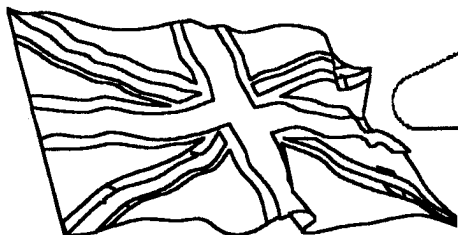
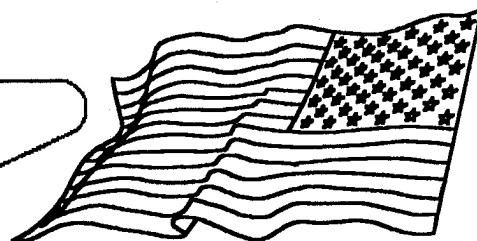
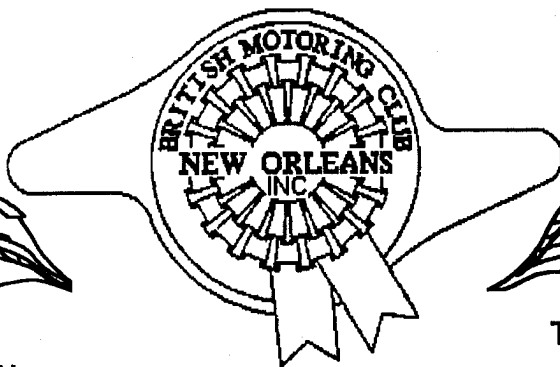


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The **MORRIS GAZETTE**  
A MONTHLY PUBLICATION  
by Jim Jones

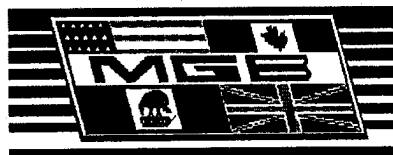


THE OFFICIAL NEWSLETTER  
of the BRITISH MOTORING  
CLUB – NEW ORLEANS, INC.

Dues Due: 02/28/98

JAMES D JONES  
800 W 16TH AVENUE  
COVINGTON LA 70433

**JUNE 1997**



North American MGB Registry Chapter

**VTR  
ZONE**

**ANNUAL BUSH RUN  
ABITA BREW PUB  
COUNTRY CRUISE  
BUFFET SEAFOOD**

# BMCNO CALENDAR OF EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT
<b>JULY 1997</b>		1	2	3	4	5
		6	7	8	9	10
						<b>BUSH RUN</b>
13	14	<b>OFFICER'S MEETING</b>	16	17	18	19
20	21	22	23	24	25	26
27	28	<b>GENERAL MEETING</b>	30	31	<b>UPCOMING CLUB EVENTS</b>	

**JUNE 24**

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

**JUNE 28**

**FLAMINGO CASINO** – Entertainment by The Drifters and The Marvelettes. Food on site. Convoy leaving rear of Lakeside Shopping Center, Metairie, La. at 5 PM.

**JULY 12**

**BUSH RUN** – Annual cruise to the Bush House of Seafood in Bush, La. Convoy leaving rear of Lakeside Shopping Center at 6:00 PM, arriving at the St. Tammany Plaza Shopping Center in Covington at approx. 6:45 PM. Then, to the Abita Brew Pub for refreshments. Bush, La. for 8:00 PM. (See Map.)

**JULY 15**

**OFFICER'S MEETING** – Dan Melesurgo's place. #8 Yosemite Drive, New Orleans, La. 70131 at 7:00 PM. Lost number 504-391-3227.

**AUGUST 2**

**CAR DAY APPRECIATION** – Pool party & free pizza for those club members who volunteered their time for the '97 Annual Car Day. Scheduled for the evening, site not yet set.

**AUGUST 16**

**SOCCER CAR DISPLAY** – Display your British car inside Tad Gormly stadium located in New Orleans' City Park and view a soccer game. 7:30 PM.

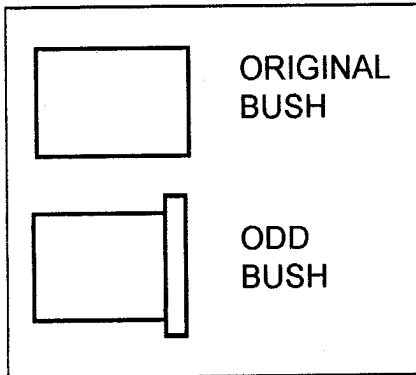
**AUGUST 23/24**

**JACKSON CAR DAY** – The English Motoring club hold an exposition within the Scottish Games. No other information at this time.

