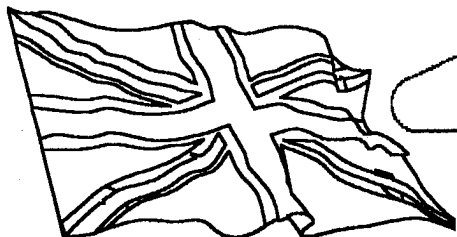
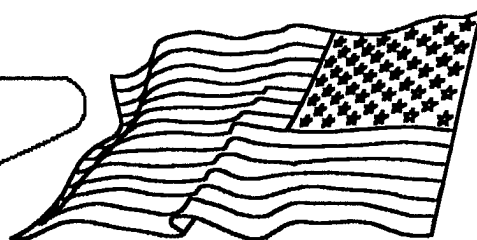
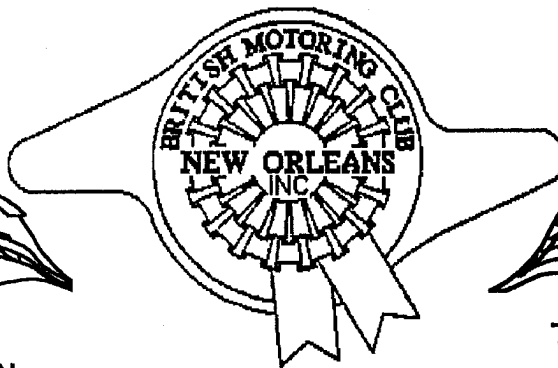


BRITISH MOTORING CLUB  
NEW ORLEANS, INC.  
POST OFFICE BOX 73213  
METAIRIE, LA 70033



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  
COVINGTON LA 70433

**NOVEMBER 1998**



North American MGB Registry Chapter



VTR CHAPTER

WEB SITE: <http://208.22.201.17>

NOTE THAT WEB ADDRESS HAS CHANGED.

**MAKE PLANS TO ATTEND  
THE CLUB'S CHRISTMAS  
PARTY ON  
DECEMBER 6th**

| Sun                                   | Mon       | Tue                                   | Wed       | Thu       | Fri       | Sat       |
|---------------------------------------|-----------|---------------------------------------|-----------|-----------|-----------|-----------|
| <b>CALENDAR<br/>DECEMBER<br/>1998</b> |           | <b>1</b>                              | <b>2</b>  | <b>3</b>  | <b>4</b>  | <b>5</b>  |
| <b>6</b><br>CLUB<br>XMAS<br>PARTY     | <b>7</b>  | <b>8</b>                              | <b>9</b>  | <b>10</b> | <b>11</b> | <b>12</b> |
| <b>13</b>                             | <b>14</b> | <b>15</b><br>OFFICER'S<br>MEETING     | <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</b>                             | <b>28</b> | <b>29</b><br>NO<br>GENERAL<br>MEETING | <b>30</b> | <b>31</b> |           |           |

## UPCOMING CLUB EVENTS

**NOVEMBER 24**

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

**DECEMBER 6**

**CHRISTMAS PARTY** – To be held at the home of Bill & Sally Breithoff.  
7315 Beryl Street, New Orleans 70124, 504-288-4019, 7:00, PM TO 10:00 PM.  
Club will provide food & drinks. Bring your favorite covered disk for all to enjoy.

**DECEMBER 15**

**OFFICER'S MEETING** – Bill Breithoff's place house at 7:00 PM.

**DECEMBER**

**GENERAL MEETING** – No General Membership Meeting Held in December!

**JANUARY 17**

**TECH SESSION** – Transmission Disassembled & Reassembled. How it Works!  
To be held at Anne & Floyd Friloux's warehouse, 1650 Airline Hwy., Kenner. La.  
Starting with free pizza & soft drinks at 12 noon.

## IN MY TRAVELS by Jim Jones

The pinion oil seal for my Morris sedan's differential (MG Midget) has been replaced along with new flat differential gear shims and cupped pinion gear shims. The original flat differential gear shims were copper and showed very little wear. I wished to retain them as the fiber replacement shims wear more rapidly. However, **Peter Brauen** and I measured the replacement cupped copper shims and found that they were thicker and that the replacement flat shims were thinner than the originals. The thicker original flat copper shim would not allow for the use of thicker replacement cupped shims. As to why these changes were made, I do not know. This is the second time that I have found the above to be true.

