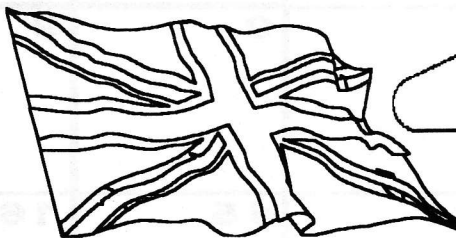
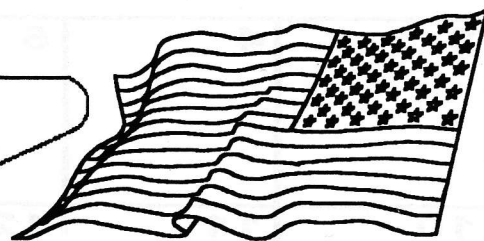
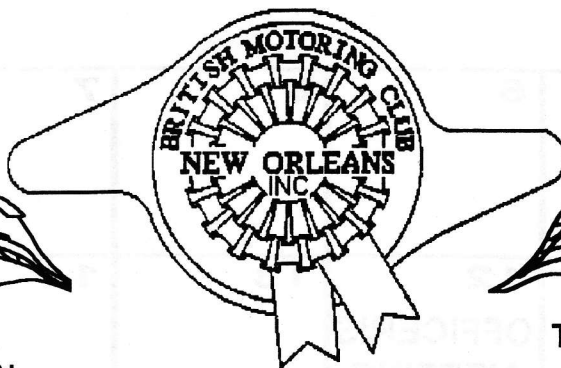


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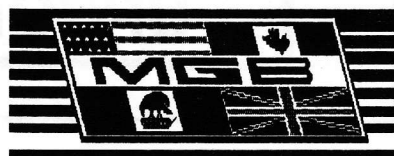


The **MORRIS GAZETTE**  
A MONTHLY PUBLICATION  
by Jim Jones



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

**DECEMBER 1998**



North American MGB Registry Chapter



VTR CHAPTER

**WEB SITE: <http://208.22.201.17>**

**NOTE THAT WEB ADDRESS HAS CHANGED.**

**ATTEND THE JANUARY TECH SESSION  
LEARN HOW YOUR TRANSMISSION WORKS!  
FREE PIZZA & SOFT DRINKS!**

| Sun                          | Mon                         | Tue                        | Wed | Thu | Fri | Sat |
|------------------------------|-----------------------------|----------------------------|-----|-----|-----|-----|
| <b>CALENDAR JANUARY 1999</b> |                             |                            |     |     | 1   | 2   |
| 3                            | 4                           | 5                          | 6   | 7   | 8   | 9   |
| 10                           | 11                          | 12<br>OFFICER'S<br>MEETING | 13  | 14  | 15  | 16  |
| 17                           | 18                          | 19                         | 20  | 21  | 22  | 23  |
| 24                           | 25                          | 26<br>GENERAL<br>MEETING   | 27  | 28  | 29  | 30  |
| 31                           | <b>UPCOMING CLUB EVENTS</b> |                            |     |     |     |     |

#### DECEMBER

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

#### JANUARY 12

**OFFICER'S & CAR DAY MEETINGS** – Anne Friloux's place at 7:00 PM.

All Car Day committee heads are expected to attend.

#### JANUARY 17

**TECH SESSION** – Transmission Disassembled & Reassembled. How it Works!

To be held at Anne & Floyd Friloux's warehouse, 1650 Airline Hwy., Kenner, La.  
Enter on side street. Starting with free pizza & soft drinks at 12 noon. 464-1734.

#### FEBRUARY 21

**MIDDENDORF RUN** – Convoys from both the north & south shores to Middendorf's Restaurant on Louisiana Hwy. 51 in Manshack, La. A great ride and great food.

