

# The Morris Gazette

British Motoring Club - New Orleans

November 2001

Published Monthly

## ***BMC-NO is affiliated with:***

North American MGB  
Register (NAMGBR)

and

Vintage Triumph Register  
(VTR)

If you are member of these or  
any other national register or  
club, please let us know.

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## **President's Message**

I would like to thank all of you for a wonderful year. We have gone many places and have had some good times. This has been a year of changes for us. The place we have held our monthly meeting for a good while, New Orleans Seafood and Hamburger, is no longer the "in" place (They seem to have become too apathetic to our group). We now meet at the Italian Pie on Jeff Highway. Our beloved car show will be moving also. The site for our annual car show will not be at Lafreniere Park; we could not come to terms with the bureaucrats who now run the park. Delgado University has graciously offered to host our event for the up coming year.

Our members are participating in more events, both ours and our neighboring clubs, Fairhope, Pensacola and Natchez, and regional as well as nationals meets. You are right to say someone in our club has always done this, but it appears that more of our members are getting out and participating in these events. To all of who have gotten out and helped in a club function, attended an event in the name of the club, joined the rest of us on some adventure, or just drove your British car this year, THANK YOU VERY, VERY MUCH!

I would like to add this: To you and yours, have a happy and safe Holiday season.

Charles Ake

## **Editor's Message:**

Yes, this issue is just a *little* bit late. Between a nasty head cold, preparing for an important business trip and a last minute Thanksgiving trip to visit a sick relative, I just didn't get it done. And Bill Breithoff, who ordinarily would have covered for me with the newsletter, has been busy with his wife Sally who recently underwent surgery and is beginning chemotherapy. Sorry.

Cathy Greensfelder, Editor.

P.S. If you take pictures at any BMCNO event, we would LOVE to see them and publish what we can in the newsletter.



# December 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9 Christmas Party	10	11 Board/Show Meeting	12	13	14	15
16	17	18	19	20	21	22
23	24	25 Christmas	26	27	28	29
30	31					

**Tue Nov 27 - General Meeting** 7:30 pm. Italian Pie, 5650 Jefferson Hwy.

The sign up sheet for the Christmas party "pot luck" will be circulated.

**Sun Dec 9 Christmas Party** Bill Breithoff's house, 7315 Beryl Street. 6:30 to 9:30 p.m.

Pot Luck. The Club buys the turkey, and everyone else brings the side dishes.

Join us for some holiday cheer and for the installation of new officers for 2001.

**Tue Dec 11 Board and CAR SHOW COMMITTEE MEETING!!!!** 7:00 Bill Breithoff's house.

Maybe there will be leftovers from Sunday night! We have a new show site and need lots of help this year. If you want to help, call any board member

**NO MONTHLY MEETING IN DECEMBER!**

Merry Christmas, Happy Hanukkah, Happy New Year!

Enjoy your British Car but drive CAREFULLY over the Holiday season.

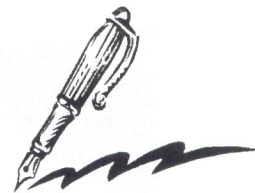
Future Stuff:

January: Poker Rallye



## October 30 Minutes

President, Charlie Ake, called the meeting to order at 7:40. Visitors included Bruce Wall with his 1973 TR6, and Bradley Brown with a Rover Discovery.



Several members reported on the Fairhope Show. It was a great show and the stats were in the last newsletter. Several members also attended Cruisin' the Coast which was the same weekend.

The Natchez show, "Brits of the Bluff" was rainy but fun (also reported in the last newsletter). Cathy Greensfelder's MGB provided the before-show "Entertainment" in the form of a broken shock link. The linkage arm snapped off at the weld shortly before the convoy reached Natchez. After arriving at the host hotel, Bill Harris took the linkage arm off the car and Cathy and Bill toured Natchez Friday afternoon looking for a place that could spot-weld it back together. Luckily, they found one, since the car really wasn't safe to drive. (It bucked like mechanical bull over every bump.) The rubber bushing only caught fire a little while welding – it didn't melt enough to not work.

Alan Bradley entered his MGB in the Treasure Chest show and took 1<sup>st</sup> Place in 250 car show.

Taste of Bavaria: Cliff Hughes gave his explanation of what the bakery looks like at 8:20am. (The event was set for 11:00am. But his wife Linda "did something" with clock?!) On the way home, Roger Gibson had a hammer fall between the fuel pump and the electrical connection and stall his car. He is now looking for a *rubber* hammer. "Great time by all." There were 15 cars at the event and a full house. The folks at the Taste of Bavaria provided us with a private room and good service and the usual great breakfast.

