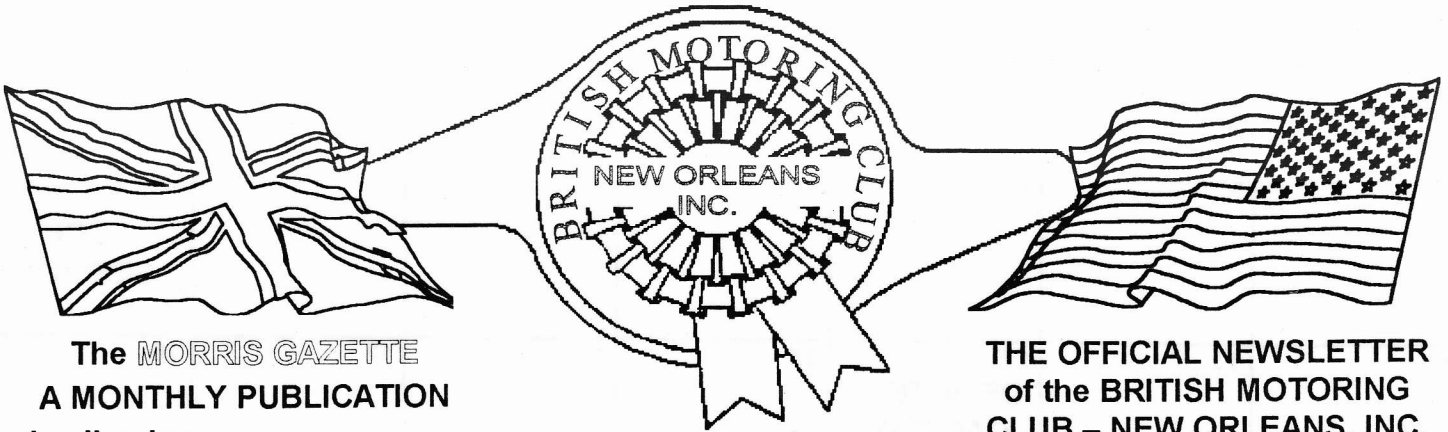


BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



The MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

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

DECEMBER 1996



North American MGB Registry Chapter



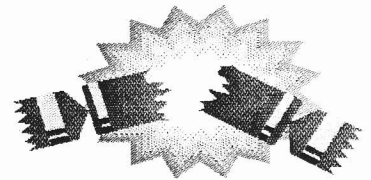
THE BEST OF THE SEASON TO
ALL FROM THE OFFICERS OF
YOUR CLUB!

No
GENERAL MEMBERSHIP MEETING IN
DECEMBER

BMCNO CALENDAR OF EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT
JANUARY 1997			1	2	3	4
5	6	7	8	9	10	11 TECH SESSION
12	13	14 OFFICER & CAR DAY MEETING	15	16	17	18
19	20	21	22	23	24	25
26	27	28 GENERAL MEMBERSHIP MEETING	29	30	31	

UPCOMING CLUB EVENTS



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.

JANUARY 14

OFFICER'S & CAR

DAY MEETING – All club officers & Car Day committee heads please attend.

Harold O'Reilly's at 6927 Fleur De Lis, New Orleans, La. 70124. 504-486-5837.

JANUARY 28

GENERAL MEETING – New Orleans Hamburger & Seafood Company located at 817 Veterans Memorial Blvd. in Metairie, La. for 7:30 PM.
First meeting to be held by the 1997 club officers.

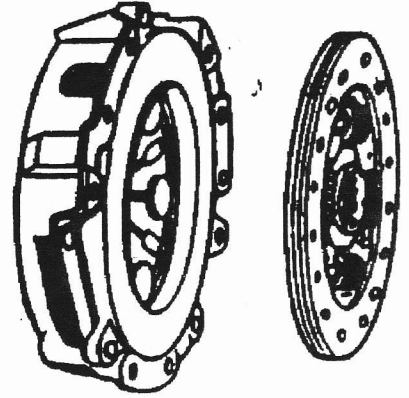
FEBRUARY 16

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.

WHAT'S WRONG WITH MY CLUTCH? by Mr. Goodspanner

The clutch pedal is to the floorboard and I can not get the my British car's transmission into first gear with the engine running or any gear for that matter. What's wrong?

