

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



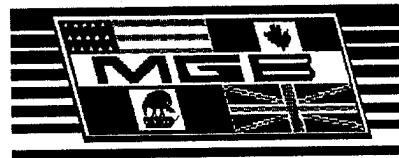
The MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

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

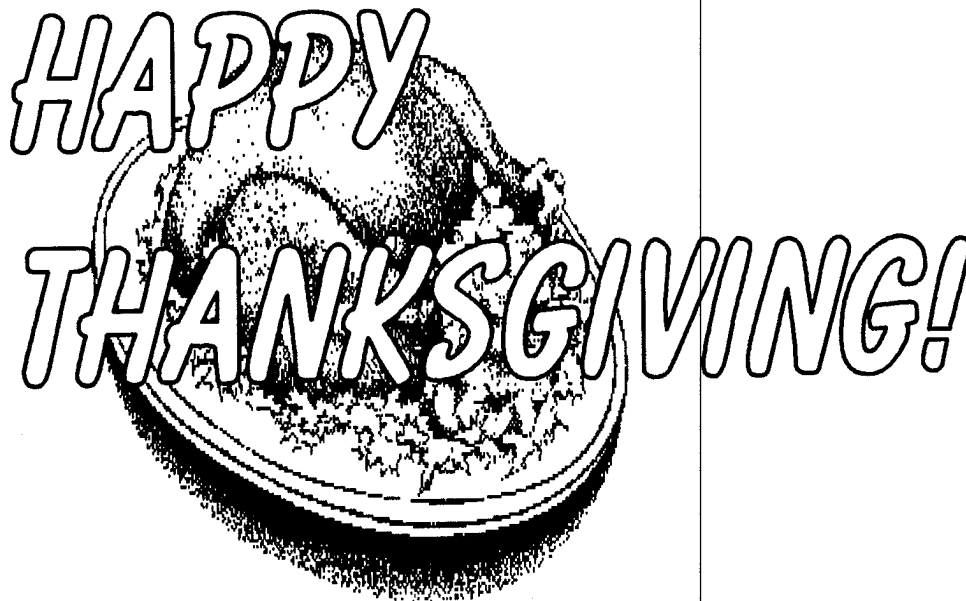
Dues Due: 02/28/97

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

NOVEMBER 1996



North American MGB Registry Chapter



**COME TO
THE CLUB'S
XMAS
PARTY
DEC 8TH!**

DECEMBER 1996

BMCNO EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8 XMAS PARTY	9	10 OFFICER'S MEETING	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31 NO GENERAL MEETING				



UPCOMING CLUB EVENTS

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. 7 TO 10 pm. See map.

DECEMBER 10

OFFICER'S & CAR DAY MEETINGS – Bill's place at 7:00 PM. Car Day meeting held first.

JANUARY 11 (Last chance to submit Car Day T-shirt design)

TECH SESSION – Elimination of excessive differential slack in Keith Vezina's late MGB by replacing the four pinion thrust washers. Job will be done with rear end still in the car using the Friloux's automotive lift. Location: Lubriport Labs, 1650 Airline Hwy (just east of airport on airport side) Kenner, La. 464-1734 at 10:30 AM.

FEBRUARY 16

MIDDENDORF RUN – Cruise to Middendorf's Restaurant a seafood lunch. Two convoys: Picadilly Restaurant on Veterans Blvd. in Kenner, La. and Piggly Wiggly on Highway 22 in Mandeville, La. both leaving at 11:00 AM.

IN MY TRAVELS by Jim Jones

I drove back across the Causeway Bridge to **Wayne Aucoin's** house to finish up the work on his (Really his wife Alicia's car) '77 MGB. We installed the new contact points and condenser in the distributor. (The '77 distributor had been replaced with '75 model) The brake system flexible lines were also replaced at that time. They were the original lines and were badly deteriorated. How did I know that they were the original lines? The wrench fittings were too small for a 9/16" and too big for a 1/2" American wrench. The Uni-Part replacements accepted American wrench sizes.

