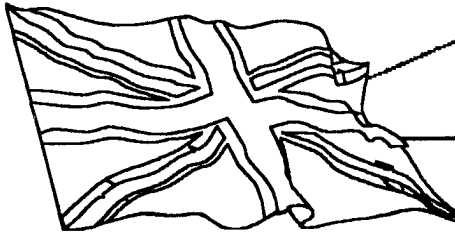
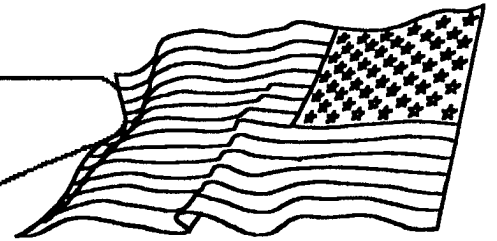
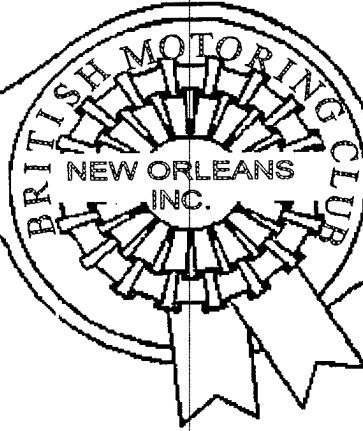


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The MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

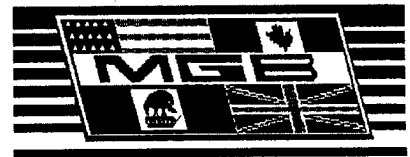


THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB - NEW ORLEANS, INC.

Dues Due: 02/28/97

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

SEPTEMBER 1996



North American MGB Registry Chapter

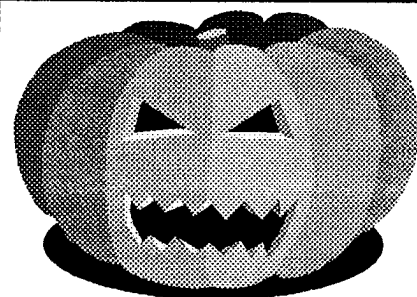
SOUTH ALABAMA
BRITISH CAR FESTIVAL
AT BELLINGRATH GARDENS
OCTOBER 5th

TASTE OF BARVARIA
COUNTRY CRUISE AND
BREAKFAST
OCTOBER 27

OCTOBER 1996

BMCNO EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5 SOUTH ALABAMA CAR DAY
6 SCCA DELTA REGION AUTOCROSS	7	8	9	10	11	12 MEMPHIS CAR DAY
13	14	15 OFFICER'S MEETING JIM'S	16	17	18	19
20	21	22	23	24	25	26
27 TASTE OF BARVARIA	28	29 GENERAL MEETING ELECTIONS	30	31		



UPCOMING CLUB EVENTS

SEPTEMBER 21

TWO EVENTS – MGT's GOF and Fairhope Car Day. See Last Two Month's Newsletters.

SEPTEMBER 24

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

SEPTEMBER 28

MONTGOMERY CAR DAY – Group leaving Friday the 27th.

Call Keith Vezina for information at 504-443-5056.

OCTOBER 5

SABCC CAR DAY – Bellingrath Gardens on the Grand Lawn. Flowers Everywhere!

Call William Colburn for details at 334-947-6125.

OCTOBER 6

SCCA EVENT – Charity event, all profits go to the Navy Morale, Welfare, and Recreation Fund. Contact Sid or Gail Deleon for more information at 504-892-7272 Home, 504-486-5471 Work, Fax 504-488-3939, E-MAIL: deleon@communiquet.net

OCTOBER 27

TASTE OF BARVARIA – Cruise and Breakfast. Convoys: South Shore, Pickadilly Restautant on Verterans, 8:00 AM and North Shore, Piggly Wiggly on Hwy 22, Mandelville, 8:00 AM.

