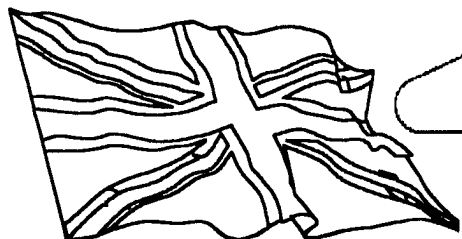
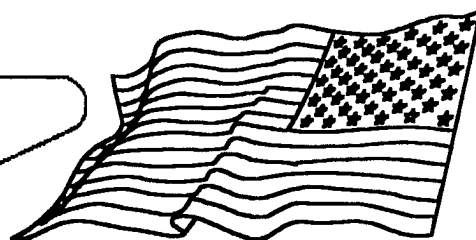
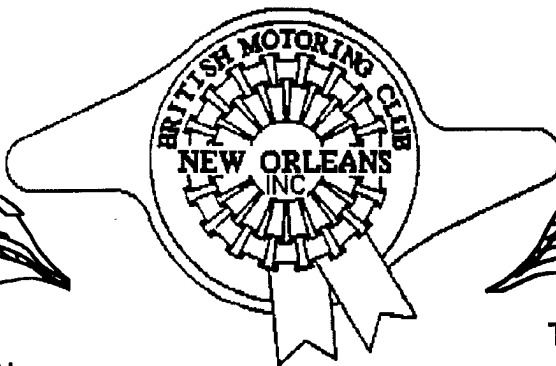


BRITISH MOTORING CLUB  
NEW ORLEANS, INC.  
POST OFFICE BOX 73213  
METAIRIE, LA 70033



The MORRIS GAZETTE  
A MONTHLY PUBLICATION  
by Jim Jones



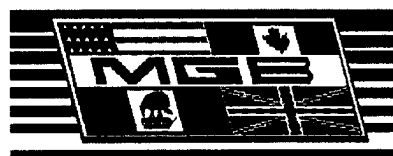
THE OFFICIAL NEWSLETTER  
of the BRITISH MOTORING  
CLUB – NEW ORLEANS, INC.

Dues Due: 02/28/99

JAMES D JONES  
800 W 16TH AVENUE  
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**SEPTEMBER 1998**

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North American MGB Registry Chapter



VTR CHAPTER

**ATTEND THE SOUTH ALABAMA  
BRITISH CAR FESTIVAL  
IN MOBILE &  
THE JAGUAR/ROLLS CONCOURS  
AT THE HOUMAS HOUSE  
PLANTATION.**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>EVENTS CALENDAR OCTOBER 1998</b>				<b>1</b>	<b>2</b>	<b>3 MOBILE SHOW</b>
<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>11</b>	<b>12</b>	<b>13 OFFICER'S MEETING</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>
<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>
<b>25</b>	<b>26</b>	<b>27 GENERAL MEETING</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>

## UPCOMING CLUB EVENTS

**SEPTEMBER 29**

**GENERAL MEETING** – New Orleans Hamburger & Seafood, 817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM. Nominations taken for club 1999 club officers. Throw your hat in the ring! Be a leader!

**OCTOBER 3**

**SOUTH ALABAMA** – 8th Annual British Car Festival at Battleship Park in Mobile. Contact Richard Cunningham at 334-434-1070 or E-mail [SABCC@Hotmail.com](mailto:SABCC@Hotmail.com) or lookup their web site at [www.geocities.com/motorcity/track/1492](http://www.geocities.com/motorcity/track/1492) for details.

**OCTOBER 13**

**OFFICER'S MEETING** – To be held at Kathy Greensfelder's place for 7:00 PM.

**OCTOBER 18**

**JAG/ROLLS CONCOURS** – Houmas House Plantation. Call Anne Friloux for information 504-464-1734 or [lubriport@aol.com](mailto:lubriport@aol.com)

**NOVEMBER 8**

**E. E. REYNOLDS RALLYE** – Contact Keith Vezina for Information at 504-443-5056 or [tkvezina@bellsouth.net](mailto:tkvezina@bellsouth.net) Details not yet available .

**DECEMBER 6**

**CHRISTMAS PARTY** – To be held at the home of Bill & Sally Breithoff. Details Later.

## IN MY TRAVELS by Jim Jones

I think that all is in readiness for the engine transplant of the 1275cc MG Midget engine and transmission in my '67 Morris Minor sedan. I have received the hydraulic clutch conversion kit from England. All the needed parts were there, except for the cardboard template used as a guide in cutting out part of the cross member. Luckily, I have the template from the first kit that I ordered for use on my '60 Traveller. The template is just cutout from a British breakfast cereal box! There is always something!

