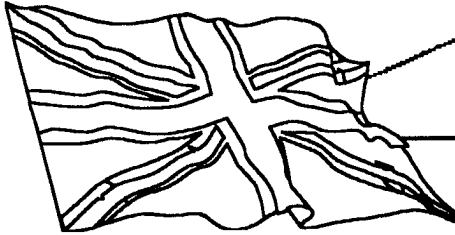
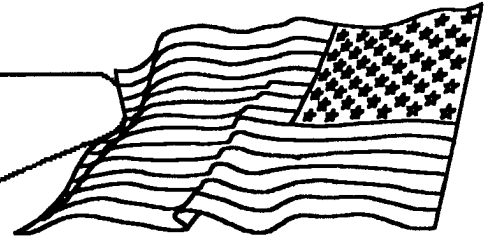
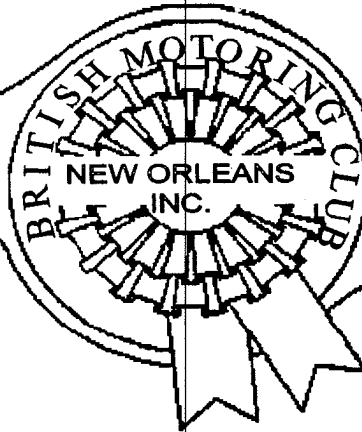


BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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 W 16TH AVENUE
COVINGTON LA 70433

OCTOBER '96



North American MGB Registry Chapter

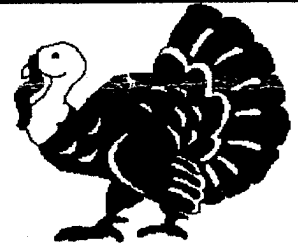
**CLUB ELECTIONS AT THIS
MONTH'S GENERAL
MEMBERSHIP MEETING**

NOVEMBER 1996

BMCNO EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3 E. E. REYNOLDS RALLEY	4	5	6	7	8	9
10	11	12 OFFICER'S MEETING	13	14	15	16
17 PLANTATION CRUISE	18	19	20	21	22	23
24	25	26 GENERAL MEETING	27	28	29	30

UPCOMING CLUB EVENTS



OCTOBER 29

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

A MUST MAKE MEETING!

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. Driver's
meeting 10 AM at the Welcome Center in Kenner, La. located just south of the Loyola and the
I-10 interchange.

NOVEMBER 12

OFFICER'S MEETING – Anne's place at 7:30 PM.

NOVEMBER 17

PLANTATION CRUISE – View several plantations, tour Laura Plantation, and partake of lunch
with the group. Convoy leaving from Piccadilly Restaurant parking lot
at 9:00 AM

NOVEMBER 26

GENERAL MEETING – Held at New Orleans Hamburger & Seafood Company located at 817 Veterans
Memorial Blvd. in Metairie, La. for 7:30 PM.

DECEMBER 8

XMAS PARTY – Club Christmas party to be held at Bill & Sally Breithoff's house. Lots of things to eat.
Bring your family's special dish to be enjoyed by all.

IN MY TRAVELS by Jim Jones

Well, my MGC-GT again has the original radiator installed after it was rodded and serviced. This time I removed the mechanical fan and installed an electric cooling fan with an override switch. I have discovered that the electric fan's thermostatic bulb will not respond properly to air temperature; only water temperature. The bulb is installed in the top radiator hose. The instructions show the capillary tube positioned at the upper part of the radiator flange. If you are a little low on coolant, the bulb may not be covered with coolant and not properly register the temperature of the coolant to the thermostat. I think that the bulb's capillary tube should be positioned at the bottom of the radiator flange. That way the bulb will always be emerged in coolant.

If you run low on coolant for whatever reason, the thermostat may never turn on the fan. After discovering this, I now consider that the installation of an override switch is not an option. It is a necessity.