OCTOBER 29

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

NOVEMBER 3

RALLEY – Annual E. E. Reynolds Ralley. Guest: Miata Club. Last year's event was held on the North Shore and was well attended. This year's event will be held in the River Parishes. Details later.

IN MY TRAVELS by Jim Jones

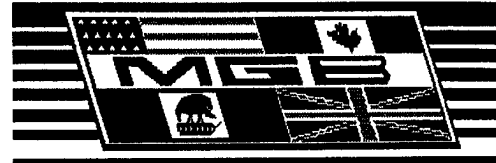
My MG 1100 has working brakes again. The job of replacing the rear brake wheel cylinder on the 1100, as on a Mini, is a little more involved than on rear wheel driven cars. The brake drum and the bearing hub assembly are one in the same. Requiring a special puller to remove the assembly. Well, you do not have to have a special puller, but having one makes the job much easier and you will not damage the wheel bearings or the shaft. I had the foresight to purchase one shortly after I acquired the 1100. The inner wheel bearing is of the older type, not a sealed bearing. After pulling the drum / hub assembly, all of the twelve ball bearings began to fall out onto the brake shoes. They, along with the inner race, the outer race, and the cage were now dirty and had to be cleaned. The wheel cylinder is held on to the backing plate with a large "E" clip. It was easy to remove. The problem arose in attempting to install the new clip. I decided to remove the backing plate before I broke something. Even with the backing plate in my lap, it was not easy to install the new clip.

After that job was completed, I discovered that the brake adjuster was frozen. I sprayed it with penetrating oil, freed it up, and wire wheeled the threads. Next, came the job of greasing all the parts of the inner bearing, placing the cage on the inner race, and inserting the twelve ball bearings into the cage with lots of grease. This is to temporarily hold the balls in place while reinstalling the drum / hub assembly which contains the outer race. I managed to accomplish this on the first try! There is probably another way to do this, but I do not know it. Another simple job turned into a project!

Cliff Hughes came over to my place in Covington and assisted me in installing a new brake master cylinder in my Morris Minor. I have had the old cylinder in and out of the car several times before, but it sure is nice to have a buddy to hold things in place or "go fur" tools when you are under the car. The threaded yoke portion of the two piece push rod was bent, so I replaced it as well. The charging of the new cylinder with fresh fluid and the bleeding of the lines was easy. With new tires, brake shoes, front wheel cylinders, and master cylinder, the Morris can now stop on a dime.

Frazer Rice transported his red MGA across the lake to Cliff's storage units for an engine transplant. Along with his MGA, he brought a rebuilt engine by **Peter Brauen**, minus the cylinder head. The next morning **Mike Schrantz** and I removed everything from the block that we could get to with the engine still in the car. After lunch at my place, courtesy of my mom, Frazer and I returned and, with Cliff's assistance, pulled the engine and transmission from the car. Being an MGA 1600 model, the engine and transmission could not be removed from the car as a unit. We had to separate the engine from the transmission and remove them separately. I am told that it can be done on some 1600's, but the engine could not be brought forward enough for the transmission to clear its mount on this car.

At one point in the afternoon, I reflected on the position of the rebuilt engine during its transport. Frazer had secured it upside down on wooden blocks. It traveled well in that position, not moving an inch. But, with it not having a cylinder head and push rods in place, I wondered if the cam shaft lifters were still in place. I removed the side covers and sure enough, three of the eight lifters had fallen out of their holes!



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1-97

MORE IN MY TRAVELS

The following Tuesday after Labor Day, I brought the cylinder head from the removed engine to Richard's Machine Shop in Covington for a rebuild. Later, it was found that the cylinder head had already been reworked before and that it had two cracks which had been pinned. Frazer had another head available to him and it is being looked at now.

Frazer has a rebuilt transmission for the "A", but the rear mount had not been changed. The mount is round with inner and outer sleeves. The lower portion of the transmission case where the mount is inserted is not real thick. It was obvious that beating with a large hammer was not the way to go. Peter was consulted. He said to remove the inner sleeve and the rubber mount, then to hacksaw the outer sleeve to remove it from the transmission. He also said that the outer sleeve has a flange on one side and that the mount assembly must be installed with the flange on the same side as the old one was installed. I removed it one morning when temperatures were still cool.