I also received a radius arm kit (Traction Masters) to keep the car's rear end on the ground during hard acceleration and cornering. I will be accomplishing all this work while "baby sitting" **Peter & Melissa Brauen's** house while they are in England. I hope to have all the work done before the South Alabama Show. Not wanting to run a newly rebuilt engine at constant interstate speeds, I will drive the old Gulf Coast Hwy. 90 route from Bay St. Louis to Mobile.

I now have a 24' X 30' garage in the works. I have chosen to have a metal building erected for cost and other reasons. The contracted company says that construction should be completed in six to eight weeks. The building will be equipped with electric power only. The installation of sewerage and/or water service would make it a residence which require adherence to much stricter building codes. I will have to install the two sectional roll-up garage doors, have the electric service installed, erect the ceiling, and insulate. The driveway will be double width and a culvert will span the ditch (Excuse me! The gravity operated surface drainage system.) I have already made my preparations. I have removed the necessary parts of the chain link fence, felled a small tree, and hacked off to below the ground a large tree limb which was impelled, who knows how many feet, into the ground during last year's Covington tornado.

Club member **Wayne Aucoin** and I have finally gotten together to find out why his Austin Healey's overdrive will not disengage. He had some water come into his garage some time ago and I thought that the overdrive solenoid plunger was just stuck in the operating position. Unfortunately, we found that this was not the case. The problem must be internal. The transmission/overdrive unit has been removed from the vehicle and will be transported to **Peter Brauen's** shop for repair. We also took a look at Wayne's Triumph TR6. The engine had been running, but very poorly after the car set for a long period of time. A new battery was installed and the engine was fired up. It acted as if not all the spark plugs were firing. We turned off the ignition and began to inspect the ignition system. The ignition contact points had closed down some, the spark plug to high tension wire connections were all corroded as were some of the low tension wiring connectors. After taking care of these items, we had no reason to believe that the engine would not start again. Wrong! Now what? I turned my attention to the twin Zenith carburetors. We removed the air filter canister and found that a lot of sticky stuff was living in the carburetor throats and that the pistons were not moving freely. After using some solvent (I know that some solvents can destroy the piston diaphragms in Zenith carbs., but what can you do?) That freed up the pistons and with a little help of some starter fluid, we managed to get the engine to fire up. The engine ran better the longer we ran it and it did start every time afterwards. When a car sets for as long as this one has, no amount of minimal repairs or replacement of parts will cause it to act properly without a good run on the roadways. This will clean out the carbs., plugs, and the combustion chambers. However, a deluge of rain had been in progress (Sept. 10th) all day long making this running in procedure impossible.



## "HOT TIME" REALLY HOT! by Jim Jones



The "Hot Fun in the Summertime" event turned out to be hotter than we thought. The Monday after the event workers repairing the flat roof of the two story building which houses the ground floor Tap Room set the roof on fire! The consequences of which was the destruction the roof and the second story of the building. The Tap Room suffered water damage and some smoke damage. The owner of the historic structure is rebuilding and the owner of the Tap Room hopes to have his business opened once again by December. The newsletter had been dropped off at the printers just before I learned of the fire, so a report on the fire was not in last month's Morris Gazette. Still, late news is better than no news.

# WELCOME NEW MEMBERS

New full members will receive a BMCNO T-shirt, Club Membership Card, Name Badge, and Holder. New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge. The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

**GARY DAIGLE, 645 LUCILLA LANE, BATON ROUGE, LA. 70802, 225-343-8449  
'66 TRIUMPH TR4A, RED.**

**DAVID GOLDEN, 1170 DOVE PARK ROAD, COVINGTON, LA. 70433 504-892-4121  
'76 TRIUMPH TR6, WHITE.**

**BRYAN LANDRY, 304 FAIRFIELD AVENUE, GRENTA, LA. 70056 504-363-7812  
'65 JAGUAR XKE, WHITE.**

**BILLY SAVAGE, 152 RUE ROYAL, SLIDELL, LA. 70461 504-641-7385  
'51 BENTLEY CLUBMAN, GREEN.**

## CLUB ELECTION UPDATE

Richard Denneau has thrown his hat into the ring for Member at Large completing the ballot for the 1999 elections. Remember that the vote for club By-law changes and club officers for 1999 will be held at the October General Membership Meeting. Please make every effort to attend this meeting.

