

The Morris Gazette

British Motoring Club - New Orleans

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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 New Year! Time for our New Year Slogan...

I will do more in 2004

One of the first things to make note of is that our annual **Cruise to Middendorf's** has been changed from a February date to **Sunday January 25th**. This is one of our most popular and well-attended events, so plan to be there.



February has so many things not car related, that we have changed the meeting to a new date of **February 17th** since Mardi Gras is on the 24th (our regularly scheduled date). With the Superbowl, St. Valentine's Day, and all of the Mardi Gras parades, there are no official cruises in February. So, you may want to use the time to start getting your LBC ready for our 14th Annual British Car Day on March 20, 2004.

A lot of people make New Year's Resolutions and I thought that you might have some like mine:

- 1) Attend more club meetings with my British car and nametag.
- 2) Attend more club events.
- 3) Get involved in the Car Show and see if we can beat last year's attendance.
- 4) Make time to have fun with my car club friends instead of working so much.
- 5) Lose weight.
- 6) Get taller.
- 7) Grow hair back.

As you can see, it's a lot easier to do stuff with the club than it is to grow hair and get taller.

So let's do more in 2004.
Hope to see you at Middendorf's.

Bill Breithoff



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Small Leak, - A Big Problem by Jim Jones

Cathy Greensfelder had been driving her MGB across the Causeway from the Westbank to my Covington garage for miscellaneous repairs in October and November. Cathy is a hands-on kind of gal and I enjoy working on her MGB with her assistance.

We have repaired a lot of things, many times using new parts. Like the brake line mounted on the front of the rear axle that a tow truck driver had smashed with his tow hook! The car stopped pulling to one side when braking after that replacement.

Cathy was complaining that the car was getting very poor gas mileage and was not running well. Starting to do a tune up, I discovered that the distributor was stuck in the engine block. Frozen solid! One job that I did not want to take on was a stuck distributor. I tried to loosen it, but was afraid that I would destroy the \$150 unit in the process.

So I suggested that she bring the car to Peter Brauen's business BMC Restorations located above Kiln, Mississippi. Peter has much more experience with this sort of thing and if anybody could do the job and still save the unit, he could. Well, he did!

But here is the interesting part - the cause of the problem was a leaking heater control valve! Cathy and I had replaced the faulty valve with a new one, but too late! The leaking hot water had run down the distributor shaft to the "O" ring at its lower end. Not only did the rust bind up the distributor shaft to its adapter, but the adapter rusted to the engine block as well. Peter managed to extract the adapter & distributor as a unit. Once it was on the bench, he cut up the adapter, a cheap part, to free the distributor, an expensive one.

But, there is more. The same dripping hot water contaminated the inside of the distributor cap. Peter tells me that carbon tracks were visible inside of the cap along with a coating of water rust. No wonder that the car was getting poor gas mileage and was not running well. The wonder is that it would always start!

Moral of the story? A small problem left unfixed can lead to big problems. §

Ask and You Shall Receive by Jim Jones

None of the wheel covers (hub caps) that came on my '49 Austin Dorset were useable. The center motif on these wheel covers is the Austin "Wheel & Wings" design and I find them to be very desirable. The design is not impressed into the metal of the wheel covers very deeply.



I was able to inspect a set of re-chromed wheel covers on a '50's era Austin Somerset and found that the design did not stand out very much at all after re-chroming. So, I began a search for some wheel covers that were still in good condition.

My first effort only took a few months. I found two Austin wheel covers on E-Bay. They were offered by a fellow in New Zealand. I won the bidding easily as there was not any competition.

My effort to locate two more wheel covers to complete the set covered many, many months. I checked E-Bay almost every day. But, no Austin wheel covers showed up on auction.

One day I observed multiple offers for Austin Dorset parts by one seller. I e-mailed him asking if he had any wheel covers. He answered my e-mail stating that he did not, but that he had a buddy that did and he would turn the request over to him.

His buddy, who was located in Canada, eventually e-mailed me confirming that he did indeed have some Austin wheel covers for sale, some in poor shape & some good condition. He also stated that he would be slow in responding to my request. He was right about that, but he did in time, come across with two very nice units.

The point all of this is that sometimes you just have to go that extra mile in order to find that British car item that you want or need so badly. Think creatively!