The guy at the radiator shop finally got the new core for my MGC. However, it did not have the necessary flanges to mount the side rails. Bummer! But, he said that the old core was good and that the punctured tube was not caused by corrosion. It was cut, He had already repaired it, and he thought the radiator was O.K. and only needed servicing. With the time and cost involved, I decided to go with the old core. When I get the radiator back, I am still going to install the electric cooling fan.

Well, it looks like the Bugeye Sprite stored at **Cliff Hughes** building in Covington and all of its spares has been sold. Stu & Katy Orr who are buying the car were involved with British cars during the first five years of their marriage and are fully aware of the trials and tribulations of bringing an old car back to life. The bug has bitten once again. All but a small portion of the structural work has already been done and the parts with which to complete that work are with the car. The transmission appears to have been rebuilt. Several engines come with the car. All the bits and pieces seem to be there and then some.

EDITOR'S TALK by Jim Jones

This is the first newsletter published since my computer upgrade. The upgrade consisted of a mid-tower with a Cyrix 686 CPU chip operating at 110 megahertz mounted on an up to date system board with two pentium set chips and a 200 watt power supply. I installed my old drives, support boards, and RAM memory chips. And, I added 8 MEG of memory bringing the total memory to 16 MEG plus the 2 MEG of usable memory on my Video / Sound board. While you may not notice any difference in the newsletter, it sure is easier for me to produce now. Everything happens so much faster. All of this did not just fall into place, of course. I did encounter some problems. The instructions that came with the upgrade were minimal and I still do not understand everything they included in them.

I still am using my original monitor which has a 13 inch screen (less than that is viewable) and a .39 dot pitch. But, help is on the way. I am awaiting the delivery of a 15 inch monitor with a .28 dot pitch, a maximum resolution of 1280 X 1024, and all the other modern features such as Energy Star. You can get really good prices on equipment just before manufactures come out with new models. The catalog people buy their remaining inventory cheap and sell it at low prices.

A change in the newsletter that you will notice will be evident after my new flat bed scanner arrives. I have an old hand held scanner that never did work very well and I did not use it too much. I will be doing a lot of experimenting with the new one.

Sorry if I bored you with all this non-British car stuff, but I just had to tell somebody and I had some white space to fill up.

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10-96

GAS CAN SAFETY by Mr. Goodspanner

I recently read an article on gas can safety. Not from the view point of the those wacky EPA guys, but from the view of everyday safety in the handling automotive fuels. We have all at one time or another had the occasion to go to the gas pumps for a supply of fuel. Perhaps to power the lawn mower.

It sounds like a straight forward task. You just throw the empty gas container into the car and head to the pumps. It is when you get to the pumps that you need to practice an important life saving idea.

It usually does not happen, but it can and sometimes does occur. The fuel you are starting to pump into the container **explodes!** What happened? The cause was static electricity. Static electricity is always there, but potential is highest in the winter when the temperature and the humidity is low. Ever get zapped in the winter time when you are reaching for a door knob? Ouch! You do not only get a shock, but you can actually heard the spark crackle!

To neutralize the difference of potential between the pump and your container and not create an open spark, touch both the fuel pump nozzle and the container with your hands at the same time before you touch the container with the nozzle. This will drain off the static electricity harmlessly. The fumes in an empty container can explode. After all, it is the fumes which explode and not the liquid gasoline. Ask your local fireman if you do not believe this fact.

One of the times, when you are at the greatest risk is when the container is left in the car and it is sitting on an insulated object such as a vinyl floor or trunk mat. If you do not touch both the nozzle and the container at the same time with your hands before fueling, you can draw quite a spark. Boom!

The hand touching works, but the best method is to use a shorting wire. A two or three foot piece of wire with clips on either end. Attach one end to the pump nozzle and the other end to the gas container.