We got the engine running, but it was doing so very poorly. I pulled the plugs and found that #4 plug was fouled. I cleaned it up, but it did not help very much. I asked Wayne just how long the car had set up. He replied that it had been many months. It was my opinion that the engine would not perform correctly until the car was taken for a run and new fuel was placed into the fuel tank. I drove, and as I did, the car

began to run better with each block driven. After filling up with premium gas, half the way back to Wayne's place the car was running just fine. The single carb only needed to have the idle adjusted. When a car has not been run for a long time, do not adjust anything until it has been driven and fresh fuel has been placed in the tank. To do otherwise is a waste of time. Remember that today's fuel only last about 3 months before rapidly losing its potency and that deposits in the combustion chambers need to be cleared out by driving the car in the lower gear ranges to maintain high revs..

A note on the new clutch slave cylinder that Wayne purchased locally. You remember, the one with the bleeder hole at the bottom of the assembly. After Wayne located the old cylinder, it was obvious that the new cylinder was designed for mounting on the left-hand side of the bell housing. It was not intended for a "B" model at all. If you can, bring the old item with you for comparison when purchasing a replacement unit.

Since then, Wayne and Alicia drove the "B" to the club's general membership meeting and the car performed as expected. Now for that Healey of Wayne's which is stuck in overdrive!

The work on **Frazer Rice's** MGA 1600 has finally been completed. The drive from Covington, La. across the Causeway Bridge to Jefferson, La. was its first lengthy run. No problems at all. Frazer told me that he drove all over the place the next day and really enjoyed the sound of the engine. Plus, everything now works. Well, all most everything. We did not get around to fixing the fuel gauge, the sending unit, the wiring, or what ever is causing that problem.

I have had some time to work on one of my own British cars. I replaced the exhaust system on the Morris Minor. A simple job. The exhaust pipe, muffler, and tail pipe are all in one piece, being welded together. The clamp which secures the tail pipe to the exhaust manifold was easily accessed. The nuts on the clamp bolts were made of brass (or bronze, whatever) and their removal was easy. The two new mounts were supplied with metric nuts and bolts (10 MM). Don't I have enough of those outdated British fittings already without metric sizes to contend with?

No one has purchased **Cliff Hughes' '71 MGB**, so parting out has begun. Anyone in need of an engine, transmission, rear end, drive shaft, etc.? Gauges, hood, right-hand front fender, clutch master cylinder, one head lamp bucket, vinyl top & frame are already gone for use on another MGB. The body shell is in good condition, as are the doors, trunk lid, and left-hand front fender.



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
Regional Conventions, \$25.00 per year.
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.

If you own a MGB, M-GT, or MG 1100/1300 the North American MGB Registry is for you. The "Driver" magazine is loaded with information. Plus, our club needs to have a certain number of its members enrolled in NAMGBR to maintain our club insurance. If you have joined, let the club know for updating our records.

WHITE POST RESTORATIONS

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10-96

ATTENTION TRIUMPH OWNERS!

The **BMCNO** is now a "zone" of the *Vintage Triumph Registry*. Our club should be a fully affiliated chapter of the VTR. We can accomplish this by having more members of our club join the national registry. Belonging to the registry has many benefits, including receiving their quarterly magazine.

Triumphs now dominate at many of our club's events. Join the national registry and increase our members numbers in the VTR in order to allow your club to become a fully affiliated VTR chapter!



THOSE FELT BUSHES by Mr. Goodspanner

Those felt bushes like the ones commonly used in the steering columns of many British cars can be very difficult to install. Especially, if you follow the instructions in the repair manuals.

The manuals state that you should soak the felt bushes in motor oil for 24 hours before installing them. It sounds like a good idea, but when the felt absorbs oil it swells making it hard to insert into place. The worst part comes when you attempt to pass the steering shaft through the swollen felt bush that you have just placed in the column. The inner diameter of the enlarged bush will now be so reduced that the shaft will push the bush past its stop, down in to the column or at the very least damage it.