## PROPOSED BY-LAWS AMENDMENT- 2ND ANNOUNCEMENT

The board of directors hereby submits to the club membership the following proposed changes to the club's By-laws pertinent to the second sentence of Section 8b and the second sentence of Section 9a as follows:

Section 8b as written:

Such directors shall assume office at the January meeting and shall hold office for one year, with the limitation of three (3) consecutive terms in office.

Proposed changes to Section 8b:

Such directors shall assume office at the January officer's meeting and shall hold office for one year, with the limitation of three (3) consecutive terms in any one position. The exception to the term limitation being that of the office of Editor/Secretary.

Section 9a as written:

Such officers shall assume office at the January meeting and shall hold office for one year, with the limitation of three (3) consecutive terms in office.

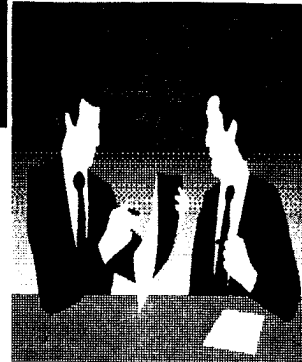
Proposed changes to Section 9a:

Such officers shall assume office at the January officer's meeting and shall hold office for one year, with the limitation of three (3) consecutive terms in any one position. The exception to the term limitation being that of the Editor/Secretary.

The club By-laws require that any proposed amendments must be published in the club's newsletter for two months prior to voting on that change or changes. If you desire a copy of the club's By-laws, you can acquire one from our club's web site or by contacting the newsletter editor. The vote on these proposed changes will occur at the club's October General Membership Meeting before the election of club officers for 1999. Any club member can submit proposed changes to the By-laws, but only full members can vote on those changes.

# MINUTES OF THE GENERAL MEETING

The General Membership Meeting was opened by club president Bill Breithoff at 7:45 PM. Two guests were introduced. A guest speaker from the Blood drive car show spoke. Past and future club events were discussed. Mike Thomason and Don Pritchard members of the South Alabama club attended the meeting promoting their Mobile car show. The October elections and By-laws changes were discussed. The date for the E. E. Reynolds Memorial Rallye was set for Sunday, November the 8th.



Several members talked about their British car projects. The 50/50 of \$21.50 was won by club member Jerry Donahue. Bill closed the meeting at 8:30 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. Send your dues to the address on the newsletter's cover page.

If your dues are due, send them in now before you miss out on your next  
**MORRIS GAZETTE!**

## OFFICERS FOR CALENDAR YEAR 1998

### BOARD of DIRECTORS

PRESIDENT	BILL BREITHOFF	504-288-4019.	
VICE PRESIDENT	FRAZER RICE	504-736-0452	brice@communique.net
TREASURER	HAROLD O'REILLY	504-486-5837	continen@gnofn.org
EDITOR/SEC.	JIM JONES	504-892-7774 VOICE & FAX	bmcno@neosoft.com

### MEMBERS at LARGE:

CHARLES AKE	504-845-4153.	
ANNE FRILOUX	504-464-1734	lubriport@aol.com
CATHY GREENSFELDER	504-392-9261	cgreensfelder@newman.kl2.la.us
RICHARD WOLF	504-892-1574	wolfs03@ibm.net

### COORDINATORS:

MORRIS MINOR REGISTER -	JIM JONES	bmcno@neosoft.com
NORTH AMERICAN MGA REGISTRY -	FRAZER RICE	brice@communique.net
NORTH AMERICAN MGB REGISTER -	RICHARD WOLF	wolfs03@ibm.net
VINTAGE TRIUMPH REGISTER -	HAROLD O'REILLY	continen@gnofn.org

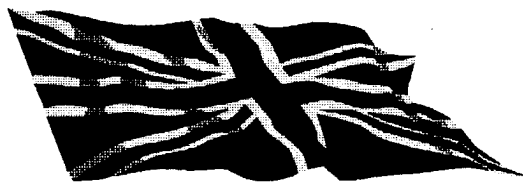
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## BRITISH CARS & SUCH



**MGA** – '59 Model, Original White is now Wine Colored, Body in Great Shape, Wooden Floor Shot, 1985 License Plate. Contact Conchita Sulli @ 504-468-3943 Home or 504-464-6224 Work.