Remember that the gas container does not have to be constructed of metal for static electricity to build up. It occurs with plastic materials as well.

Winter is coming so be forewarned and be safe, as we need your dues!

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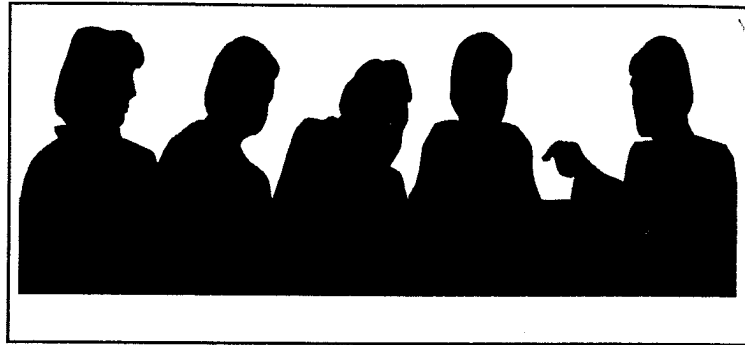
CAR CLUB DUES

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!

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

I usually miss one general membership a year. This month's was it for this year. So, I do not know all the facts. I do know that it was one of, if not the largest attended meeting ever. Two extra tables had to be brought in from the main dining area in order to seat everyone who came. I do know that we had the longest talks by a guest speaker. George with Covington Motors spoke for an hour and a half about automotive paints.



I do know that we had another guest speaker who spoke on the Blood Drive Car Show. And, I do know that we had enough British cars in the parking lot to hold a good size car show! But, that is about all I know. Sorry!

TO MODIFY OR NOT TO MODIFY by Jim Jones

That is the question. Where have I heard that before, the late night show? Should you modify your British car? The concours guys would flip out! I have all the respect in the world for an individual who has restored their car to concours condition, but few have. Most do not even drive their beloved iron. I saw one guy transport his beauty in an enclosed custom trailer and push it on site. He also cleaned the treads on the tires after the car was pushed in place. I guess that is fine if he is that much in love with his car. But, that love is platonic. It is akin to being in love with someone and not have a relationship with them. You know what I mean. In order to have a true relationship with a car, you must drive it and it least do some work on it other than cleaning, waxing, and polishing it. My respect goes to club members **Mike & Mary D Schrantz** of Mandeville, Louisiana for their decision to drive their just completely restored '64 Jaguar Mark II to the Memphis car day. Good show!

The true joy in owning your special British car is in the driving of that car. It is in knowing all of its idiosyncrasies. If you enjoy driving your car, some modifications are perfectly acceptable, If those modifications make the car safer or more reliable. They include: Halogen head lamps, Brite-glow tail lamp lens, modern radial tires of the proper or close to the proper size, electric cooling fans, in line fuses where the manufacture failed to install them, and amber coated turning signal light bulbs, (amber coated single filament bulbs are once again available).

I must admit that I do not care for most cars that have been so heavily modified that they can never again be brought back to original condition. However, one such car is River Ridge club member **Karl Keiger's** Solo II Midget or Sprite, I forget which one it is. It is a thing of beauty and every well done for its intended purpose to boot!

So, enjoy your British car. Drive it!

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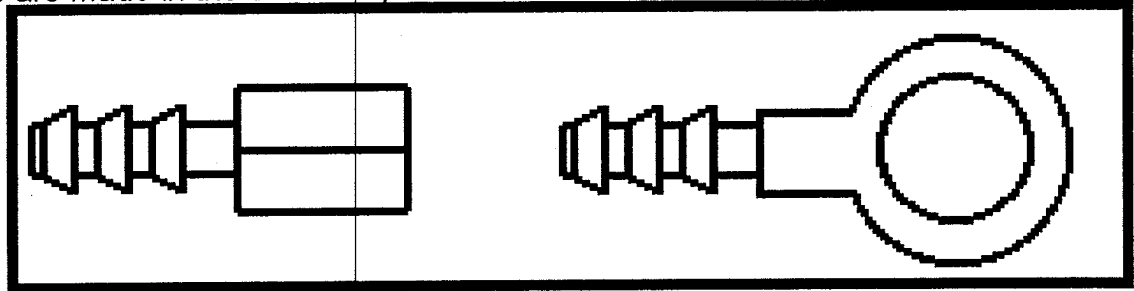
BRAIDED FUEL LINES by Mr. Goodspanner