Most British cars (not my Morris Minor) have hydraulically operated clutches. The first thing you will want to check is to see if there is any fluid in the clutch master cylinder's reservoir. If the reservoir is empty, fill it with fluid and see if the clutch will work long enough to get you home. Hydraulic fluid does not evaporate or get used up. It must be leaking out of the system somewhere. Check at the push rod end of the master and slave cylinders for fluid. Check for fluid at the flexible hose connected to the slave cylinder. Replace the failing component. I do not recommend rebuilding hydraulic cylinders. You are just postponing the buying of a new one and you will have to do the job twice. Purchase a new one from one of the catalog parts suppliers, if it is available, or have the old one re-sleeved by White Post Hydraulics. (See ad. in this newsletter) It will come back to you better than new.



If the reservoir is full, clamp the flexible hose at the slave cylinder with a pair of vice-grips. (There is a tool available for this purpose.) Repress the clutch pedal using moderate pressure. If you feel resistance to the pedal's downward movement and then the movement stops, the clutch master is O.K. Next, have someone repress the clutch pedal and crack the slave cylinder's bleeder valve. If fluid squirts out, then the flexible hose is not blocked. Now, have someone depress the clutch pedal and observe the movement of the slave cylinder's push rod. It should move out about one and a half inches or more. If it does not, the slave cylinder is at fault.

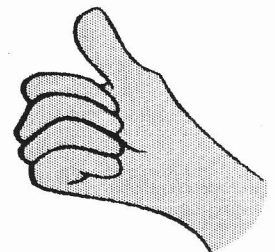
If the push rod appears to be moving the required distance, but the clutch still will not disengage, try the following. Place the transmission in first gear with all wheels on the ground. Use a pry bar as a lever and push the clutch lever end in the direction in which the push rod would make it move. You may have to remove the push rod in order to accomplish this task. With the clutch lever pushed as far as it will go, have that "someone person" push the car. It should move. Let the clutch lever go and the car should stop. Do not get rolled over in the process! If this cannot be accomplished, then the clutch throw out bearing, pressure plate, or disk are at fault and will have to be replaced. Always change all three parts together. Do not cheat to save money. You can save money by purchasing a kit including all three parts.

The clutch throw out bearing may be cracked. The pressure plate fingers may be bent or worn. The disk may be stuck to the flywheel. This can occur after a car has been setup for a long time.

If all but the last test succeed and you suspect the clutch disk is stuck to the flywheel, try this procedure at your own risk. Start the engine and let it warm up. Turn the engine off and push the car out to an open area. Place the car in first gear, hold the clutch pedal down, and start the engine. CAUTION! The car will take off as soon as the engine is started! Gun the engine several times and see if the clutch disk will break loose. As a last resort, while still holding the clutch pedal down, hit the brakes hard. Either the clutch disk will break loose or the engine will kill.

If the clutch disk breaks loose, you are in business. If it does not, do not persist at trying to make it do so. Pull that transmission and replace the necessary clutch parts.

GIVE YOUR CLUB A HAND



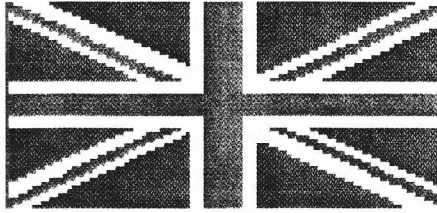
If you know of anyone (Individual or business) who would be willing to sponsor a class of British cars or donate (cash or goodies for handouts) to the club's '97 Car Day, please connect one of the club officers and give them that information. The club needs your support. Remember, you always enjoy something more if you had a hand in its success.

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.

Peter Bird
344 St. Joseph St. Apt 405
New Orleans, La. 70130
504-525-1441
'58 Jaguar, XK150s, Navy
'58 MGA1600, Red.



Doug & Ruth Boate
363 Shady Lake Pwky
Baton Rouge, La. 70810
504-766-8987
No car at this time.

Les & Debbie Landon
524 Magnolia Wood Ave.
Baton Rouge, La. 70808
504-767-1612
Looking for TR 3B.

Dr. Mark & Tammy Milam
104 Exchange Place
Lafayette. La. 70503
318-984-9885
'73 Triumph Stag, Green.

