

The Morris Gazette

British Motoring Club - New Orleans

December 02

Published Monthly

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

Happy Holidays to all. Our Christmas party had a good turnout and, as usual, more than enough food. Thanks go to the Breithoffs for use of their lovely home again. Bill and Sally work hard to get it ready so early in the season with decorations, tree, and all.

The board met Tuesday after the party to try to finish the leftovers. Plans for the British Car Day in March are progressing. We have many volunteers for the various committees but I notice the same name on three or four different committees while some names are missing completely. We have many varied jobs available, some requiring as little as one hour, sitting down, to count ballots or prepare trophies. If you only have time on Friday we need help with the reception party at night or preparing the field during the afternoon.

We have events in January and February and I look forward to good turnouts like last year. If you don't take part in the fun and games (not to mention eating) you are missing out on a big part of club membership. We prefer British cars at our event, but come in whatever you got that runs. The important thing is having YOU there.

Harold O'Reilly



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November 26 Minutes

Past Events: Mike Anderson reported on the E.E. Reynolds Rallye in which 12 cars, 10 British, participated. (See November Issue for full details). At the meeting Mike handed out awards for both the Driver and Navigator in 1st, 2nd and 3rd place. Cliff Hughes gave the report on the SABCC Show in Fairhope. For those who headed over Friday, a fun day included a trip to the Mobile Museum at Fort Conde, a movie at the IMAX theater about the Lewis & Clark expedition and a doll house exhibit at the Museum of Mobile. After that, it was onto the SABCC hospitality event which was well done. Harold O'Reilly reported on the convoy which left Saturday morning with no problems, except for Harold's truck which decided to leak coolant at the Alabama Welcome Center. After filling with water, the truck had no more leaks. Who says the British have cornered the market on quirky? The club came home with lots of trophies and Dave Hayden won the Valve Cover Race.

Allen Bradley gave a report on the Acadiana Cruise. Six British cars and one American car participated. This was an enjoyable cruise with hopes that more people will be able to attend next year without the rescheduling of the Fairhope car show.

Upcoming Events: The Christmas party is scheduled for Sunday, December 8th, at Bill & Sally Breithoff's house. All are welcome at 6:30 pm. A list was passed around for dishes being brought to the party. January 19th, Roger Gibson is planning a scavenger hunt, hound & hare or poker rally, or some other fun driving event. Our annual Middendorf run is planned for February 16th and mark your calendars for our car show, March 22nd.

Harold O'Reilly mentioned a "hands on" car class put on by George Torlage at Delgado. The class is on Monday and Wednesday nights and costs approximately \$325.00. Three students' cars in a three week period are used for bodywork and painting, then another three cars come in. The owner of car pays for supplies which range from \$100-\$125. Nine to ten students required to fill a class. First class for the year runs from 1/15/03 through 5/15/03. If not enough people register for this semester, the class will be rescheduled for another semester. (see article p. 9) Contact Harold O'Reilly for further details.

Car Show: Bill Breithoff listed sponsors for this year and suggests members contact them for next year's show. Volunteers are requested for the 2003 show and a list of committees with this year's volunteers was read. The "What's It Board", put on Cort Musgrave, maybe replaced with pictures of parts of cars, i.e. bumpers, door panels, etc. Valve cover races are a possibility with Dave Hayden providing the ramp.

Location of reception on Friday will be discussed in the near future. Jaguar Club and BMCNO will discuss parking for the second combined show.

Roger Nagy won the 50/50 pot of \$24.00 and Harold O'Reilly won a gift certificate.

Meeting adjourned with reminder that next meeting will be in the new year. §

Breaux Bridge Bayou Byway Acadiana Cruise by Mike Baker

Saturday, November 16th was sunny, but had a cool breeze. Six cars braved the cool weather to travel some of the best scenic roads that Acadiana has to offer. Dave and Menda Hayden came in their yellow TR-6, Joe and Yvonne Daquila came in their red TR-6, Wayne and Joyce

Aucoin in their blue MGB, Terry and Meridith Trovato came all the way from Natchez in their black Austin Healy, Rodger and Carrol Gibson had their XJ6 and Allen and Sue Bradley came in their red MGB. The course lasted for about two hours. The event was bittersweet for my son John and myself because the Jag is sitting on jack stands awaiting us to fix the damage from ingesting antifreeze into the intake, which caused an engine failure. My better half, Linda, lead the way with her Tahoe, while I “rode shotgun” and John and his friend Jaqueline kept an eye on the caravan to make sure no one got lost from the back seat. The caravan left the Breaux Bridge Winn Dixie and headed for Cecelia. The cruise course took everyone through Arnaudville, Grand Coteau, Sunset, Opelousas, back to Arnaudville, to Breaux Bridge and then to Henderson, finishing at Pats of Henderson seafood restaurant.