Been there, done that, \$8.00 down the drain. This is what I suggest you do. Just wipe the surfaces of the upper & lower felt bushes with motor oil. (Do not soak them.) Insert the bushes in place, and then insert the shaft through them, turning the shaft as necessary to ease its travel. Stop short of fully inserting the shaft and stand the assembly on end. Pour some motor oil onto one felt bush and let the bush soak it up. When the oil starts to drip from the other bush, the bushes will have soaked all the oil that they are going to soak up.

Do not worry that the shaft may be difficult to turn at this time. Temporarily install the steering wheel to give you the necessary turning leverage to set the shaft in its proper position. The felt bushes will seat in very quickly the first time that you drive the car.

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CHANGE THE ENGINE OIL AND FILTER.

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504-464-1734 * 1650 AIRLINE HIGHWAY * KENNER, LA 70062.

1-97

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

Club president **Keith Vezina** opened the General Membership Meeting at 7:35 PM. **Cliff Hughes** gave a report on the Montgomery, Ala. British car day. **Bill Breithoff** gave a report on the Mobile, Ala. British car day. **Karl Keiger** gave a report on the SCCA Charity Run. **Peter Brauen** gave a report on the Memphis, Tenn. car day. **Floyd Friloux** gave a report on the Jaguar Club car day at the Houmas House in Louisiana. **Mike Anderson** gave a report on the Taste of Barvaria Run.



Keith discussed the club's upcoming scheduled events for the remainder of '96 and for '97. The '96 events were the E. E. Reynolds Rallye, the Plantation Run, and the Club Annual Xmas Party. Events for '97 include the Middendorf Run, the Stennis Space Center Tour, and the spring Car Day. The Car Day T-shirt contest was reviewed.

Club officers for '97 were elected by voice vote, as there were no candidates in opposition. (See article for listing)

The 50/50 was won by new club member **Richard Wolf** at \$30. Three "Goodie Bags" were also given to drawing winners.

The meeting was closed by Keith at 9:42 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!

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.

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

GET THESE ITEMS WHILE THEY LAST!

ORDER FROM CLUB TREASURER ANNE FRILOUX AT GENERAL MEETING.

BRITISH CARS & SPARES

CARS FOR SALE

'86 PANTHER – Kallista Model, BRG, One Owner, Perfect Condition, 51K Miles. Award Winning Show Car!
Asking \$15,000. Call Louie at 504-455-4330 or 504-455-3459. (Jefferson, La.)

SPITFIRES – 2 Triumph Spitfires for One Price! One Runs, One for Parts! Soft and Hard Tops!
All for \$1500. Call Robert at 504-271-2784. (New Orleans/Metairie, La.)

WANTED

WIPER MOTOR – Early Type (Square Motor Housing), Two Speed (Six Wires), Need Not Be Running!
Call Jim Jones at 504-892-7774 or See Me at the General Membership Meeting.

SPARES FOR SALE

WEBER CARB – Single Down Draft, Water Heated, Electric Choke with Intake Manifold.
Excellent Condition, Just Removed from Running Engine. \$250.
Call Cliff Hughes at 504-845-8709. (Mandeville, La.)

SPITFIRE ENGINES – '69 MK III & '78 1500 both with Manifolds, Carbs, Flywheels, Etc.
'78 Comes with Complete Car & Hardtop! \$795 or Best Offer. Will Deliver!
Call Phillip Colwart at 504-542-8216. (Hammond, La.)

EQUIPMENT FOR SALE

MIG WELDER – Snap-on. \$250. Call Richard Baker 504-386-3394. (Pontchatoula, La.)

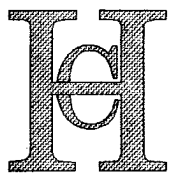
WELCOME NEW MEMBERS

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.