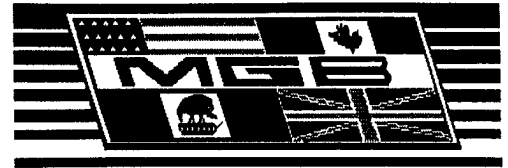
Another thing will occur. If your engine is still hot and you need to have the ignition key in the "on" position for whatever reason, the electric fan will run and drain the battery. You could install a "kill" switch in the circuit or just disconnect one of the fan motor's connectors during these times.

The Sunday after the Montgomery Car Day trip Frazer Rice and I installed the rebuilt engine in his MGA 1600. Getting the engine to mate with the transmission gave us some trouble. With the transmission in place, we could not get the engine far enough to the rear. The crankshaft pulley would not clear the rack and pinion steering tube. (I found out later that we could have removed the bolts that hold the steering rack in place, and moved the rack forward.) We had to remove the transmission's rear mounting bolt and slide the transmission back. Next, it was necessary to remove the rubber engine mounts so that the front of the engine could be lowered down far enough for proper alignment with the transmission. Yes, the transmission was jacked up as far as it would go. All in all, we did manage to mate the engine with the transmission. We lifted the engine up, installed the motor mounts, lowered it, and installed the rear transmission mount bolt. Job completed!

The work on this car keeps expanding. I was installing new up-stop straps on the rear axle when I noticed the fuel line going to the front of the car had been cut near the fuel pump fitting, rerouted, and a short rubber hose installed. The steel fuel line had not been reformed, so as to line up properly and the formally straight rubber hose had, over time, assumed a "Z" like shape and cracked under the stress. The hose was not leaking, but certainly would do so soon. I rerouted the steel line from the outboard side of the rear spring to the inboard side of the spring, realigned it properly, and installed a new piece of rubber fuel line hose. These "little jobs" have slowed down our progress considerably.

It is a week later now and we are close to starting the engine. The little jobs are still consuming time: new control cables, new grommets, new wiper motor brushes & mounts, and on and on. The steering post assembly, painted and with new bushes, is back in the car and the adjustable column is now functional. A re-sleeved dual master cylinder is in place with all the pivot point bushes and pins replaced. We must have regained inches of lost motion in the brake and clutch linkage with their replacement.

When we are finished, this should be one road worthy MGA 1600.



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10-96

MORE IN MY TRAVELS

Club member **Wayne Aucoin** asked me to assist him replacing the clutch assembly in his '77 MGB, as the clutch disk was frozen to the flywheel and could not be freed. The car had sat for a long while after the "May 3rd Flood" in which it had reposed in waters at least up to the bottom of the floor boards. We spent two long days doing this. After the engine was removed, it was found that indeed the disk was stuck to the flywheel, but not that badly. The true culprit was the throw out bearing. It was cracked in half! Not just the carbon bearing, but the bearing's carrier cage as well!

We replaced the clutch parts with a clutch kit from Victoria British using an alignment tool and attempted to reinstall the engine into the car. The plastic alignment tool fit rather snugly. We spent a lot of time trying to mate the engine to the transmission. Finally, it was decided to pull the engine back out of the car and investigate. We removed the clutch pressure and then the disk. I took the disk and tried to slip it onto the transmission's input shaft. It would not fit! The splined opening in the center of the disk was too small to fit onto the shaft. A disk obtained from NAPA (Borg & Beck) fit just fine. According to the MGB parts manuals, all MGB clutch disks are the same. I do not know how we got the wrong part. I will never change another clutch disk again without first fitting it to the transmission shaft!

We also attended to a few other problems while we were at it. Although I had proven that the clutch master cylinder was operating (by crimping the slave cylinder flexible hose and feeling resistance at the clutch pedal) and that the clutch assembly was functioning (by levering the clutch throw out lever mechanically), we still had a problem. Wayne had just replaced the car's clutch slave cylinder and bled the line, but the cylinder's push rod only moved a little bit when the clutch pedal was depressed. I bled the line myself and only fluid came out of the cylinder. Then I noticed that the bleeder fitting was screwed into the lower part of the cylinder and the flexible hose was screwed into the top. The cylinder was half filled with trapped air. When installing a hydraulic cylinder make sure that the fluid enters at the bottom and that the bleeder screw is at the top. Time was short, so I unbolted the cylinder, turned it 180 degrees, (so that, the bleeder screw was positioned upward and bled it again. Sure enough air came out of the cylinder. The cylinder was reinstalled and worked just fine.