Club member **Sheldon Fortenberry** cranked his Austin Healey the other day. It had been setting for a while and I was surprised to see it start right up. He let it idle for awhile and then backed it out. I immediately saw a lot of liquid on the ground and told him to cut the engine off. The liquid turned out to be fuel.

We popped the bonnet, but I could only see evidence of fuel on the base of the front carb. So, we turned on the ignition and watched for a fuel leak. Instantly, a stream of fuel squirted from the braided fuel line connected to the front carb. The braiding on the fuel line concealed a badly deteriorated rubber hose. That is the trouble with rubber hoses covered with braided metal. You cannot see the condition of the rubber hose. If your car utilizes braided hoses, you may want to consider their age and possibly replace them.

We wanted to fix the problem, but did not have a spare fuel line. This type of fuel line has the rubber hose and wire braid crimped onto the end connectors. Using a pair of diagonal wire cutters, I cut into the crimp. Then, I used a pair of pliers to peel it off. What I wound up with is two of the connectors shown at the left in the drawing below. Banjo fittings are made in the same way.

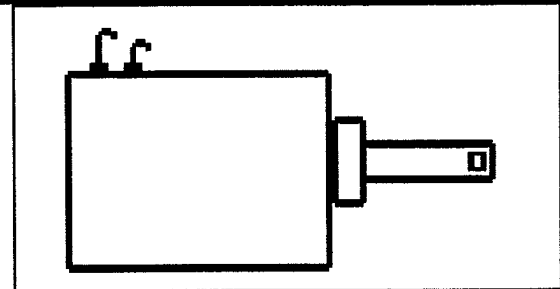
I cut a piece of rubber fuel line to the needed length, slipped it onto the connectors, and secured with worm drive clamps. Sheldon installed the "made up" fuel line and the problem was solved!



This is a great "on the side of the road" quick fix and you only have to carry a length of rubber fuel line hose and a couple of clamps. Insure that the spare hose is designed specifically for use with petrol.

SOLENOIDS by Mr. Goodspanner

Solenoid's work in one of two ways. First, as an electrical means of accomplishing a mechanical task. What, you say? O.K., I will break that statement down for you. When an electrical current is passed through a coil of wire, it acts just like a magnet. That magnetism will push or pull a ferrous (iron) bar or rod (plunger) through its center. The rod can be used to move something, like a lever.



This is how the overdrive solenoid works. It moves a part that redirects oil pressure from the overdrive sump (when the overdrive is not engaged) to the hydraulically operated pistons to engage the overdrive clutch lining.

