

The Morris Gazette

British Motoring Club - New Orleans

April 03

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

As we count down to our British Car Day everything is coming together nicely, thanks to many hard working volunteers. Entries are running way ahead of last year at this time indicating a big crowd is to be expected. If you haven't made reservations for the awards dinner, you better hurry. Space is running out.



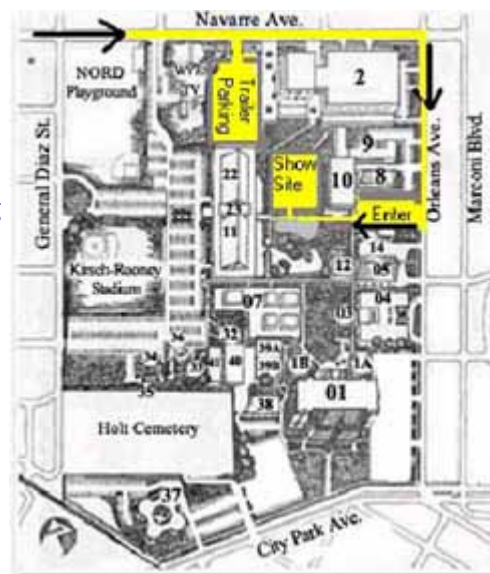
I encourage everyone to enter their car, even if it is a clunker. There is always something about your car someone will find of interest. No one is judging your car by concours rules. Come out and be a part of the fun.

We need folks to come to the "Bag Day" party. That's when volunteers put together the "goody bags" and registration packets. The club will spring for food. It's fun when there is lots of help. And you can pre-view the goodie bags. They are the best we've ever had.

In April we will have an "appreciation party" for everyone that helped in some way with the show. The board is planning to upgrade this event this year. Watch for news at the meeting on March 18. Please note: The meeting date has been moved up one week due to car show.

I've got to go wash a couple of cars now.
See you at the meeting, bag day, and the show.

Harold O'Reilly





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February 25 Minutes

Past Events: Our annual Middendorf run was held February 16th with a good attendance of 18 British cars and 2 non-British. Some communication problems resulted in a half hour delay of the South shore convoy leaving the Kenner Welcome Center. The North shore convoy did not get the message and had to wait at the restaurant until the Corvette Club finished. Harold O'Reilly and Allen Bradley had their tops down for the trip, but Harold relented with the rain while Allen & Susan persevered. As always, the food was great and everyone enjoyed the event.

Upcoming Events: Goodie bags/pre-registration packets for the Car Show will be put together March 15th at 4:00 P.M. at Lubriport Labs. All volunteers welcome and will be rewarded with some type of ordered food. The General Membership meeting is pushed forward to March 18th in deference to the Car Show March 22nd. April 25th is the Pensacola Car Show and the VTR Regional in Texas. Car Day Volunteer Appreciation Party will be announced in the April newsletter. Everyone who works at the show is invited to attend. The Annual Crawfish Boil is scheduled for May 4th. Also the weekend of May 2nd, 3rd & 4th is the Blue Suede Cruise with cars from the '50's & '60's in Tupelo, MS. We have been invited to attend the MGT's picnic in Pontchatoula at Doug Well's home on May 18th. It is Pot Luck and bring your own drinks. Joe Brian is in the process of forming a new club for Land Rovers. Roger Gibson mentioned that new window decals have arrived.

Car Show: Bill Breithoff announced that we are getting a good response from out of town people who plan to attend the show. Fliers were passed out to those who wanted to advertise the show. The owner of Weaver's PoBoy has generously offered to sponsor the Best of Show Trophy to say thank you for all the business he gets on Car Day. Hospitality Night food list was passed around. Roger Gibson will again make the Jambalaya for approximately 100 people. Carol Gibson & Cindy Frutos need volunteers to help set up that Friday night at Shoney's Inn at Clearview. New signs are being printed to direct people to the show site. List of volunteers for the show was reviewed. Openings still available. The new show T-shirt was shown and available for purchase.