Replacing the seal requires that the pinion shaft nut be removed. An air gun will do that easily enough even through the nut is tightened to 140 pounds torque. The problem comes after the seal is installed and it is time to torque the nut down. Tightening the nut too much will further compress the collapsible spacer that controls the amount of play between the pinion shaft's gear and the ring gear. This is a very precise measurement and special tools are necessary to get it right. New spacers are available, but their use means a trip to and the cost of a professional shop. In order to maintain the original setting, the nut was turned down to a torque of just under the spec. of 140 pounds. Thread locking solution was applied to the nut to insure its security as no cotter pin or lock tab provisions are provided. Peter has found that this method has always worked well in the past.

Differential gears are odd creatures. The way in which the gears are cut (helix) cause them to drag or slide across each other's surfaces. This requires the use of hypoid gear oils which allow this action to occur without excessive wear. A differential assembly cleaned of oil will bind up. Add some gear oil and it will work very smoothly.

I brought club member **Charlie Ake's** repaired later model MGB single piece manifold assembly (Heli Coils) and rebuilt carburetor back from Peter's place. The manifolds have since been mounted onto the cylinder head and matted with the carburetor and the exhaust pipe. We also checked out the clutch master cylinder, as the slave cylinder has been rebuilt but the system was not functioning. The clutch master cylinder's primary rubber cup was found to be very soft and swollen. A rebuild kit will be ordered. The car's battery was draining down even with the ignition switch in the "off" position and the key removed. Creative wiring by a previous owner was the cause of the problem.

Club member **Richard Wolf** has purchased a '71 MGB from, soon to be club Vice President, **Cliff Hughes** with the intention of bringing it back to life sometime in the future. A borrowed 15" tire & wire wheel from a MGA have kept the car off the floor and moveable at the shed in Covington. In anticipation of getting it home, Richard has purchased a used 14" wire wheel and has had a used tire mounted on it.

I joined Cliff and club member **Frazer Rice** to transport a MGA from a salvage yard in Patterson, La. The car was obtained for parts, as the frame was a real "crispy critter". It was discovered that someone had installed a three main MGB engine & transmission in the car. We later discovered that the rear of the transmission was held in place with two very large hose clamps at the frame cross member! In order to make the car moveable, Frazer brought along four disk wheels with tires mounted. It required two people operating a cross bar lug wrench to loosen the old rusted lug nuts. An old piece of scrap pipe had to be used as a leverage bar. Liberal use of WD 40 helped. A forklift was used to raise the car off the ground so that the tires could be installed. Of course, the vehicle bent in half! After the tires were mounted, the doors were closed and secured with rope to insure that car would not bend the other way when it was set back down on the ground. With the car moveable, it was an easy job to get it up on the trailer. The car was transported to the "shed" in Covington. The next Saturday Frazer, Cliff, **Charlie Ake**, and myself disassembled the car. We removed all of its useful parts and some not so useful parts. We had a blast!

After a few well placed phone calls (Becoming a squeaking wheel) the metal frame of my garage has been erected upon the concrete foundation. It does not yet seem real sitting there in my back yard. The placement of the outer sheet metal has been promised in a few days. If that is true, (Promises, promises!) I will then be busy installing the two roll up doors to secure the building. Just how much fun can one guy have?

## **BETTER RUBBER BUMPER PERFORMANCE by Terry Dempre**

MGB's from 1975 on suffered from drastically de-tuned engines. From a high of 95 hp in the sixties, power fell to a mere 63 hp due to a camshaft de-tuned for emissions control, a compression ratio drop to 8:01 from 8:81, and most damaging a single carburetor along with a highly restrictive inlet/exhaust manifold. The distributor was also re-curved for emissions reasons. The results of all this was an engine so restricted in its breathing that it refused to rev over 4500 rpm without being flogged. Performance eroded as 0-60 mph time took 5 to 6 seconds longer than earlier models.

