

The Morris Gazette

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North American MGB Register (NAMGBR) and
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If you are a member of these or any other national register or club, please let us know.

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President's Message

HO-HO-HO, Merry Christmas and Happy Holidays to all the BMCNO members and families.

Our new officers were installed at the Christmas party (that's why I'm now writing this). The party was a great success in spite of the last minute change of location.

Your Board of Directors are already planning activities for 2002 and it is shaping up as another busy year. Although we know from past experience our club's preference for events involving food of some sort, if anyone has suggestions for new activities please pass them on to any board member. Plans so far include the Poker Run, Middendorf's cruise, our car show, VTR Regional, and Pensacola show, and that's only getting started.

I'm looking forward to a real fun year as President. §

Harold O'Reilly



Harold O'Reilly accepts the gavel from past President Charles Ake.

November 27 Minutes

Vice President Bill Breithoff called the meeting to order at 7:35. President Charles Ake was unable to attend.

Roger Gibson reported on the E. E. Reynolds's Rallye. Fourteen cars participated. Mike Anderson and Herb Forsyth won even with a flat tire! This rallye was a "scavenger hunt" rallye, rather than time-speed-distance, so the stop for the flat didn't penalize Mike & Herb. Dave Dupre ended up loaning Mike a 2nd spare when the first spare "bubbled".

At one point, a total stranger in a non-British car, who had pulled in between Mike Anderson's and Dave Dupre's cars, pulled over for mechanical problems. When he stopped, Mike & Dave both stopped to render aid. When Keith Vezina saw them all, he thought Mike or Dave was broke down and stopped. By the time it was all done, 4 or 5 rallye cars had all pulled over to assist, thinking it was one of the British cars in trouble. Poor guy had more help than he knew what to do with! Aren't British car owners great!

The Sonic Run was also great fun. The South Shore crowd took a little expedition to the Westbank. Five British cars, 4 non-Brits, and 2 motorcycles made their way from Kenner to Boutte by way of Hahnville! Once there, Floyd Friloux entertained all the kids with rides in the sidecar of his "new" old motorcycle. While we all had a great time, the Sonic was just not having a good night. Their "music" was broken – they usually play oldies over the outside speakers – and they were out of chili for the fries and hot fudge for the Sundaes. Rodger Talley apologized to the participants for his local favorite's problems.

The upcoming Christmas party was discussed. Sally Breithoff has been diagnosed with cancer and has begun chemotherapy. Her doctor suggested that it would not be a good idea for Sally to be around large crowds for the first few weeks after her chemo began, due to suppression of her immune system. The party was moved to the Driftwood Country Club.

Car Show:

Harold O'Reilly has made arrangements with the Shoney's Inn for our host hotel for the show. If we book 20 "room/nights" (any combination of Friday & Saturday night adding up to 20) we will get a meeting room for the reception on Friday night for free.

We went through the volunteer sheet, asking people to please sign up for work details. If everyone does a little bit, the show is not that hard to put on!

Member News:

Wayne Aucoin's Healey 100-6 caught fire and burned from the firewall forward, but the back of the car and interior are in great shape. Peter Braun bought it and is restoring it.

Bill Breithoff read Cathy Greensfelder's article on our club activities that was published in the VTR English Driver magazine.

Cort Musgrave has a new Rover Discovery.

The meeting had a light turn out (typical for the Thanksgiving meeting) so the 50/50 was only \$14 and was won by Bill Breithoff. Cliff Hughes and Mike Anderson won t-shirts. §

Rocker and No Roll by Tippy Barback

I have been chasing an oil leak since I got the Healey back on the road, which was two years ago. The problem was the leak was everywhere and nowhere at the same time. What I mean, is one time I would find oil in one place then it would quit and be somewhere else. The engine was losing oil and bad.

Well I started with the easiest first: the rocker (valve) cover gasket. New gasket, permatex and new rubber plugs for the cup washers. I went out for a ride and no leaking from the cover. That was easy, or so I thought. A few short runs all city or stop and go all around the area over the next few weeks, no leaks I could find and oil usage was not as bad as before so I considered it fixed. Boy was I wrong.

I went over to the Mississippi Coast one day and oil was everywhere, on the rocker cover, behind the engine, dripping all over, I bought a case of engine oil and drove slowly back home. The longest ride home ever, it seemed like. It looked like the oil was coming from the breather cap and since the rubber gasket was original I figured a replacement was due. I made a replacement from an inner tube and hoped it would last thru the EER rally that was in a few days since I knew it would take a few days from the parts houses.

The rally was a disaster, oil from under the car, behind the rocker cover, and most of all, the clutch went out. I figured since the clutch went out it was oil on the disc and a bad rear main seal which is 2 felt plugs. I ordered the parts including the upgraded rear main seal kit. The clutch was dry however - just worn out, but that's another story.

After replacing all the clutch items and installing the rear seal kit and breather cap I once again thought I was all set. And I was, at low speeds or in the city. Any highway running at 60 mph or so produced oil leaks and smoke from the exhaust and high oil usage. To make a long story short, about the same as before. A few weeks later I came across an article on valves and seals in a magazine and was hit by a line that said, "check for oil being retained in the rocker cover". So that were I went looking and what I found was this:

Most of our Little British Cars (LBC) have the rocker shafts being oiled from the top side, since the oil has to flow downward instead of filling the bushing up. Under pressure of the valve springs and push rods, oil is unable to get to the lower part of the rocker shaft and you get a flat spot worn on the bottom side of the rocker shaft and an oblong bushing. Once this happens you get slack in the bushing and instead of a dribble of oil out the oiler holes, you get a geyser and that's what I had. The worn bushes were in the rear of the engine and were squirting oil straight into the breather tee and into the air filters, where it was sucked in and burned causing smoke. Also since they were in the rear, when I looked thru the breather cap everything looked fine. So much oil was collecting in the rocker cover at high RPM's it was filling with oil and that's why it was leaking from everywhere.