**MGA COUPE** – '58 Model, Ready for Restoration,  
Contact Mike Schrantz at 504-626-7195 or marys@iamerica.net

**MGTF** – '53 Model, Complete Except for Fuel Tank & Windscreen. \$1,000 O.B.O.  
Contact Peter Brauen at 288-467-0519.

**PARTS** – MGB Engine #18GF-WE H 307, Complete, \$275.  
MGB Early Boot Lid with Luggage Rack, \$40. Contact Manuel Dias @ 504-392-7244.

**WANTED** – MGA Hand Brake Assembly. Need the Part that Bolts to the Tunnel, but Would Take the Whole Assembly. Contact Frazer Rice at 504-504-736-0452 or brice@communique.net

## A CLOCK TOO FAST by Mr. Goodspanner

Club member Jimmie Brown has installed a larger capacity alternator in his late model MGB and it works just fine. However, now the electric clock runs at double speed. Does anyone have a clue as to why this is occurring? Jimmie can be contacted at 504-893-9279 or jfbrown@earthlink.net

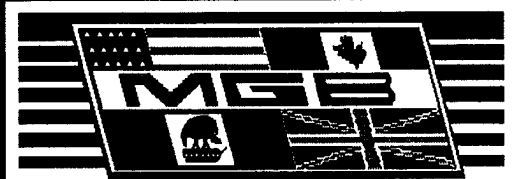
## PRESIDENT'S MESSAGE

Getting involved in club activities can be more rewarding than you might think. The usual feeling is not to volunteer or participate in anything, or you will regret it.

Well, I felt this way when I first joined this club, primarily because I did not know anybody and I was afraid of doing something stupid. While this is a natural reaction from someone who is a new member, after a year or two, there is no excuse. Fortunately, my friends got me involved in club activities and I have not regretted a thing, nor has my wife Sally.

Our first E. E. Reynolds Memorial Rallye was really fun. We wrote our goal on top of the instruction sheet at the beginning of the rallye. It was simple: To end up at the right place for lunch. Forgetting about coming in first or such, we just wanted to end up in the right place with everyone else. We did and although we came in next to last, we had a great time talking about where we took a wrong turn and how we did not know where we were. The fellowship and the food were great.

I would like to encourage everyone to join in the wonderful fun November 8th for this year's rallye.



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## GET THE MOST FROM YOUR BRAKES by Mr. Goodspanner

The hydraulic brake system on your British car requires some attention from time to time. Disk brakes are self adjusting. This is accomplished by the caliper pistons drawing down brake fluid from the reservoir into the space behind them as the pads wear and the piston move outward. You must replace this fluid as necessary. You will need to remove some fluid from the reservoir before replacing disk pads, as excess fluid will be forced back up into the reservoir when the caliper pistons are compressed (making room for the thicker new pads) and overflow the reservoir. You must check the condition of the pads, cylinder seals, rotors, and flexible hoses. The pads normally wear down and you must insure that they never wear too thin. If the pads wear down to the metal mounting plates, the plates can move out of position and jam between the rotor and the caliper housing. The wheel will cease to turn if this occurs and bring about a very dangerous situation at speed. I would never let a pad wear down to any more than a quarter of an inch in thickness. At this point, it can crack from over heating and break loose from the steel mounting plate and cause the same as above problem. Never change just one pad, change all of them at the same time.

Rotors can be checked for minimum thickness using a micrometer reading compared to factory specs. You will know when the rotors are too thin. After they heat up, they will warp and the whole front end of your car will vibrate when you break hard.

You can check to see if the caliper piston seals are leaking by looking for "wetness" around the lower portion of the calipers. If you find this condition, the caliper must be rebuilt or replaced. The repair manuals say to never split the caliper halves, but I do not know how you can be rebuild them otherwise. Just insure that you renew the passageway seal between the halves (Available from Victoria British) and use "lock tight" on the bolts which hold them together.

The rubber flexible hoses can look O.K. on the outside and still be cracking up inside (this applies to the single rear brake hose as well.). Consider their age and replace them if necessary. Do not forget to renew the copper washer at the caliper end of the hose on disk brakes. Old flexible hoses can swell as pressure is applied and cause lost of braking pedal height or even rupture causing total brake failure on single line systems! Broken interior pieces can act as check valves causing braking action even after the brake pedal has been released. Or, worst case, plug the lines and cause no braking action at all.