I have owned my '70 B since 1982 and have always enjoyed it despite its modest performance. However, I became increasingly frustrated after purchasing an early 70's BGT and comparing performance. I decided to do something about it and researched ways to increase power without breaking the bank. The easiest and cheapest improvements turned out to be concerning the camshaft and the carburetor.

I found a place in New York that sells a Weber down draft carburetor with electric choke, linkage, air filter, and aluminum intake manifold with shipping included all for \$295. Then, I ordered a re-profiled higher lift camshaft, the Piper BP270, from Brit Tek for \$190 along with a new set of heavy duty valve lifters (You must always change the lifters.) for \$40. And an earlier model exhaust down pipe for \$43. I had installed an earlier model distributor in my car long ago when the Lucas electronic unit gave up the ghost. And I had an earlier model cast iron exhaust manifold gathering dust in my garage.

The Weber carburetor setup and the cast iron exhaust manifold are bolt on items. The new camshaft can be installed with the engine in the car. You do not even have to pull the cylinder head. I had neither the time nor the proper tools to do the job, much less the mechanical confidence. So, I dropped the whole mess off at Gambino's repair shop in Metairie, La. on a Monday morning. I picked up the car on the following Wednesday and I was shocked at the difference! Before the changes, the best that I could do zero to sixty mph was 16 seconds. Now the car would do it in 10.1 seconds. The entire character of the car had changed as it will now rev freely up to and beyond the 6000 rpm mark (I have to watch my driving speeds now.) and it is very responsive at any speed. Mash the throttle at 65 mph and the car quickly surges to 80 mph or more. The exhaust tone even sounds different with a nice growl as the revs rise.

Altogether I could not be more satisfied with this upgrade. I wish that I had done it years ago. The car is now noticeably quicker than my GT and it also seems to be getting better gas mileage than it did before. I recommend these upgrades to anyone seeking to increase a rubber bumper B's performance at a reasonable cost. FYI – The Performance Warehouse, 1-800-654-2778 & Brit Tek Ltd., (Free performance catalog) 1-800-255-5883.

Editor's Note: Terry uses his white, air conditioned, 1970 MGB-GT as his everyday vehicle.

## **DIRTY WORK by Mr. Goodspanner**

The other day I was wearing a pair of nice blue jeans and had no intention of doing any dirty work. However, I wound up removing the differential from my Morris sedan. Now, used gear oil is about the nastiest stuff I have ever come into contact with working on old cars. The knees of the blue jeans were absolutely black! Another pair of pants that is no good for anything but working on cars.

Then I started thinking of how I could bring them back to life for everyday wear. Jell hand cleaner I thought might just do the trick. I rubbed in the cleaner over the greasy areas and then worked it in using a small vegetable brush (Another tool from the kitchen). Next I placed the jeans into the clothes washer. I set the washer for medium temperature water and to the regular wash cycle. I removed the jeans after the washer had stopped and they looked real good. Of course, you cannot always tell how clean dark clothes have come until they have been dried. So, they went into the dryer set on high. The results were amazing! I could not tell that the jeans had ever been so dirty.

The product that I used is made by Locitite Technology™ under the Permatex® Blue Label™ name. I do not know how well this product will work on oily stains that have been set in by previous washings, but it sure worked well for me when the above method was applied. Give it a try. It worked for me!

# MINUTES OF THE GENERAL MEETING



The general meeting was opened by club president **Bill Breithoff** at 7:35 PM. Four guests introduced themselves. The guest speaker was Walter Carter of "Eric's Bumper Sales, Inc." located at 3908 Ford Street in Metairie, La. All candidates for 1999 officers were elected or reelected by a hand count. The changes to the club By-laws were passed by a hand vote as well. Past events were discussed with reports on the Jag show by **Floyd Friloux** and on the funkana by **David Hayden**. David presented the awards associated with the funkana. **Harold O'Reilly** gave a VTR report asking Triumph owners to join. **Jimmie Brown** talked about the upcoming November 1st Corvette show at the Armond Plantation in Destrehan, La. **Keith Vezina** gave details on the upcoming November 8th "E. E. Reynolds Memorial Rallye". Bill spoke on the December 6th "Club Christmas Party". The 50/50 was won by club member **Roger Talley** at \$35. Several Car Day black Rolls/Bentley T-shirts were given away as well. The meeting was closed by Bill at 8:35 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!**

