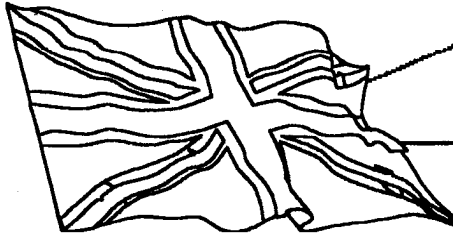
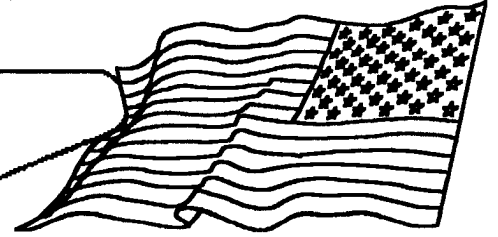
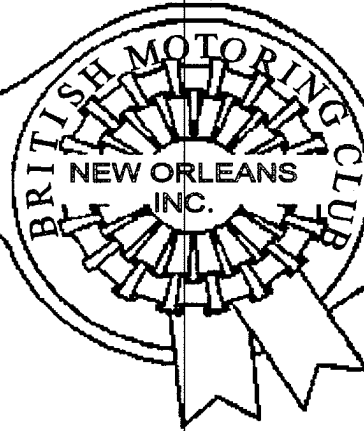


BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



THE MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

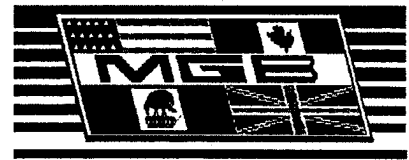


THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB-NEW ORLEANS, INC.

Dues Due: 02/28/97

James D. Jones
800 West 16th Avenue
Covington, LA 70433

MAY 1996



North American MGB Registry Chapter

BRING YOUR BRITISH CAR TO
LONGVIEW GARDENS.
FREE ADMISSION AND LUNCH FOR
THOSE DISPLAYING THEIR CARS.
THE FLOWERS ARE IN BLOOM!

June 1996

BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1 SWAP MEET
2	3	4	5	6	7	8 HOUSTON CAR DAY
9	10	11 OFFICER'S MEETING	12	13	14	15
16	17	18	19	20	21	22 SONIC RUN
23	24	25 GENERAL MEETING	26	27	28	29
30	<p>The Rice's picnic in Pass Christian, Ms. was sparsely attended with only a total of thirteen people counting spouses, guests, and children. Five British cars were driven to the event, A Morris Minor, a MGB, a MGB-GT, a TR6, and a Range Rover.</p>					

CLUB EVENTS - CHANGES IN BOLD TYPE

MAY 26

LONGVIEW GARDENS – Display your British car on the grounds from 1 PM to 4 PM. Those members displaying cars will receive free admission and lunch. On Bamboo Road in New Orleans just off Metairie Road at the bridge over the canal.

MAY 28

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

JUNE 1

SWAP MEET – Gambino's Foreign Cars 4422 Airline Hwy, Metairie, La. Bring your unneeded British car parts to sell, purchase needed parts, talk Brit cars. Time: 8 AM to 1 PM.

JUNE 11

OFFICER'S MEETING – Cathy Greensfelder's place at 5537 Berkley Drive, New Orleans, La. (Westbank)

JUNE 22

SONIC RUN – An evening cruise to the Sonic Drive-Inn Restaurant in Laplace, La. Southshore convoy leaving the Pickadilly parking lot in Metairie, Northshore convoy leaving the Office Depot parking lot at the Holiday Shopping Center, Covington (Hwy 190 north of I-12), both at 6:00 PM. Snowballs at Casey's in Metairie will follow.

JULY 13

BUSH RUN – A cruise to the Bush House of Seafood in Bush, La. All you can eat seafood buffet. Southshore convoy leaving the rear of the Lakeside Shopping Center in Metairie at 5:30 PM. Northshore convoy leaving Claiborne Hill Shopping Center in Covington at 6:30 PM.

