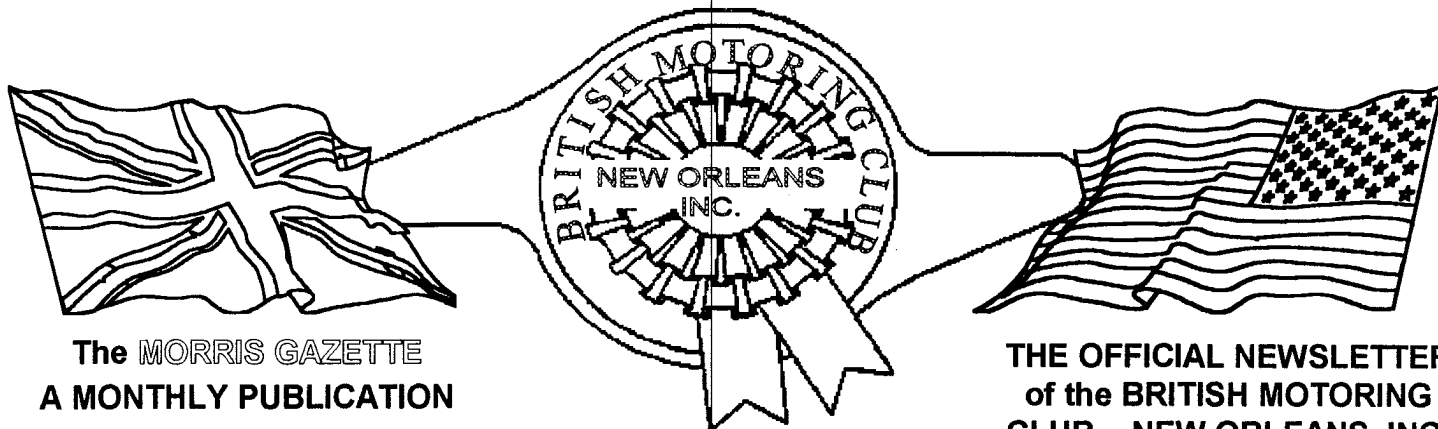


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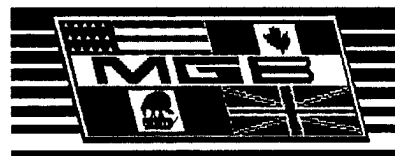
The MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

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

Dues Due: 02/28/97

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

AUGUST 1996





North American MGB Registry Chapter

BRITISH CAR DAYS ARE
EVERYWHERE!

TAKE YOUR PICK!
ONE DAY TO THREE DAY EVENTS!
MAKE ONE OR TWO PART OF YOUR VACATION
PLANS THIS YEAR!

SEPTEMBER 1996

BMCNO EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT	
1	2	3	4	5	6	7	
8 BOOM TOWN	9	10 OFFICER'S MEETING	11	12	13	14	
15	16	17	18	19	20	21 MG T'S GOF FAIRHOPE SHOW	
22	23	24 GENERAL MEETING	25	26	27	28 MONTGOMERY SHOW	
29	30	 IT'S A JUNGLE OUT THERE! DRIVE SAFELY!				 <div style="border: 1px solid black; border-radius: 50%; padding: 10px; display: inline-block;"> SORRY GUYS! THE NAME IS JUST TOO LONG! </div>	

UPCOMING CLUB EVENTS

AUGUST 27

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

AUGUST 31

RACE FOR LIFE – Car show and blood drive sponsored by The Blood Center. Clearview Shopping Center. Meet club members at 4:00 PM in rear parking lot.

SEPTEMBER 8

BOOM TOWN – Dinner and entertainment at the Casino. Convoy leaves Lakeside Shopping Center at 4:30 PM. Special parking. \$5.00 buffet, entertainment free!

SEPTEMBER 10

OFFICER'S MEETING – Keith Vezina's place at 7:00 PM

SEPTEMBER 21

MG T's GOF – Convoy leaves Airport Hilton parking lot at 9:00 AM. Slow cruise on old roads to Frank's Restaurant in Baton Rouge. GOF at the Carriage House Garage.

SEPTEMBER 24

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

OCTOBER 6

SCCA EVENT – Details later.

NOVEMBER 3

RALLEY – Annual E. E. Reynolds Ralley. Guest club: Miata Club. Details later.