I priced parts from the supply houses and was about to order the shaft and bushes and all the items needed to rebuild the shaft and send it out to be fitted together. Then, I was given the name and telephone number of a company that rebuilds rocker shafts. This company is called "ROCKER ARM SPECIALISTS " the address 19841 Hirsch Court, Anderson California 96007 Telephone is 530-378-1075. I called them and found they rebuild the whole assembly for the price of \$120.00 (as of August 2001), which is less, than the cost of the parts alone. They straighten the shaft if needed, replate with hard chrome to oversize the shaft and then turn it back to specs. Replace all the bushes, and replace all the adjusters, and they repair or replace the rocker arms if needed.

My total bill was \$ 145.00 including shipping ground UPS both ways. They have some assemblies in stock for most cars including LBC 's on an exchange basis and you can have it in less than 48 hrs if you use airfreight. I chose to have my original rebuilt and it took about 14 working days including UPS travel time. I have told a few members of the club about them but wanted to give everyone the information.

I had their work checked by R & S Engine shop that is next door to my office and everything is in specs. They could not see how anyone could do the work they claimed to do for the price but there it was in their hands. R & S Engine Service helped me in checking the wear on my old assembly and verifying the rebuilt assembly, and for this I wish to thank them. They have rebuilt engines for our delivery trucks and Bob's Austin Healey and their work is 1st Class. If any one requires engine rebuilding I recommend R&S.

The oil usage has stopped and the engine runs much smoother, so far I am real happy with Rocker Arm Specialist's work.

Tippy §

Light Up Your Car by Henry Bourgeois

The 1157 Super Bright Halogen Stop/Turn Bulb, replaces the standard 1157 bulb. The standard 1157 is rated at 20W & 5 Watts. The Super Bright is rated at 30W & 8 Watts. I

installed one in the left tail light to test at day and night. It made a big improvement. I purchased some from J.C Whitney catalog at \$9.99 each. I've seen a lower price in one of the British Car magazines but not much. They have a limited lifetime warranty if they fail under normal use.

Safety Fast
Henry. §

Christmas Party Pictures by Roger Gibson



Outgoing Board: (L to R) Allen Bradley, Harold O'Reilly, Sheila Simmons, Roger Gibson, Bill Breithoff, Cathy Greensfelder, Charlie Ake, Richard Denneau.



Incoming Board: (L to R) Allen Bradley, Harold O'Reilly, Sheila Simmons, Butch Frutos, Roger Gibson, Cathy Greensfelder, Bill Breithoff, Cliff Hughes.



Harold presents outgoing president Charles Ake with a President plaque.





Richard Denneau accepts his Member at Large plaque.



Roger & Carol Gibson





DORSET MADNESS #2 by Jim Jones

An MGB engine block has been test fitted to my 1949 Austin of England, Dorset's frame. The original Dorset motor mount pedestals have been modified and metal backing plates from old early MGB rubber motor mounts have been welded to them, thus allowing for the use of early MGB motor mounts. The stock Dorset rubber motor mounts were much smaller and, although available, must be "re-rubberized" by the "Old Auto Rubber Company" located in Australia.

The front of the engine block well clears the Dorset frame's front cross member and the water pump well clears the radiator. An electric pancake cooling fan will be utilized eliminating the mechanical cooling fan. Everything is a "go" for the installation of a rebuilt 5-main MGB 1800 cc engine.

It was found that a MGB transmission was too long with or without an overdrive unit for the Dorset's "X" frame design and would require too much frame, floorboard, front seat, and drive shaft tunnel modification. A Marina 4 speed transmission was test fitted and found to be ideal in length and diameter requiring minimal body floor board modifications and no modifications to the car's frame. Rear Spitfire transmission rubber mounts brackets have been fabricated and welded directly to the frame. The Marina transmission's gear ratios will work out well with the late model MGB engine, the early model MGB 391:1 ratio differential unit and 15" TR4 rims. Instead of fabricating a complete new transmission floor board cover, the old one consisted of three metal parts and a large rubber part, an after market ABS cover for a TR6 or

Spitfire will be used and modified as necessary.

In order to properly mate the MGB engine and Marina transmission together, an 1800 Marina "B" Series engine rear backing plate will be utilized. A Marina flywheel will be used with a TR7 clutch cover plate and Marina or such clutch disk. A crankshaft pilot bearing will be fabricated so that its outer diameter will fit the MGB crankshaft and its inner diameter will fit the Marina transmission's smaller diameter input shaft.

The Marina transmission's speedometer cable connection is mounted high up on its tail shaft. The installation of a right angle adapter should make it possible to remove or install the speedometer cable without having to modify the body's tunnel shaft. The Marina's output shaft drive shaft flange is larger in diameter and has its mounting holes spaced wider apart than the MGB type. Not a big problem as the flange can be drilled out with new holes that will mate to MGB type flange or a flange can be located from some other British car that will meet my needs.

Peter and I are working on a way to operate the Dorset's long gearshift lever from the top cover of the Marina transmission. It may require using a Spitfire "3-rail" transmission case and tail shaft with Marina internals. I hope that it can be accomplished. The long stock gearshift lever originating from almost the front firewall just looks right in the car. More to come as it happens!

Email: bmcno@i-55.com §

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 within 500 mile radius of New Orleans. Contact Roy Richardson @ (504) 833-4840 or royrichardson@hotmail.com

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