As you can tell, old retired Jim has been a very busy boy! So busy that I have not had the time and/or the energy to work on my own British cars. (Does that sound familiar to you, Peter?) I have to install that heater valve in my Morris Minor 1000 before the real cold weather gets here and take care of that squeak!

**YOU CAN OBTAIN BMCNO HANDOUT CARDS
FROM ANNE FRILOUX AT THE GENERAL MEETING.
THESE CARDS HAVE THE CLUB LOGO AND ADDRESS. THEY
CAN BE HANDED OUT TO PROSPECTIVE NEW MEMBERS OR
LEFT IN THEIR BRITISH CARS!**

1996 CAR DAY UPDATE by Jim Jones

Same schedule as last year, same host hotel, same site, same time of the year (1st weekend of spring) and as last year a T-shirt contest with the same prize: an oil company racing jacket! This year's Car Day will feature the combined marques of Rolls Royce and Bentley automobiles. The featured car(s) and something representing New Orleans are usually incorporated into the design of the T-shirt. You need not submit a "Ready for Printing" design. A drawing or cut & paste format will do just fine. It is the idea that is important. The artist with the printing company will handle the hard stuff.

You must submit your design by no later than January 11, 1997.

THE MONTGOMERY SHOW by Jim Jones

Frazer Rice drove his '71 Oldsmobile Cutlass S trailing Cliff Hughes' red '58 MGA 1600 to Montgomery for the Car Show. I went along for the ride. There were 45 to 50 British cars attending the event. Many more cars than I would have expected considering that fact that it rained, and rained, and rained. It rained all day Friday before the event, and all day Saturday during the event.

The Friday night reception was held in a bank office building meeting facility. Very nice with court yards and such. We had a great time talking Brit cars with the Montgomery club members and their show attendees. I ate as much of the goodies as possible.

Because of the weather conditions, we took a vote the morning of the event and decided not to attend the show. But, the rain did slack off some, we had traveled the distance, and we felt guilty. So, we changed our minds and attended the event after all. The large park with many small lakes, knolls, and trees was a great place to hold a car show. A goodly number of different types and marques of British cars were to be had. But, the rainy conditions persisted and I must admit that I did not get to view most of them. Standing under a canopy on damp ground all evening was not deemed desirable, so we opted to leave early.

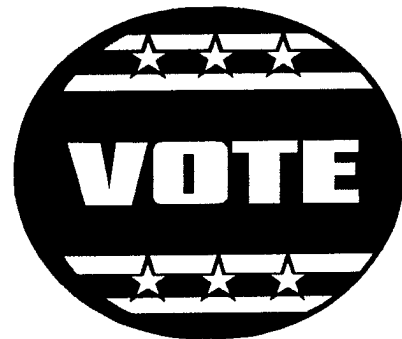
We were already wet, so hooking up the trailer to Frazer's Olds back at the hotel in the rain was no big deal. We loaded Cliff's MGA on the trailer under the hotel's front overhang. I had some extra (dry) duds with me and I changed into them in the hotel's men's room. The rain did not stop until we reached the State of Mississippi where we exited the interstate to partake of some "all you can eat" catfish. Again, I eat as much as possible. The candy bars and cokes that I eat on the way did not slow me down at all! I get hungry on the road trips.

We experienced no problems with Frazer's Olds, the trailer, or Cliff's MGA.