#### MARCH 14

**GOODIE BAG PREP** – Come out and help put together the Car Day goodie bags and eat some pizza.

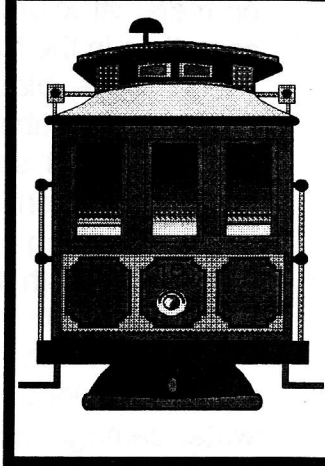
Held at the Friloux's warehouse lab., 1650 Airline Hwy., Kenner, La. at 3 PM.  
Enter on side street. Lost number: 464-1734.

#### MARCH 20

**CAR DAY** – Start making plans now to bring your British car!

Flyer with all the information will appear in the January issue of the Morris Gazette!

## IN MY TRAVELS by Jim Jones



I have some British car work that I have been delaying. I have received the sedan rear springs that I ordered for my '60 Morris Minor Traveller to improve its ride.

The Traveller has two extra helper springs in each rear suspension spring for load carrying capability. Their stiffness makes for a harsh ride. The vehicle only weights 25 pounds more that the sedan version, so I am going to install sedan rear suspension springs on the Traveller. I think that the only noticeable difference with the new sedan springs will be an overall smoother ride and that is what I want.

I also desire windscreen wipers for both cars which operate at a reasonable speed above very slow. Converting to the later model MGB two speed wiper motor will do the trick. I made this conversion to the MG 1100 that **Frazer Rice** now drives and it works very well indeed. (Fast & Faster Speed) I have two MGB wiper motors. One is in good condition. The other needs replacement of the brush assembly. I have all of the other necessary parts for the conversion, with the exception of custom mounting brackets. These I will fabricate from some heavy sheet metal that I have on hand.

The only thing that I do not know for sure is which degree wheels in the motor assemblies will be necessary for a proper sweep of each windscreen. I have two different degree wheels available to me at the moment. A 120 degree wheel and a 125 degree wheel. "Dead Reckoning" tells me that the '67 sedan will need the 125 degree wheel installed in the motor gear housing. The '60 Traveller is another matter. It has a one piece windscreen, but it still has the "hand clapping" wiper arm setup of the old style two piece windscreen. Hopefully, the 120 degree wheel will not cause the wiper arms to sweep too far for the Traveller.

Another challenge with '60 Traveller, is to devise a method which will allow the use of an original pull type of headlamp switch ("Off", pull for first position, twist & pull for the second position) for the operation of the two speed wiper motor. That will give me a two position switch of the same style as the original one position wiper switch and enable me to retain the stock wiper switch, "W", knob.

I have figured out a way to do this electrically which requires the use of three relays. The first and second relays need to have two sets of normally closed contacts, the third relay needs to have two sets of contacts also, but with one set normally open and the other normally closed. I have gone through the automotive electrical components book at NAPA and I cannot find a single relay which will do the job. This means that I am forced to utilize three relays to activate the wiper motor. One each for parking, low speed, and high speed. Maybe Radio Shack has the relay units that I desire, but they are, as likely as not, designed for electronics use (low current) and not electrical use (higher currents). Mr. Goodspanner will write several tech articles in the Morris Gazette newsletter on the above after everything has all been worked out.

The January Tech Session will be performed on a MGA transmission belonging to club member **Cliff Hughes**. (Actually an early MGB transmission) I will clean and disassemble the unit beforehand so that there will hopefully be no surprises to make me feel stupid, as I have never rebuilt a MGA transmission before. MGB, MG 1100, Austin America 1300, MG Midget, and assisted with a Jaguar MKII & Austin Healey, but not a MGA or early MGB. I will make available to those of you in attendance handouts of the transmission's parts breakout, but a blow by blow set of instructions will be too extensive. Maybe, I will just reproduce the section on the MGA transmission rebuild from the "Haynes Owner's Workshop Manual" for you to follow along with during the "pretend" rebuild. The transmission will be actually rebuilt at a later date.

I went over to the "shed" with club member **Richard Wolf** to assist him in towing his MGB project car to his house in Covington, La. We removed the front bumper and attached a tow bar borrowed from club member **Richard Baker**. Afterwards, we went back to the shed and used wolf's pickup truck to carry the wooden platforms for the shelf units in my new garage.