Coming Events were reviewed.

TR Posters available for \$10.00 each

The 2002 British Car Day will be March 23, 2002 at Delgado Community College's City Park Campus just off Navarre. The Host Hotel will be Shoneys, same as last year, for \$64 a night.

Projects- Harold O'Reilly's TR7 now holds the distinction of being the only car that broke down on the trailer going to a car show. After loading onto the trailer for the Fairhope show, he noticed gasoline streaming out of the just-filled tank. No one wanted to follow him, even after all the gas ran out, so he got to be last in line in the convoy. After arriving in Fairhope, attempts to plug the leak with the "old screw in the hole" trick failed.

Richard Deneuve found a "Jerrod" for sale. He said the back looks like a Bentley front like a Jag.

Club Webmaster Keith Vezina has moved the club web site to a new Internet provider for \$54.00 a year. He and Cathy Greensfelder are working on getting the newsletter on the Web site. Please sign up and save the club some money.

Election: Keith Vezina moved to close nominations, 2<sup>nd</sup> by Mike Anderson. As there were no opposed offices, all nominees were elected by acclamation. The new officers are: President: Harold O'Reilly, Vice-President: Bill Breithoff, Treasurer: Roger Gibson, Secretary/Editor: Cathy Greensfelder, Members at Large: Allen Bradley, Sheila Simmons, Cliff Hughes, Butch Frutos.

Keith Vezina is looking for a light switch for his MGB.

Floyd Friloux is looking for a stainless steel strip for their GT 6

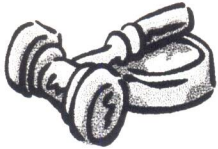
Roger Gibson won the 50/50 and T-shirts were won by Jane Harris and Joey LaBranche.

(Minutes by Roger Gibson. Secretary Cathy Greensfelder missed the meeting due to illness.)§



## Club Officers – 2001

President	Charles Ake	504-845-4153	
Vice President:	Bill Breithoff	504-288-4019	breithoff@tlxnet.net
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	Richard Denneau	504-279-5179	denneau@aol.com
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	Sheila B. Simmons	504-288-3765	sbsimmons@hotmail.com
	Roger Gibson	504-887-2725	rgibson1no@aol.com

### Marque Coordinators

North American MGA Register	Frazer Rice	504-314-1157	brice@gs.verio.net
North American MGB Register	Henry Bourgeois	504-893-7610	bayouboo@charter.net
Vintage Triumph Register	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
Webmaster	Keith Vezina	504-443-5056	tkvezina@hotmail.com

## E. E. Reynolds Rallye by Cathy Greensfelder

Fourteen cars took part in the 2001 running of the E. E. Reynolds Rallye. Traditionally, the winner of the previous year's rallye is responsible for planning and running the rallye, but Keith Vezina, last year's winner, had been working out of town for the last few months so Roger Gibson checked the archives and came up with a "rerun" of a rallye staged 8 or 10 years ago. Roger helped Keith check that the route was "still there" and update the instructions to reflect changes.



It was a simple "question and answer" rallye with no timing or check points. The driver followed the directions and the navigator wrote down the answers to questions posed regarding the route. The team with the most correct answers wins. Teams were also told that there would be additional "bonus" questions asked at the end of the rallye regarding each turn, so everyone needed to pay close attention to what was around each point. In the event of a tie, the car completing the course closest to the "official" mileage would win.

The Rallye took everyone from the Kenner Welcome Center to Chalmette, past the NASA assembly facility (Question: What type of rocket is on display there?) and the Folger's Coffee plant, down to Fort Pike, then across the Rigolettes Bridge (Bonus question: what is the speed limit on the bridge?) and to dinner at a seafood restaurant in Slidell. It was fortunate that it wasn't a timed rallye. When most of the participants arrived at the Rigolettes Bridge, it was "up" for a boat to go through, and everyone had to wait for a while.

During dinner, Keith tallied up the scores and determined that there was a tie for 1st based on the questions, but Mike Anderson and Herb Forsyth had won on the mileage. Mike was outside, working on his car when the winners were announced (He and Herb had a flat tire just a few miles into the rallye and Mike was dealing with the tire.) When he walked in, everyone applauded! Mike is convinced that the only reason he won is that he wasn't in the room to defend himself! Congratulations, Mike & Herb!