Wayne and Joyce won the “Gumbo Fixin’s” award for hitting a chicken during the cruise.

Wayne and Joyce won a MGB Tuning Guide, Terry and Meridith won the Haynes Carburetor manual covering Weber, SU and Stromberg Carbs. Allen and Sue won the \$10.00 drawing.

For Sunday, Wayne and Joyce Aucoin, Allen and Sue Bradley and Rodger and Carrol Gibson joined us for a drive through Breaux Bridge, Parks, St. Martinville, Broussard, part of Lafayette and back to Breaux Bridge. The sun was out and the convertibles had their tops down.

The event will be offered again next year, with a few changes to allow the ladies a chance to stretch their legs while browsing in some of the quaint antique shops that were located along the route. Hopefully, all had a good time. John and I enjoyed putting on the event, even if we had to be chauffeured by Linda in her Tahoe. §

Dorset Madness (A British Street Rod) #5 by Jim Jones

Although the media blasting of my 1949 Austin of England Dorset’s body has not yet been done, other work has gone on.

The custom wiring harness is coming along fine. The rear wiring harness running from the front right hand side of the engine compartment firewall to the tail lamps, etc. has been completed. I wrapped the harness using non-sticky black vinyl tape. It looks as well as any factory job. It is not the easiest job to do. I straightened the wires so that they would be lined up neatly. I tapped the wires together using sticky electrical tape every so often and at the breakout junctions to hold the wires in place. The tape must be stretched as it is wrapped along the wires and secured in place using my fingers as the wrapping continues. My index finger and thumb were pretty sore after completing the rear harness. The roll of tape must be passed around the wires as the wrapping is done. Wrapping a small number of wires, as in breakouts, is particularly difficult and hard on the fingers. At the end of a wrap, I am using a small black wire tie to secure the tape rather than knotting it around itself or using sticky electrical tape.

Separate rear turning signal lights have been installed mounted through already existing holes under each rear light lens. The reinforced sheet metal holes were enlarged using a Uni-Drill and angled parallel to the ground in order that they could clear the rear glass lenses’ thick outer edges. Modern side marker sockets were used to hold the small turning signal bulbs. I fabricated clips from scrap metal to hold the side marker sockets in place. A period after-market turn signal unit that the previous owner had installed will be re-mounted to the steering post to activate the conventional signal lamps. The Dorset will retain its

“trafficators” (semaphore signals). They will be operated by the stock lever switch above the horn button.

The main wiring harness behind the dash through the firewall to the engine compartment and front lights, etc. is getting close to the testing stage. I started with a '72 MGB wiring harness, unwrapped it, and removed or added wires to suit my needs. It is now being held together using small wire ties. Before I wrap the main harness, I will lay it out on the garage floor, hook everything up, and test the assembly. I will use a small output 12-volt power supply unit with a built in circuit breaker. This supply unit will pop the breaker with even a small overload. All the better to not burn wires if I have made a mistake in constructing the wiring harness.

All of the wires in the custom wiring harnesses are of the proper British wiring harness colors with a few exceptions. Many rubber-sleeved connectors have been eliminated by utilizing longer continuous wires instead of the connectors.

I have reconditioned a late model MGB two-speed wiper motor for use on the Dorset. I cannot handle the one speed (very slow) original wiper motor. Morris Minor wiper arm wheel boxes will be utilized for two reasons. Firstly, the original Dorset wiper box shafts were sealed from the rain by rubber grommets. These grommets, although still available, did not seal against the weather very well even when new. The Morris wheel boxes utilize a threaded shaft housing, a chrome cap, a chrome securing nut, and a flat rubber seal that does actually seal against the weather. The chrome caps will have to be re-formed at their bases to fit the curved sheet metal on the Dorset. After this is done, the caps may have to be re-chromed. They are made of pot metal, but I know of a place that specializes in the re-chroming pot metal car parts. Secondly, the Morris boxes provide the correct degree of angular sweep for the wiper arms as they transverse the windscreen. The Morris boxes also use the same diameter drive cable as does the MGB wiper motor assembly. The Dorset's wheel box drive cable was smaller in diameter than the MGB drive cable.

I am moving right along with my British Street Rod! §

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

NAMGBR, 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.



National MGB Registry



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.

Christmas Party Pictures



Cort & Mary Ann Musgrave, Frazer Rice



Bill Harris, Vincent Simmons, Mike Anderson, Cliff Hughes



Board for 2003: Butch Frutos, Allen Bradley, Cathy Greensfelder, Roger Gibson, Bill Harris, Cliff Hughes, Bill Breithoff, Harold O'Reilly



Out-going Member-at-Large Sheila Simmons receives "Thank you" plaque from President Harold O'Reilly



2nd: Dave Dupre & his brother Eddie Dupre



Old Board: Butch Frutos, Allen Bradley, Cathy Greensfelder, Roger Gibson, Sheila Simmons, Cliff Hughes, Bill Breithoff, Harold O' Reilly



Charles Ake, Allen Bradley, Bill Breithoff, Susan Bradley



Cindy & Butch Frutos, Linda Hughes



Carol Gibson, Barbara Bruno, Beverly Rice



Linda Hughes & Beverly Rice

Charles Ake's MGB by Jim Jones

Charles Ake and I are continuing to work on converting his rubber bumper MGB to wire

wheels. The car looks a little goofy right now, as it has front wire rims and rear disk rims. But, that will change soon.