Rear or front drum brakes are not self adjusting. Some have only one adjustment mechanism per wheel, others have two. Most adjustments are mounted on the rear of the backing plate, others are accessible through a hole in the brake drums. But, they all work the same. Turn the adjustment such that it locks the brake shoe or shoes tight against the drum and then turn it back one click. The shoe or shoes may drag against the drum a little, but this is O.K. If the adjustment is jammed, do not force it to turn! Spray it with some penetrating oil and give it some time to work. Sometimes it will necessary to let it set overnight. Some adjusters are bolted to the backing plate and as such are replaceable. Others, however, are welded to the backing plate and if you break them, you will have to replace the entire assembly! Be forewarned!

Working pedal height, brake & clutch, can be improved by simply replacing all of the clevis pins in the system. They are located at the external end of all hydraulic cylinder push rods; master or slave. The pins are designed to wear more readily than the lever holes they go through, so they most of the wearing.

Your brake system will last much, much longer if you replace the brake fluid every year or two. It absorbs water readily and it is this water (the universal solvent) which eats into the cylinder bores and the interior of the lines of the braking system. Carefully pour new fluid into the reservoir until full, so as not to mix the new fluid and the old together. Bleed all lines one at a time until clean fluid comes out. Remembering to keep the reservoir topped up as you do.

This article does not cover everything about the subject, as entire books have been written about hydraulic system maintenance, but it is my hope that it will be of some use to you.

**EDITOR'S NOTE:** Due to a tight schedule this month I did not have the time to allow **Richard** and **Barbara Wolf** to review the newsletter before it went to print. All mistakes that occur are solely mine!

## **My First Car, 1975 Triumph Spitfire by Phillip Colwart**

The Spitfire is an ideal first car for the owner/driver who is mechanically inclined but short of profound, extensive knowledge of restoring old cars. This is so in my case because of the straightforward, simple design of the very car itself. The tilting bonnet is the main advantage in component accessibility in addressing maintenance of the front suspension, front brakes, and engine/cooling system. The bonnet itself weighs about six stone, or 85 pounds (36 kg?), and tilts forward on two adjustable hinges. The hinges adjust the forward/rear position of the bonnet in relation to the door's front edge, and the bolts are accessible under the rubber bumper over riders. The bolts which fasten the over riders to the chassis are unfortunately susceptible to rusting onto the steel inserts in the rubber caps. The effect is that when you attempt to remove the bolt, it just spins inside the over rider. So, to remove the rubber caps is to risk damaging them. Get a cold chisel and break the top bolt head off. The bottom bolt should slide out. I need to do this to my car one day, as the right bonnet hinge arm has popped free of the hinge on the chassis, and needs to be spot welded. So, when I lift my bonnet, it's weight is carried on one hinge and the bonnet rests also on the left over rider and center bumper. One day that good hinge may pop loose!

The Girling brake system on the Spitfire is easy to work on, with exception of the brake master cylinder. In 1976, Triumph fitted Spitfires with a newer design master cylinder that is easier to rebuild, and actually more reliable than the 1967-1975 dual line master, the one with the wide reservoir and big cap. The older one has an unusual (to me) spring loaded piston system that was just really difficult to get to work properly after a rebuild. After two tries I somehow got it to work well enough to brave the 2,000 mile round trip to West Palm Beach (the one where I lost the back wheel in Orlando!) Well, after repairing my sheared off rear axle in West Palm Beach, the original brake master would not develop any pressure - foot brake pedal to the floor! I must have bled the lines five times before I gave up and attempted to find another rebuild kit among the import car parts stores in the area. No luck, so I called around the junkyards, and found a '76 Spitfire with its master still intact. Twenty dollars later and a trip to a brake shop to have the fittings changed and tubes flared, and I had a working brake system again. The only challenge, other than changing the fittings, was getting the newer unit to fit onto the fire wall. It seems the newer unit's physical dimensions are longer than the original, and a later inspection of a friend's '78 Spit confirmed that Triumph modified the fire wall design to accommodate the longer cylinder. The master cylinder bumped the fire wall, so I lifted the rear of the cylinder with washers just right to make it fit without having to hammer in the fire wall with a ball peen! It still has contact with the fire wall, but it's no problem.