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| TREASURER      | HAROLD O'REILLY | 504-486-5837             | continen@gnofn.org   |
| EDITOR/SEC.    | JIM JONES       | 504-892-7774 VOICE & FAX | bmcno@neosoft.com    |

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|                    |               |                                |
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| ANNE FRILOUX       | 504-464-1734  | lubriport@aol.com              |
| CATHY GREENSFELDER | 504-392-9261  | cgreensfelder@newman.kl2.la.us |
| RICHARD WOLF       | 504-892-1574  | wolfmgb@yahoo.com              |

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|-------------------------------|-----------------|----------------------|
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| NORTH AMERICAN MGA REGISTRY – | FRAZER RICE     | brice@communique.net |
| NORTH AMERICAN MGB REGISTER – | RICHARD WOLF    | wolfmgb@yahoo.com    |
| VINTAGE TRIUMPH REGISTER –    | HAROLD O'REILLY | continen@gnofn.org   |

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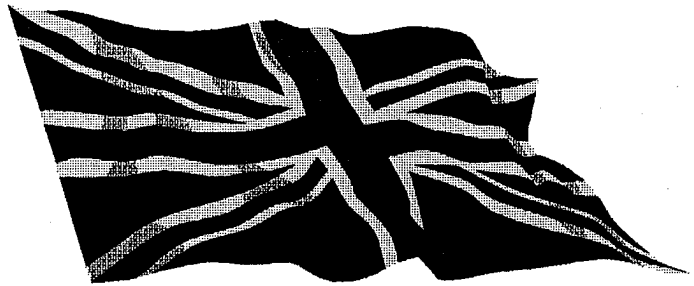
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Contact Jim Jones @ 504-892-7774 or [bmcno@neosoft.com](mailto:bmcno@neosoft.com) (Covington, La.)

**MGB** – '65 Model, Overdrive, Factory Hardtop, Aluminum Bonnet, Complete, but not Running.

\$2,200 O.B.O. Contact Rick Huber @ 225-293-6176 or E-mail [102221.1716@compuserve.com](mailto:102221.1716@compuserve.com) (Baton Rouge, La.)

**MGTF** – '53 Model, Complete Except for Fuel Tank & Windscreen. \$4,000 O.B.O.

Contact Peter Brauen at 228-467-0519. (Bay St. Louis, Miss.)

**MOTORCYCLE** – '78 Triumph Bonneville 750, Very Original, New Tires, Great Rider. \$4,000 O.B.O.

Contact Anne Friloux @ 504-464-1734 or [lubriport@aol.com](mailto:lubriport@aol.com)

**PARTS:** – MGA: Original '59 Tranny Gears \$125, 430 Ring & Pinion \$125,

Vacuum Advance Dist. \$50 Used Only 1000 Miles.

MGB: Used Left Front Fender, Rubber Bumper \$50.

Austin Healey: Used Front Shocks, Early Style \$35 Pr., "100" Rear Bumper \$100.

Contact Rudi Markl @ 504-646-2265 Home or [rmarkl@bellsouth.net](mailto:rmarkl@bellsouth.net) (Slidell, La.)

**PARTS** – '75 MGB Dissembled Engine \$75, Transmission \$75, Four Rostyle Wheels \$75, Hood Cover \$35, Royal Coachman Hardtop \$200.

Contact Rick Huber @ 225-293-6176 or E-mail [102221.1716@compuserve.com](mailto:102221.1716@compuserve.com) (Baton Rouge, La.)

**TRIUMPH** – '71 TR6, Red, \$8,000.

Contact Dr. Duffourc @ 504-893-4883. (Covington, La.)

## RENEWING RUBBER BUMPERS by Mr. Goodspanner

Like everything, the rubber (urethane) bumpers on later model British cars succumb to the ravages of time and the environment. They can be brought back to life if they are not too far gone. They can be sanded with wet & dry paper to remove or minimize the crazing. Use water when sanding to carry away the removed material and to protect the surface. It is a large job requiring a lot of time, but it will bring the finish back.