Arnold & Shannon Chabaud
4424 Orleans Avenue
New Orleans, La. 70119
504-482-8753
'68 Jaguar XKE 2+2, Green.

Richard Wolf
403 W. 22nd Avenue
Covington, La. 70433
504-892-1574
'63 MGB, White.

**HAVE THAT TRIM RE-CHROME NOW.
BEFORE IT IS TOO HEAVILY PITTED.**



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10-97

CLUB OFFICERS FOR 1997

PRESIDENT: MIKE ANDERSON
VICE PRESIDENT: BILL BREITHOFF
TREASURER: HAROLD O'REILLY
EDITOR: JIM JONES

MEMBERS at LARGE:
ANNE FRILOUX
CATHY GREENSFELDER
DAN MELESURGO
ROY RICHARDSON

These are the individuals who will plot the course of the BMCNO for the year of 1997.

They are not paid, do not receive free dues, and they volunteered.

Give them your support by attending club sponsored events and the general membership meetings.

OVER-SIZED BRAKE LININGS by Mr. Goodspanner

Other club members and myself have been having problems lately with new brake shoes having linings that are too thick. I thought that it was just me that was having this problem. But, other club members have reported having the same problem as well.

It seems that if you have the drums turned before installing the new shoes, the problem is minimal. But even then, with the adjusters turned all the way down and the return springs

in their proper position, the drag can be more than desirable. Making many short trips necessary to wear down the linings a little at a time to prevent overheating. I have had this problem with the rear brakes on my Morris Minor. (No, it is not the hand brake causing the problem.) After having the rear brake drums turned, the problem ceased to exist.

On **Sheldon Fortenberry's** Austin Healey the problem was so severe that not only was it necessary to have the drums turned, but have the linings cut down as well! **Peter Brauen** has told me that new brake linings are being made to thicker specifications nowadays. I have found that to be true, but there is more to it than that.

The machinist at NAPA told me that the new replacement shoes (not rebuilt units) are also arched to match a turned brake drum. If the drum has not been turned, the arch of the newly manufactured brake shoes will not match the arch of the drum.

The point is that you should have the brake drums turned when you install new brake shoes. If the brake drums have been turned previously and are in good shape, the fit should be acceptable.

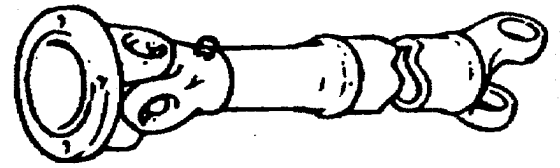


PHOTOGRAPHIC IDEA!

A good idea was proposed by Keith Vezina at the Officer's Meeting. Many of us receive double prints when we get our film developed. Gather together those extra prints. Bring your excess British car related photographs to the General Meeting for a swap. It will give you an opportunity to obtain photos that you would otherwise never be able to have in your album. Let's give it a try. It may become a BMCNO tradition.

DRIVESHAFTS by Mr. Goodspanner

Mike & Mary D Schrantz's '64 Jaguar Mark II had a harmonic vibration at around 60 MPH or so. The vibration could be felt through the floorboards and the rear view mirror vibrated badly enough as to be rendered useless. The tires were balanced and the drive shaft universal joints had been replaced during restoration.



The drive shaft was suspect. Mike and I removed the drive shaft and dropped it off at "Drive Shaft Services, Inc." located in Harahan, La. at 6515-A Jefferson Highway. Their phone number is 504-737-3737. It is a small building attached to a Texaco station just west of the "S" turn. The owner, Chuck Ferrara, told us that the work would take about an hour and noted that the U-joints had excessive end play at each of the outer flanges. He said at the time that it was not likely that both arms of both flanges would be spread apart.

It was well after the noon hour and we decided to kill the time eating lunch at "The Rib Shack" in Kenner on Williams Blvd. After lunch, we returned to the shop. The job had been accomplished and then the story unfolded as told by the shop manager, "Richard Bolton". A man with over 20 years of experience repairing drive shafts of all kinds.