IN MY TRAVELS by Jim Jones

Since I acquired the Morris Minor, the MG 1100 has been neglected. When you do not use a vehicle it goes to hell. I went out to start her up the other day and discovered that the brake pedal went to the floor. I checked the master cylinder brake fluid level and sure enough it was low. Next, I got down on my knees and inspected inner sides of the tires. Sure enough, the left-hand rear tire had what looked like brake fluid running down its side. It was brake fluid. Well, it tasted like brake fluid. I have ordered a new wheel cylinder. Rebuilding a brake wheel cylinder on an older car is just not worth the trouble. What with the heat, the work on my cars has been piling up. I have finished installing all the stuff that goes back on my '69 MGC-GT after installing the rebuild cylinder head. I have kept the MGC "stock" long enough. With overheating a concern, it has been running hotter than usual, I have removed the fan blade and shroud assembly and have installed an electric fan with a thermostat control. I did this to a '74 1/2 MGB and the results were amazing! Ninety five plus degrees in creeping traffic and the temperature gauge never moved from the normal position. After installing the electric fan on the "C", the temperature gauge read just to the right of Normal at idle. Much better than before. But, during a test drive, it read 3/4's Hot on the gauge and I began to hear unusual noises. By the time I pulled into the driveway, the gauge read almost Hot. I popped the hood to check things out and saw coolant on the ground. Over flow? No such luck? At one of the anchor points for the electric fan, coolant was pouring out! This is the original radiator. It had been checked out at a shop when the car was restored, but it was not re-cored. I think that its internal condition was the cause of my original higher than normal engine temperatures. Installing the mounting assembly (same as used for mounting an auto transmission or engine oil cooler on American cars) should not have punctured a core tube. Unless of course, the radiator was close to rupturing on its own without my help. O'well, better that I discovered the problem while parked in the driveway and not faraway on some dark, lonely interstate! On the plus side, the "C" sound much better without that inflexible multiple bladed steel fan spinning around. Next, it is to the radiator shop where I ask "How much?????" I will let you know how that experience turns out.

And I still have a new brake master cylinder and threaded push rod yoke (backorder which Mini Mania forgot to order; the second time this has happened to me) to install on the Morris Minor.

Just a few days ago, I was bragging about having three British cars that were road worthy. I think that I should have kept my mouth shut!

The official word on the **Schrantz's** '64 Jaguar Mark II is that its restoration is complete. This car will be **Mary D's** everyday British driver. Although that may be limited until after the Memphis show which is Oct. 11th, 12th, and 13th of this year. Now for that old Austin Healey of Mike's. **Peter Brauen** has already finished the repair on the frame with replacement parts (Big time welding job). I guess that disassembly of the AH is next.



North American MGB Register
Offers all MGB, Midget, and MG 1100/1300
owners a great deal for your money.
Nonprofit, democratic, run by enthusiasts
for enthusiasts.

Super 56 page magazine, MGB Driver.
Technical advice, local chapters, National and
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The only official MGB Register in the US
recognized by the MG Car Club, England.
Write P.O. Box MGB, Akin, IL 62805.
Call 1-800-NAMGBR1 and join today.

KEEP A SHARP EYE OUT by Jim Jones

The British cars we all love are hidden everywhere. The British sold thousands of them here in the States. They are tucked away in garages, backyards, warehouses, etc. Their owners have held on to them for years hoping to someday restore them. They never seem to get around to it.

Look for them every time you travel and not just on the open, but in your own neighborhood. You never know when the owner is ready to sell. One of our club members followed a Mini driver to his house, approached him, offered to buy the car, and it was sold on the spot! Estate sales often include British cars. I purchased two British cars this way. If an owner wants too much for the car or does not want to sell, get his telephone number, give him yours, and wait him out. Sooner or later the car will be available. Many times they will call you when they are in the need of money or just tired of having the car around the place.

WHITE POST RESTORATIONS
 ONE OLD CAR DRIVE, WHITE POST, VA 22663
 CYLINDERS COMPLETELY REBUILT AND BRASS SLEEVED! LIFETIME LIMITED WARRANTY!
 THE ULTIMATE SOLUTION TO YOUR BRAKE CYLINDER PROBLEMS
 CALL FOR INFO (703) 837-1140.

10-96

POOL PARTY REPORT by Jim Jones

The weather conditions were not good during the day. There was lots of rain that afternoon on the north shore, but by 6:00 PM it started to look much better.