If the surface looks good after sanding, just use a vinyl treatment to restore the finish. It may take many treatments over a period of days to achieve the desired look. If after sanding many cracks are still visible, use a spray paint designed for use on rubber bumpers. It works very well and can be wet sanded if necessary. Club member **George Barton** used the above methods on the rubber bumpers of his late model MGB-GT and they look very nice indeed.



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## D.O.T. HEADACHES by Mr. Goodspanner

The people at the Department of Transportation are really not as bad as most of us make them out to be. They have no choice but to follow the laws as set up by the state legislature. It is these people who write the sometimes dumb laws and procedures that cripple D.O.T. workers. Their computers do not all talk to each other. Now that is surely dumb in today's world! Its the above problems that cause us "Joe Blows" troubles.

Our actions can reduce many of the those troubles. Always turn in the old license plate after you sell a vehicle. Obtain the paper work or the State of Louisiana will send you a nasty letter. The paper work looks just like your old registration form only it is filled out differently. It is the only proof that you will receive to show that you have indeed turned in the old plate if the State screws up. If you had recently renewed your plate, the letter will not be sent out until the next renewal date comes around.

Never trust the buyer to have the registration changed. If it is not changed, you will still be libel for any parking tickets, etc. You may even still be libel if an accident occurs. On any workday you can have the change made by the D.O.T. On some holidays or Saturdays, private title companies can do the job. Never allow the buyer to take the car on a Sunday!

If you are the buyer, make sure that you obtain the title. Registering an untitled car in the State of Louisiana can turn into a nightmare. At the very least, you will have to have the vehicle inspected by a Louisiana police agency. Make sure that the bill of sale includes the date of sale and the purchase price.

Really the best thing to do is to have the job done by a private title company. It will cost more, but they will take care of all the hassles.

## TECH SESSION SUGGESTIONS by Jim Jones

Does anyone out there have any suggestions for a January tech session? Sessions concerning the distributor, S.U. carbs., tube type axle shim replacement, and overdrive units (**Peter Brauen**) have been done in the last few years.

A transmission rebuild is a thought, but I do not think that we would have the time available to us in order to remove it from the donor car at the session. The transmission could be removed from the car before the session and reinstalled afterwards. However, this would tie the car up for some time. Actually inspecting the transmission before the tech session would allow for the ordering other parts that may be deemed necessary for completion.

The owner of the unit to be rebuilt must purchase the necessary parts. The rebuilt kits run around \$150 to \$180 plus some other parts that may be necessary. And who would not at the same time install a clutch kit? That runs around \$200. Anyone willing to spend the bucks must be willing to work with me in removing the transmission, etc. A much simpler and no cost solution is to perform a "make believe" rebuild as I have an old transmission around. Contact me at 504-892-7774 if you have any suggestions for other things to be done at a club tech session.

## FLASH! NEW ORLEANS STREET MANHOLE COVER ATTACKS CLUB MEMBER RICHARD BAKER'S TRIUMPH TR8!

### 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.

## E. E. REYNOLDS MEMORIAL RALLYE REPORT by Keith Vezina

This year's E. E. Reynolds Rally was held along the winding roads of the Mississippi River and through the small towns of Des Allemands, Luling, and Bayou Gauche. Twenty teams showed up for the start, with one not participating because of a faulty fuel system. One driver even completed the course alone because of a navigator no-show. This time-speed-distance event was scored in traditional style, with each team receiving one penalty point for each second that they arrived early or late at the checkpoint and at the end. Only one car failed to pass through the midway checkpoint, and that was due to a chronic overheating problem.

This year's winners are:

1st Place Driver – Vince LeBlanc, Navigator – Cara Hayden

2nd Place Driver – Floyd Friloux, Navigator – Ann Friloux

3rd Place Driver – Roger Talley, Navigator – Mike Brown

### GUEST SPEAKER

Walter Carter of "Eric's Bumper Sales, Inc." was our guest speaker at the October general meeting. Walter spoke about repairing rubber/urethane bumpers. He brought with him a newly re-chromed Jaguar bumper and expounded on the difficult to properly chrome its pointed ends. Although urethane bumper repair is by far the largest part of the business today, the company takes great pride in its metal bumper repair & re-chroming. Rubber bumpers can be repaired if split or torn, but they do not refinish old units crazed by the elements.