<b>1st</b>	Make Anderson & Herb Forsyth
<b>2nd</b>	Rodger & Fan Talley
<b>3rd</b>	Anne & Floyd Friloux



## My MGB by Mitch Porretto

It all began when I decided to get rid of a 1991 Ford Explorer that was too big to travel 4 miles each day, back and forth to work. So I told my wife that I was going to put it in the Times-Picayune for sale and buy a small Honda or Mazda automobile.

As I dwelled on what to buy when I sold the Explorer, my mind wandered back to the early 80's when I bought a run down 69 MGB. I remembered the fun I had driving it. Top always down and it ran like the wind. I took it everywhere. Then the new baby came and it was really not practical to own at this juncture in my life. So... I put it up for sale and with-in a week it was gone.

Fast forward to 2001 and it's spring and I tell myself that I bet there is someone on the World Wide Web that has a MGB for sale and I can talk them into a swap for a 1991 Ford Explorer.

So took my quest to the Internet and found a web page with nothing but MGB's for sale all over the world. I figured I was willing to travel up to 500 miles to make a deal. I started to e-mail all MGB's for sale \$4500.00 or less with-in 500 miles. I asked them if they would be interested in a trade. I received several replies and narrowed it down to two cars: One in Stonecreek, Ga. and the other in Austin, TX. Both were 72 MGB's. One sounded really good and the other one had electrical problems. Stopped a lot the owner said.



So I began working on the one in Austin. He told me his cousin did restoration work and was restoring this one when he needed a car for college. He bought it in February and was sorry he got it right away: way too small for him. He said he wanted a larger car or S.U.V. I e-mailed him pictures of the Explorer and he e-mailed me pictures of the MG. It was love at first sight. My wife said that no one in his or her right mind would swap even for the Explorer because it had 160,000 miles on it. I reminded her that the MG was almost 30 years old. I figured that should balance the deal.

We agreed to meet in Orange, Texas, as that was the halfway point: Two hundred miles each way for both of us. Saturday, May 6<sup>th</sup>, 8:00 a.m., Flying J truck stop in Orange. I was there at 7:00 a.m. (I was just a little eager to do the deal.) He arrived late and again it was love at first sight. Oh, man! What a beauty! He had with him receipts for over \$7,000.00 for parts and labor that was spent on the car. He had purchased parts that I never heard of in my lifetime.

So a quick trip to the notary and it was a done deal. Even swap, no money other than taxes.

It came with soft top, hard top, and tonneau cover. I told him to take the hard top back to Austin and I would have a trucking company pick it up for delivery to me. I wanted to drive back to Metairie with the top down.

I left the parking lot on cloud nine! Pulling out on the Interstate, I slowly eased it up to 65. She purred. What a rush! Sun shining, wind in my face and a British sport car. The universe was in total alignment.

Four hours later I pulled into my driveway and all the neighbors that were out came rushing over to see the new addition.

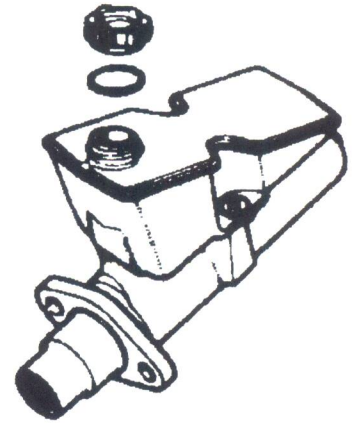
Well, that's my story. I guess the moral is "BE CAREFUL WHAT YOU WISH FOR, YOU JUST MIGHT GET IT. §



## Brake Reservoir Fix by Mr. Goodspanner

If you have a 1974 1/2 to 1980 model MGB in need of a brake master cylinder reservoir, you will find that a new one is N/A or NLA. That is: Not Available or No Longer Available. A new brake master cylinder with a reservoir is available, but at around \$220.

Here is a fix, that although is not as original, which will take care of the problem. Purchase a rebuilt 1968 or so VW brake master cylinder from the local auto parts store (about \$35). Or see if you get an old unit from a VW nut friend of yours for free!



(Moss Motors Oct 6, 1997)

Remove the fluid from the MGB's brake master cylinder's reservoir. Remove the two large headed screws that secure the plastic reservoir. Use the proper size Phillips screwdriver as you will be utilizing one of these screws later. Pull the reservoir up off of the master cylinder rocking it as you do. Remove the two thick rubber seals from the master cylinder if they do not come off with the reservoir.