Due to the weather conditions most members drove their everyday cars. Three British cars were driven: my Morris Minor, **Keith Vezina's** MGB, and **Harold O'Reilly's** Spitfire. The Spitfire only made it half way across the 26 mile causeway bridge (world's longest). The Causeway Bridge Police pushed the Spitfire to the nearest across-over where it was found to have a broken distributor rotor. This would have been an easy fix, but Harold's "spare box" was not in the car. Woops! **Roy Richardson** gave him a ride to the event. **Cliff Hughes** came up with a new rotor so that the car could be repaired on their way back home. The event was well attended, the water in the pool was comfortably warm, the pizza good, and the socializing was great. I found out later that the wrong distributor and it has always caused trouble.

THE WAY THINGS ARE by Jim Jones

A small select group of club members control the BMCNO. It's true! Out of over a hundred members, eight of them hold sway over everything. That's the way it is.

But their grip on the club is only temporary. Each October, you can effect change by voting for club officers. Better yet, run for office yourself and you can be one of those "in control". Think of the power over others that you can wheel! Think of the prestige!

O. K., maybe, that is a little over stated. It is my option that the success of our club is due to change and that change can only come about with new blood in club office.

LUBRIPORT LABORATORIES, INC.

PROUDLY SERVICING THE PETROLEUM & MARINE INDUSTRIES

* PETROLEUM LABORATORY SERVICE* *USED LUBE OIL ANALYSIS* PREVENTIVE MAINTENANCE ANALYSIS*
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1-97

OFFICERS FOR CALENDAR YEAR 1996

BOARD of DIRECTORS:

PRESIDENT	KEITH VEZINA	504-443-5056.
VICE PRESIDENT	MIKE ANDERSON	504-466-2717.
TREASURER	ANNE FRILOUX	504-464-1734 FAX. 504-464-1292.
EDITOR	JIM JONES	504-892-7774 VOICE & FAX.

MEMBERS at LARGE:

BILL BREITHOFF	504-288-4019.
CATHY GREENSFELDER	504-392-9261.
KARL KEIGER	504-737-2086.
HAROLD O'REILLY	504-486-5837.

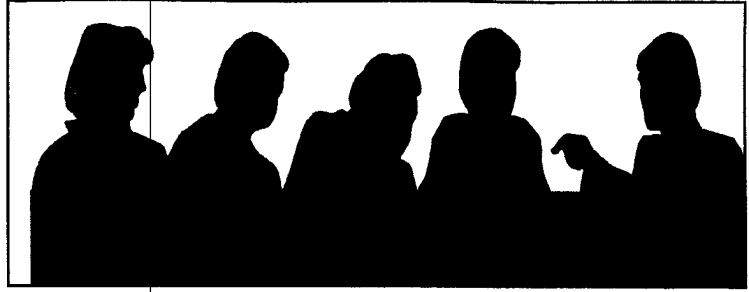
CAR CLUB DUES

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!

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

Club president, **Keith Vezina**, opened the monthly general membership meeting at 7:40 PM. Guest and new members were introduced. **Mike Lewis** of the Mardi Gras MG T's spoke about their club's September 21 event in Baton Rouge, La. Keith talked about the Car Day Pool Party which is now set at August 10 with a convoy leaving from the rear of Lakeside Shopping Center at 7:00 PM.



Mike Anderson gave a report on the Bush Run event. All other coming events were discussed with those members present. **Frazer Rice** reported on the large MG event at Indy. It was "Just too darn big", he says. **Scott Altenloh** informed members about a new magazine devoted to Triumphs. **Richard Denneau** did a "show and tell" bringing in a front suspension spring from his MGB which he discovered was broken near its top end. Keith discussed the upcoming car shows in the area and closed the meeting at 8:50 PM.

UPDATES ON MEMBER'S BRITISH CARS by Jim Jones

There is a lot more going on with club member's British cars than I know about, but here is what I do know about.

Cliff Hughes: (Mandeville, La.) '58 Austin Healey 100-6 BN4 painted frame and body is to go back to **Peter Brauen's** shop and is awaiting the rebuilding of the front suspension and rear end.

Mike Schrantz: (Mandeville, La.) '64 Jaguar MK II, the rear doors have been repainted, the rear door panels have been installed, etc. One glitch, the idler pulley for the A/C compressor drive belt had to be replaced. The car has been driven on two country drives and has performed well. **(Since Completed!)**

Karl Keiger: (River Ridge, La.) MG Midget modification for Solo II events has been completed and the car has been run in Solo events. Karl has done a very good job and it is a very pretty looking car. Karl said that he will write an article for the newsletter.

