

# The Morris Gazette

British Motoring Club - New Orleans

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***BMC-NO is affiliated with:***  
North American MGB Register (NAMGBR)  
and  
Vintage Triumph Register (VTR)

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

I apologize for missing the last general membership meeting, but I'm not sorry. The islands called and I answered. There is nothing as relaxing as a week on a sailboat in the Caribbean (except maybe two weeks).

During the week I was there I only saw two British cars, A Mini Moke in the British Virgin Islands and a MGB in the U.S. Virgins. Most cars are Japanese vans and SUVs. There are also a lot of Jeeps of all types. Both the U.S. and British islands use left hand drive vehicles but drive on the left.

We have a committee already hard at work to publicize our car show next March 22. If you subscribe to any automotive magazines that list upcoming events please jot down the address, or better yet make a copy of the page with the address, and give to Cliff Hughes at our next meeting. Web site addresses that list events are also welcome.

Speaking of car shows, the calendar is filled up. We have our own always popular Funkana on September 22, followed by a car show every weekend in October ( sometimes two on the same weekend ) , plus our E.E.Reynolds Ralley in November. I guess I better hire someone to cut my grass, I won't have any time. In spite of all the rain, we continue to have good turnouts at our events. The recent Un-Car Show was a success in a storm. Keep those cars running and bring them out to our events.

Harold O'Reilly

### NOTICE:

**Roger Gibson is running a "Hound & Hare" Rallye after the meeting on Tuesday, Aug 27. Be there early so you can eat before we leave at 7:45 pm.**

Roger will be the "Hare". He will leave first. About 100 feet before each turn he makes, Roger will spray a splash of paint on the road. About 100 feet after each turn, he will spay another splash of paint.

Two minutes after the "Hare" leaves, the "Hounds" start leaving, about 2 minutes apart. When a driver sees paint, he

will know that he must turn at the next intersection – but not which way. If the Hound guesses right, he will see the second marker in 100 feet. If he guesses wrong, he won't see a marker and will have to turn around & go the other way. The winner is the driver that completes the course in the lowest mileage, not time.



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## July 30 Minutes

The meeting was called to order at 7:40 by club vice-president Bill Breithoff. (President Harold O'Reilly was away, sailing in the Caribbean.) John Winter, one of the club's founding members, brought an original September 1977 club newsletter for everyone to see.

Cort Musgrave Jr reported on the Mystery Cruise. It was a really nice 60-mile drive to Hymel's restaurant near Convent, LA. Bob Barback won the \$10 drawing among British car drivers. (See story last issue)

Fraser Rice reported that he and wife Beverly went by themselves to the NAMGAR event in Charlottesville, VA. One car from Mobile AL and one from Pensacola FL were the only representatives from our region. Beverly reported that NAMGAR had planned lots of family activities during the show such as a Shopping Rallye and a Mary Kay session for the wives. The event will be in Oregon next year.

Bill Harris and Allen Bradley took their cars to the NAMGBR event in Grapevine, which is near Dallas (not Houston as reported in last month's newsletter). They made the 9 hour drive with only one stop. Next years event will be in St. Louis and will be held on grass.

Don Marpe reported that he has been to the "No Problems Race Way" as a spectator. He said that the track is really nice. There are no stands (bring a lawn chair) but the viewing area is really great. Plans for the Un-Car Show were discussed.

Keith Vezina reported on the upcoming Delta SCCA Autocross being held at Zephyr Stadium. Any one interested in racing there can contact Keith.

Member Projects: Cort Musgrave Sr. got the transmission into his Rover. He said it's really interesting because it comes out & back in through the passenger compartment. You remove the seats & floor, pin the door all the way open, put an engine hoist in through the doorway, lift, rotate & remove.

Cort Musgrave Jr. is looking for a used DCOE "45-9" type, side draft carburetor for an MGB.

Dave Dupre has set up a web page for his car. The link should be available on the BMCNO site as soon as Dave gets around to emailing to our Webmaster.

Mike Anderson said he has recently replaced the lever arm links on his TR3. He couldn't find a screw on the top to check the fluid. Keith Vezina said the MGB is the same. You remove the highest screw on the side. Add fluid while working the link up and down until fluid comes out the hole. Then it's full.