The drive shaft's flange arms were not spread apart. The wrong U-joints had been installed and the rear flange had been installed 180 degrees out! Woops! The cost of the work, including the installation of two new U-joints was under 40 Dollars!

The supplier of the U-joints was called by phone and he said that Mark II's had three different drive shafts with three different types of U-joints. He had supplied the proper units as called for by the car's I. D. number. He suggested the possibility that the drive shaft had been replaced with a different one by a previous owner. This is a possibility, as the previous owner had made some modifications, such as larger carburetors, etc.

The out of position rear flange could also have been done by a previous owner and would not have been detectable as no previously made alignment marks were visible. Of course, we could have screwed up---Naa! Lets blame the other guy!

We reinstalled the drive shaft aligning the marks that we had made and took the Jag out for a run down the Interstate. No more vibration and the rear view mirror was steady at all speeds. Well, up to 85 or so. That is as fast as we went.

COLD WEATHER CRANKING by Mr. Goodspanner



Is your British car hard to start in cold weather? Have you done all the right things, new points, etc., and it is still hard to get it started? First, insure that the enrichment (choke) mechanism(s) is working properly.

The brass jet tubes at the bottom of the carburetors should be pulled down as the choke knob is pulled out. And not just a little bit, but a lot. You should be able to see three quarters to an inch of brass tube exposed.

The idle must be higher than normal when the choke knob is pulled out. The high idle screw should be adjusted such that it just does not touch the high idle cam when the choke knob is pushed in all the way. All manufacturers now recommend a high idle when a car engine is started cold. In the past, this was not always the case.

Are you still having problems? Have you noticed that the choke cable or accelerator cable is very hot to the touch after driving the car? The engine's ground strap may not have a good electrical connection, the strap may be broken, or it may be missing! The strap is often missing after the engine has been reinstalled in the car following a clutch job. A bad or missing ground strap will cause the electrical currents which power your starter and ignition to seek a new path in order to return to the battery. The alternative paths are metal cables which are not capable of carrying those currents. The result is a drop in voltage from the normal 12 or 6 volts to who knows how little voltage.

The ground strap may be found in any of several locations: across one of the engine's front mounts, from the rear of the engine to the bulkhead, or from the transmission to the frame. Check it out!

VTR COMES TO BMC-NO by Harold O'Reilly

The Vintage Triumph Register, a national organization of Triumph enthusiasts, has recently accepted our application to be named a VTR zone. A zone has one to nine members who belong to the VTR. When we reach ten or more members we will be elevated to a full chapter.

As many of you know, BMC-NO has been associated with the North American MGB Register (NAMGBR) for a number of years. Now we will have access to the Triumph side of the national picture. Being associated with national organizations has many advantages. We receive wide exposure for our Car Day, as well as a listing for people to find us when they move into our area. They also offer technical advice, magazines, regional and national conventions, and contacts with other clubs.



I will be writing more articles concerning the VTR in future club newsletters. If you have any questions or want membership information, please give me a call (504-486-5837) or see me at the next general membership meeting.

If you are a NET surfer, look for the VTR at www.vtr.org and find our club listing. Our Car Day is listed on the calendar of events. There are also links to other neat Triumph and other British car pages all over the world.

Mark your 1997 calendar for the VTR National Convention on July 9th through the 13th located near Fort Worth, Texas.

SURF'S UP!! by Keith Vezina

I've been doing some surfing on the Internet lately, and have found a lot of British car enthusiasts out there and some great web pages worth visiting. Here are a few good ones.