**FAST CARS NEED RIGHTEOUS BRAKES!**



## MORE IN MY TRAVELS

Finally, my garage has been erected! I have installed the two sectional pull up garage doors to the metal building. It took some figuring to mate them up to the metal openings. Roll up doors are usually installed on metal structures, but they can not be sealed for air conditioning and the building will be air conditioned sometime in the future. I have sealed the concrete floor. I have begun planning for electrification, insulation, interior walls, placement of windows, and such. This should keep me busy for a while to come. I have cleaned, assembled, and placed the two longer shelf units that I purchased from the old K&B warehouse. I am using the 8' shelf unit as a combination shelf and work bench to save on floor space. The unit will have its own florescent light hanging from the shelf above the work bench. The idea works out nicely.

Speaking of florescent shop fixtures, the Home Depot has dual tube 48" ballast free type units made in the USA (With the exception of the chains from which they hang – Made in China.) for under \$8 each. The line cords are five feet long! Of course, you must purchase the bulbs separately.

The MGA transmission selected for the January Tech Session has been disassembled. Of the number of transmissions available to me, the unit from the MGA that Cliff & Frazer are totaling out was the best. Its water damage did not involve the inside of the transmission case at all, just the tail shaft. The gears are all in good condition and it appears that it did not have much mileage on it after a rebuild. I could not even find any wear on the lay gear (cluster gear) shaft.

I was going to swap out the tail shaft housing with one of the other MGA transmissions, (The unit is actually an early MGB.) but they are all of the type which utilizes a sliding joint drive shaft and I do not know if Cliff's MGA has that type or not. I guess that I will have to jack up and crawl under his car to find that out.

**ATTENTION!** If you attended the club's Christmas Party this year and you are missing a cake server, call Bill or Sally Breithoff at 504-288-4019. They are holding it for you to claim.

### WHERE WE'RE AT! By Jim Jones

|                    |    |                    |    |
|--------------------|----|--------------------|----|
| ABBEVILLE          | 1  | KENNER, LA         | 8  |
| ABITA SPRINGS, LA  | 1  | KENWOOD, LA        | 1  |
| AMA, LA            | 1  | LEWISVILLE, TX     | 1  |
| AMITE, LA          | 1  | LULLING, LA        | 1  |
| BATON ROUGE, LA    | 11 | MANDEVILLE, LA     | 9  |
| BAY ST. LOUIS, MS. | 1  | MERAUX, LA         | 2  |
| BELLE CHASSE, LA   | 3  | METAIRIE, LA       | 19 |
| BOSSIER CITY, LA   | 1  | MORGAN CITY, LA    | 1  |
| BRIDGE CITY, LA    | 1  | NEW ORLEANS, LA    | 19 |
| CHALMETTE, LA      | 1  | PACE, FL           | 1  |
| COVINGTON, LA      | 8  | PASS CHRISTIAN, MS | 1  |
| DENHAM SPRINGS, LA | 1  | PEARL RIVER, LA    | 1  |
| DESTREHAN, LA      | 1  | PICAYUNE, MS       | 1  |
| GRETNA, LA         | 2  | PLAQUEMINE, LA     | 1  |
| GULFPORT, MS       | 1  | PONTCHATOULA, LA   | 1  |
| HAMMOND, LA        | 1  | RESERVE, LA        | 1  |
| HARVEY, LA         | 1  | RIVER RIDGE, LA    | 4  |
| HOUMA, LA          | 1  | SLIDELL, LA        | 3  |
| HOUSTON, TX        | 1  | SORRENTO, LA       | 1  |
| JACKSON, LA        | 1  | VENTRESS, LA       | 1  |
| JEFFERSON, LA      | 1  | ZACHARY, LA        | 1  |

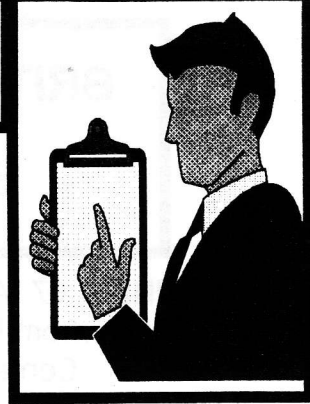
### CAR DAY

We are still looking of a few good men or women to volunteer as committee heads or workers for the 1999 Car Day. Your club officers cannot do it all on their own. Truly be a part of this year's show not only by registering your British car, but by the giving of yourself. You will get to associate with many other club members.