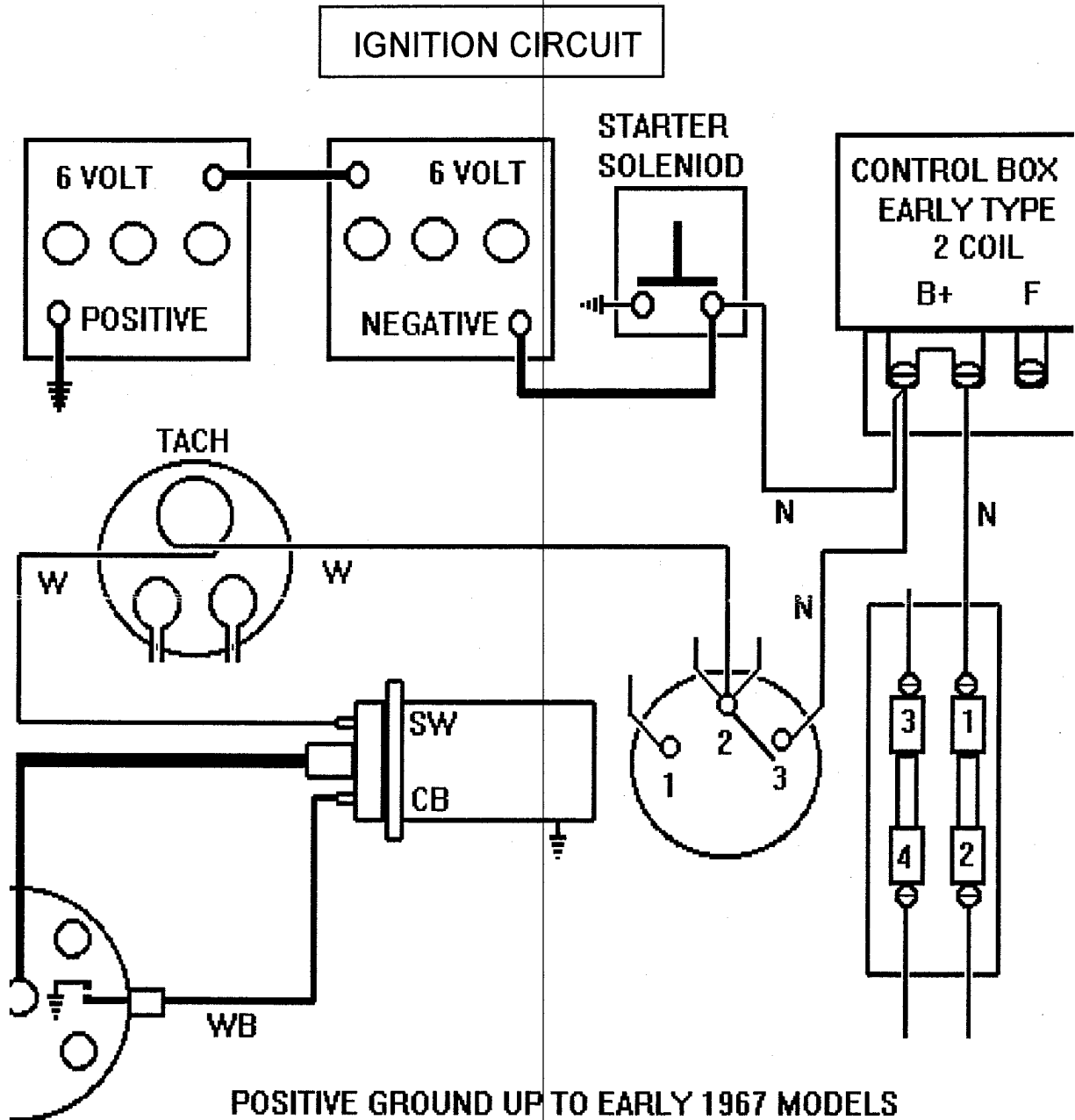
Secondly, the solenoid can be used, as a relay, to connect large current carrying wires by using low current carrying wires. It is like this; the starter draws large amounts of current when in operation. The switch mounted on the dashboard for this purpose (starter button or ignition switch) would have to be very large in size and so would the size of its wiring. It would look like hell and be costly to run large battery cables into the interior of the car. As the battery / starter wiring is not fused in older British cars, a question of safety also comes up. The solenoid addresses all these problems. A low amperage current, using small wires, uses a coil and its electrical magnetism to connect the large high amperage carrying starter cables.

Do these solenoids ever stick and grind a starter to death until the battery goes flat? I have never heard of large starter solenoids sticking in the operated position. But, small ones sometime do so.

**OVERDRIVE CIRCUITS ARE NOT FUSED – INSTALL AN IN-LINE FUSE HOLDER, NOW!
LOOK FOR A YELLOW WIRE CONNECTED TO A YELLOW / RED WIRE
IN THE ENGINE COMPARTMENT.**

MR. GOODSPANNER SIMPLIFIES WIRING

I am trying to simplify the U.S. MGB wiring diagrams. I am starting with the early models. For club members who have never been trained to interpret auto wiring diagrams, they must look like a mess of noodles. I have found that many members can understand wiring diagrams, if they are not presented to them all at once. Many connectors, etc. are not shown. This is the first of many, if members find them to be helpful. I will need your feedback for encouragement.