Peter Brauen (Bay St. Louis, Ms.) and **Michael Delacerda:** (Metairie, La.) Swapped cars. Michael got Peter's '80 Rover 3500 and Peter got Michael's early model '63 MGB. Both are very happy with the deal.

Frazer Rice: (Jefferson, La.) MGA is at **Peter Brauen's** shop and is near completion of sheet metal replacement.

Richard Kilpatrick: (Amite, La.) TR4 has been given to Richard and he is stripping the body for repair and painting. Richard is looking for a Morris Minor. He says that he will pay his club dues soon.

What work have you been doing on your British car?
Write an article for the newsletter. Please!

CLUB REGALIA

BMCNO T-SHIRT \$ 7.00

BMCNO GOLF SHIRT \$15.00

BMCNO WINDSCREEN TRANSFER \$ 1.00

GET THESE ITEMS WHILE THEY LAST!

ORDER FROM CLUB TREASURER ANNE FRILLOUX AT GENERAL MEETING.

BMCNO JACKET PATCH \$ 5.50

BMCNO BASEBALL CAP \$12.00

1st THING TO TUNE UP by Mr. Goodspanner

Before messing with those carbs, other things must be correct. The hardest part is setting the gap between the valve stems and the rocker arms. On most British cars, you will need a feeler gauge (Usually .015"), a 1/2" box end wrench (long handle for torque), and a straight edge screwdriver (Please use the largest blade which will fit the adjusting screw. They are hardened screws and they can break if the blade fits loosely). The only part needed will be a new valve cover gasket, if it is not reasonable fresh. Sealant is not necessary for cork gaskets. If you must use sealant, only smear it on with your finger. **Excessive sealant can migrate into the oil passage ways and cause big time trouble!** With the engine cold, remove the valve cover and remove the spark plugs. Insure that the valve cover hold down screw openings are not deformed. If they are, flatten them back out using a hammer and a block of wood. With the transmission in neutral, you can now turn the engine over by hand using the cooling fan. Sometimes, a little pressure on the fan belt is necessary to accomplish this.

Turn the engine over in the proper direction (you can bump the engine with the starter to determine this). Turning in the proper direction of rotation is necessary so that the valve lifter will be on the proper side of the cam lobe. If your car has been converted to an electric cooling fan, hence no mechanical fan to turn, place the transmission in gear and push the car to the rear to turn the engine over.

You can start with any valve in its up position, but there is a rule to follow which will result in the least amount of crankshaft turns. For 4 cylinder engines it is the "Rule of Nine". To adjust valve number 1, add 1 and the number that will equal 9, which is 8. Turn the engine over until valve #8 is fully down. Valve #1 is now fully in the up position and its rocker is fully at rest. Adjust valve #1. Continue in this sequence adjusting valve number: 1,3,5,2,8,6,4,&7. For six cylinder engines it is the "Rule of Thirteen". Use the sequence: 1,7,9,2,5,10,12,6,4,11,8,3. You can easily make up a chart if you desire. I did not think up these "Rules", but I wish that I had.

To adjust the clearance, loosen the nut on the rocker arm. Back off the adjustment screw and place the proper size feeler gauge between the valve end and the rocker arm. Turn in the screw (while pressing down) until the arm just touches the feeler gauge. The gauge should still be free to move. Hold against the rotation of the screw (Here is where you can break the slot in the adjusting screw, if you use too small a screwdriver blade) and tighten the nut. Bump the wrench hard with the palm of your hand; the nut must be good and tight! Check to see if the feeler gauge is still free to move, but the rocker arm has no movement. If these requirements are not met, remake the adjustment. Accomplishing this will take some practice.

After all the valves have been properly adjusted, do not run the engine without the valve cover in place. Oil will splash everywhere! Do not over tighten the valve cover hold down screws. Doing so is what causes oil leaks in this area by distorting the cover and mashing the gasket.

If you are adjusting the valves for the first time on a rebuilt cylinder head, they will need to be adjusted again after a few miles when they "seat-in". Do not try and "tune" the carbs, it will not help. Readjust the valve clearances, they will have changed! The clearances will get smaller, changing the timing of the valves, and if small enough, preventing a valve from completely closing. If this happens, you can kiss an exhaust valve(s) and its seat good-bye! See The other article in this newsletter for "tuning" the distributor.