## IN MY TRAVELS by Jim Jones

I seem to be jinxed lately as far as parts orders are concerned. The front end work on club member **David Cartlidge's** MGB has been completed. But, not before another parts order screw up. This time by Victoria British. I ordered a V-8 bushing kit and received only one out of the four bushes. The plastic baggy was cut just below the zip lock portion and three of the bushes had fallen out somewhere along the line. The "pulled by" person, known only as "10-S/14", did not notice that one item does not constitute a kit. I bet that they walk around with "Walkmans" plugged into their ears which render them brain dead. The "checked by" person, known only as "27", also failed to catch this error. The "packed by" person, known only as "355/15", I cannot blame.

The other problem was with the shock arm to upper swivel bushes, I ordered four each of these items and one was of a different style and had no steel sleeve. Victoria agree to correct the problem and send the items next day air by UPS which turned out to be two and a half days. The V-8 bushes were as ordered and the swivel bush had a steel sleeve, but of a different style as compared to the other three bushes. (See Diagram)



All dimensions of the odd bush were the same as the others with the exception of the flange on one of its ends. The flange's thickness was the same amount as the portion of the other bushes which would protrude from the swivel anyway. Is the odd bush an improvement over the other three bushes (same style as were originally installed)? I have no way of knowing. Our suppliers seldom give us this kind of information in their catalogs or with the parts so affected. We are left to figure these things out for ourselves.

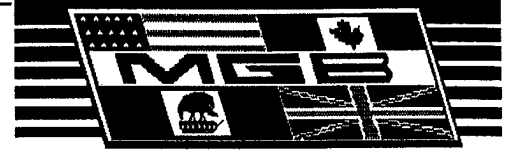
If suppliers would communicate with those of us who actually utilize the parts that they supply, dealing with new style parts would be much easier. I.E., set up a phone extension for parts information to be added to the next catalog,

inform us via the catalog about changes to parts or include that information with those parts. The big companies, and you know who you are, never make changes or additions to their catalogs using customer information. I know of lots of mistakes in British car parts catalogs. I have written to them in an attempt to inform them of the errors and never received a response. I have called them and did not get the feeling that anyone really gave a damn. After all, who am I, but the customer. If a part is supplied "not as original" they never say so in their catalogs. Is that because you could sometimes buy that non-stock part locally?

And why is it that, a part that has been backordered for three months, is always in stock when you call to check on it? You do not think that a new order is filled before your backorder is filled, do you?

The work has been going a little slow on my '60 Morris Minor Traveller. I have not as of yet acclimated to the heat of the summer this year. I have been spoiled by the earlier unusually cool weather and a new central air conditioner system at home. The building where I am working has a non-insulated metal roof (no ceiling) and non-insulated metal doors all the way across the front. To make matters worst, the front of the building faces due west and receives all of the heat the evening sun has to give.

I am working on the car's rear end at this time. I have pulled both rear half axles, all the rear brake parts, and the 4.55:1 ratio differential chunk with its nose piece. I will completely redo the rear brakes, install both axle bearing kits, and replace the differential chunk with a MG Midget 4:22:1 ratio unit. The higher ratio differential will give me lower engine rpm's at any given speed while the 1275cc Midget engine (The original engine was a 948cc.) will provide me with all the torque that I should require and complete the Midget drive train conversion. The only variance from the Midget's drive train will be the use of the Morris' original 14" wheels (The Midget had 13" wheels.) Thirteen inch diameter Midget wheels are often used on the Morris in Britain, but I think that they make the car look goofy. With 13" wheels, the wheel arches look too large. the car sits too low for a Morris Minor, and they lower the final gear ratio.



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# MORE IN MY TRAVELS

Well, time has past. I have installed a 4.22:1 Midget differential, new rear wheel cylinders, new rear brake shoes, and wheel hub bearing kits on the Traveller. Man, I do not know if you have ever changed the rear wheel hub seals on a Morris Minor, a MG Midget, or a MGA, but I can tell you that they are a beast to remove from their hubs. There is either a special tool or knowledge that I do not have which allows for their easy removal. A normal seal puller tool will not do the trick. The seals are not removable from the outside of the hubs. You must first remove the bearings and then extract the seals. But, the steel part of the seals do not protrude beyond the hub's rear opening and there is nothing to hit on to drive them out of the hubs. I made do with what I had, but it was a butcher job. The new seals went in easy as pie.

I have also made up new hydraulic brake lines with 3/16" steel lines from NAPA and new Whitworth fittings from Mini-Mania.