Notice that in this wiring diagram, the current for the ignition coil is routed through the electric tachometer winding. If your tach loop opens or if the connections at the back of the tach fail, your ignition coil goes dead and your engine ceases to run. Also notice that there is no fusing in this circuit. If a short to ground occurs, wires will melt big time!

If you have a newer ignition coil with plus and minus markings at the terminals as opposed to SW (for ignition switch) and CB (for contact breaker) markings, connect the white / black wire from the distributor to the positive or plus terminal and the white wire to the negative or minus terminal. The coil will work when wired backwards in a positive ground car, but not at its highest efficiency. The spark plugs will not operate at peak efficiency, either.

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'76 MGB, Yellow.

BOOMTOWN REPORT

Bill Briethoff reports that approx. 18 to 20 club members attended the Boomtown Casino event with 8 British cars on hand. There were more Triumphs driven to the event than any other marque of British cars. Reserved parking was available, but the Casino did not know for whom it was reserved. They also did not know about the meal coupons members were to receive. All was worked out after several phone calls and some delays.

Apparently, Casinos are like host hotels. If you do not keep in constant touch with them about an event, they forget all about your club. "Your here for who's car show?" "What special rate?"

WIRING AN ELECTRIC FAN CIRCUIT by Mr. Goodspanner

As with everything, there is a correct way and an improper way to accomplish a task. Here are some tips on how to wire in an electric cooling fan the proper way.

You can use insulated crimp connectors, but they are not the best. I recommend non-insulated connectors that allow you to be able to solder the wire and the connector together. You can do this by using the original type connectors and the original type slip-on insulated sleeves. Looks better too. Or you can use shrink tubing over the soldered connections which is the optimum.

Lets start at the electric cooling fan itself. Attach the ground wire (usually black in color) to a good ground source using a closed terminal designed for use with a screw. Also, use a star washer designed to cut into the sheet metal for an excellent electrical connection. Place the star washer between the terminal and the sheet metal, not under the screw head. On early cars it is best to go to a chassis ground, as the body sheet metal may not always be the best ground source.

These fan motors run on direct current and will run in either direction depending on which way the wires are hooked up. They are designed as one of two types. The "Puller" fan is designed to be mounted on the rear of the radiator and pull air through the radiator; the "Pusher" fan to be mounted on the front of the radiator and push air through the radiator. Which type you require depends on where you can physically mount the fan assembly. In either case, remove the engine's mechanical fan assembly. You will not need it. It just makes noise and robs the engine of power. About 3 to 5 horse power, they say. However, when a puller fan is wire up to act as a pusher fan or visa versa, (Hot wire to ground and mounted on the wrong side of the radiator) the impeller can not move as much air as when it is turning in the proper direction. Never wire a puller fan to be a pusher fan or visa versa. Purchase the proper fan for your needs.

How you wire the rest of the circuit depends on what options you desire. You can wire it as in the first diagram with a thermostat and an over ride switch or as in the second diagram with an indicator light as well. The adjustable thermostat allows automatic control of the fan according to the temperature of the engine's coolant. The switch allows you to over ride the thermostat and run the fan continuously if you desire, as in the case of a thermostat failure. The second diagram also shows you how to wire an indicator light in the circuit. The indicator light will not only glow when you have the over ride switch in the on position, but will also glow whenever the fan is running under the control of the thermostat. This is great "feedback" and I like feedback!

Some lighted switch assemblies may not allow you to wire their internal lights to perform both functions. If this is the case, use a non-lighted switch and a separate light assembly.

Do not fail to include the in-line fuse in the circuit and install it only where shown. Physically locate the fuse holder in a place where it is easily accessible. Do it right and you will have no failures and no electrical fires!