ELECTRIC COOLING FANS by Mr. Goodspanner

If you are more concerned with engine overheating than keeping your British car stock, a thermostat controlled electric cooling fan is the way to go. The catalog suppliers have them, but they are pricey and not necessarily thermostatic controlled (they run all the time). AutoZone has better prices and different fan diameters. They also offer thermostat kits & mounting kits.

Remove your mechanical cooling fan, you will not need it. You can purchase either a puller type fan for mounting behind the radiator or a pusher type fan for mounting in front of the radiator. On cars like the MGB, there is lots of room between the radiator and the water pump shaft and the installation is easy with a puller type fan. Both installation works as well, but use the proper fan. Otherwise the efficiency of the fan is greatly reduced. If overheating is still a concern after installation, get your radiator re-cored.

2ND THING TO TUNE UP by Mr. Goodspanner

The distributor is next and a lot easier. Easier that is, if you remove the distributor from the engine. Not to worry, just mark the bottom of the distributor and the engine block with some paint or score with a scribe. You can use these markings to position the distributor when you reinstall it. Number each high tension wire, as to their position, with tape. Before removing, note in which direction the rotor is pointing. This will make it easier to re-engage the drive dog on the end of the shaft. Remove the coil wire from the distributor terminal block. Loosen the clamping nut and one of the bolts which mount the clamp. The raised (center) portion of the clamp should be away from the block. Pull and twist on the distributor to remove.

With the unit in hand, it is easy to work on, especially if you have a small vice to hold it in place while you clean, lube, and replace the necessary parts. (Pad vice jaws to protect the unit) Kits are available and are cheaper than purchasing each part individually. See if the shaft will move from side to side a lot. If it does, the rest of this article is of no use to you. Until, that is, you have club member **Paul Calderera** replace the shaft bushes. Remove the cap with wires in place and set aside for now. Hold the drive dog at the bottom of the shaft and turn the rotor. The rotor should turn in one direction with the shaft remaining still and should spring back once released. If it does not turn, turns very little, or does not spring back, the mechanical advance weights need attention. (This test can also be done with the distributor in the car)

Even if the weights test good, they should be serviced. Remove the rotor and then remove the two Phillips headed screws which hold the distributor plate in place.

Slide the coil wire terminal out from the distributor housing. Remove the plate and set aside. Do not remove the large headed screw which holds the cam in place. (Placing a cloth on your work bench will prevent parts from rolling off and into some dark place on the floor.) The mechanical weight assembly will be rusty. Spray it with a rust penetrant. (Not a plain lubricant) Let the penetrant do its work, if necessary, and then work the weights free. These penetrants work well, but sometimes take several hours to do so. Take care not to damage the two small springs. After the weights are free, flush out the rust and lube them with motor oil.

Now move to the distributor plate. Note that it consists of two parts. These parts must move freely. Clean and lube their points of contact with grease.

It may be easier for you to install the new point set and condenser with the distributor plate installed in the housing. Remember that the braided ground wire goes under one of the mounting screws. Note where the two wires are positioned on the point set contact post before removing them. The condenser lead and the lead from the coil terminal must contact the moveable point spring and not (ground) the post. (If the post is plastic, who cares?) Remove the old point set and condenser. Install the new parts. Place the coil terminal and condenser wires on top of the moveable point spring and underneath the plastic collar, not under the nut. Examine the coil terminal and the braided grounding wires. Replace them if necessary.

Now set the point gap to specs. Just turn the shaft so that the point set's rubbing block is on one of the high lobes of the cam and set the gap using a screwdriver in the slot provided for that purpose. Tighten the binding screw and recheck the gap. Reinstall the rotor. (A new one, I hope.)

Pick up the distributor cap and turn it over. See the small carbon rod in the center? Do not touch it with your finger. Use an oil free object and push it in. It should be free to move in and spring back. Do not replace it with a new part or old spare. Get a new cap. If the contacts are scored heavily, that indicates that shaft bushings are worn too much! See Paul, above!

If there is an "O" ring on the lower portion of the distributor housing it should be replaced. It is not the end of the world if it is not.

The distributor is ready to be reinstalled on the engine. You can put the cap on now or wait until later. Insert the unit into the block, lining up the marks you made before, turn the rotor in the direction it was pointing before, and slide the unit in until it stops. At this point, turn the rotor while pushing downward. The unit should set in place. Tighten the clamping bolt and then the loosen clamp mounting bolt. Replace the cap, the coil wire, reconnect each high tension wire in its proper position as marked. If you are replacing the wires, replace them one at a time. Set the timing to specs with a scope.

