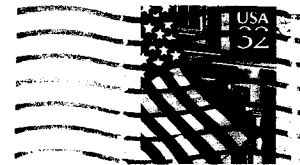


BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



THE MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones



THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB-NEW ORLEANS, INC.



DECEMBER 1995



North American MGB Registry Chapter



January 1996

BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4 T-SHIRT MEETING	5	6
7	8	9	10	11	12	13 TECH SESSION
14	15	16 CAR DAY & OFFICER'S MEETING	17	18	19	20
21	22	23	24	25	26	27
28	29	30 GENERAL MEETING	31			

CLUB EVENTS - CHANGES IN BOLD TYPE

DECEMBER 26 – NO GENERAL MEETING THIS MONTH DUE TO HOLIDAYS!

JANUARY 4 – T-SHIRT CONTEST MEETING at **Bill Breithoff's Frame Shop**, 5312 Canal Blvd., New Orleans, 7:30 PM. Lost # 488-8560.

JANUARY 13 – TECH SESSION & LIFT INSTALLATION at the **Friloux's**, 1650 Airline Highway, Kenner, La. starting at 10:00 AM. In the AM hours, bench repair of a club member's overdrive unit by club member **Peter Brauen**. In the PM (after a break for lunch), assist **Floyd & Anne Friloux** install an automotive lift.

JANUARY 16 – CAR DAY & OFFICERS MEETING at Anne's place, 1650 Airline Highway at Maria Street, just before airport and on airport side, entrance on Maria Street., 7:00 PM.

JANUARY 30 – GENERAL MEMBERSHIP MEETING at New Orleans Hamburger & Seafood Restaurant located at 817 Veterans Memorial Blvd. in Metairie, La. at 7:00 PM.

OFFICERS FOR CALENDAR YEAR 1995

BOARD of DIRECTORS:

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VICE PRESIDENT	KEITH VEZINA	504-443-5056.
TREASURER	ANNE FRILOUX	504-464-1734 FAX 504-464-1292
EDITOR	JIM JONES	504-892-7774 FAX 504-892-7774

MEMBERS at LARGE:

MIKE ANDERSON	504-466-2717.
BILL BREITHOFF	504-288-4019.
FRED MAYER	504-626-8201.
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	

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1-96

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

Club president **Cliff Hughes** opened the general membership meeting at 7:30 PM. Cliff announced the planning of a Streetcar Ride scheduled for March 24th, the Sunday after our club's Car Day to be sponsored by **Roger Gibson Photography**. Cliff made known that two deep fried turkeys will be available to club members and their guest at the Christmas party this year. One donated by himself and one paid for by the club. **Bill Breithoff** said that he and his wife **Sally** have made all the preparations for the party to be held at their house. An attendee list was passed around and members were encouraged to bring side dishes or cold drinks to the party. Cliff let be known that an "Automotive Lift Assembly Project" will be held at the **Friloux's** on a date yet to be announced. Cliff asked members what kind of Tech Sessions were of interest and who had "donor" cars available for same.

Club Vice President **Keith Vezina** spoke on the "T-shirt Contest" for the upcoming Car Day. Four club members at the meeting said that they will be submitting designs.

Club Member at Large **Mike Anderson** announced that he had the Car Day raffle tickets printed for free and that he had them in his possession for donations.

Club member **Terry Dempre** handed out the E. E. Reynolds Memorial Rallye awards which consisted of wooden plaques & club baseball caps.

Guest speaker **Brain** (British spelling, not Irish) **Morris** gave a most interesting talk based around his great grandfather's automotive career.

The 50/50 cash was won by **Mike Glore** and a prize of a goodie bag was won by **Joe Rogers**. The General Membership Meeting was closed by Cliff at 8:35 PM.

Despite the cold temperatures and high winds, twenty cars of British manufacture were driven to the meeting that night! Drive your British car to the next meeting!

WELCOME NEW 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 their first copy of the Morris Gazette.