Members' Projects: Mike Anderson talked about the adventures of moving his brother's TR3. The adventure involved picking up parts from several locations around the New Orleans/Northshore area and trailering said pieces to South Carolina with the help of two friends from England. A fiberglass body will be put on the frame to replace the body that flew off in pieces on the ride home. Pictures of the "future" car were passed around. Jim Jones is working on Cathy Greensfelder's MGB. Jim Jones mentioned that the owner of Baldwin Motors, on the North Shore, might be selling off some of his British car collection. Call Cliff Hughes for further info.

The Dept. of Motor Vehicles now has a Book Value for British cars and taxes will have to be paid based on these values. A car with antique plates over 40 years old does not need a brake tag. Check the LA DMV website for further details.

The \$26.00 50/50 was won by Joy Watts. License plate frames were won by Fran Talley and Claudia Merrick. §

Modern Dash Lights by Jim Jones



I have just finished installing a complete new wiring harness on a '79 MGB. That's main, rear, and dash harnesses.

The main and rear assemblies had some variations from stock. For instance: The back-up lights wires are no longer equipped with plugs. The individual wires are now simply affixed with sleeved spade connectors. No big deal. You could, for the sake of originality, cut the wires, pass them through the old plugs, and solder on new wire pins. It was the dash harness that surprised me.

Three of the stock dash light sockets were replaced with modern style sockets. They still plug into the stock metal tubes that hold the original metal sockets into place, but are made of black plastic and require bulbs that are made entirely of glass with a flat base having two bare wires bent over the flat portion. Of course, none of the newer type bulbs were included with the new harness.

This discovery resulted in a trip to the auto parts store, as I did not have any of these bulbs on hand. I do not know if this is a one-time thing, as if they just ran out of the stock sockets, or that this is a sign of the future.

They are after all "no see'ums", change is inevitable, and the newer bulbs will be brighter! §

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MGB Electric Cooling Fans by Mr. Goodspanner

The two stock electric cooling fans installed as new on rubber bumper MGBs worked well enough, but they are expensive to replace and seldom last very long after a rebuilding attempt. I suggest that they both be removed from the car and replaced with a single modern after-market radiator cooling unit. These "pancake" fans are sold as kits at any auto parts store.

For a later model MGB, the fan will have to be mounted on the rear of the radiator and the fan

will need to be a "Puller" type. Electric fan kits today allow you to reverse the fan blade to create either a "Puller" or a "Pusher" fan and not lose any efficiency.

Choose a kit with the maximum diameter fan that will fit on your car's radiator. The electric fans come with built-in shrouds, so any shroud now mounted on your car is no longer necessary. Remove it and toss it.

The electric fan is easy to install. Special plastic rods with large heads are pushed through the fan housing mounts and through the radiator core. They are secured with plastic push-on disks on the other side of the radiator. Should it ever become necessary to remove the fan, simply cut the plastic rods. New installation packs can be purchased at your local auto parts store.

If you want the fan to run only when the ignition is in the "ON" position, select the power source that originally supplied the stock electric fans.

If you desire that the fan runs after the ignition key has been turned off, like on modern cars, you must purchase an electric fan thermostat kit (I recommend a thermostat kit in either case.) and wire it to a source at the hot side of the fuse box (heavy brown wire) that is hot all the time. Install an in-line fuse between the fuse box connection and the fan thermostat. Check the instructions that came with the electric fan kit for the amount of amperes that the fan motor draws and size the fuse accordingly.

Older fan thermostat probes were placed inside of the top radiator hose. Later ones were pushed into the radiator fins. The latest ones are simply held against the radiator with a clip. Things do get better sometimes.