Almost two years later, in March of 1995, I rebuilt the entire suspension, including brakes. I decided to continue use of the updated master cylinder, and to rebuild it as well. It was much easier to rebuild than the original unit - even the kit is cheaper. I honed out the cylinder by hand, using 400 grit wet sand paper, and using a circular motion in the cylinder, not front to back, which could encourage leaking. Of course, the best way to do this is to send all the units to be professionally rebuilt by White Post Restorations in Pennsylvania, but I'm on a budget, baby! In my brake system overhaul, I replaced the flexible brake lines (a must) but chose instead to flush out the original steel lines. The system had no leaks and the tubes showed no rust, and still don't.

But, I did rebuild the rear slave cylinders and the front calipers. Some people won't risk overhauling their calipers, but I've had a little experience doing this, and even learned something along the way. The Haynes Manual warns us to not separate the caliper halves when rebuilding because the internal "O" rings are no longer available, and because the caliper halves are matched and machined as mated pairs. I risked it and learned that the "O" rings can probably be matched if damaged, but of all the ones I disassembled (between the parts car spares and my originals), the "O" rings were perfectly good and undamaged (past owners must have stuck with the DOT 4 fluid). Also, one pretty much has to halve the calipers if one is to remove the pistons for replacement. Piston removal is accomplished by blowing compressed air into the brake line inlet for the caliper. Be sure the bleed nipple is tight, keep the halves bolted together at this stage, and place a balled up rag between the two pistons so when they pop out, they stay pretty much in place, yet beyond the seals. As a safety precaution, use eye protection against brake fluid and flying debris - and always keep your fingers away from the inside of the caliper - they could pinch and break your finger when they pop out.



Always replace the pistons with new ones -they develop ridges and pits from years of corrosion and rust, and are unlikely to seal well upon re-assembly. These ridges would ride along the rubber seals because the new brake pads are thicker and push the pistons deep into the cylinders. Carefully clean out all hydraulic fluid passageways with hot water, then lightly oil to prevent rust, hone out the cylinders, and always keep matched pairs together. Replace all bleeder nipples with new ones - they tend to rust (and therefore can shear off upon removal) and have rounded off surfaces from pliers and such.

I requested that the machine shop resurface my rotors, and when doing so, to only remove as much metal as possible to get below the scoring so I could avoid having to replacing them. Rotors are available, and only need to be replaced if their thickness falls below specs, or if they are warped. The rotors bolt to the front hubs, whose bearings and seals should be re-greased or even replaced while off the car. Always use anti-squeal shims when replacing the pads, and be sure to glue them to the backs of the pads with form-a-gasket or the kit-included magic golden fluid so they remain in place. On the rear brakes, be sure to inspect the drums for heat cracks along the hub face, where the wheel studs pass through. I went through about five or six spares before I found two good ones for turning.

It's a good idea at this point to take advantage of The Roadster Factory's brake parts kits, and replace all the fasteners, springs and stuff in the rear brakes. Take a photo of the system before you tear it down if you're afraid you won't get it back together properly. The rear brake adjusters are not automatically adjustable like my old Nova was - and, they tend to gunk up with dirt. Remove, clean, and replace. To adjust these, both rear wheels must be off the ground, so always use good jack stands. After the adjusters are tightened up just enough to allow the wheels to turn freely, adjust the emergency brake cables, and remember to readjust the rear brakes three or four months later, after the shoes and liners have had a chance to shag!

When you bleed the brake lines, always start with the wheel furthest away from the master cylinder, usually the right, rear wheel on a left-hand drive car. I used a one-man bleeding system, but having a friend pump the brake pedal is quicker. Always use Castrol DOT 4 brake fluid. A TR-4A friend always swore by his DOT 5 silicone fluid until he sprung a leak in the middle of nowhere (his carport) and couldn't find any to replace what was lost. Also, some club members claim the silicone really does absorb water or air. This former DOT 5 fan has since replaced his fluid with DOT 3, claiming he wants to never want for fluid again! I warned him about this, and he's already had to rebuild his clutch master and slave because the DOT 3 ate up his seals. Always carry some extra DOT 4 with you, if not for a friend. What comes up must go down, and what goes forward must eventually stop, especially at a major intersection! If your brake pedal sometimes requires that little double quick pump to raise the hydraulic pressure, it's time for a brake system overhaul, before your girlfriend decides to steal your car for a drive and rear ends a police car (didn't happen to me, just a dramatic example). Then, remember to replace all the fluid every two or three years or so... it's time for me to do it, as the DOT4 has a color resembling Worcestershire Sauce! Happy motoring...