VTR

CAR DAY T-SHIRT DESIGN CONTEST

Club members have until January 11th, the day of the Tech Session event, to submit a design for the 1997 Car Day T-shirt and be eligible to win an oil company racing jacket. We may even have a *color club logo* and *your name* embroidered on the jacket! Remember that the design is the important thing, not the art work. The artist at the T-shirt shop will do that. Just submit a drawing or a "cut & paste" from some magazines.

Club members have been very slow in submitting designs, so your chances of winning are very good! Do not leave this work up to the club officers. We have enough to do. Get involved in the club's 1997 Car Day.

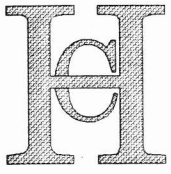
CAR DAY RAFFLE CONTEST

The Car Day raffle tickets should be available by the January General Membership Meeting. The available funds for the 1997 Car Day are somewhat below those of last year. The sale of raffle tickets brings in much needed revenue.

In past years, some club members have simply placed the tickets in the break room at work and in doing so have sold a goodly number. We will raffle off a large set of Craftsman socket tools (Larger than last year) made by Sears. If people tell you that they have enough of these tools, tell them that the receipt will be given to them should they win and that they can exchange them for anything that they may desire at any Sears store in the country. Please make an effort to sell raffle tickets to insure a successful 1997 Car Day. (We have to do something to up stage those SOUTH ALABAMA people! I got it, free beer! But, that will have to be decided later.)

The prize for selling the most raffle tickets will probably be an oil company racing jacket with *our club logo and your name embroidered* (Not a patch.) on it. But, that has not been decided as of yet, as we have not hit up any oil companies for them. We could purchase one, but that would eat into the profits. (Rule of acquisition #134: Never buy what you can get for free!)

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10-97

E. E Reynolds Memorial Rally 19 Nov. 3, 1996 by Peggy and Alden (Snubbs) Bienvenu

Nov. 3rd saw a great turnout for one of our club's oldest annual events, the 19th Annual E. E. Reynolds Memorial Rally. This years event was well attended with 15 participants all running British cars except for 1 Mazda Miata. The break down of marquees are as follows; 7 MGs, 5 Triumphs, 1 Sunbeam, 1 Jaguar, and 1 Miata.

We set up this years event as a true Time/Speed/Distance format. The teams would be scored on how well they stayed on time as they passed controls on the route. The first section of the rally (the odometer check) was set up to give navigators a correction factor to use in the distance calculations. Section two was set up in two legs that would be scored separately, with the lowest combined scoring team being named the winner. The winning team would take home the treasured E.E.R. Trophy. Not to mention they would be responsible for putting on next year's rally.

Each car started the rally at 10:30 AM plus the team's car number. They where give 30 minutes to complete the odometer check and do the required calculations. This took them from the starting point at the Kenner's Welcome Center onto I-10 west, to I-310. They crossed the river and ended at a park on River Road.

The first leg of the rally took the competitors up the river via the River Road and Hwy. 3127 using smaller roads to jump back and forth. At Wallace they crossed the river to return to the east bank. Still heading up river they made their way to Convent and The River Road, Hwy 44 south, to the end of leg 1 in Lutchter. The Checkpoint at the end of leg 1 was a rolling control. The workers (Keith Vezina and myself) recorded the time at which the teams passed this point. This time now became the team's start time for leg 2, as well as the time used to score leg 1.

Leg 2 continued down the river taking the teams through the towns of Garyville, Reserve, and LaPlace. The rally ended on Hwy 51 across from the Holiday Inn in LaPlace. This was also a rolling Control manned by Peggy. The last instruction was to turn into the first parking lot on the right, Bully's Restaurant on Hwy 51 near the intersection of I-10 and I-55. Of the 15 cars that started, all but 2 finished.

The top Scoring teams where: In third place Howard Darlington and navigator in a '71 Sunbeam Tiger. In second place Wayne and Alicia Aucoin in a '77 MG B. In first place Peter Brauen and navigator in a '68 MG B-GT. We hope to see you at the 20th E.E.R Memorial Rally next November.