Pull the two plastic hose fittings from the VW brake master cylinder's fluid ports. Remove the two thick rubber seals. These seals will be inserted into the MGB master cylinder's fluid ports. Notice that at the bottom portion of the front port there is a button or protrusion. The bottom flare of the VW plastic hose fitting for this port will need to be notched out in order that it will seat properly. Cut out the notch such that the fitting will be orientated in the direction which you desire. Insert the seals into their ports and then insert the plastic hose fittings into the seals.

In order to ensure that the fittings will not pop out of position, fabricate a metal plate which will fit over them. Hold this plate in place with one of the large headed screws which originally held the reservoir in place. It can be made as simple or as fancy as you wish. I made one for my 1949 Austin Dorset's MGB master cylinder setup with nothing more than a hacksaw and a hand drill.

You will need a dual chambered external reservoir to supply brake fluid to the brake master cylinder. SCCA or Street Rod guys can help you obtain this item. You will have to experiment with where and how to mount this unit, as I have not installed one on a MGB. These reservoirs hold a large amount of fluid. Only the upper portion of the tank need be above the fluid ports.

Run hoses between the external reservoir and the VW hose fittings and you're in business. Hold the external reservoir up higher than the master cylinder for a while and all the air in the lines will float up into the tank. You will find that the external reservoirs have much larger filler necks making it much easier to top them up.

You will have spent no more than \$50, even if you had to purchase everything needed. Sure beats \$220!

EMAIL: [bmcno@i-55.com](mailto:bmcno@i-55.com) §





## **DORSET MADNESS** by Jim Jones

My 1949 Austin of England A40 Dorset is a British mid-sized two-door sedan. It is somewhat American in its styling, has a separate body & frame construction, is larger than a Morris Minor, with an under powered engine, low geared transmission with no syncro first gear, manually operated clutch, low ratio rear end, large expensive bias ply 16" wheels, small diameter narrow front hydraulic drum brakes, and small diameter narrow mechanical rear drum brakes. So, you might say that it is somewhat pleasing to look at, a nice physical size, but the engine has no guts, the tires are too large & expensive, and the brakes will not do at all.

Fortunately, the British made many upgraded parts for use on later cars. Most will simply bolt on to the Dorset or Devon (the four door version and most popular of the two sedan models) with little modification.

First, the under-powered engine. It is a 1200 cc "B" series engine, which only develops 40 hp. It will never do in modern day traffic for a car weighting 2,081 pounds. Peter Brauen has suggested the use of a 5 main MGB 1800 cc engine. The existing front motor mounts should mate right up to the front of the MGB's front engine plate. Some modification to the engine compartment firewall may be necessary. Engine compartment space requirements are tight front to rear so the use of a shallow impeller water pump, shorter in length, may be a necessity in order for the cooling fan to clear the radiator.

Over heating should be no problem as the stock Dorset radiator is quite large compared to the MGB's, although it was not designed to be pressurized.

The MGB transmission seems to be a natural choice, but its installation would require heavy modification of the transmission cover and the drive shaft tunnel. A modified transmission mount, and a professionally shortened drive shaft will be necessary. A longer gearshift lever than the MGB's would be desirable as well. Perhaps, a Marina transmission will be utilized, as it is much shorter and smaller in size than the MGB transmission. It also allows the installation of a 1500 Spitfire overdrive unit, as the Spitfire overdrive unit is much smaller than the MGB's.

A hydraulically operated clutch system is a "can do". Been there, done that several times. The system will maintain the Dorset's original clutch operating pedal.

The low rear end ratio, small mechanically operated rear drum brakes, and tire rim diameter/width problems have all be solved with the installation of an entire early MGB rear end assembly. Peter Brauen repositioned the rear axle housing's mounting brackets about 1-1/4" further outboard to accommodate the Dorset's rear leaf springs wider separation. The MGB rear end does position the rear wheels farther outboard, but this presents no problems.



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## DORSET MADNESS by Jim Jones

*(Continued from page 7)*

I replaced the Dorset's rear springs 1/4" diameter center bolts with their small 3/8" round shouldered heads with MGA 5/16" diameter bolts with 5/8" diameter headed center spring bolts. This allowed the use of the 5/8" lower distance piece normally utilized on the MGA setup, but not used on the MGB setup. This makes the MGB rear axle housing to the Dorset rear springs mounting very secure.

The Dorset rear springs are composed of the nine leaves. The MGB springs are made up with only seven. The early narrow arched MGB rear spring U-bolts were too short for the job. Peter Brauen re-arched a set of the wider late model axle housing U-bolts to fit the smaller diameter early model MGB rear axle housing. This made their shafts more than long enough to work with the Dorset's rear springs.