**EDITOR'S NOTE:** The brake caliper fluid channel seal (rubber washer) for the MGB is available from Moss Motors. Its part number is 180-285. If you only disassemble one side at a time when rebuilding front or rear brakes, you can always go to the other side to see how parts are installed.

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### **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	

**GET THESE ITEMS WHILE THEY LAST!**

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

## CARING FOR THOSE WIRE WHEELS by Mr. Goodspanner

Those wire wheels sure look good, but there is a lot to be known about them. The spokes themselves must be kept tight and a special tool is required for the task. A simple way to determine if a spoke needs to be tightened is to strike a number of the spokes with the tool. The spokes that sound different from the other need attention. Tighten that spoke until it has the same sound as the other spokes when struck with the wrench. This is not a scientific method, but it will do. Replacing broken spokes requires that the tire be removed from the wheel. There are long spokes and short spokes. A number of spokes must be removed in order for the broken one to be accessed and of course the "installation is the reverse of the removal".

The wire wheel assembly is designed for the use of an inner tube with all types of tires. As the spoke nipples protrude into the area where the inner tube seats against the wheel, a rubber ring must be used to protect the tube. Several raps of duct tape will also serve the purpose. Modern tires sometime have a metallic label on the inner side wall surface and this label will, over time, curl and cut into the inner tube. Check for this label carefully before having any new tire mounted to the wheel. The label is heated onto the inner surface of the tire and must be removed with a wire wheel.

Tubeless tires have been fitted to wire wheels without the use of inner tubes by sealing all of the nipple ends, but I am dubious about this procedure. There are a lot of nipples and sealing everyone of them such that no air escapes seems to be next to impossible.

The interior of the wire wheel hub is splined and the hub unto which it mounts is splined on its exterior. Any wear of these two splined surfaces will allow for rotational movement between the two mating hubs. *This is true no matter how much the wheel nut is tightened.* The test for this wear is as follows: Jack the wheel off the ground, have an assistant apply the brakes, grab the wheel and attempt to rotate front to rear. If it moves back and forth, there is excessive wear to the hubs. Only the replacement of both the wheel and its mounting hub will cure the problem, as a worn mounting hub will quickly deteriorate the splines in a new wheel assembly. To get you home in an emergency, you can temporarily wrap the mounting spline with duct tape, mount the wheel, tighten the nut, and drive home very carefully. Such is the cost of owning a car with wire wheels mounted. Usually, you will hear a clucking sound in the area of a wheel that has excessive hub spline wear during braking or upon reversing. And that clucking sound is not coming from the differential! (That is another tech article.)

Tighten or loosen ("DO" or "UNDO") the wire wheel nuts with the tire off the ground. This way you reduce the hammering shock to the wire wheel's spokes. To remove a wheel which is stuck on, (you did not keep the splines lubricated.) loosen the nut and drive the car in circles. Brake hard if you must. Tighten the nuts securely, but do not over tighten them. They are threaded such (left or right handed) that they tend to tighten against the rotation of the wheel and will not come flying off. Speaking of that, there are a couple cases where they will do just that. If a car with wire wheels is towed from the rear, the wire wheel nuts will tend to unscrew with the reverse motion of the front wheels if the car is towed for long enough or fast enough. This has happened! The second case occurs after the mounting hubs have been removed for say replacing disc brake rotors or differential work. If the hubs are installed in reverse during re-assembly, the nuts will tend to unscrew with the forward motion of the wheels.

Your spare tire needs some attention also. The hub splines need to be lubricated. If your boot lid leaks nice clean splines will rust like crazy! Particles of rust will cause premature wear of the hubs after the tire is mounted and driven on. Always clean and re-lubricate wire wheel splines and mounting hub splines whenever it is necessary to remove a tire from the car.

Having a tire serviced that is mounted on a wire wheel can pose a problem. Ensure that the repair facility utilizes a device that is designed for "Mag" wheels. Older equipment can damage the wheel itself or its spokes. Carry a spare inner tube or two. Not all repair shops carry them nowadays.

Purchasing new wire wheels is best done from a company which makes them up themselves (British Wire Wheels). For chrome wheels, I have found that chrome rims with stainless steel spokes & nipples are the way to go. The soft look of stainless offsets the bright chrome and the stainless steel parts do not rust.

Boy, am I glad that my Morris' have disk wheels!