OCTOBER CLUB ELECTIONS

At the September general meeting, nominations for club officer's were accepted. The results were as follows:

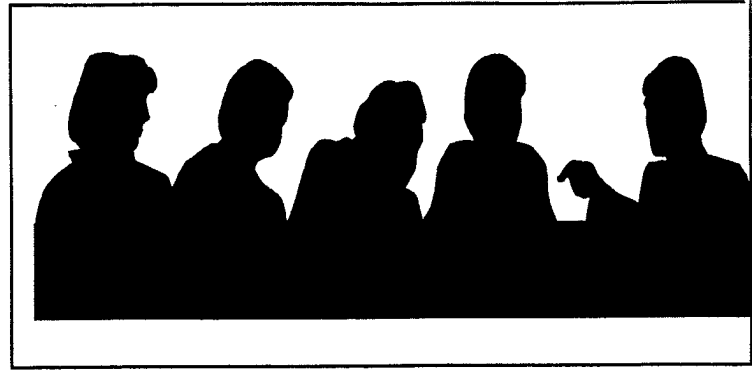
President	Mike Anderson	Members at Large
Vice President	Bill Breithoff	Anne Friloux
Treasurer	Harold O'Reilly	Cathy Greensfelder
Editor	Jim Jones	Karl Keiger
		Dan Melesurgo
		Roy Richardson



Club members holding full membership will vote for those nominated at the October general membership meeting. Please make a special attempt to attend this meeting. For Members at Large, there are five candidates running for office. Vote for the four of your choice. These are the people who will determine the course that your club will take in the coming year. In the tradition of the State of Louisiana, vote and vote often!

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

The general membership meeting was opened by club president **Keith Vezina** at 7:30 PM. The blood drive car show was reviewed. The boomtown event was graced with 10 British cars, including two Bentleys. The Mardi Gras MGT's Baton Rouge GOF attracted 35 people. Six British cars were driven to the event. The trip to Baton Rouge from Kenner, La. lead by the T's, took 4 hours to complete. The Montgomery show, the wooden boat fest, the South Alabama show, the SCCA event, and the Taste of Baravia event were detailed.



Harold O'Reilly attended the Triumph event in Tallahassee, Fl. driving his Triumph TR7. He won 3rd in class for the autocross and 2nd place in show points. (There was no 1st place awarded) The 19th Annual E. E. Reynolds Rally was addressed. It was announced that the club's Xmas Party will again be held at the home of **Bill & Sally Breithoff**.

The featured British car at the upcoming Car Day will, in fact, be two cars. They are the Rolls Royce and the Bentley. A T-shirt contest was announced. The details of the Jaguar Club's show were disclosed.

The names of candidates for new club officers were accepted and nominations were closed. The 50/50 was won by Dave Hayden at \$24.00. Three "Goodie Bags" were given as door prizes

The general membership meeting was closed at 8:45 PM.

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!

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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.

CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00
BMCNO GOLF SHIRT	\$15.00

BMCNO JACKET PATCH	\$ 5.50
BMCNO BASEBALL CAP	\$12.00

BMCNO WINDSCREEN TRANSFER \$ 1.00

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ORDER FROM CLUB TREASURER ANNE FRILOUX AT GENERAL MEETING.

SOUTH ALABAMA PULLS OUT ALL THE STOPS! by Jim Jones

The SABCC club members put on one hell of a British car show at Bellingrath Gardens. Friday morning, **Wayne & Alicia Aucoin** in their '57 Austin Healey 100-6 and I in my '69 MGC-GT met at the first I-10 rest stop in Mississippi and drove together eastbound to Mobile, Alabama. The Friday night reception at the Holiday Inn was great. Lots of food. I eat so much of the cake and drank so many cokes that I had trouble sleeping that night, being wired on sugar and caffeine. The cake had a drawing of this years T-shirt design on of its top with lots of rich icing all around. The meeting room was well decorated with flags, covered round tables, little cars made from melons and such.