I have made use of MG Midget drive train units or their parts because the vehicle's drive train was based on the Morris Minor's, making upgrades or conversions not only possible, but for the most part a bolt on job. The updated conversions I am installing on this Morris should make it much more competitive on today's roadways with their higher speed limits. (The State of Louisiana is finally going to increase the interstate speed to 70 MPH.) Coming soon to an interstate near you!

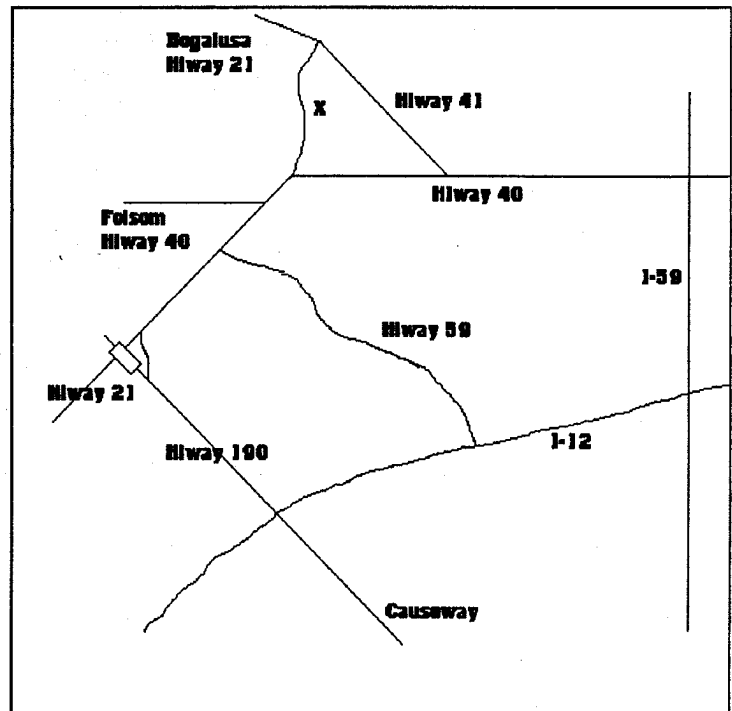
At the general meeting, I found out that club member **David Hayden** has his Morgan running and with a little more work, he and his wife will be driving the car from their home in Abbeville, La. to the Houston All-British Motor Vehicle Expo on Sunday, June 1st. of this year. (I expect an article on this trip from you, Dave.) Lots of luck, Dave. I hope that you will have a cell phone on board for the trip. Just in case, you know?

Boy, is it hot! I have been working under the Traveller wire wheeling the bottom side in preparation for under coating. Powdered rust and red dirt fly everywhere. I sweat a lot and I come out from under the car with my skin colored red. It is a dirty job, but somebody has to do it and that "somebody" is me. After all it is my car. I have only received one of the pieces of wood for the rear of the Traveller and because of that, little has changed on that portion of the car since I have acquired it.

I did install the rebuilt single carburetor and the single piece '71 Austin America intake / exhaust manifold onto the rebuilt 1275cc engine. I found that I could not install the interconnecting rings which normally fit into the cylinder head intake ports, because the Austin manifold would not except them. Maybe, the cutout in the cylinder head into which they normally fit will cause more turbulence and better mix the incoming air and fuel. And I did receive the two hand brake cable assemblies that had been on backorder for so long, but cannot install them until I complete the dirty work under the car.

I removed the clutch and brake pedals with their associated parts from the car. I have not received the clutch linkage conversion kit, (I have been informed that it has been redesigned thereby causing backorders.) so I did not know what old linkage parts that I will have to use in conjunction with the assembly. So, I cleaned, serviced, and painted them all. That reminds me, I have another parts another parts order to place.

**BUSH RUN MAP – MEET US AT THE HOUSE OF SEAFOOD, IF YOU ARE NOT COMING UP WITH THE SOUTH SHORE CONVOY!**



# GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

Club president, **Mike Anderson**, opened the general meeting at 7:35 PM. Mike introduced a new member and reviewed the Annual Crayfish Boil Event and discussed upcoming club events. Mike disclosed that the Car Day has donated \$1500 to Lafreniere Park this year and that Car Day videos are still available from club member **Jimmie Brown**. Bring blank tape to meeting and label same. The park officials are questioning the parking of our cars on the grass. (See "CAR DAY SITE CHANGE?") The date for the 1998 Car Day has been set for March 21st, the first weekend of spring. **Frazer Rice** spoke on the Longview Gardens Display Event. **Karl Keiger** spoke about the SCCA event at Zephyr Stadium scheduled for June 8th. **David Hayden** and **Karl Keiger** discussed their Morgan and Bugeye projects respectively. The 1997 Car Day will be in the Aug. / Sept. issue of British Car and not the earlier issue as previously report. The 50/50 was won by **Pete Bird** at \$23.00. Mike closed the meeting at 8:15 PM.