IN MY TRAVELS by Jim Jones

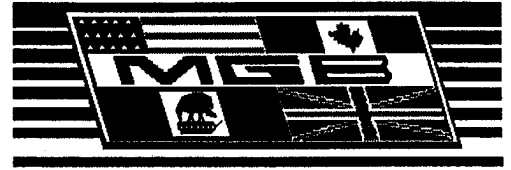
I drove my '69 MGC-GT to Pace, Florida a few days prior to the Panhandle British Car Association's show, and stayed at Keith Sanders place while doing some work on some of his British cars. I pulled the engine and transmission out of his Solo II Triumph GT6 in order to repair the clutch. The manual on the car states that the transmission can be removed from the inside of the car with the engine still in place. I did not see how that was possible, not with an overdrive unit installed. So, I removed the engine and transmission together. As suspected, the center of the clutch disk had separated from the friction plate. It was easy to see why the disk had failed under Solo II conditions. The flat metal pieces connecting the splined hub to the outer portion of the disk were only half as large as those on the new (Made in Japan, remember when that meant junk?) clutch disk. Maybe good enough for normal street use, but not strong enough for the kind of demands of the Solo II courses.

My '67 Morris Minor 1000 is now on the road. After driving the car around Covington for a few days, I gave it the first real test. I drove it across the Causeway Bridge, 26 miles of bridge with no shoulders to speak of and only a few widely spaced crossovers for emergency stopping. The car made the trip just fine. I did have one incident. Before leaving home, I wondered if there was enough fuel in the tank. There was, but just enough. After leaving the Causeway, I turned on to West Esplanade and then made a quick lane change. The engine started to make that sound you hear when it is running out of gas. I made it to a side street where the engine quit and I pulled over to the curb, checked the engine compartment and found that nothing was wrong. I turned the ignition key on. The fuel pump happily clicked away for a while and then stopped. This was an indication that I still had some fuel left. I turned the key to start and the engine came to life. The fuel tank in this car must not have many baffles inside, allowing fuel to be pulled away from the fuel outlet during hard turns and quick maneuvers. I drove without any trouble to the nearest gas station and filled up. It took about 5.5 gallons of fuel to fill the 6.5 gallon tank.

On the return trip, I noticed something that I did not expect to see. The original Lucas head lamps were shining brightly and lighted the road well. What's all this talk about old man Lucas stating that "English gentlemen do not run about after dark"? I hope that is not an indication of an overcharge condition. I later changed the "Lucas" lamps for "Halogen" ones.

The front suspension on the Morris squeaked and creaked. Past experience with other British cars told me what parts needed to be replaced. Before even looking, I knew that the inner control arm rubber bushes and perhaps their pivots were shot. This fulcrum point is the only one that does not have a grease nipple for lubrication. This repair turned out not to be a quick job. The torsion bar must be removed with the rear control arm, utilizing at least two jacks, before you can get to the bushes & their pivots. And, of course, you must repeat same thing again on the other side of the car. After their removal, I found that the rubber bushes were worn clean through and that their pivot shafts were just beginning to wear. I replaced the pivot shafts with stock parts, but I replaced the rubber bushes with Poly-urethane bushes (Nylatron bushes are too hard and are useful only for cars involved in racing). These babies will outlast me, if not the car. Their surfaces have a real slick look, indicating that you do not have to grease them. They will squeak if you do not. I failed to lube a set on one job and had to remove them in order to lubricate them and stop their squeaking! Nobody supplies any instructions with the modified parts we receive, their inclusion would be a nice thing. Are you suppliers out there listening? (Moss Motors can supply replacement bushes in all three types of material. Ask for them when placing your order.)

The **Schrantz's** '64 Jaguar Mark II is creeping toward completion. This final work is slow going, if it is going to be done correctly. **Peter Brauen** has installed the interior and all the electricals are functioning. Not much more work to go! The dead line is sometime before the Memphis show. Best of luck!



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PANHANDLE CAR DAY REVIEW by Jim Jones

The weather was beautiful the Saturday morning of the Panhandle Car Day. The beach was bright and clean. The Panhandle guys and gals had everything setup early that day. It was a well run Car Day. "Oldies, But Goodies" music provided by a disk jockey flowed through the fresh ocean air. I applied sun screen early on and I want to tell you that the stuff really works. I was in the Florida sun all day and did not burn (A few years from now, they will probably tell us that it causes some awful disease!).