Jason Fisher
41484 Dunson Road
Pontchatula, La. 70454
504-386-6804.
'79 MGB, Dark Blue.

Neal M. Myers Jr.
7224 Pontchartrain Blvd.
New Orleans, La. 70124
504-454-3394
'69 MGB-GT, Green.

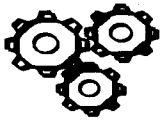
Capt. Daniel D. Maynard
101 Drolla Park
River Ridge, La. 70123
504-738-5805
'80 MGB Limited Edition

NOTE: Supplies of larger sizes of club T-shirts are very low. New T-shirts are being ordered.
There may be a delay before you receive yours.

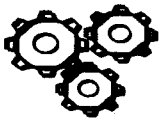
CAR CLUB DUES

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 the month before that date and the month that your dues are due.



BRITISH CARS & SPARES



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

CARS FOR SALE

'76 MGB Convertible – Disc Wheels, No Overdrive. Engine not running. Make Offer.
Call George Soule at 504-892-7436. (Covington, La.)

'75 TR 6 – Red, Runs, Owned since 1977. \$4,000.
Call Wayne Riera at 504-466-2052. (Metairie, La.)

'60 Bug Eye Sprite – Two of everything! \$2,000. Car located in Covington, La.
Call Cliff Hughes at 504-845-8709. (Mandeville, La.)

WANTED

FENDER – Right-hand Rear for Austin Healey, Type BN2 through BJ8.
Call Cliff Hughes at 504-845-8709. (Mandeville, La.)

EQUIPMENT FOR SALE

COMPRESSOR – Ingersoll Rand, 2 Stage, 80 gal. vertical tank, 175 PSI.
New, still in box! Call Danny at 504-832-9167.

WAREHOUSE CAR STORAGE

Six warehouse rental spaces large enough to easily store two cars, and spares located in downtown Covington, La., will soon be available for the storage of BMCNO club member's cars. All but one have lockable sliding doors. Four with concrete floors. Details being worked out now. Premises have been inspected by your club members. An article about this will be written in the January issue of the Morris Gazette. Call Cliff at 504-845-8709 or Jim at 504-892-7774 for more information.

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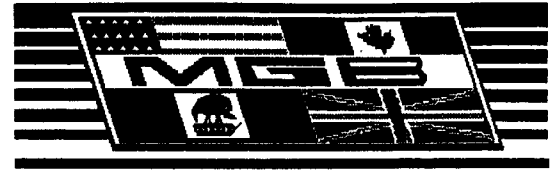
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IN MY TRAVELS by Jim Jones

Ever since I installed the '71 Austin America 1275cc engine in my MG 1100, the temperature gauge has indicated that the coolant was not achieving the normal operating range. It indicated that engine was running too cool. With winter temperatures dipping, I found that the heater was not producing much hot air. With the old 1098cc engine installed, the gauge read in the normal range and the heater would run me out of the car when set at max. Without a temperature test gauge at my disposal, I was not sure what the engine coolant temperature really was. But, with the heater not putting out, I knew that it was too cool.

I decided to change the engine thermostat from the usual 180 degree type that I have used in all my British cars to a 195 degree unit. I did not want to order just a thermostat from a catalog supplier so, I checked out the local Auto Zone guy. Sure enough, he had one in stock. I removed the thermostat housing and installed the 195 degree unit. A new gasket was not available, but I was able to use the old one as it had been installed with gasket sealer. A light coating on both sides of a new gasket when installed will enable you to reuse that gasket if necessary. It will not adhere to the metal surfaces as it would if it had been installed dry. Rub the sealant from the old gasket, apply a smear of fresh sealant, it will work just fine. If you can let the sealant cure for a few hours before operating the engine, so much the better. It usually takes 24 hours for most sealant to fully cure, but a couple of hours will suffice.