Who knows, you may even make a new business contact. Help out on Friday and use it as an excuse to get away from the office. If your office has any sales handouts that we can use as door prizes or in the goodie bags, ask and you just might receive.

Club member **Cort Musgrave** received 200 T-shirts last year just by asking his company! Give it a try. You may be surprised at the response. All companies have budgets for sales give a way items. Why not get some of those items for your club?

# MINUTES OF THE GENERAL MEETING



Club Vice President Frazer Rice opened the meeting at 7:40 PM. A new member was introduced. Upcoming events, Christmas Party & Tech Session, were discussed. The need for 1999 Car Day committee heads and volunteers was emphasized. Several members spoke about their British car projects. The 50/50 was won at \$18 by club member Keith Vezina, Master of the club's web site. Three T-shirts were drawn for as well.

The General Membership Meeting was closed by Frazer at 8:20 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 1999

### BOARD of DIRECTORS

|                |                 |                          |                    |
|----------------|-----------------|--------------------------|--------------------|
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| VICE PRESIDENT | CLIFF HUGHES    | 504-845-8709             |                    |
| 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. |                      |
| RICHARD DENNEAU | 504-279-5179  | denneau@aol.com      |
| ANNE FRILOUX    | 504-464-1734  | lubriport@aol.com    |
| FRAZER RICE     | 504-736-0452  | brice@communique.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    | wolfmgb@yahoo.com    |
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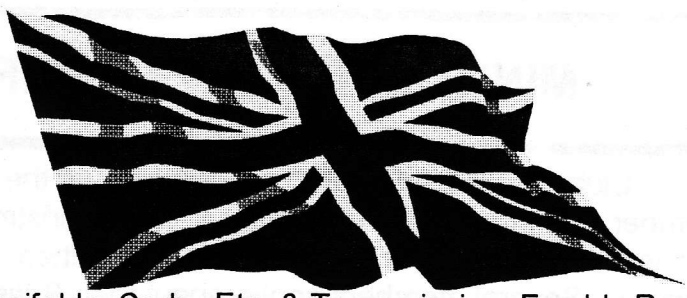
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## CLUB REGALIA

BMCNO T-SHIRT \$ 7.00

BMCNO GOLF SHIRT \$15.00

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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.

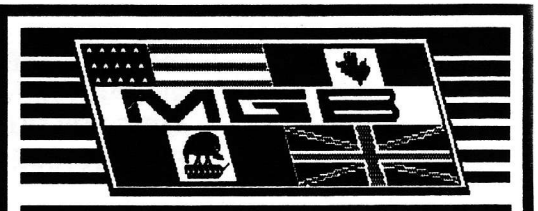
## NEW YEAR'S GIFTS FOR BRITISH CAR NUTS by Charlie Ake

Recently I was cruising the toy isles at Wal-Mart and I discovered Match Box has released two 1997 British cars models. One is a MGF and the other is a Jaguar XKE 8 rag top. MatchBox Cars, now owned by Mattel, are aimed at the same kids who collect Hot Wheels. These two cars are about an inch and a half long lack a lot of detail, but for a toy car what can one expect?

The Jaguar, MatchBox # 17, is metallic blue with a gray interior. There is a large "Leaping Cat" Jag logo in silver on the sides of the car. The tires are mounted on five spoke rims. This appears to be the standard "Go Fast" wheels on all current MatchBox cars.

The MG, MatchBox # 66, is yellow with black interior. There are nicely printed orange "MG" octagon logos on both doors, as well as one centered on the bonnet. This logo extends into an orange stripe flowing across the bonnet and the boot. The wheels are the same as on the Jaguar. One interesting note is that this car is a right hand version. I do not know if these cars are available in other colors. I have not seen any.