WIRE WHEEL PAINT by Mr. Goodspanner

Finding a spray paint which has the proper color and look for British wire wheels and which is not expensive has been found. It is Dupli-Color, Wheel Paint, Steel Finish, Part Number Steel WP316.

It is, at the moment, available at Auto-Zone stores. Auto-Zone stores seem to change the brands of spray paint that they carry a lot. Some times for the better, but often for the worst. It is my guess that they choose low price over quality.

However, Dupli-Color is a name brand paint and you should be able to find their paints stocked at many other locations around town. Try it, you'll like it!

BLEEDING HYDRAULIC SYSTEMS by Mr. Goodspanner

The bleeding of a hydraulic system seems to be pretty straight forward. But, sometimes It seems that you can never get all the air out of the system. Here are some tips for you.

If you replace or rebuild a master cylinder, pre-load the cylinder on the bench before you install it in the car. Fill the reservoir with brake fluid and slowly operate the cylinder's piston with a rod until you have purged all the air from the cylinder's bore. Raising the master cylinder slightly in the front will cause the air to be positioned at the bore's relief hole. When finished, plug the hole(s) for the line(s).

When bleeding the system, do not pump the pedal vigorously. Pump the pedal slowly and let it return slowly. Failing to do so will cause the air in the lines to brake up into very small bubbles which are next to impossible to purge form the system. After each bleeding operation check the fluid level in the reservoir and top up as necessary. Failing to keep the reservoir full will result in air being sucked into the cylinder.

For removing air from an installed master cylinder after bleeding the system, just tap the pedal repeatedly pressing it down no more than a quarter of an inch (Not counting the free play movement). Jacking the car up in the front will help as it causes any air to be moved toward the relief hole so it can escape.

For those of you who have adjustable push rods, (i.e. MGA's) adjust them so that there is always a small amount of clearance between the tip of the push rod and the master cylinder's piston with everything at rest. Failure to do this will not allow the piston to come forward enough to clear the relief hole and the master cylinder will not be able to do its job. I have known of instances where people have purchased new expensive master cylinders thinking that were faulty when the problem was just the push rod adjustment.

The same symptoms can occur with master cylinders which use a removable bracket which acts as the stop for the cylinder piston (Again the MGA). If the seal behind the piston swells (As it does when using silicone fluid) the seal will cover the relief hole when at rest. The fix is simple. Remove the push rods. Remove the bracket and its gasket. Make the opening in the gasket large enough for the piston to pass through (Two modified gaskets are sometime necessary). The cylinder piston can now come forward enough to allow the seal to pass the relief hole.

It is an out of the ordinary problem, but bleeder valves need to be checked for proper positioning. Other people have been fooling with your car before you obtained it and may have moved them. All bleeder valves must be positioned at the top of all cylinders. That is where the air travels. Many disk brake calipers have two threaded holes into which a bleeder valve can be installed. Which hole is used depends on what position the calipers are mounted. Which ever position they are mounted on your car, the upper most hole is the one that you must use. I have seen them placed in the wrong hole.

Bleeder valves can stick and refuse to unscrew. Do not force them. You do not want to brake one off! Spray them with penetrating fluid and let them set for a while before attempting to loosen them. Bleeder valves can also plug up. If fluid does not come out or just trickles out, remove the valve and pass a wire through it. Pump some fluid out of the cylinder before reinstalling the valve if this is the case. While the valve is out, it would not hurt to wire wheel its threads.

Sometimes it is necessary to bleed a cylinder at its line fitting and you may find that the fitting and its line are stuck together. If you continue to turn the fitting the line will distort or crack. Again, application of penetrating fluid and a little time will loosen the two.

Remember, you should flush all hydraulic systems with new fluid about once a year (To remove the water that destroys the system). So, if you are bleeding the system anyway, bleed until you get fresh fluid at each bleeder valve.

If your British car is an older one, it has a single line brake system. This means that any failure of the system renders the whole useless! It must work every time with no failure. Replace the rubber flexible lines before they fail. A spongy feeling brake pedal can be caused by a flexible line expanding prior to completely failing. If you feel that you have removed all the air from the system and the pedal is still spongy, replace the flexible hydraulic lines.