I enjoyed the Car Day and the meal afterwards at a great restaurant located just across the road from the Car Day site. I had only one disappointment. That was when our club's convoy arrived. Only three British cars! Counting my car that was only four cars from a club with a membership of over one hundred! All four cars were driven by club officers, not one regular club member. Remember guys and gals, you can build a great Car Day, but if you want them to come to yours – you better go to their Car Day!

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1-96

HAPPY BIRTHDAY! Rudi Markl's 1956 Austin-Healey 100M will be 40 years old on May 30th. Rudi says to send all gifts (new or used 100-4 parts) to his home address. Cash is fine also. We wish the car (and Rudi) 40 more good years. Five more years and you will not need to obtain a Louisiana inspection sticker each year!

THE CRAYFISH BOIL by Jim Jones

The event was different this year. We all enjoyed some great crayfish, boiled new potatoes, corn, garlic, and cold drinks (some of us had a little beer), but everything else was different from previous years.

The location was the Bogue Falaya Park in Covington, La. It's shelter was very large and open on two sides with railings and benches. The rest rooms were old, as everything else was, but they were clean. Ceiling fans kept us cool. Electric lighting and electric outlets were available to us. Parking was more than sufficient.

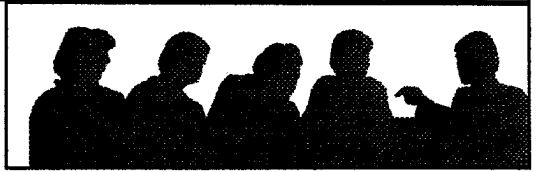
The club had to pay \$50 to reserve the shelter, but some of us did not have to be on the lakefront at the crack of dawn to hold a shelter for the event like we did in past years. The club also had to rent some tables and chairs as very little is "free to the public" anymore. The event has always been subsidized by your club (the amount you pay for this event has never covered all of the costs) and we just had to dig a little deeper into the treasury this year.

I handled the transportation and setup of the rented tables & chairs with the help of **Mike Schrantz** and **Cliff Hughes**, who arrived early. I ordered the boiled crayfish and **Karl Keiger** drove across the lake from River Ridge, picked up the crayfish, and delivered them to the site on time. **Anne Friloux** carried the cold drinks, ice, paper towels, etc. across the Causeway bridge from Kenner. **Mike Anderson** coordinated the event and our club president, **Keith Vezina**, worried a lot. Thanks to those involved, all went well. Everybody ate their fill and we only had about a pound or two left over. Some valiant members tried hard to consume them all, but failed in their effort.

If you did not attend this annual event, you missed one of the best yet.

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

The general membership meeting was opened by **Keith Vezina** at 7:35 PM. The guest speaker, **Danny Kattan**, with "FuelMan" spoke about the availability of performance fuels, lubricants, and the "Dynojet" dynamometer. Keith thanked everybody who made the Car Day a success. He announced that the Car Day raffle was the most successful yet with 305 tickets sold. **Cliff Hughes**, who obtained all of the sponsors for the Car Day, was presented a plaque for his outstanding contributions. I was asked to give a run down on the Pensacola show. **Mike Anderson** spoke about the May 5 crayfish boil coming up. **Bill Breithoff** filled in the details for the May 26 Longview Gardens event. Keith touched on the May 18 picnic and the June 1 swap meet.



A lengthy discussion concerning the present conflict between the Mardi Gras T's MG Club and the Mardi Gras MG's Club over club names ensued.

The 50/50 was won by **Harold O'Reilly** at \$15.00. Keith closed the meeting at 9:00 PM.

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 CLUB TREASURER ANNE FRILOUX AT GENERAL MEETING.

SPARE ADVICE FROM Mr. Goodspanner

Spares, that is the name of the game. When your are sitting in your British car alongside the roadway (What Rolls owners refer to as: "Failing to proceed".) you will wish that you had them.

A small container can hold just about everything you will usually need to get you and your British car back on the road again. Consider carrying the following: A few basic tools. Not the big stuff, just the small things. Like 7/16", 1/2", 9/16", and 5/8" wrenches. Regular and stubby straightedge & Phillips type screwdrivers. Sockets sets are nice to have, but not usually necessary to get the job done. These tools will be used for small jobs, not for pulling a half shaft and replacing the axle bearings.