Sound like a lot of trouble? Not unless you enjoy sitting on the side of the road!

BRITISH CARS & SPARES

CARS FOR SALE

- '74 TRIUMPH TR6 – Like New, Green, Lots of extra parts with car. \$4700.
Call Bruce Rogers at 504-673-3011 or 504-673-3374. (Geismar, La.)
- '75 MGB – Green, Needs restoration. \$450. Call Bruce Rogers at 504-673-3011 or 504-673-3374.
- '79 MGB – Maroon, Needs restoration, Weber, Header, Roll bar, New top, New seat covers, Rebuilt motor, New clutch. \$800. Call Bruce Rogers at 504-673-3011 or 504-673-3374.
- '71 MGB-GT – Good Looker, Red, Wires, Good interior, AM/FM cassette, Overdrive, New clutch kit and Kingpins. \$3800. Call Richard Kilpatrick at 504-748-8223. (Amite, La.)

SPARES FOR SALE

MGB – Transmission, \$35. Heads, \$50. Headers, \$35. Box of new parts, \$100. Lots of other parts, Cheap make offer. TR6 – Hood, \$50. Moving, must sell!
Call Bruce Rogers at 504-673-3011 or 504-673-3374. (Geismar, La.)

**VOTING FOR CLUB OFFICER'S WILL BE HELD AT
THE GENERAL MEMBERSHIP MEETING IN OCTOBER!
JUST TWO MONTHS AWAY!
RUN FOR OFFICE OR NOMINATE A CLUB MEMBER!**

FAIRHOPE, ALABAMA CAR DAY SEPTEMBER 20 & 21, 1996.

Reception Friday night: Sept. 20th on the Faulker State Community College Campus from 6-9 PM. Resignation Saturday Sept. 21st at the site 8 to noon. Judging is noon to 2:30. Awards at 4 PM. Fees: \$20.00 before Sept. 6th, \$25.00 thereafter. Each additional car: \$10.00.

Name _____
Address _____
City _____ State _____
Zip _____ Phone () _____
Miles: your house DIRECT to the show _____
Local Club Affiliation _____
Attending reception? _____
Score sheet? _____ Send SASE.
1st car: _____
Model: _____ Make: _____
2nd car: _____
Model: _____ Make: _____
Total Enclosed: \$ _____

In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Mardi Gras MG's and its officers, the show committee, and the City of Fairhope from any and all liabilities for injuries, damages, or loss arising from my entry, attendance or participation in this event. I certify that the car(s) offered for registration are covered by liability insurance at least equal to the minimum requirement of the state in which registered.

Signature (required) _____
Date: _____

10th ANNUAL SOUTHEASTERN REGIONAL TRIUMPH MEET SEPT. 12, 13, & 14, TALLAHASSEE, FLORIDA.

Hosted by the *Temple of Triumph*. Driving events, Driving school, Fun rallye, Funkana, Car show, Fish fry, Awards banquet, Special guests, SCCA autocross, Contest, Autojumble, Auction, and Roadster Factory "Candy Store".

Three day event. Basic fee \$60 plus banquet, etc. Four page flyer too much to print
For more info call Bob Jones at 904-956-2887.

2ND ANNUAL BMC MONTGOMERY CAR DAY SEPT. 27, 28, 1996.

Hospitality night is Friday, Sept. 27, 6 to 10 PM at South Trust Bank building. Saturday, Sept. 28, 8:00 AM to ? Car Day at the Highlands Games held in Wynton Blount Cultural Park. Participants will receive two passes to the games. Judging by popular vote.

MAIL TO: BRITISH MOTORING CLUB, INC.
4200 WARES FERRY ROAD
MONTGOMERY, AL 36109
FOR MORE INFO CALL: 334-277-3645.

NAME: _____
ADDRESS: _____
CITY/STATE/ZIP: _____
CLUB AFFILIATION: _____

REGISTRATION IS: \$15 BEFORE SEPT. 1ST,
AFTER \$20.
ADDITIONAL CARS: \$10.00 EACH.