ROLLS-ROYCE & BENTLY

This is the best home page I have seen on any subject! It has tons of historical data and technical specifications, an information service, and several down loadable photos of each model dating back to the teens. You can spend hours at this page and not see it all! The address is: <http://www.darkforce.com/royce>

BIG HEALEYS

This award-winning page has a very good photo gallery, historical time line, upcoming events calendar, and lots of technical specs. The address is: <http://www.austinhealey.com>

SAM'S BRITISH SPORTS CARS

If you are looking for a used car or used parts, check-out this site. The address is: <http://ourworld.compuserve.com/homages/jhaynes/>

BRITISH AUTOMOTIVE

A great source for engine rebuild tips and parts. This page also has tips for performance engine modifications. The address is: <http://www.mgbmga.com>

CAR DAY GOODIES

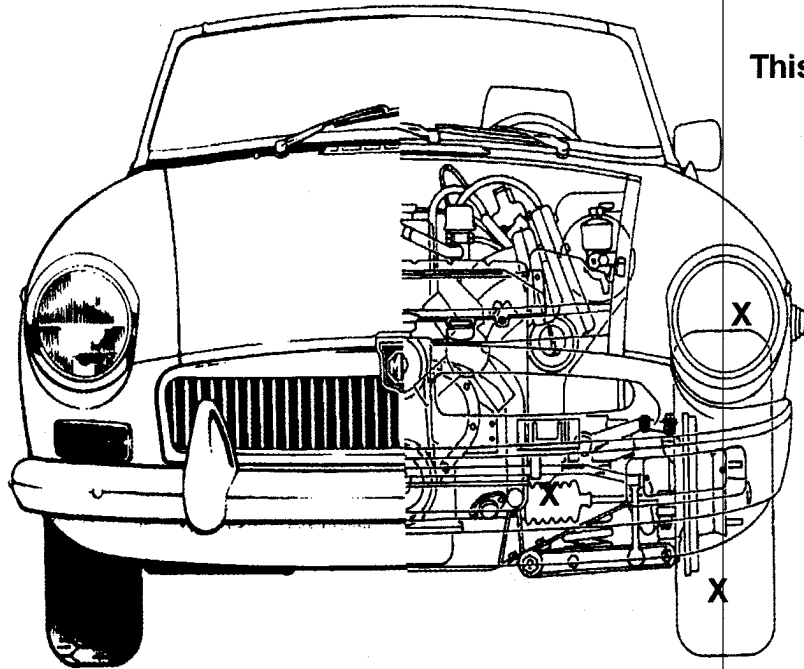
The club need "Goodies" for the car day. "Stocking Stuffers" as it were for the Lagniappe bags and giveaways. The business that you work for or your business must have sales promotion items available. Auto related items are the best, but almost any item will do. For instance: key fobs, pen, pencils, note pads, *samples of products*, etc. You are close to the *source* of these items and should be able to obtain them for the club. Please support your club's Car Day and make an effort to hustle up some "Goodies". They are an important part of the Car Day and the club needs lots of them. Thanks in advance for your support!



**THE WAY TO
THE CLUB'S
ANNUAL
XMAS PARTY**

**"X" MARKS THE SPOT!
7315 BERYL STREET - 7 TO 10 PM. 288-4019 Y'ALL COME!
CAN YOU BELIEVE IT? MAPS OF THE WHOLE USA ON ONE CD ROM!**

AS YOU CAN SEE, YOUR EDITOR NOW HAS A FLAT BED SCANNER



**This month's newsletter consumed almost
4 Megs of hard drive space!**

**HALOGEN HEAD LAMPS MAY NOT SAY
"LUCAS" ON THEM, BUT THEY ARE
MUCH, MUCH BRIGHTER. THEIR LIGHT
IS MUCH WHITER, ALSO!**

**WHEN WAS THE LAST TIME THAT YOU
CHECKED OUT YOUR CAR'S STEERING
RACK BOOTS? IF THEY ARE CRACKED,
ALL THE OIL IN THE RACK HAS RUN OUT
AND DIRT IS GETTING IN!**

**YOUR TIRES ARE YOUR LIFE! REPLACE THEM IF
NECESSARY. LOTS OF TREAD IS NO GOOD IF
THEY ARE OLD AND CRACKED!**