Charles brought a wire wheel rear end to my garage and it has been cleaned and painted gloss black. We inspected the unit before painting and found that brakes assemblies had been rebuilt. Probably the wheel bearings and differential thrush washers had been replaced as well. This unit was a good buy! We are awaiting the arrival of some parts and the job can be completed.

We also replaced the engine's thermostat housing, as the plug for filling the cooling system was stuck in the housing. After completing the job, we started the engine to check for any leaks, etc. When the after-market cooling fan kicked on, it made a squealing noise.

Thinking that the problem was a bearing in need of lubrication, we removed the unit and brought it to my workbench for disassembling. What we found was that the four magnets had come unglued from the motor's housing and were now magnetically stuck on the motor's armature. This is the first time that I have ever seen a manufacturing problem like this one. It is a wonder that the fan turned at all!

We discussed a possible repair, but concluded that it would take too much time to accomplish. Charles purchased a new unit, which we installed on the backside of the MGB's radiator. The new unit comes assembled as a "pusher" fan to be mounted on the front of a radiator. We reversed the fan blade assembly, as per the instructions that came in the box, to make the fan a "puller" unit.

More to come. §

Paint & Body Work Classes at Delgado by Harold O'Reilly

George Torlage teaches automobile body repair and painting classes at Delgado. He is proposing a night class for members of BMCNO. Classes would be Mondays and Wednesdays, either 6-9 PM or 7-10 PM, starting about January 15 thru mid May.



For a group of 9-10 people, tuition would be \$325 to \$350 per student. Materials to paint your car would run about \$100 to \$125. The school has a state-of-the-art Binks spray booth and spray equipment and students would be supervised by George while painting.

Classes would consist of both instruction sessions and hands on work. We would work on 3 or 4 cars at a time, taking 2 to 3 weeks to complete each, and then start on another group of 3 cars. In this way we would help each other with the labor but at a car show you can still brag "I did it myself".

Please call me or see me at a meeting if you are interested or want more information. We currently need a couple more people to guarantee that the class "makes". Harold O'Reilly, (504) 486-5837 or email haroldor@bellsouth.net §

Unruly Paper Towels by Mr. Goodspanner **A Little Thing That Bugged Me**

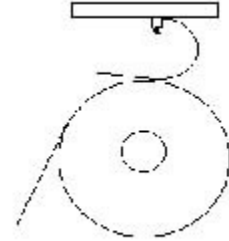
It's a small thing, but it is the small things that can add up to big aggravations. The paper towel

racks (one each for white & blue) in my Covington garage are positioned near the sink used for hand washing. That is the logical for them to be mounted.

However, they are directly in line with a window which has a fan positioned in it that is usually running. The wind created by the fan unrolls the paper towels to the tune of two or three sheets at a time.

I designed a simple way to prevent the towels from unrolling. Only two commonly available parts are needed. A large plastic wire tie (the color of which is up to you) and a small wood screw.

The wood screw is placed through the opening in the wire tie at its head and at the center of the rack's plastic base plate. Note: My paper towel racks are positioned with the paper roll downward, not outward toward the user.



Position the end of the wire tie in a curve towards the user, cut off any excess, and it will hold the paper towels in place on the roll no matter how fast the moving air pasts over them. (See cross section drawing). Simple, but it works! §

For Sale

80 TR8 green, 84,000 miles, A/C works. \$5,000 Bill Langenhengig (985) 626-8296 (12/02)

80 MGB LE Black with special LE wheels,etc. Runs great, new top, new tires, new LE steering wheel and more. \$7500.00 Roger at (504) 887-2725 (10/02)

'79 MGB reasonably presentable, black (not an LE), Weber downdraught, runs but needs alternator and convertible top. Good 'rolling restoration' candidate. \$2,000 OBO. Peter Brauen (228) 586-0187, email pbrauen@telepak.net (10/02)

59 TR3A, 69 TR4, plus TR4-o.d. transmission, (needs total restoration). All for \$900.00 Tom Bailey, Covington, LA (985) 893 3791 (10/02)

WANTED:

Chrome-bumper MGB, running, prefer wire wheels. Bill Breithoff (504) 488-8560 (10/02)

TR6 in good running order. Bill McQuade (985) 624-2820 (11/02)

Newsletter Submissions

Electronic submissions are greatly preferred. Email to 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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