To adjust the thermostat, turn the adjusting screw all the way down so that the fan does not run. Start the engine and wait for the temperature to read in the normal zone. Turn the adjusting screw until the fan comes on. After the fan stops running, adjust it for the desired setting.

Electric fan kits can be installed on earlier cars as well. Remove the mechanical fan. It will no longer be necessary and its removal will give the engine a boost in useable horsepower. Because of the closeness of the water pump shaft and/or pulley hub to the radiator, the electric fan will most often have to be mounted on the front of the radiator. If so, the fan will have to be configured as a "Pusher" type.

Keep it cool! §

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.



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.

MGB Wire Wheel Conversion (part 2) by Jim Jones

After having converted the front suspension of his MGB to wire wheels, club member Charles Ake and I have completed the conversion of his rubber bumper MGB from steel to wire wheels at my Covington garage.

Nothing goes as planned when working on older British cars. Both of the hydraulic lines on the wire wheel rear axle had to be replaced, as they had been smashed pretty flat in places.

We installed a new hand brake cable assembly, as the cable on the old one had stretched so much that no further adjustment could be achieved and the conversion required one of a different length anyway. We replaced all of the rubber parts involved with the rear springs with new ones.

The rubber bump stops were replaced with new red polyurethane units. I have found in the past that you cannot install replacement rubber bump stops over dirty frame mounting studs. Over time, rubber from the old stop transfers to the mounting stud and you cannot push rubber over rubber. The stud must be brushed clear with a wire wheel first.

However, we were not able to install the new bump stops even after cleaning the mounting studs. We just did not have enough strength in our arms to do the job and lubrication did not help. After some thought and with the rear end not being installed under the car yet, I thought that just perhaps we could utilize the floor jack. We positioned the floor jack pad under one of the bump stop mounting studs and were able, with the use of some wooden spacing blocks, to install the new stops. They just popped right on! This job could be done with the rear end in place and the wheels removed, it would just be a little more difficult to accomplish.

Charles' rubber bumper MGB looks better than I thought it would with the wire wheel setup.

Update: Charles has purchased another rubber bumper MGB and plans to make it his "keeper" car. Looks like he and I will have to swap out the rear and front suspensions, so that the newly acquired MGB will have the wire wheel setup!

bmcno@i-55.com

For Sale

80 MGB-LE new top & tires, runs great! \$7,500 Roger Gibson 887-2725
(4/03)



78 MGB Russet Brown Daily Driver. Body in good shape; runs. mechanically very good (Mr. Goodspanner has worked on it!). Needs paint job & new home. \$2,500. Charles Ake (985) 845-4153 (3/02)

72 MGB and '73 MGB-GT in old Algiers. Asking \$2500 for both. Call (504) 486-9752 or (504) 400-3486 (3/03)

62 MGA Mk II, #109023, 21,000 mile unrestored, near perfect, rust free, complete and almost 100% original. OEW/Red, original paint, chrome, interior, etc., NAMGAR 1st place 1998, "Best Original" New Orleans 1999, \$27,500. Tom Page (251) 989-0143, (251)-989-1966, tpage@baldwinemc.com or stpage@gulftel.com (1/03)

57 MGA, restored. White w/ red interior, spoke wheels, badge bar. Asking \$17,500. Darryl Moran (504) 220-3995 (1/03)

Parts:

Car Lift—6,000 lb rating, \$2,000. Gene Graham (504) 833-3437 (2/03)

Triumph Type A overdrive transmission. \$500 OBO. Cliff Hughes (985)966-0492 (4/03)

Newsletter "Re-Numbering"

One of our members pointed out that it was disconcerting to get the February issue at the very end of February with the March calendar in it. He thought it should be called the March issue. After thinking about it, the board decided he was right—it would be more logical to have the issue match the calendar. And it would be easier to find past events if we didn't have to do the mental subtraction of looking in the January issue to see what happened in February. So we have started naming/numbering issues accordingly beginning this month, making this issue (which would have been March) the April issue.

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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