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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!**

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TREASURER      HAROLD O'REILLY      504-486-5837.  
EDITOR      JIM JONES      504-892-7774      VOICE & FAX.

### MEMBERS at LARGE:

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CATHY GREENSFELDER      504-392-9261.  
DAN MELESURGO      504-391-3227.  
ROY RICHARDSON      504-833-4840.

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OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT GENERAL MEETING.



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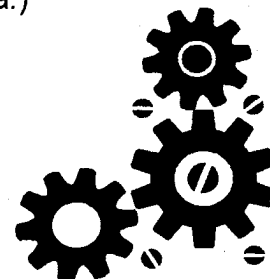
### SPARES FOR SALE

**DOORS** – TR3A, Surface Rust, but Sound. Call Pete at 504-486-3620. (Metairie, La.)

**SEATS** – TR3A, Will Swap for MGA Seats. Call Pete at 504-486-3620. (Metairie, La.)

**BODY** – MGB, '80 Model, Some Rust, and Some Parts.  
Call Steve at 895-5988 after 5:00 PM. (Metairie, La.)

## MY FIRST CAR by Mike Brown



After repairing the AMP gauge and repositioning it for good visibility, I took the MGA out for a night drive down the curvy River Road. About 2 miles from my house, I heard a lot of squealing coming from under the bonnet which at the same time I noticed that the ignition (generator) light came on. I glanced at the AMP gauge and it was reading -12 amperes. There was also a smelling of something burning which wasn't electrical as -12 amperes is not enough for a short furthermore it didn't smell like Lucas smoke. I quickly made a U turn and drove with the squealing and lighted ignition light back to the house.

When I arrived, I popped the bonnet and noticed that the generator was a bit warmer than usual. Further investigation, I found that the generator pulley would not turn! The ball bearing had seized. Later, I removed the generator and proceeded to disassemble it. Removing the pulley end plate, I found that the bearing had "spun" in the plate. I called club member **Billy McManus**, who is restoring an MGA, asking him if he had another generator. Sure enough, he had one but said that it was at **Peter Braun's** house, as Peter is doing some work on Billy's car. After I called Peter, I got the family together and took a ride to Mississippi to look at generators. Showing Peter the end plate that I had, he said that he hasn't seen any plate like that before. The plate that I had was a bit bigger and the mounting holes were in a different location. Peter gave me Billy's old generator.

When I got home, I compared it to the one that I had on my car for the past 30 years and it was totally different. The generator on my car was a C45 and it should have been a C39 or a C40. I ordered new brushes and a bearing for the C39 from Moss, and rebuilt the generator after the parts arrived. The new bearing has both "faces" opened and had to be greased before assembly. I see problems with this design as there is no way to grease the bearing in the future once the generator is assembled. Hopefully, the bearing will last for 30 years and when it fails, my son John can repair it!

Until next time, Mike.

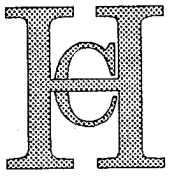
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## CAR DAY SITE CHANGE? BY JIM JONES

Car Day guest and club members alike all laud the Lafreniere Park Car Day site. It is a beautiful park, it is safe, it is clean, and we have been able park our British cars on the expansive grass lawn behind the large air conditioned pavilion. Our club's only area challenge for the best Car Day site is from the South Alabama guys! Their club's Bellingrath Gardens site is exceptional! Our two clubs try hard every year to make each show a little bit better than it was the year before.

But, our club may be facing future problems with our traditional Car Day site at Lafreniere Park. (Just as we did with our traditional Lakefront Annual Crayfish Boil site due to New Orleans Level Board police changes concerning the shelters.) The park is a public facility of Jefferson Parish, Louisiana and is funded by a tax millage. In the last few years, infighting has been growing over the control of park revenues. The park could not continue to improve the existing facilities and develop new ones without the donations which organizations like our club provide. It is this source of revenue the politicians are seeking to control. If they ever gain control over these revenues, you can kiss most of them good-by! They will be dumped into the "General Fund" and used for everything but the park's benefit. We are not dumb out here. We know how things work in government! You have only to look at all the tax revenues collected on gasoline & commercial trucks and check the conditions of the roadways in Louisiana in order to know where all that money is really spent! (Remember, the "General Fund"?) If all that money was spent on roadways, the roadways would be in the same beautiful condition as they are in the other coastal states.