For electrical diagnostics, a troubleshooting light or maybe a volt/ohm meter. A couple of pre-made jumper wires with clips on their ends are very handy, and are available from Radio Shack (obtain the heavy duty set). For those of you who run about at night, a flashlight or such.

O' yes, the spares. A set of new distributor contact points, a distributor rotor, any hoses that carry coolant which are not available at all auto parts stores, a couple of hose clamps of various sizes, one spare spark plug, an ignition wire long enough to reach the coil or any spark plug, duct tape, a small after market fuel pump pre-wired with connectors that fit your car's voltage source and ground terminals. The list can go on and on, but try not to get carried away with it. Do pack the spares that can be damaged by moisture in zip lock plastic baggies.

Why carry this stuff? My experience and the experience of other club members tells me so. Nobody carries along a Meg Generator to test the integrity of the insulating material of the rotor. If the rotor is cracked, (you cannot see the crack) all the high voltage produced by the ignition coil to fire your plugs will go down the distributor shaft to ground. The best "test is substitution with a new or known good rotor. Those jumper wires will temporarily take over the job of a broken wire or voltage supply problem. If you know that the hot side of the coil is not getting voltage, use a jumper to supply that voltage from the battery or that big brown wire connected down by the starter. That duct tape will seal a leaking coolant hose long enough to get you back home. I hope that this article will save some of you the cost of a tow truck!

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10-96

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.

George B. Harrison III
 604 Moss Lane
 River Ridge, La. 70123
 504-737-0666
 '81 Jaguar XJ6

Glenn A. Jacques
 3116 Cleary Avenue
 Metairie, La. 70002
 504-887-0335
 '83 Jaguar XJ6

Sherry D. Manes
 562 Grove Avenue
 Harrhan, La. 70123
 504-738-7255
 '79 MG Midget

SOLO II TALK by James Coronato

Since my last article, I've ran the Spitfire in a few more events. I seem to be improving, but I feel the car is still losing some power on the high end. It's probably time for a rebuild, but it still runs very well. I've been running it real hard, but knock on wood, I haven't broken it this year (YET!!).

I raced in a Trans Louisiana Auto Cross (TLAC) event on April 21 in Hammond. These events are held at different SCCA regions around the state, with points being awarded and carried to the next TLAC throughout the season. A winner in each class is named, as well as a winning region. Because of this, the competition is fierce and cars come from all over the state. At the Hammond event, I was pitted against a Mini from Shreveport, and a Datsun 510. The 510 is really in a higher class (more engine), but the LADY driver opted to be bumped down to our men's class. It was neck and neck all afternoon, but on the last run the 510 beat me by a few hundreds, and I beat the Mini by a few also. Very fun close competition!

I have since ran in two more races, once against Jim Jummonville's E Modified MG Midget (Dual Webers, cam, freshly balanced, ported, etc., regularly beats Corvettes plus, he's a maniac!), and also against a sharp looking Bugeye.

One of the neatest things about TLAC events are the variety of cars that show up. At this event was a TR6 with a Chevy V8 under the hood. It looked like it fit quite well without any cutting. I was anxious to see it race, but it broke the distributor first time out. So much for American versus British reliability!!

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

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

BRITISH CARS & SPARES

CARS FOR SALE

'79 MGB – Convertible, 83K Original Miles, Excellent Condition, Wire wheels, JVC Stereo Cassette, Black Top, Tonneau, and Top Boot. Sale includes Car Cover and Many Other Extras. \$4,200 for an excellent car. Call L. McCaa at 504-767-1339. (Baton Rouge, La.)

TRIUMPH TR6 – '76, Dark Blue, Rebuilt Engine, Stored under cover for 2 years, New Top, Needs Interior. \$4200. Call Josie at 504-345-7085. (Hammond, La.)

TRIUMPH TR6 – Drive Anywhere, White, Red Line Tires. Rebuilt Brakes, Clutch, & Carbs. Many New Parts. \$4500. Call Dan Melesurgo at 504-588-4812 Days or 504-391-3227 Evenings.