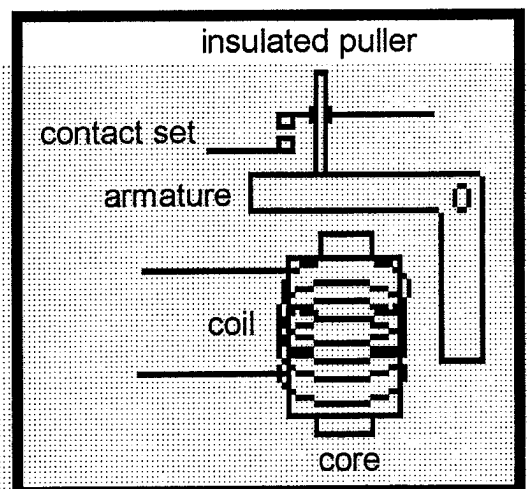
Eric's is located at 3908 Ford Street, Metairie, La. 70002, 504-887-8221.

### HOW A RELAY WORKS by Mr. Goodspanner

An electrical or mechanical relay both work in the same fashion. The first mentioned is operated by electric power and the second is operated by hand. The relay consist of one or more sets of contacts or switches. These contacts are either normally open (at rest) or normally closed contacts (at rest).

With a manually operated relay, when the knob or lever is pulled by hand, open contacts become closed and closed contacts become open. Manual relays are mostly used to protect the operator from high voltage/current. In order for a dash mounted starter switch to safely handle the current draw a starter pulls, it would have be too large in size to fit behind most dashes. That is why manually operated starter relays are usually mounted in the engine compartment and operated by a pull cable. (MGA, Morris, etc.)

Electrical relays are operated, as you might suspect, by electric current. Its usage includes handling a large current with a small current (large wire with a small wire). In this way small current carrying switches (dash switches) can be used to operate a relay who's contacts can handle much larger currents. (Starter or headlamp circuits) A small current is passed through a coil of wire (by operating a manually operated switch) which creates a magnetic field and makes an iron core magnetic. This field pulls on the armature of the relay which in turn pulls on the contact sets opening the normally closed ones and closing the normally open ones. The opposite happens when the current to the relay coil is removed (a manually operated switch is turned off or released) and the spring loaded armature goes back to its rest position. This action allows you to both activate and deactivate different electrical devices with the throw of a single switch.