On top of all that, we are faced with the possibility of not being allowed to park our British cars on the grass in the future. If that becomes a reality, our Car Day has *no future* with Lafreniere Park. The public parking lot on site will not hold 130 to 150 British cars, and visitors to our Car Day would have no place to park their vehicles. This is not acceptable, will not meet our needs, and we can hold our Car Day elsewhere. Jefferson Parish can kiss good-by our club's yearly donations to the park, lose the tax revenues generated from the Holiday Inn, and that of the money we and our guest spend on that weekend in Jefferson Parish.

What to do? Our club's Car Day has been held at Lafreniere Park for all of its 7 years. But if it becomes necessary, there are other sites at which we can hold our club's Car Day. Just in case a change in site becomes necessary, your club officers have been seeking alternative sites for the last few years and we do have a number of sites in mind. However, your input is sorely needed. If you know of any suitable Car Day sites in your area, let your club officers know of them. Ideal requirements are: Easy access from an Interstate, Host hotel near by, on-site building for banquet, lots of grass parking, other parking for visitors, and local food vendors (Lions Club, etc.). A few phone calls or visits by you to check on availability of these requirements will go a long way to planning for a new Car Day site, as you are "the local" club member. Please, help your club find an alternative Car Day site now! Preparing for a new Car Day site, if necessary, will take a lot of up front planning. Starting NOW!

**ELECTION OF CLUB OFFICERS WILL BE HELD IN OCTOBER.  
THROW YOUR NAME IN THE HAT!  
YOUR CLUB NEEDS A FEW GOOD PEOPLE!  
THINK ABOUT IT!**

## COST INCREASES

The cost of just about everything keeps going up and that applies to our club's newsletter, The Morris Gazette, as well. The Postal Service is talking about an increase in the cost of stamps. I am sure that an increase is on its way soon. We cannot save on postage by mailing our newsletter bulk rate because the number of newsletters is too low to qualify. And they they will not buy the "nonprofit organization" ploy either. Another cost increase is due to a new postal regulation.

It requires that open end of folded items not be secured with a staple. This regulation will necessitate the use of "Tape Dots" with which to seal the top of the newsletter. The printer charges extra for the use of the dots when they do the binding of the newsletter. (Yes, it is true. I do not collate the newsletter or place the two staples in its pages.)

I have, in the past, thought of utilizing dots to seal the newsletter, but I nixed the idea because of their extra cost. Now, thanks to the Postal Service, I will be forced to use them. At approx. 140 newsletters a month, that is \$11 more a month or \$132 a year. I guess that I could purchase the dots and apply them to the newsletter myself, but I already label and stamp the newsletters by hand now.

I do not know if I am willing to take on yet another task. There are club members on this side of the lake who are willing to help me prepare the newsletter each month. But, they have their own schedules and I prefer to perform that task when I want to do so. Am I self centered? Perhaps, that is so. But, they may not get the labels on straight! (I do print the newsletter address labels myself.)

Just trying to keep you up to date: Editor.



## CHANGES

You may have noticed some differences in the Morris Gazette this month. I am now operating with the Microsoft® Windows™ 95 operating system upgrade. It will take me some time to adjust to its differences, but 32 bit access is amazingly fast compared to 16 bit access. I have temporarily lost the use of my flat bed scanner. (The piece of equipment that I use to acquire graphics.) New scanner software to cure the problem is on the way. It least, I hope that it will do so. New software did not help with my three button "Logitech" mouse. It only made matters worst and I am now forced to use it as a two button mouse. I think the solution to the mouse problem mouse is to purchase another brand of mouse designed for Win95. Because of these problems some

standard graphics may be changed in this issue. If you are looking at upgrading to the new operating system yourself, give me a call. I have some suggestions for you that will take all the glitches out and make your new experience more enjoyable. Boy, do I miss having my scanner available to me and I had forgotten just how convenient the features were with the three button mouse!

The newsletter has two less pages this issue. I knew this would eventually happen since the first day that I increased it to ten pages. Lots of British car work, changing to the new computer operating system, and writer's block have all contributed to making the filling of two more pages all but impossible for me.

I need articles from you club members out there to help in filling in those blank white spaces. Big thanks to club member **Mike Brown** for his articles, "My First Car". You all have stories to tell concerning your British car experiences. I often get promises, but no articles. There are over a hundred of you out there. Help me out, guys & gals!

**Dreams about British cars are not good for you.  
Unless you do  
the things that the dreams tell you to do!**