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'59 MGA – Transmission Gears, Rear End Gears, and complete vacuum advance distributor. All with 1,000 miles on them. MGB Rubber Bumper, Left Front fender, Used But Good. Call Rudi Markl at 504-646-2265 Monday through Friday Evenings.

SOLUTIONS TO ENGINE OVERHEATING by Mr. Goodwrench

You have tried everything and you still think that your British car's engine is overheating. Can you trust the temperature gauge to be accurate? Borrow a cooking thermometer from the kitchen, remove the radiator cap, and place the thermometer's sensor in the coolant. Under these conditions, the system will not be pressurized and readings will be a little higher than under normal operating conditions. Check and see if the thermostat has opened before reading the thermometer by looking down the filler opening to see if coolant is flowing.

Speaking of the thermostat, do you have the correct one installed in your car? This is a semitropical area in which we operate our cars. Use a thermostat with a summer rating, usually 165 degrees. If your engine has a "by-pass" hose connected from the water pump to the cylinder head, your thermostat *must* have a downward extension with a spring loaded washer to plug the by-pass opening when the thermostat is fully open. (This not the case with "A" series 4 cylinder engines. Here the hose from the water pump to the cylinder head is just to route the coolant through the head.) Without this type of thermostat, up to 20% of the coolant will ever be routed to the radiator. When your engine is operating at higher rpm's and the thermostat is fully opened, the coolant movement will overcome the spring pressure on the washer, re-circulate through the cylinder head, and relieve the back pressure on the water pump. Hence, the term "By-pass". Do not be fooled. Victoria British supplies a MGB thermostat for the MGC engine which does utilize a by-pass cooling system.

All but the earliest cooling systems on automobiles are pressurized. If your radiator cap is old or the wrong type, your system is not being pressurized correctly or at all. Think that you have the correct cap? Think again! Two different radiator caps were commonly used on British cars. Measure the distance from the top of the radiator opening to its inner bottom flange. If the measurement is less than an inch, you can use any cap with the proper pressure rating for your car. If the measurement is one inch, you need a cap that measures 1 13/16" from the top to the very bottom. Again do not be fooled. AutoZone supplies a radiator cap for the Morris Minor which is rated at 14 lbs. (Correct rating being 7 lbs.) and at a length of less than one inch (Correct length being 1 13/16") However, they do supply the correct by-pass thermostat for the MGC. Go figure!

Next, are you using Antifreeze, and in the correct proportion with the amount of water in the cooling system? One of the properties of Antifreeze is that it lowers the boiling point of water. Never use more than a 50/50 mix. Using more antifreeze than water actually raises the boiling point of the mixture. One way of insuring a proper mix is to pour half the contents of a new jug of Antifreeze into an old jug. Then top up both jugs with water. Pour this into your empty cooling system and you will know that you have no more than a 50/50 mix. If you need to always add water to your aging cooling system, do just that. You will lose water before the Antifreeze. The water molecules are smaller than the Antifreeze molecules and evaporation, or a small leak, will pass water out of your cooling system before it will Antifreeze.

A LECTURE ON THE MEANING OF "WHITWORTH" by Charles Falco

Contributed by club member Scott Altenloh.

First, a tiny bit of history. In the 19th century, every British factory which needed to bolt something to something else devised their own fasteners to do it. Clearly, this caused all sorts of compatibility problems. To the rescue came Sir Joseph Whitworth who in 1841 invented a standardized system of coarse threads with 55 degree thread angle and rounded roots and crests. This standardization was a Good Thing. Along with his threads came heads for the bolts that were based on the length along the side of one flat, rather than across the flats. Hence, there was no simple fractional number for the length across the flats, which is why your American wrenches don't fit. The fractional number on an English wrench refers to the diameter of the bolt (which is 1/4", 3/8", etc. just like in the U. S.); not to the distance across the flats (which ends up being various weird dimensions). Some years later the Brits decided they needed a finer pitch for some applications, so another thread series was introduced (although using the same 55 degree Whitworth thread form). They also decided that the heads were too big for the bolts, so for most applications they switched to using the next size smaller heads. Because of this, and to add to the confusion to life, one manufacturer will mark a particular wrench (spanner) "3/8BS", while a different manufacturer will mark the very same wrench "7/16W". They both fit the same size bolt head.