Saturday morning, we checked out of the hotel and headed to the Gardens. The weather was cool, windy, and somewhat overcast. Ideal! Upon arrival at the Gardens, there was no doubt as to which way we were to proceed. Little roadside signs showed the way with witty sayings and welcomes. (Just like the Burma Shave signs of the past, for those of you old enough to remember them.) When we turned off the road to drive up on the Grand Lawn, a large motor home with a registration table was set up and operated by SABCC club members. We were pre-registered and only had to stop briefly. We were then directed to the spot at which pictures of our cars were taken. We were then led all the way to the exact spot at which we were to park by SABCC members. No confusion at this show!

I knew that the event would be well attended, but I had no idea that the British cars would continue to enter the grounds even well after registration was scheduled to close! I think that the SABCC people were surprised also. The large number of attendees caused the presentation of awards to be later than had been planned. The Grand Lawn is very large, but some changes in parking positions had to be made in order to keep some classes of marques (like the Triumph TR 6's) together. None of the cars already in position had to be relocated. The SABCC members handled these unsuspected surprises very well.

Knowing what it takes to hold a car show like this one, I can say without any reservations that it took a lot of hard work and planning. We of the BMCNO thought that our club had set the standards for a great car day in the southeastern part of the county. But, we have to rethink. I believe the SABCC has showed us a thing or two! What a show! You can bet that I will be there next year.

An unusual large British flag was on site. Red, white, and blue balloons were placed in a frame to form the flag. It made a great backdrop for the BMCNO group picture. Our club had 18 British cars entered in the event. We must have had 45 or more BMCNO members and family present.

I spent all day talking about Brit cars and meeting new people from all over the this great country. I got to see some cars that I had never had the opportunity to see before. There was a very compact British three wheeler on site. A "James Bond" movie type of car which looked for all the world like a modern electric car. It was shaped like a wedge with only an inch or two of body work beyond the rear wheels. Once seated in the vehicle, the driver had a lot of difficulty when the time came to get out.

Our club member's cars received many awards and the BMCNO was given a plaque for the largest number of British cars registered in the event. The delayed awards presentation ended none too soon. Some drops of rain were beginning to fall. After we fueled up and got on to the I-10, the rain started in earnest. It was light rain at first and Wayne & Alicia toughed it out for a number of miles before exiting to put up the Healey's top. We went our separate ways at the I-10 / I-12 split. It continued to rain all the way home for me. But, the late rain was no big deal. I had had a great time at the event.

If you missed this year's event, make plans for the next one, now! Thank to SABCC for showing us a great time!

WHEN IT JUST SITS THERE by Mr. Goodspanner

Many of us have British cars that sit in one place for long periods of time. All automobiles do not do well under these conditions. Most of us know that it is best if we take them for a ride occasionally.

But, many times we just start up the engine and let it run for a while. This is not enough! Clutch disks have been known to stick to their flywheels, hydraulic cylinder pistons to freeze solid, etc. All the things that move in a car need to move from time to time. If they do not, they stop working!

If you cannot take it out for a drive, at least move the vehicle back and forth while the engine is running, using the clutch and gear box, and use the brakes. You will save yourself repair time and money.

CAR TALK CRUISES INTO NEW ORLEANS A WWNO / KTLN NEWS RELEASE by Marie-Jeanne Trauth

The popular National Public Radio program, "Car Talk" will make its debut on WWNO 89.9 FM on Saturday, October 5, 1996, at 9:00 AM. Listeners in the Houma - Thibodaux area can hear the program at 90.5 FM.

Is it an auto repair show? Is it a comedy show? Whatever it is, it's a road trip you'll never forget. Host Tom and Ray Magliozzi, also known as "Click and Clack, the tappet Brothers", have won awards for their special blend of informed and humorous advice. They take the fear out of car repair and find fun in engine failure as they mix wisecracks with muffler problems and roadside philosophy with wheel alignment.

The idea for "Car Talk" was born in 1977 when Tom was invited, along with other Boston area mechanics to discuss car repairs on a talk show on WBUR, the Boston area NPR affiliate. The next week, Ray joined his brother. Soon, they had a weekly show on the NPR station. Susan Stamberg asked "Click and Clack" to be weekly contributors to NPR's "Weekend Edition" in January 1987 and by October the brothers had their own NPR program.