CAR #1	_____	\$15/\$20	_____
CAR #2	_____	\$10	_____
MAKE	MODEL	YEAR	
		TOTAL	_____

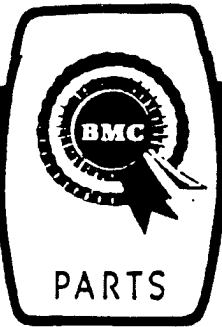
In consideration of the acceptance of this entry, I wave any and all claims for myself and my heirs against the British Motoring Club Inc. of Montgomery, the St. Andrews Society, their officers and any sponsors of this event for injury or illness which may result directly or indirectly from participation. I also give permission for use of my name and/or picture in any broadcast, telecast, or any other account of this event.
Signature _____ Date _____

.....
EDITOR'S NOTE: There are just too many events this time of the year to print brochures in full. One of them is four pages long! Copies of the brochures are made available to BMCNO members at their request.
.....

KANSAS CITY ALL BRITISH CAR and CYCLE MEET August 30, 31, & September 1.

A British car meet with Italian cars included and on Labor Day weekend? You got it! Three days of happenings? You got that too! T-shirts & sweat shirts with special club 15th anniversary logo? Autocross, Driving skills test, Swap meet, Raffle, Tech session, Brunch, Dinner, Banquet, and more! The KC club has gone for the different this year. Three days filled with things to do. Tired of the same old type of show? Attend this event!

Info: Len Lutz-816-358-7651, Steve Lopes-913-842-7137, Bob Peters-913-341-3169 (cycles).



PARTS INFORMATION BULLETIN

The British Motor Corporation / Hambro Inc.
734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY

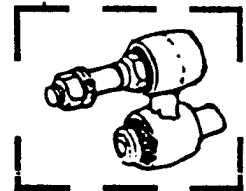
23 October, 1974

SUBJECT : Leaf Spring Shackle Bolt Modification

MODEL : All Jensen Healey's

A design flaw has been discovered in the existing rear leaf shackle bolt mounting on all Jensen Healey's. Failure to immediately replace these defective parts can result in permanent injury to the vehicle operator. Several reports of loose nuts in Jensen's have already been reported.

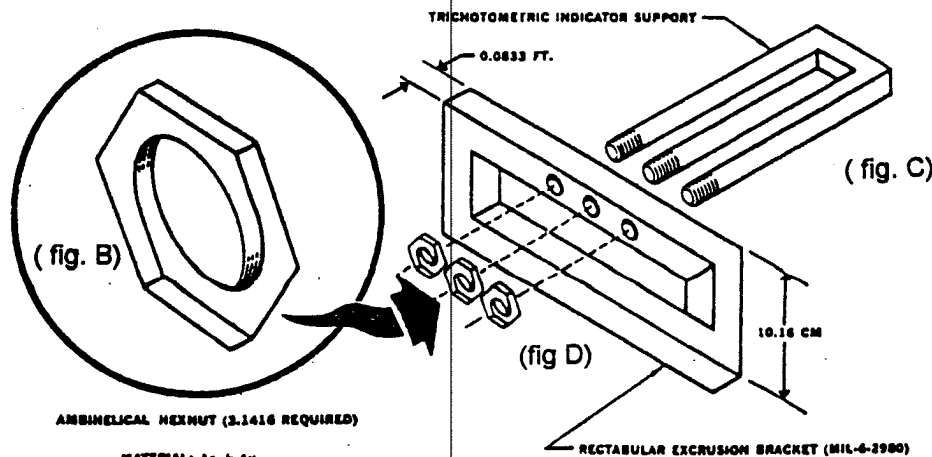
A new leaf spring shackle bolt and bracket design (Fig. A) consisting of;
part no. 14-642 Bolt Spring-Eye w/nuts
part no. 41-246 Bottom Pin Shackle Bracket w/nuts
is currently available from all authorized BMC parts distributors.



(Fig. A)

Extreme care should be exercised when using a spanner to remove the 3.1416 Ambihelical Hexnuts (fig. B) and spring washers from the Trichotometric Indicator Support (fig. C). With a soft metal drift, cautiously drive the three pins out of the Rectabular Excrusion Bracket (fig D).

Replacement of the new bracket and bolt is the straightforward reversal of the above procedure.



AMBHELICAL HEXNUT (3.1416 REQUIRED)

MATERIAL: Ag + An
(SILVER THREADS AMONG THE GALLED)

REFERENCE: PAU 2099, PAU 2151

MG • AUSTIN HEALEY • MORRIS • AUSTIN • SPRITE • MIDGET