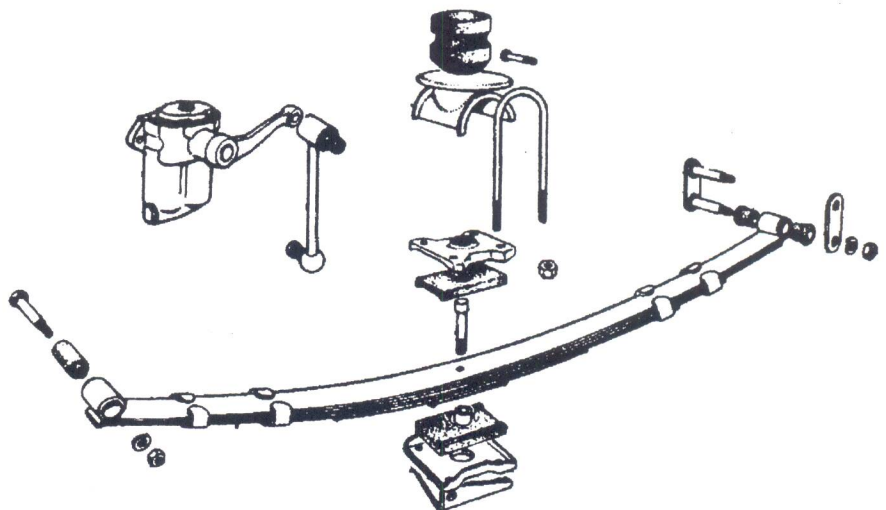
The front drum brakes have been upgraded to MGB disk brakes by using MGB spindle plates. The Dorset's swivel pins were sleeved and turned to fit the larger bored MGB swivel plates. The brake master cylinder will be upgraded to a late model MGB dual circuit master cylinder with its vacuum brake booster unit. All this will be mounted under the floor on the frame, not in the engine compartment as it is on the "B", and will utilize the Dorset's original brake pedal.

The MGB stub axles are positioned higher on their swivel plates and farther out board giving the car a lowered front end and a wider stance. The Dorset's spindle plate steering arms have been replaced with the MGB style thereby giving the clearance to reside inside of the smaller diameter 15" wheel rim's offset. It is all bolt on stuff! The swapping of the MGB steering arms, left to right, was necessary to return the Dorset tie end rods to their proper angular positions.

Using MGB disk wheel hubs, front and rear, allowed me the choice of either 14" or 15" rims. I choose TR4 15" disk rims. Fifteen-inch diameter tires are easy to come by, inexpensive, and can be purchased as steel radials as well. Fourteen-inch rims, as used on the MGB, looked too small for the size of the car.

The frame has been ground clean and painted flat black. More to come in the building of this "British Street Rod"!

bmcno@i-55.com



Moss Motors, MGB-08 Oct 6, 1997



## For Sale

77 MGB. with Overdrive. Green. Asking \$1,500.  
Eddie Conrad (504) 231-0677. (10/01)



## Wanted

1981 TR7 DHC in good condition. Must run well  
and be in 500 mile radius of New Orleans.  
Contact Roy Richardson @ (504) 833-4840  
or royrichardson@hotmail.com



Vintage Triumph Register

## Newsletter submissions

Electronic submissions are greatly preferred.  
Email to cgreensf@bellsouth.net  
or bring a diskette to the meeting.  
(MS Word or plain text preferred.)

Bring written articles to the meetings, or mail to  
P.O. Box 73213 Metairie LA 70033

## Membership Info

Club membership is open to anyone who owns or has owned,  
drives or is interested in British motor vehicles.

Annual Dues: \$30 first year / \$25 subsequent years.

\$15 corresponding membership (newsletter only) is available to persons living outside  
the Greater New Orleans area.

New members receive a club T-shirt, window decal and name tag. All members receive the monthly  
club newsletter. Your membership expiration date is printed on your newsletter mailing label.

Please pay your dues promptly to avoid missing any issues of the *Morris Gazette*.

Mail renewal checks to Treasurer, PO Box 73213, Metairie LA 70033 (payable to BMC-NO)



**Club Regalia** – Contact Harold O'Reilly (504-486-5837 or haroldor@bellsouth.net) for information.

T-shirt \$ 10.00

License Plate Frame \$5 (2 for \$9)

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.009

Golf Shirt \$ 15.00

# The Morris Gazette

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Visit us on the Web  
[www.bmcno.org](http://www.bmcno.org)

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November 2001



**Dec 9 - Christmas Party**