

The Morris Gazette

British Motoring Club - New Orleans

March 04

Published Monthly

BMC-NO is affiliated with:

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

Have a safe and happy Mardi Gras and Valentines Day. And if you have any spare time, start getting your car ready for the car show. The show is March 20 at Delgado's City Park Campus, on the soccer field. See you there.



Bill Breithoff



June Harris' 79 MGB and Keith Vezina's 76 MBG at the World of Wheels Show



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January 27 Minutes

New president Bill Breithoff welcomed several new and returning members. Dawn Gonzales, owner of an 80 MGB was in from Slidell. Paul Webb, a returning member, is the original owner of a 76 Spitfire. Ronnie Palmisano is also back after several years absence. Ronnie has a 76 TR6. Several members were at the meeting who had not attended in a long time: Mike Glore, Terry Dempre and Joe Rogers. Welcome back, guys. By Bill's count there were 47 and 3/4 people present—46 adults, one infant and one pre-schooler.

Past Events: The December event was the Christmas party. It was as much fun as last year, with around 40 people attending. People brought plenty of food and there were even left-overs after the December board meeting which is traditionally held 2 days after the party to eat all the left-overs.

Two of the club members who participated in the Delgado paint class last semester exhibited their freshly painted cars at the World of Wheels show, at a booth sponsored by Delgado's auto-paint department. Keith Vezina's maroon MGB and June Harris' bright blue MGB both won awards.

Middendorf's in January drew 43 people but only a few British cars, even though the rain stopped just as the South Shore convoy left Kenner. Keith Vezina's MGB had a close encounter with a truck door in Middendorf's parking lot and was back in the paint shop two days later with a bad ding in the driver's door. There's something about fresh paint that just seems to attract that.

Car Day: The 14th Annual New Orleans British Car Day will be March 20 at Delgado's City Park Campus. This year a woman will photograph each car as it arrives, then taking orders for T-shirts with the car printed on the shirt. T-shirts will be available that same day, on-site. She will also be taking orders for coffee mugs and mouse pads, available for later pickup. Dave Hayden has fixed his Valve Cover race track and will be conducting valve cover races and radio-controlled car races during the show. Bill Harris announced that there should be several new vendors at the show including a company selling detailing products.

Everyone was encouraged to volunteer to help with the show at the next meeting. The Goodie Bag party is coming up. Please come out for dinner and a little work.

Member Projects: Keith Vezina has a source for original key blanks. They cost around \$7. However, if you are not a stickler for originality, Ace Hardware can match it with a Mitsubishi key blank that will work for \$1.50.

Cort Musgrave Jr. is now working at Gambino's and reportst that the shop is working on more MGBs. He has been putting show flyers in all British Cars. Cort Musgrave Sr. reported that he has successfully changed out the parabolic springs on his Land Rover, although he lost a thumbnail in the process. The car rides much less like a dump truck now.

The 50/50, a big pot of \$33.50, was won by Don Fysh. Mike Glore, Woody Dahl and Karen Vezina all won T-shirts. §

Dorsett Madness #7 by Jim Jones

Progress on my 49 Austin Dorset has moved a big step forward now that I have transported it to Peter Brauen's BMC Restorations in Kiln, MS. Peter will handle the structural repairs on the car's body (lots of metal lace in the front firewall area).



Peter and I will both take on the task of updating the car's drive train, controls, and braking system. An MGB test engine block and cylinder head have been mated to the combination transmission, composed of three different British units and installed onto the car's frame.

This action allows us to see just how much floor board & firewall material must be removed or re-formed to accommodate the engine/tranny combination, while still being able to remove the tranny, if necessary, from inside of or through the car. Removing the engine/tranny from the engine compartment as one unit on the assembled car would be a beast!

We have all but completed the adaptation of the original long gear shift lever to the 3-rail selector housing mounted to the top of the tranny case. It works very well indeed! The idea is to retain the original gear shift lever, brake pedal, clutch pedal, and accelerator pedal, but have them all operate updated equipment, i.e. different tranny, dual circuit MGB vacuum assisted master cylinder, hydraulic clutch and Webber carburetor. §

<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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A Line To Move by Jim Jones

If you have a need to replace one or both of the brake lines that run along the front side of the

rear axle of your MGB, install the new lines running along the rear of the axle housing. It will save you having to figure out why you have a braking problem after your car was hauled home by a “professional” tow truck driver.

(I enclosed the word professional in double quotes because most of these guys are any thing but! They do not care what they may damage on the car. They only care about just what must be done to wench the car up on their rig.)

That large iron hook at the end of their tow chain fits over a rear axle really well. But it can and will damage anything that runs along the front of that rear axle!

With the MGB, it will smash flat or almost flat the right-hand rear brake line. Your car will pull to one side while braking if the line has been smashed totally flat. If the flatted line has not been totally smashed, the car will still pull to one side while braking. But, it will also pull in the opposite direction after you removed your foot from the brake pedal!

Here is what causes these things to happen. In the case of a totally flattened line, the brake fluid cannot get to the wheel cylinder. That wheel receives no braking action and the car will pull to the direction opposite from that wheel.

In the second case, the wheel cylinder does receive some fluid slowly producing some braking action. But not enough and the car pulls to the opposite side from that wheel. After you remove your foot from the brake pedal, the braking action of the other three wheels cease very quickly. But the wheel with the partly flattened line is slow to release the brake shoes, as the fluid cannot return fast enough. It continues to supply some braking action for a while after you removed your foot from the brake pedal causing the car to be pulled for a short time in other direction.

Ask Cathy Greensfelder about this problem. All of the above applies to many other British cars as well. §

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.



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.

"A Treatise on the Importance of Smoke" from the Internet

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical.

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and telltale smoke smell. Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail.

"A gentleman does not motor about after dark." - Joeseeph Lucas, 1842 - 1903 .§

For Sale

80 TR7 80K miles, a/c, hard top and soft top, new paint. \$4,000 Bill Breithoff



(504) 488-8560 (3/04)

63 Elva Courier Mk III New frame & Suspension, needs upholstery, tires & wheels. \$13,000
OBO Cort Musgrave Sr 504-394-3633 (3/04)

69 MGB-GT, 70 MGB-GT, 76 MGB \$1,500.00 each. Lot's of MG parts. Dave Hayden 337-937-4929 after 5pm CST (3/04)

75 Porsche 911 Project Car \$4,500.00 Dave Hayden 337-937-4929 after 5pm CST (3/04)

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)

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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