Roger Talley asked if anyone had had any experience with rebuilding shocks. Cliff Hughes said he had some rebuild, installed them, but they were still "spongy". He checked and they hadn't been filled with fluid when they were rebuilt. Cliff put fluid in and they have been fine ever since. Jim Jones got a shock back with fluid all over inside the box where it had spilled in shipment, so always refill them yourself.

Cliff has had some Smith gauges rebuild that look just like new. Contact Cliff for the name of the company. He hopes his Healey will be ready for the October car shows.

Roger Gibson reported that he has an engine hoist that members are welcome to borrow. Cliff Hughes has a hoist that North Shore people can borrow. Anne Friloux wants to encourage members to make use of the car lift at Lubriport Labs. Call Lubriport at (504) 464-1734 and to make arrangements and she or Floyd will be happy to let anyone use it. Lots of things are much easier with the car up in the air.

Sally Breithoff won \$26 in the 50/50 drawing. Sheila Simmons won a \$20 gift certificate from Pep Boys. (She needs a right-rear brake, as you may remember from the trip to Pensacola, when it caught fire!) Woody Dahl and Don Marpe won t-shirts. §

### **Spares to Think About** by Jim Jones

Club member Barbara Wolf's MGB quit running half way between Kiln, Mississippi and Covington, Louisiana at about Slidell on the I-10. Maybe I should say her son William Wolf's MGB, as he now is the holder of an official Louisiana driver's license and was driving the car at the time!

I will not go into all the sordid details, but Peter Brauen got it going again using some electrical tape wrapped under the distributor rotor. The rotor had cracked and was shorting out to ground via the distributor shaft.

Afterwards, the MGB made it to my garage in Covington with no problems and I replaced the broken rotor with a new one that I had in stock.

The point of all the above is to illustrate to everyone the importance of carrying some spares in their cars.

#### **Consider carrying the following in your boot:**

1. Contact point set (and proper size Phillips screwdriver)
2. Condenser (Ditto)
3. Rotor
4. Distributor cap (Long narrow screwdriver that can remove the high tension wire screws)

- inside of the cap if it is a side entry type.)
5. Fan Belt
  6. Radiator Hoses (Gallon jug of water)
  7. Fuel Pump (After market type with needed hoses & clamps for easy under the bonnet installation - 2 to 3 lbs. pressure - NAPA)
  8. Wires with alligator clips (Radio Shack, heavy duty)
  9. Electrical Tape and/or Duct Tape
  10. Basic tools.

### **Petronix Ignition (No See'um—All Under the Cap) by Mr. Goodspanner**

Converting your early model British car's distributor from a contact point setup to an electronically controlled system is a good idea. This system is located solely under the distributor cap, out of sight, and has no external box to clutter up the engine compartment.

You will never again have to set or clean the distributor's contact points again and you will have hotter fire to the spark plugs. The latter is because the electric ignition module connects the current flow to the coil for a longer period of time (dwell time) than a mechanical system does, allowing the ignition coil more time to build up its force field. The larger the field built up around the coil, the hotter the spark when that field collapses.

If you should worry about the electronic system failing and leaving you on the side of the road, do not. I have only known of one Pertronix system to fail and that was an early unit with a factory defect.

You can have a backup system without having to purchase a spare electronic unit. Use the stock distributor plates from an old distributor fully loaded with new contact points, condenser, external terminal, & two mounting screws. The plates can be temporarily mounted in your car's distributor so that you can preset the contact point gap. The two spare mounting screws are just to have on hand just in case you lose one while changing systems on the road.

Place these parts in a zip-lock plastic bag designed for freezer use and carry them in your car. (Sandwich bags are cheaper, but do not last very long & fall apart. You get what you pay for!)

Now in the unlikely event that you do have a failure with the electronic system, you can easily switch back to you old contact points system and be back on the road in a short while.

The above all refers to negative ground systems that only have two wires. The positive ground systems have three wires and require a little more rewiring to convert back to a contact point system. But if you have this in mind when you install the wiring for the positive ground system, it will be no problem.