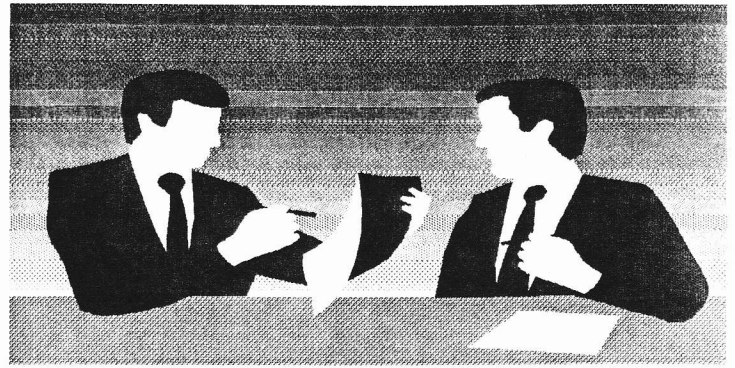
My thanks go to **Peter Brauen** for sharing some of his extensive knowledge of British car hydraulic systems with me.

ANOTHER SHORT ARTICLE THAT JUST GREW AND GREW!

GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

The general membership meeting was opened by the club vice president, **Mike Anderson**, at 7:30 PM. The club president was out of town for the Thanksgiving holidays. Mike spoken on the recent past events and the upcoming events. He discussed the 1997 Car Day and the need for volunteers.

Member at Large **Bill Briethoff** and Charter Member **Snubbs Bienvenu** both reported on the Annual E. E. Reynolds Rally held in the River Parishes this year.



A large number of club members were on hand despite its being so close to Thanksgiving. The 50/50 was won by Member at Large Karl Keiger at \$19.50. The meeting was closed by Mike at 8:00 PM.

NO GENERAL MEMBERSHIP MEETING IN DECEMBER!

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 JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER		\$ 1.00	

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MGC-GT – Pale Primrose, '69 Model. Restored, Has All Emissions Gear and Brake Servo's. Have All Receipts and Restoration Photo Album. Drive Anywhere! National MGC Register Winner. Many Other First in Class Awards. Reason for Sale, Have Too Many British Cars. \$8,500 O.B.O. Call Jim Jones at 504-892-7774. (Covington, La.)

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CLUB CHRISTMAS PARTY REPORT by Jim Jones

It is an old saying, but a good time was had by all! We filled **Bill & Sally Breithoff's** home. The club provided some food, but it was the attending members who filled the dinning room table to overflowing. Deep fried turkeys, crock pots full of goodies, covered dishes of all kinds, and all kinds of desserts! The socializing and eating never stopped.

Sally's Christmas tree was so tall that the angel on the top was just one inch from the nine foot ceiling. Thanks for a great time go once again to the **Breithoff** family.

IN MY TRAVELS by Jim Jones

I have been working with others to bring a MGB back to life. I cannot tell you all the details of the venture, as I have been sworn to remain silent. But, I can tell you about some of the work that has been done on the car.

The windscreen assembly had to be removed in order to replace the windscreen to body gasket and such. The removal was easy enough, as the four "A" post bolts had already been removed. The installation of the new windscreen gasket is definitely a two man job. Lots of liquid soap and water are necessary to get this baby in place along with plenty of elbow grease. The problem came when we tried to reinstall the "A" post bolts. The dash was in place, so it was impossible to align the bolt holes by sight. I have done this before and it is always difficult with a new gasket. But, this one was especially difficult.

We sat back and looked for another approach. We knew that the guys at the factory could not have had this much trouble when they installed windscreen assemblies. We noticed that there are sheet metal covers over the lower "A" post mounting positions. And we also noticed that these covers are secured only with five pop-rivets. We drilled out the rivets and removed both covers. Now we could see what we were doing! And the always present fear of cracking the glass was greatly reduced!

We utilized the windscreen's lower frame center bracket bolts to slowly bring the assembly down as we attended to the gasket's front flap. A wooden paint stirring paddle was used from the rear side to push the gasket's lip forward. The center bracket bolts must be put in place before attempting to insert the "A" post bolts. They are long in length, so that, you can use them to pull the assembly downward as you attend to the gasket flap and align the "A" post mounting holes to the body of the car.