I replaced the coolant lost during installation, started the engine, and checked for leaks. None were found. I took the 1100 out for a run and in no time the temperature gauge pointed to the dead center of the normal range and stayed there. The engine seemed to have a little more torque than usual. Although, cars seem to run better even if you only wash them!



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TO CHANGE OR NOT TO CHANGE by Harold O'Reilly

As British car enthusiasts most of us like to work on our cars, at least the simpler jobs. Changing oil is one of the tasks most of us choose to do on our pride and joy. But should we?

After the job, you now have to properly dispose of the old oil and filter. Do not put these items in the garbage can. Take them to a collection point for used oil.

Are you finished now? NO!! Get a copy of the included services from one of the quick change places and use it as a guide or check list. The most important is the check fluid levels part. The car should be level to check oil levels and since our British cars are so low to the ground you will have to jack up both ends and put it on stands.

Just because your transmission or rear end is not leaking does not mean it is full. Probably it doesn't leak because there is nothing to leak.

An oil change should include a complete visual inspection and fluid level check in the engine bay and under the car.

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1-96

TECH TIP by Mr. Goodspanner

If it is time to rebuild the front end of your British car, change all the worn rubber parts at the same time or you will just wind up tearing the front suspension down for a second time. A real bummer, unless you truly enjoy the procedure. Remember, spray all the nuts and bolts which you will be removing with penetrating oil a few days before you plan to do the job.

Use the latest parts available for your car. Ask questions of fellow club members or your suppliers about the possible usage of upgraded or later model car parts for your car. Sometimes those upgraded parts were designed for another make or model of car, but they may fit your car. An example would be the MGB lower inner control arm (A-frame arm) rubber bushings. Brand new original ones (8 in all) distort in no time at all. In comparison, the bushings designed for the MGB V8 (4 in all) will fit your MGB or MGB-GT and will hold up for a very long time. The cost difference is only about ten bucks American and you will not be doing that job again! (Victoria Kit for both sides P/n 5-174, Moss Kit for both sides P/n 280-498)

Consider the metal parts into which rubber bushings will fit. Badly worn rubber bushings or their steel sleeves may have worn the hole into which they fit from circular to oblong. If you fit new bushings into these misshapen holes, the new parts will not last every long. The mounting holes for MGB lower inner control arms are notorious for wearing in this fashion.

See next month's Morris Gazette on how to get those bushings into those holes!

ONLINE with BRITCARS by Jim Jones

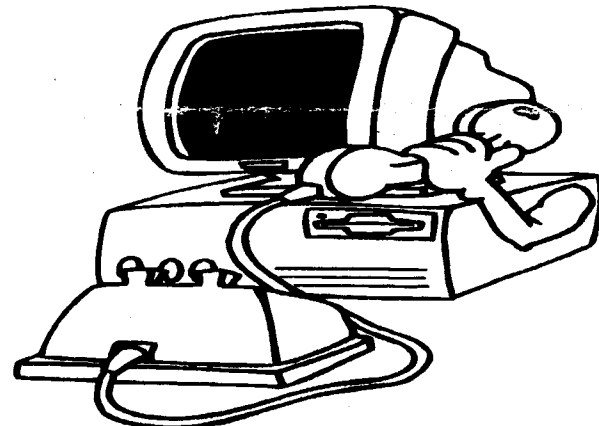
Well, I have finally gone "on-line". I'm signed on to America OnLine network ("J Britcars" is my sign on name), I have loaded "COMit" software for telephone communications, and "FAXWORKS" for sending Faxes directly from my computer. Now I figure, that in a year or two, I should be able to handle all the tasks which these programs enable me to do.

In relation to British cars, the "Computer Super Highway" is really catching on. Every British car related publication I pick up has computer addresses for the networks. Some British car clubs are on-line now. Maybe the British Motoring Club-New Orleans, Inc. will be soon.