Keep them running! [bmcno@i-55.com](mailto:bmcno@i-55.com)

#### **NOTICE TO MGB OWNERS!**

Our club is affiliated with NAMGBR, the North American MGB Registry. This affiliation provides our liability insurance for events. BMCNO must maintain 8 registered NAMGBR members in our



club to be affiliated. If you own (used to own, or would like to own) an MGB, please join NAGMBR, then tell the newsletter editor, Cathy Greensfelder. (She's the keeper of the membership list.) NAMGBR dues are \$25 and the newsletter *MG Driver* is worth it. Cathy will have NAMGBR membership applications at the next meeting.



VINTAGE TRIUMPH REGISTER

**ATTENTION TRIUMPH OWNERS!**

Our club is a Vintage Triumph Register (VTR) zone. We need 10 VTR members in our club to become an affiliated chapter. There are insurance and other benefits to becoming a chapter. If you own (used to own, or would like to own) any type of Triumph, please join VTR, then tell the newsletter editor, Cathy Greensfelder. (She's the keeper of the membership list) or Harold O'Reilly, the VTR liaison. Cathy will have VTR membership applications at the next meeting.

**5th Annual Richard Wolf UnCar Show**

Well, it was another wet one. And as a result, another Un-Car Show that was difficult to judge. All the really "deserving" cars had to stay home because of the weather.

It was raining when the South Shore convoy got on the causeway, but new member Jim Grant said he'd be fine, even though his TR3 didn't have a top. He zipped up the passenger side tonneau cover and said that as long as he kept going fast enough, he would be okay: most of the water gets blown over the passenger compartment. And he was right—

until the convoy hit that really bad squall and slowed down to 30 on the Causeway. He said at that point, he couldn't tell if the water was inside or outside the windshield, or on his glasses. Jim was awarded the Interior Award for the wettest, not the worst, interior.



The Body Shop Award for biggest dent went to Barbara Wolf. Her white MGB has a small but high quality dent right on the nose.





Exxon Valdez Award has not been awarded for the last couple of years. There hasn't been a car that really deserved it. Not this year. Mike Baker's Jaguar XJS has a badly leaking rear seal, to the tune of 500 miles to the quart! Even on the wet pavement, you could see the rapidly forming oil slick.



The Spider Web Award is usually given to the car with the biggest crack in the windshield. There weren't any really bad windshields this year, but Cliff Hughes' MGA won the award for the beach towel and fender cover which stood in for his non-existent side curtains during the event.

The Dustbin Award for dirtiest car went to Mike Brown's white MGA. With all the rain, most of the cars were washed pretty clean but Mike's A must have hit a really bad batch of sticky mud a couple of days ago because his car had a lot of baked on gunk. You can't really see it in the picture, but it's here.



The Primer Award for most faded and deteriorated paint was won for the second year in a row by Jim Jones' Morris Minor Traveller. The little wagon has seen a few too many days of Southern USA sunshine on it's poor European paint. But as Jim insists, that paint is original. And so is the rust!

There were two special awards. Pepe Merrick started out from his home in Covington on his 1913 Triumph Motorcycle, but only made it a mile or two before deciding that the rain was just a little too much and returning home for a car: a non-British car. Pepe was awarded the Non-Participation award for attempting but not making it to the event in a British vehicle.

The Boot Award is a new traveling trophy. This truly hideous wire basket boot “thing” will be awarded each year to the driver deemed most likely to walk home from a British car event. The award went to Roy Richardson’s gold TR8. The last time he went to get the car, the clutch was frozen. So he called a tow truck. But to get the car out of the garage so the truck could pick it up, he needed to change the flat. The spare was the wrong type rim for the car and wouldn’t roll, so he had to borrow one from Harold O’Reilly. And this was a couple of weeks after Harold pushed the thing up & down the street for 45 minutes trying to unstick the clutch.



The grand prize, the Goodwill Trophy, (named after the famous thrift store) is usually awarded to a car that could win in at least three, usually four, different categories. But there really wasn’t one that needed that much work. Nothing like Karl Keiger’s mosquito fogger Rover last year or Allen Bradley’s classic “before” car of year before that.