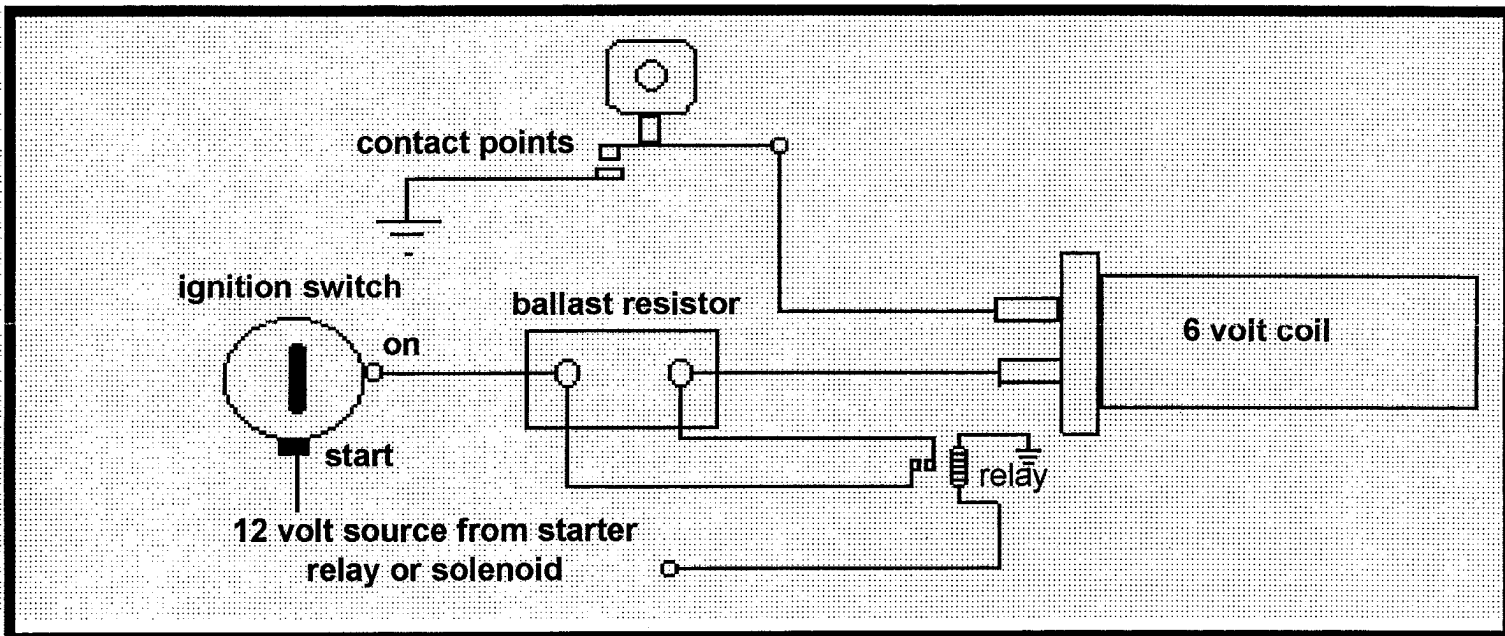


## EASIER STARTING by Mr. Goodspanner

For those of us with older model 12 volt British cars, an easier starting engine can be yours. Later model cars make use of a 6 volt coil and a ballast resistor to provide the spark plugs with a much higher voltage during engine cranking time.

In theory it works like this: When the engine is running, 6 of the 12 volts available is dropped across the ballast resistor leaving the other 6 volts to be dropped across the 6 volt ignition coil. When cranking the engine, the ballast resistor is bypassed and about 10 volts is applied to the 6 volt ignition coil. Ten volts, because the starter drops about 2 volts during cranking. This higher voltage across the coil results in an increased voltage being supplied to the plugs. The time involved when 10 volts is applied to the 6 volt coil is brief and will not hurt the coil. However, the engine will start up much faster especially when outside temperatures are low.

To convert your 12 volt ignition system for higher cranking voltages, first purchase a 6 volt ignition coil, ballast resistor and 12 volt relay. All of the aforementioned items can be obtained from a junked later model MGB. The necessary circuit wiring for the conversion is depicted in the diagram below. You may have to change your coil high tension wire to a push-in connector at its coil end.



Mount the ballast resistor away from the engine on sheet metal as it needs to dissipate heat. At the hot side of the coil or the ballast resistor, run a wire which will reach the starter side of the manually operated starter relay or the starter solenoid, which ever applies to your car. Now comes the more complex part. Somewhere along the length of this wire you must insert a 12 volt relay and use two normally open contacts of the relay. If your car already has an electrically operated starter relay installed, you may be able to use a spare set of normally open contacts instead of another relay.

The source of the 12 volts to operate the new relay's coil will be either the starter side of the manual starter relay or the starter solenoid. The other side of the relay coil will be connected to ground. Choose a set of relay contacts (a diagram will be on the side or top of the relay) which are normally open and connect them to each side of the ballast resistor. Now when power is applied to the starter/solenoid, the relay will close the contacts and jump the ballast resistor placing approx. 10 volts across the 6 volt ignition coil for maximum output during cranking. When the starter is no longer powered, the relay will drop and the ballast resistor will be placed back into the 6 volt ignition coil's circuit.

After market electronic ignition systems should be unaffected by this conversion, but perhaps only systems designed for cars already using a ballast resistor in the ignition circuit should be used with this conversion. As a bonus, this easy starting conversion will increase the life of your starter, as it will be used for shorter periods of cranking time.