<p>FREE Parts & Accessories Catalogs</p>    <p>Order Toll Free 7 Days A Week 1-800-255-0088</p> <p>Choose From These Catalogs:</p> <ul style="list-style-type: none"> • Austin Healey 100-4 • 100-6 • 3000 • MGA • MGB & MGC • AH Sprite & MG Midget • Sunbeam Alpine & Tiger • TR2 TR3 TR4 TR4A TR250 • TR6 • TR7 & TR8 • Spitfire & GT6 <p>Order Your Free Catalog Online at www.VictoriaBritish.com</p>	<p>Ship to Shore Marine Electric Inc.</p> <p>New equipment installations Repair</p> <p>Troubleshooting Old equipment updates</p> <p>Solving electrical problems since 1982</p> <p>Cort Musgrave (504) 392-4961</p> 
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The Difference between Men And Women author unknown

Oil Change instructions for Women:

- 1) Pull up to Jiffy Lube when the mileage reaches 3000 miles since the last oil change.
- 2) Drink a cup of coffee.
- 3) 30 minutes later write a check and leave with a properly maintained vehicle. (I know what you're thinking. Bear with me here.)

**Money spent: Oil Change \$30.00, Coffee \$1.00
Total \$31.00**

Oil Change instructions for Men:

- 1) Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, write a check for \$50.00.
- 2) Stop by 7 - 11 and buy a case of beer, write a check for \$20.00, drive home.
- 3) Open a beer and drink it.
- 4) Jack car up. Spend 30 minutes looking for jack stands.
- 5) Find jack stands under kid's pedal car.
- 6) In frustration, open another beer and drink it.
- 7) Place drain pan under engine.
- 8) Look for 9/16 box end wrench.
- 9) Give up and use crescent wrench.
- 10) Unscrew drain plug.
- 11) Drop drain plug in pan of hot oil; splash hot oil on face and arms in process. Cuss.
- 12) Crawl out from under car to wipe hot oil off face and arms. Throw kitty litter on spilled oil.

- 13) Have another beer while watching oil drain.
- 14) Spend 30 minutes looking for oil filter wrench.
- 15) Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
- 16) Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties. Drink a beer.
- 17) Buddy shows up; finish case of beer with him. Decide to finish oil change tomorrow so you can go see his new garage door opener work.
- 18) Sunday: Skip church because "I gotta finish the oil change". Drag pan full of old oil out from underneath car. Cleverly dump oil in hole in back yard instead of taking it to recycle.
- 19) Throw kitty litter on oil spilled during step 18.
- 20) Beer. No, drank it all yesterday.
- 21) Walk to 7 - 11; buy beer.
- 22) Install new oil filter making sure to apply a thin coat of oil to gasket surface.
- 23) Dump first quart of fresh oil into engine.
- 24) Remember drain plug from step 11.
- 25) Hurry to find drain plug in drain pan.
- 26) Remember that the used oil is buried in a hole in the back yard along with drain plug.
- 27) Drink beer.
- 28) Shovel out hole and sift oily mud for drain plug. Re-shovel oily patch of ground and avoid environmental penalties. Wash drain plug in lawn mower gas.
- 29) Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
- 30) Drink beer.
- 31) Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame.
- 32) Bang head on floorboards in reaction to step 31.
- 33) Begin cussing fit.
- 34) Throw stupid crescent wrench.
- 35) Cuss for additional 10 minutes because wrench hit Miss August.
- 36) Beer.
- 37) Clean up hands and forehead and bandage as required to stop blood flow.
- 38) Beer.
- 39) Beer.
- 40) Dump in five fresh quarts of oil.
- 41) Beer.
- 42) Lower car from jack stands.

- 43) Accidentally crush remaining case of new motor oil.
- 44) Move car back to apply more kitty litter to fresh oil spilled during steps 23-43.
- 45) Beer.
- 46) Test drive car.
- 47) Get pulled over; arrested for driving under the influence.
- 48) Car gets impounded.
- 49) Call loving wife; make bail.
- 50) 12 hours later, get car from impound yard.

Money spent: Parts \$50.00 DUI \$2,500.00
Impound fee \$75.00 Bail \$1,500.00 Beer \$40.00
Total -- \$4,615.00

(Of course, this applies only to non-British cars. No one in THIS club would ever do this!)

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



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.

For Sale

80 MGB-LE. Runs very well, good interior & top, no known rust, new tires, MG crested floor mats, shift knob, lug nuts. \$4,500 "It's my little baby ...but baby needs some TLC and I don't have the time." Dawn Ogrady (504) 338-6261 dawnogrady@msn.com (1/04)



80 MGB. Restored, great body, runs great, "No Rust", garage kept. 3 times first in class winner \$6,500. Sidney Cousans, New Orleans 504 834-9580 (daytime) 504 282-5208 (evenings) gem@gemprinting.com (12/03)

Wanted

60s TR4-A ...preferably red, model more important than color. David Block, Houston, TX (713) 266-9200, ext: 115; Cell: (832) 545-4939 (12/03)

Radio for Sprite/Midget/MGA etc. Must be positive ground or convertible polarity—prefer am /fm.

Fred Fabre (225) 356-5466 ffabre8@cs.com (11/03)

Bonnet for 70 midget, Fred Fabre (225) 356-5466 ffabre8@cs.com (1/04)

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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