Here are just a few address:

University Motors (John Twist)
American MGB Assoc.
Sunbeam Tiger Web Site
Scions of Lucas Web Site (Gateway for British Cars)

Richmond Triumph Register (Scott Tilton)
Lorain County British Car Club (Tony Godfrey)



E-MAIL: VRHS43A@PRODIGY.COMM
E-MAIL: AMGBA@aol.comm
<http://cablepop.sc.intel.comm/tiger/>
<http://www.team.net/so>
E-MAIL: DRano4718@aol.comm
TR4GUYinVA@aol.comm
73S32.746compuserve.comm

Well, you get the idea. The sources of information on your British car and its problems are really unlimited. Do not ask me how to connect with all these sources, I'm new to all this net stuff. I have the software, I have the modem, and I'm a member of America Online, and I'm a DUMMY right now. I will eventually learn to do what I need to do.

Now, what was that E-Mail address, where is that downloaded file, and what is its name? Gee Wizz! "ERROR, ERROR - NOT ENOUGH MEMORY AVAILABLE!" I think that I'll just go take a nice nap and recharge my batteries.

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10-96

VOICES by Jim Jones

They are usually not very loud and I do not always understand what they are saying. But, they are always there. It is the voices from the car.

When I first brought the car home for rebuilding, I heard but one voice. Then as I began to disassemble the car, the voice became two voices, then three voices, and so on. Each assembly, each part with a voice of its' own demanding attention.

"Remove me, Sand me, Fix me, Rebuild me" they cried! They even seemed to enjoy being replaced with a new part, for after the new part arrives and is installed, the old part never speaks to me again.

New parts can also have voices. They cry out, "Install me, Install me" What is this anyway "Alice in Wonderland"? Then, once installed, they haunt me saying "Did you tighten that bolt properly, are you sure that adjustment is correct?"

Even parts that are missing from the car can have ghost voices. They call to me and make me send for catalogs in which I may attempt to find replacement parts. I read these catalogs over and over again hoping to find replacement parts which I did not find the other 100 times when I browsed through them. I must do this in order to silence just one more voice. Lord help me if parts are not available. The voices will be even louder than before. It must be something underneath the old grease and road grime which cause the voices to occur. For if I never clean a part in the first place, I never hear its' voice. But if I clean a part, the voices come in full blown stereo!

The voices do not care if the grass on the lawn gets three feet high. They do not care if it is 2:00 AM and I have to go to work that morning. And they work hard to keep my wallet empty.

I keep hoping that once the car is "completed" (it never is) that the voices will go away. But, I know better than that. They will gang up on me and in one big voice say: "Time for another car to rebuild!"

However, all is not doom and gloom. There is a support group for people who have the same illness as I have. They will not all admit to hearing the voices, but they all do meet once a month to discuss their problems. That support group is called a "Car Club"! For your own sanity join one now!

XMAS PARTY REPORT by Jim Jones

What a great party! Many local and out of town club members attended. We just about filled **Bill & Sally Breithoff's** house to over flowing with people. Two deep fried turkeys were almost totally consumed by our attending club members and their guests. The only reason that any turkey was left at all, was that there was so much other food to enjoy. There was a large sliced ham, two plates of deviled eggs (my favorite), spicy boiled shrimp, barbecue sauce sausage, cakes, cookies, pititfours (French for "Little frosted cakes with four sides"), and much more. A big thanks to all members who brought side dishes or cold drinks (Single guys) for the party this year.

Sally passed out two Christmas contest sheets to the guests. One was a list of questions on Christmas trivia and the other was a series of cartoon drawings describing Christmas songs. Some of the drawings required a real stretch of the imagination to interpret correctly or at all. But, they were lots of fun for all present.

Brain Morris, the great nephew to William Morris of Morris automotive fame, and his friend were guests at this year's party. Brain answered many questions about British cars and told many stories about his legendary great grandfather.

The dress for the party was varied with everything from casual to three piece suits reflecting our club's varied membership. There were all there: the butcher, the baker, and the candlestick maker. What a club and what a country!