With the covers removed, it was relatively easy to align things and get the "A" post bolts into place. Later, we pop-riveted the covers back in place. A little touch up paint on the rivet heads made everything look just right.

The "extra time" spent removing and reinstalling these covers will save you a lot of time and worry when reinstalling a windscreen assembly on a MGB roadster or convertible.

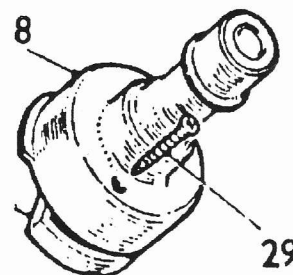
Well, my MG 1100 is still suffering from the woes of not being used. I attempted to crank it up the other day and had to disconnect and reconnect the coil wires before it would start. The inspection sticker (Brake tag to some of us) is expired and one of these days I will obtain a valid one. Thinking about that I decided to check out all the things which must be working in order to obtain one. The dip switch (Dimmer switch) was working intermittently. It did not make its normal clicking sound and when I was supposed to have bright lights, I got instead no head lights at all.

Visions of the replacement cost (or if it was available at all) began to appear in my mind's eye. I removed the switch to see if I could repair it. The dipper switch is different from most others used in British cars. (See drawing) The switch was sealed, but only by two flanged over brass tubes placed in the screw mounting holes. I drilled one of the flanges from each tube, removed them, and opened the switch. To my surprise, no springs and little balls came flying out. It is a pretty simple setup and now I know how the assembly works. A Bakerlite part which moves around and up & down was binding. I did not know that Bakerlite material could swell, but this is what it must have done over time. The binding part was circular and was easy to reduce in size with some fine grit emery paper.

I reassembled the switch and checked it out using an ohm meter. I connected its wires, screwed it into place in the 1100 and It worked just fine. Proving that you can repair some Lucas parts.



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10-96

NEW WIRE WHEELS by Mr. Goodspanner (Sub Title: That Other Clunking Sound)

Well, you have finally decided to purchase those new wire wheels for your British car. They will sure look great. But, there is something else you should check before mounting them on your car.

What is the condition of the wheel hubs on your car? The splines on the hubs should be slightly flat on top and not formed over. Not necessarily easy to discern if you do not know what they should look like when they were new. The splines in those old wire wheels have been banging against the splines on your old hubs for many a year. If you just mount the new wire wheels on those old hubs, the worn and misshapen splines of the old hubs will in short order wear and reshape those of your new and expensive wire wheels.

Here is a check that you can make to determine if your hubs are badly worn and should be replaced. Jack up the car to raise the wheels off the ground. Use jack stands. Remove one of the old wire wheels and mount one of the new wire wheels in its stead. Have a friend hold the brakes on and attempt to rotate the wheel in both directions. If the wheel can be moved, the hub is badly worn and should be replaced with a new one. Tightening the wheel nut even tighter will not help for long. The rear wheel hubs will wear the most, because of the torque which the engine applies to them. The expense for new hubs is heavy and in some cases it is as much as the cost of the new wire wheels themselves. But, if you do not change them, they will rapidly wear out the splines of your new wire wheels.

That clunking noise you may hear upon braking, accelerating, or decelerating may be caused by worn hubs and not the rear end slack you supposed it to be.

PARTS SOURCE WITH A DIFFERENCE by Jim Jones

Cross Roads Auto Systems is making the BMCNO a unique offer. They will return 5% cash from every one of our club member's orders for new or used parts to the BMCNO club treasury. That is what your club gets.

You get up to 20% saving on parts, most acquired from Moss Motors. Above that they also have sales (minimum of extra 5% discount)! Cross Roads also does total restorations, rebuilds of engines, transmissions, shocks, etc. (not master or wheel cylinders) with an 18 month warranty. Again rebating 5% to your club. Where parts quality is suspect, Cross Roads may source directly from suppliers in the UK. Discounts from 10% to 20% are based on the amount of the order. On orders above \$150, free shipping figures in the amount of discount that you receive.

And how is this: a toll free phone line for tech help. One of the owners will probable answer the line! You cannot get that with the "Big Guys"!

I just called this 800 number and spoke to one of the owners to obtain more information on this offer before I present it to your club's board of directors. If the offer is accepted by the club, I think that it will benefit both the club and its members.

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