## VALVE TRAIN STUFF by Mr. Goodspanner

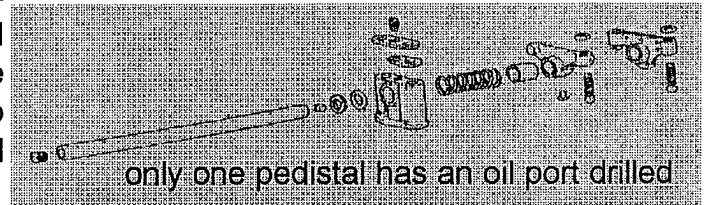
If you remove your "A" series engine's valve assembly and disassemble it for whatever reason, insure that the pedestal with oil passage port is in the proper position for your engine's cylinder head. Yes, the pedestals are all alike except for the one with the oil passage drilled into it and it can be repositioned anywhere. No, the oil port in the cylinder head is not always in the same place! MGA's, MGB, (1500cc, 1600cc, 1800cc) etc. have the oil port at the rear of the cylinder head, Midgets, Sprites, Morris' (948cc, 1098cc, 1275cc) have the oil port positioned at the front of the cylinder head. So, be careful. Check this out before reinstalling your valve assembly or the rocker arms will receive no lubrication! Have I seen this error occur? Have I made this mistake myself? I am not saying!

When you have the valve train removed, replace the rocker arm shaft. Most of the wear between the rocker arm bushes and the shaft occurs to the shaft. After you receive the new shaft, compare it to the old one. Make sure that the new shaft has the main and secondary oil ports all in the proper position. I received an improperly bored shaft from Victory British for my last 1275cc engine rebuild! Compare all new parts to the old parts. Do not trust any supplier.

Another example of receiving the wrong part was on **Wayne Aucoin's** MGB. (Really his wife Alicia's car.) We had to remove the engine to install a clutch kit and had left the transmission in place. After installing the new clutch kit, we found that we could not get the engine to mate with the transmission. After a lot of cursing, we took the engine back out of the engine compartment and removed the clutch disk. Long story short, we discovered that the disk was not for a MGB, but for a Datsun truck! Metric, you know. Victoria British supplies spares for Datsun trucks as well as for British cars and their stock must have gotten mixed up. Luckily, the local NAPA dealer had the proper disk in stock at their warehouse and we were able to complete the job.

A newly designed valve train assembly, as used on the "A Plus" engines is available for use on all "A" series engines. Although, it is pricey. The cost is \$99 ordered from U.S. Suppliers such as Mini Mania.

I have recently received a "click" valve rocker adjusting tool. I will let you know what I think about it after I have had time to evaluate it. Remember that the valve lifters on our British cars are of the mechanical type and to compensate for wear the rocker arms must be readjusted periodically if you expect the car to run properly.



## A TOUGH NUT TO CRACK by Mr. Goodspanner

You are out in the middle of nowhere and a tire fails. It is no problem you say, as your spare is good and you have the necessary jack and a cross bar lug wrench for the job of changing out the flat tire. Heck, you even have a pair of wheel chocks for safety reasons. The lug nuts are torqued down very tightly, but everything goes as expected. That is until you attempt to loosen that last lug nut. Nothing in your tool arsenal can get it to budge!

What started out as a "no big deal" thing has turned into a big problem indeed! Why won't the nut let loose? Because when you had those new tires mounted or that flat repaired, the lazy guy at the tire store had his air powered torque gun set to its "destroy" mode. That setting may be necessary in order to remove some lug nuts, but not to reinstall them. Almost all of the "bottom of the food chain" tire guys are too lazy to reset the torque gun to the proper setting for reinstalling lug nuts. The results are that only these guys are able to remove them. The use of this method increases the number of jobs for their tow truck drivers.

Other problems created by excessive torque are over stressed lug nut studs, misshapen stud holes in the wheel, and distorted disc brake rotors. Attempting to get these guys to not over torque lug nuts using an air gun is next to impossible. The only thing you can do is demand that they use a cross bar lug wrench when reinstalling the lug nuts and stand there to insure that they do so. Short of that, I suggest that when you get the car back home, loosen all the lug nuts and re-tighten them using a conventional lug wrench.