BRITISH CAR COLLECTING – OFFICIAL RULES Rewritten by Cliff Hughes
Originally composed by Roger Welch concerning tractors.

RULE #1

Collect only one marque of British cars. For example, nothing but TR 4's, MGB's, etc. When your cars are of the same color, it is more difficult, if not impossible, for any one to determine just how many cars you actually own.

RULE #2

Never line up all your British cars, ever! Nothing distresses the wife more than seeing 12 old British cars lined up, looking like a pile of burning \$100 bills. Scatter the cars around, a couple behind the garage, one or two in the garage, another beside the garage, and a few at a buddy's house. So, that it is impossible for anyone (you know who) to see more than 2 or 3 at a time. Your sickness will be less irritating that way.

RULE #3

For the same reasons, do not number your British cars; give them names. You will have much less trouble if you talk about the Purple TR 6, instead of # CC8673302.

RULE #4

Early on, in your collecting of British cars, buy a car that you do not want. Then sell it quickly! Do not worry about making a profit on the transaction, as the idea is to buy it, then get rid of it. Then you can say, "Yes dear, I do have 3 British cars in the garage and while your new 735 BMW is parked outside the garage, that does not mean that I will always have 3 British cars. Remember the one that I sold? I'll be selling another one any day now, so that your car will have a spot in the garage". If you have a friend who also collects British cars, make arrangements for him to drop off one of his cars occasionally. That way you can say, when you know who asks, why you bought it. Then, have him pick it up and haul it off. Say it was sold, as is, WA-La! This system insures your reputation for moderation.

RULE #5

Only cashier's checks, postal money orders, or cash is to be used when purchasing a British car. This keeps the paper trail to a minimum. Checks drawn on the family account are no-brainers. Once you have another British car in your possession and have paid for it, eat the stubs, carbon copies, or receipts immediately. Remember the paper trail! Such things have a way of becoming an embarrassment later on. Take my word for it!

RULE #6

On occasion, buy a parts car, even if you do not need the parts. In fact, you may consider hauling a wreck or two on the trailer whenever you haul home a good British car. This

is "Risk Management". If the wife says: "You used the money for the house on another junk British car?" Say: "OK, we need new carpeting for the house, but just look at the investment that I have made (pointing to the trailer of cars). The one on the front of the trailer I bought for just \$1500 and it is solid and running. The other two I bought for \$50 each. I can sell them as a package deal for \$2000. That's a \$500 profit for the house. Don't worry about the carpet, it is as good as paid for now." That will make you look like an investment wizard, a la Merrill, Lynch!

RULE #7

When the situation gets critical, consider dragging home a British car without an engine or rear end. If there is a complaint, just say: "British car? What British car? It's not even close to being a British car! That's only a parts car. It'll be gone just as soon as I can strip it down!" Then, over the coming weeks, bring home the engine or maybe the rear end and claim that they are just parts. Caution: This only be done once every few years.

RULE #8

Before you buy a particular British car, have a buddy call your house when he knows that you are not at home and tell the wife about a British car (mentioning the name and model) that just sold for \$5,000. When you come home with the fore mentioned car and state that you only paid \$2,000 for it, you can say that you are \$3,000 ahead of the game and that you stole it at that price. You'll look real good in her eyes. "Hek, if I keep saving money like this I can afford a trip to the Annual Conclave in Montreal next year for the both of us." This just may work!

RULE #9

If your life's partner insults your work by calling it "Rustoration", make it perfectly clear that all artist are criticized while they are alive and especially by the people closest to them.

RULE #10

If your situation should ever suddenly worsen, like when your life's partner asks "Who do you love more, me or your British cars? Answer as follows: "Honey, how could even ask such a question?" Then, haul ass to the safety and warmth of the garage!

**THE ABOVE OPINIONS ARE NOT
NECESSARILY THE OPINIONS OF
THE EDITOR!**