MatchBox cars are easy to spot with their bright orange packaging. The car numbers are in the upper right hand corner of the box. I have seen MatchBox cars at K-Mart, Toys-R-Us, and even Winn-Dixie stores. Rifle through each rack of cars to find the ones that you want, as they do tend to become mixed up on each display. You should expect to pay about one dollar each for these cars. Good luck and a happy new year to all of you.



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## FUEL TIPS by Mr. Goodspanner

Let's start at the rear and work forward. The fuel tank filler cap is either one of two types. Older vehicles use a vented cap. As fuel is consumed from the fuel tank, something must take its place or a vacuum will be formed preventing the fuel pump from supplying fuel. A vented cap will allow atmospheric air to enter the fuel tank to replace the volume of fuel that has been drawn from the tank.

During the "gas shortage" of the Seventies, many people purchased locking fuel filler caps for their older cars to prevent fuel theft. Most of these caps were designed for newer cars and were not vented. Once installed, the car would run fine for awhile and then the engine would stop running. After time passed, air would slowly leak by the cap's seal and the engine could be started and run only to have the whole sequence begin all over again. I am sure that some dishonest mechanics made a bundle on this one.

Later model cars with fuel vapor recovery systems will perform O.K. with a vented fuel cap, but the recovery system will not work as intended. You may smell fuel vapors around the filler cap or from under the hood. Filler caps need to be replaced from time to time, as the gasket wears and any filter material present within the cap may clog. Ensure that you are using the proper cap for your car.

The large rubber hose which connects the fuel filler tube with the neck of the fuel tank will over time crack internally and externally. This condition will allow fuel vapors to escape and collect in the trunk of the car.

Now, the fuel tank itself. Junk can form inside the fuel tank, mostly rust induced by water vapor or varnish from fuel that has set for a long time. Many fuel tanks have an internal screen installed inside the fuel tank at the pickup end of the fuel line. It can become clogged. In many cases, a hole will have to be cut in the tank in order to gain access to the screen. This can be a **dangerous** procedure. One method used by some professionals is to pump carbon dioxide into the tank while cutting to drive out all the oxygen. They do this by connecting a tube from an engine running at operating temperature to the fuel tank before cutting. The above is for your information only and not a recommended procedure. It would be best to have a professional do the job. Dipping, etching, or slushing a fuel tank may buy you some time, but a new tank, if available, is your best bet. However for multipliable holes in a fuel tank, I have used with great success an epoxy/fiberglass product (commonly called "kitty hair" or something like that).

Fuel lines need attention. Steel lines are not forever. They can rust through at their top sides where they contact the metal of the floor. What with undercoating or road grime, they may not leak. However, if they are moved out of position they will. Been there, done that! Rubber fuel lines breakup inside and can block the flow of fuel. Replace these lines with ones labeled for use with fuel only. Other types of rubber lines may turn to jelly when in contact with fuel. Always install modern clamps for safety and ease of use.

The fuel pump is rated at 2.5 to 3 psi. for most of our British cars. Replacing it with a pump having a great pressure will cause the carburetor float bowls to over flow (Grose-Jets or not). When club member Glenn Gay purchased his Austin Healey Sprite, it came with a large capacity fuel pump and a fuel regulator installed to overcome the pump's pressure. That a was dumb move! A fuel filter installed between the fuel tank and the fuel pump is a great idea. It will protect both the pump and the carburetors. An after market electronic fuel pump can be purchased from NAPA (Part Number BK.610-1052) for about \$40. The same product is sold for \$78.30 by one of the major suppliers of British spares! Come on guys, is not double the price a little out of line? Remember to remake any faulty electrical connections to the fuel pump. Do not solder electrical connections located anywhere near the fuel pump or fuel tank.

Flexible rubber hose supplying fuel to the carbs. also need replacing over time. The condition of metal braided hoses cannot be determined visually, so consider their age. Mid range S.U. Carbs. pass any overflowed fuel out through a small hole in the bowl cover below the fuel inlet connection tube. Bad design. It allows overflowed fuel to simply run down the float bowl cover, the float bowl itself, and all over the engine and engine compartment. Replace these float bowl covers with ones of a later design. These have overflow outlet tubes onto which you can place rubber lines which can route overflowed fuel down and to the ground. The later design covers are available from the catalogs or can be found at swap meets, etc.