WWNO is adding "Car Talk" in response to numerous requests from listeners who have heard the program when visiting other cities. Program director Michael Arnold says, "We discovered that the people who asked for "Car Talk" frequently listen to WWNO. We think adding the show is a great way to better serve our listeners."

THE PLANTATION CRUISE

We will be viewing a number of plantations, but we will tour only one of them. That one will be the Laura Plantation in Vacherie, La. It has just been added to the National Register of Historic Places. The restoration of the buildings and the grounds that they sit upon are still in progress. This will be a good opportunity to see them before everything is all fixed up and at a later date to revisit them and appreciate the changes. This is a plantation which throughout its history was run mainly by women. It was built on land formerly occupied by the Colapissa Indians. (Have you ever wondered where the word Colapissa originated?) The Armant Plantation is next door and Oak Alley is just a few miles down river road. Member at Large **Cathy Greensfelder** has planned and researched this event.

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'91 Sterling – Amethyst (Gray), Very Good Condition, 11 Months Left On Extended Warranty,
Good Tires, & Car Cover. \$9,000 Blue Book. Price Neg. Call 504-828-0307.

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TRANSMISSION – For '67 Mini Copper S or other tranny which will fit.
Call Martin Dumas at 504-822-5868.

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'78 Comes with Complete Car & Hardtop! \$795 or Best Offer. Will Deliver
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MGB – Cylinder Head \$30, Exhaust Header \$20, '69 Grill \$15, Rebuilt Water Pump \$20, Passenger-side
Vent Window ASB, & Lots More. Must Sell Quickly, Moving!
Call Dave Cartlidge at 504-587-5885. (New Orleans, La.)

WELCOME NEW MEMBERS

New full members are entitled to a BMCNO T-Shirt, Club Membership Card, Name Badge, and Holder. The T-Shirt, Card & Badge Holder will be shipped to new members free of charge. The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

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NOTICE THE NEW AD!



THE THINGS WE DON'T DO by Mr. Goodspanner

There are some tasks that we should all perform on our British cars that few of us do, like change the hydraulic fluids. The hydraulic fluid, that most of us use, attracts water vapor. (The exception being silicone fluid) It is the accumulation of this water vapor which pits and rusts the internal parts of the brake and clutch system. The old hydraulic fluid should be flushed out at least once a year in order to rid the system of water. Hydraulic cylinders are very expensive, hydraulic fluid is not and you can buy it anywhere!

Simply topping off the master cylinder with fresh hydraulic fluid as you bleed the lines will do the trick. However, some of the old fluid and sludge may remain in the master cylinder reservoir. I suggest that you use a long length of clear tubing (available at pet stores) to siphon out the old fluid and the sludge. With clear tubing, you will be able to watch the travel of the fluid as it gets closer to your mouth as you suck on the other end of the tube. You do not want to get a mouth full of this concoction. If this method does not sound like a good idea to you, purchase a turkey or meat baster to suck the old fluid out of the reservoir. Before you remove the old fluid, use a clean rod to stir it up. This will put the sludge from the bottom of the reservoir into solution with the old fluid. Refill the reservoir with fresh fluid, stir it up, and continue removing the fluid until it comes out clean. Then bleed all the hydraulic lines serviced by the master cylinder at their termination points (wheel cylinders, slave cylinder, etc.) until the hydraulic fluid becomes clean. A "One Man Bleeder Kit" from AutoZone will make the job neat and easy for you.

Performing this task yearly will prevent hydraulic failures and save you big bucks! Remember, the flexible hydraulic lines (rubber) also deteriorate. Many times more so on the inside than the outside. Consider their age and replace them as necessary. They are not cheap, but replacing them before they fail is much less expensive than the cost of an accident!



**REMEMBER
IT'S GHOST &
GOBLIN TIME!
WATCH OUT FOR
THE
KIDS!**