But there was a car that needed some good will, and that was Charlie Ake’s 1977 MGB. Charlie was the very first UnCar Show winner back in 1998. His brown MGB has come a long, long way since then. It now has an engine! That runs! There are seats, carpet and door panels inside. It has a top that is more vinyl than duct tape, and, miracle of miracles, lights that work. But that first year, we didn’t have a trophy. The judges thought Charlie ought to get the Goodwill Trophy for a year, even if it was belated. Congratulations, Charlie! §

### **Those British Wiring Connectors** by Mr. Goodspanner

The typical way to tie together two or more wires in a British car’s electrical system is through the use of rubber sleeved metal connectors.

They are not without their problems. The metal connectors did not hold up well over time. They spilt leaving a poor mechanical and electrical connection.

This problem has been solved. New connectors are made with the metal part twice as thick as the old parts were and the rubber sleeves are made out of a superior vinyl material.

Short of replacing the wiring harness in your British car with a new one, changing out the sleeved connectors with new ones is the next best thing you can do for your car’s electrical system. And it is inexpensive.

In order to not damage wires when removing them from the old connectors, do the following. If the bullet at the end of a wire does not pull out easily from the connector, cut the

connector's rubber sleeve using a razor knife and remove it. Now you can make use of a small screwdriver to pry open the metal connector and safely remove the bullet.

Do not use sandpaper to clean the bullets. This will remove whatever protective coating is left on the bullet and cause it to corrode more quickly. If need be, simply wash the bullets off with a liquid solvent.

When installing the bullets into the new connector, the bullets should snap into place. If they do not, they are not properly seated. A small screwdriver can be utilized to push the bullet in all the way. Be careful not to damage the insulation on the wire as you do so.

The safest way to install new connectors is as follows. Push the metal connector out of its rubber sleeve. Slide the rubber sleeve over the wire or wires to be inserted into one end of the metal connector. Place all the bullets into the metal connect. If they do not seat easily, carefully use a pair of pliers to leverage them into position. Now slide the rubber sleeve into place. The bullets will be seated properly into the new connector and without damage. It takes a little more time to accomplish this, but it is well worth it.

A dielectric grease is now available at your local auto parts store. This substance is used on all newer cars to prevent moisture from entering an electrical connector or plug. Follow the directions on the package.

Thank God for spell check! §.

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## For Sale

**74 1/2 MGB-GT** - Very good to excellent body and paint. Runs great! Driven daily. Teal blue/ black & foam interior. Good hydraulics, rebuilt clutch slave cylinder. New starter & fuel pump. Overdrive transmission. Great daily driver. \$2,500.00 or best offer. Michael Delacerda 504-887-5756 [del217@excite.com](mailto:del217@excite.com). (8/02)



**51 Rolls Royce Silver Wraith Park Ward Saloon.** (Limo) Stored 7 years, just needs cleaning and starting up. Asking \$30,000. Ed Stein, Comfort, Tx [onestein@hotmail.com](mailto:onestein@hotmail.com) (830) 995-4001 (7/02)

**75 Jaguar XJ6C** - Rare 2 door hardtop coupe. Excellent condition, used regularly. Rust free California car. British Racing Green w/ biscuit interior, refinished dash, new headliner. Class winner at BMCNO show & Jaguar Concours winner. \$10,500 or reasonable offer. Dan Melesurgo (504) 391-3227 evening, (504) 728-4812 day. [DMKMMelesu@aol.com](mailto:DMKMMelesu@aol.com) (6/02)

**73 MG Midget**, Burgundy. Body & top in good condition. Interior fair condition. \$1500 Located Clinton, MO. (outside Warrensburg, MO) Carolyn Southers (660) 885-4598 Home, (816) 544-2434 Cell (6/02)

**73 Triumph TR6**, fully restored, gun-metal gray, electric overdrive, runs like a champ. Must see to believe. Butch Frutos 504-885-4285



**PARTS:**

72 Convertible Frame. Needs some screws. Complete & usable \$25.00 Mitch (504) 261-5277 (6/02)

**Newsletter Submissions**

Electronic submissions are greatly preferred. Email to [MorrisGazette@cox.net](mailto:MorrisGazette@cox.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

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