The first thing any fledging Brit auto owner learns is that their car has "Whitworth" bolts. They think this is interesting, buy a set of "Whitworth wrenches", discover these wrenches fit their bolts, and believe they know about British fasteners. Unfortunately, at this point, they only know enough to make themselves dangerous. Instead, what they should have muttered to themselves is "Oh My God, what other bizarre and incomprehensible things have the Brits done to the fasteners on my car?" The answer to the question is: BRITISH STANDARD WHITWORTH (BSW).

These are the original 19th century, coarse threaded industrial bolts designed to hold locomotives together. Because of their coarse pitch, they are prone to vibrating loose. The exceptions for threading into aluminum where a coarse thread is less prone to stripping out than a fine one. It turns out that, other than for 1/2" (where the Brits use 12 threads per inch (tpi), and the Americans use 13 tpi) the thread pitches are the same as for American Unified Coarse (UNC). However the thread is different; Whitworth = 55 degree with a rounded shape, while UNC = 60 degrees with straight sides. In spite of this, mismatched nuts and bolts still manage to mate without apparent problem (even though the ultimate strength of the combination is somewhat less than it otherwise would be), so you're likely to find UNC bolts or studs where BSW should have been.

BRITISH STANDARD FINE (BSF)

This is a finer pitch series, using the same thread form as BSW. BSF is analogous to American Unified Fine (UNF), although—unlike the case of BSW/UNC—none of the pitches are common with UNF.

CYCLE ENGINEER'S INSTITUTE (CEI) or BRITISH STANDARD CYCLE (BSC or BSCy)

These have straight sides and a 60 degree thread angle, rather than the 55 degree of BSW/BSF. By far the most common is 26 tpi for all sizes from 1/4" to 1/2", although 20 tpi appears as well. Most, but by no means all, fasteners on post war BSA's were CEI, that is, until the late 1960's when it got more complicated. Although both the thread form and pitch are different than BSW/BSF, the heads on CEI threaded fasteners use the same "Whitworth" wrenches you bought for your machine. ALSO, SINCE 1/4" CEI and BSF are both 26 tpi, you will find these fasteners interchangeable, even though they are of a different thread form.

BRITISH ASSOCIATION (BA)

BA has a 47 1/2 degree thread angle which, oddly enough, is the same as the angle between the cylinders on prewar series A Vincent engines. Normally, I would assume this was a coincidence but, when dealing with British engineering, one never knows. Anyway, BA is a metric thread system devised by the British for small screws used in components like speedometers. Not metric like you might expect, but with diameters determined by a multiplication factor of the logarithm to the base of 10 of the thread pitch in millimeters. I couldn't possibly be making this up. Ah, the English. You'll find lots of BA threads, but only for fasteners smaller than 1/4". BA wrenches have their own set of wrench sizes. Typically, a set of "Whitworth" sockets will include a 0 BA and maybe a 2 BA socket. For BA, the bigger the number, the smaller the size.

BRITISH STANDARD PIPE (BSP)

These are based on the Whitworth thread form, and come in both a straight and a tapered series. You'll find one of the former threads on a petcock, while the latter is the self-sealing thread system used on such things as galvanized water pipes. UNIFIED COARSE (UNC) and UNIFIED FINE (UNF)

In the late 60's, when even the U.S. was thinking of going metric, the giant BSA corporation decided it was finally time to scrap that old 19th century Whitworth based system, and switch to....yes, you guessed it, American. Since they had lots of money invested in tooling, the switch wasn't made suddenly (or completely), so cars from the late 60's and later had a mix of all sorts of thread forms. Typically, engine internals (e.g. the thread on the end of a camshaft) stayed with whatever form it used to have, while simple fasteners (e.g. holding the wings on) switched to UNF. A typical wrench for UNC/UNF fasteners is marked with its size using a notation like "3/8 A/F". Many people mistakenly believe the "A" in A/F has something to do with it being American. Not so. It simply means the measurement is taken "Across the Flats". Also, although this thread form is commonly identified as being "American" (and indeed is based on the older Society of Automotive Engineers, SAE, standards), in fact it is a British Standard as well. This particular standard grew out of the painful realization that it would be very convenient if during the war Nigel's spanner worked on Joe's Jeep.