

BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



The MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB - NEW ORLEANS, INC.

Dues Due: 02/28/97

James D. Jones
800 West 16th Avenue
Covington, LA 70433

JULY 1996



North American MGB Registry Chapter

MAKE YOUR PLANS NOW
FOR ALL THE UP COMING
BRITISH CAR DAYS.

SOUTH ALABAMA
ORIGINAL ANNUAL BRITISH CAR DAY
SITE CHANGED!

AUGUST 1996

BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10 CAR DAY POOL PARTY
11	12	13 OFFICER'S MEETING	14	15	16	17
18	19	20	21	22	23	24 JACKSON CAR DAY
25	26	27 GENERAL MEETING	28	29	30	31

UPCOMING CLUB EVENTS

ONE HOT MONTH!

- JULY 30**
GENERAL MEETING – New Orleans Hamburger & Seafood Restaurant, 817 Veterans Memorial Blvd., Metairie, La. at 7:30 PM.
- AUGUST 10 (Rescheduled from July 27)**
APPRECIATION PARTY – “A free “Thank You” pool party with free pizza and cold drinks in Mandeville, La. for those club members who worked the ‘96 Car Day (you know who you are). 7:30 PM to 10:30 PM. See map for directions.
- AUGUST 13**
OFFICER’S MEETING – Mike Anderson’s place at 7:00 PM.
 Maybe last chance for Mike’s famous banana splits.
- AUGUST 24**
CAR DAY – English Motoring Club’s British Car Day, Jim Buck Ross Agriculture and Forestry Museum in Jackson, Mississippi. Held in conjunction with the Highland Games. (See article)
- AUGUST 27**
GENERAL MEETING – New Orleans Hamburger & Seafood Restaurant, 817 Veterans Memorial Blvd., Metairie, La. at 7:30 PM.

IN MY TRAVELS by Jim Jones

It was Triumph Spitfire day. I drove over to member at large **Harold O'Reilly's** house in New Orleans, La. to assist him in rebuilding the front end on his Spitfire and to assist club member **Roy Richardson** in replacing the rear transverse spring on his Spitfire and install rear air shocks.

Before Harold and I attacked his Spitfire, we took a look at his Triumph TR7. This car had run rich and the original carburetors had extruded fuel from the air intakes and overflow tubes since he purchased it. Figuring that the stock carburetors were worn out, Harold replaced the carburetors with new down draft webers. A very nice change, but it did not fix the problem. The engine still ran very rich and no amount of adjustment would help. Next, he changed the main jets in the carburetors to the next size smaller. Still, no fix. After many phone calls across the country, the reading of many articles, etc., he discovered the cause of the problem. The problem was caused by the engine's mechanical fuel pump.

A previous owner, figuring more was better, had installed a fuel pump with a much greater capacity than the original. Harold acquired the proper mechanical pump and installed it on the engine. The engine ran for a short time and stopped. The arm on the new fuel pump had broken. More phone calls and he was told that the pump on his car's engine must use a spacer between the pump and the engine block. He ordered a new pump and a spacer. The arm broke again. More phone calls. Harold found that two spacers must be used. (His supplier had failed to tell him that he needed two.) He went to a junk yard, removed the fuel pump from an old TR7's engine and discovered that the spacer was indeed twice as thick, and upon closer inspection, found that the spacer was really two stacked spacers.

The new pump with the proper number of spacers was installed and problem was resolved. We made the necessary carburetor and linkage adjustments and the engine ran fine. I think the engine is on the lean side, so Harold will reinstall the original main jets and make the necessary adjustments later on.

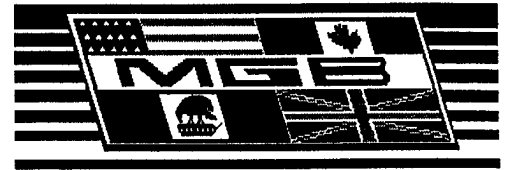
Now, back to the Spitfires. Harold had purchased the complete front suspension kits for both sides. On the right side, the front upper control arm bush's metal sleeve had frozen to the pivot bolt and both had to be hacksawed in half in order to be removed from the bracket.

If you have occasion to replace the upper ball joint assembly, remove the hard gray vinyl protective cover from the new unit before attempting to do so. It is not a new type of seal. Boy, sometime I sure can feel dumb. You may see this protective cover on some new steering tie ends, ditto for these.

While Harold and I were busy working on his Spitfire, Roy was busy removing the necessary parts for the extraction of the rear transverse spring on his Spitfire. The position of rear wheels had looked like the rear wheels on an overloaded VW. I helped Roy remove the old spring and we soon discovered that the short upper most leaf was cracked in half. Roy installed a used, but good, rear transverse spring and the new rear air shocks. After lowering the Spitfire back down on the ground and rolling it forward a few feet, the rear wheels were back in their proper position once again. The new air shocks were pressured up to minimum. Roy installed the shock's pressure lines individually, so that, each shock can be used to compensate for any difference in side to side rear end height. The car sat evenly, no unequal inflation of the shocks was necessary.

We did not get to work on the left hand suspension of Harold's Spitfire, but he now has the experience under his belt to enable him to complete the job with no trouble. Roy is going to look around his Spitfire and see if other areas are in need of attention.

Well, I finally received the proper front brake shoes for my '67 Morris Minor 1000. One of the old brake shoe linings was so thin that the adjuster had to be cranked all the way up. I picked up the rebuilt cylinder head for my '69 MGC-GT from the machine shop. I have cleaned the exterior portions with solvent and painted them with Moss Healey Green Engine spray paint. **Cliff Hughes** will come to my house and help me put the cylinder head in place over the engine block studs. It is just too heavy for me to handle by myself.



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ELECTIONS FOR CLUB OFFICERS

It seems a little early to be discussing the election of club officers, but the time is fast approaching. The elections are held on the last Tuesday of October at the club's general membership meeting and it is already the end of July.

Keith Vezina will not be running again for club president or any other office, as family and job commitments are consuming too much of his time and these must come first. Mike Anderson, club vice president seems to be in the same boat. Anne Filoux, club treasurer, has served the term limits of her office. Hopefully, she may run for another position. Your club newsletter editor, Jim Jones, will run again for this position. Our members at large, at present, all seem to be willing to run again for their present office or perhaps another position.



As can be seen, your club needs new blood to fill the voids. Running for any club office is easy. (Corresponding members are not eligible to vote or hold office) Just tell any present club officer of your desire. Your name will be included on the October ballot under the office of your choice. This is a great opportunity to become a part of your club's future. Think about it. You can also nominate any other full club member for office, just ask them first if they would consider serving.

What does holding an officer's position involve? Here is a brief run down. The president holds sway over the officer's meeting and the general membership meeting each month. The vice president coordinates all of the club's events with the exception of the Annual Car Day. The treasurer keeps the books, controls the club's checking account, and handles the club regalia. The editor handles everything to do with the Morris Gazette newsletter and is the club corresponding secretary. The members at large each represent a geographic area of club members and contact interested members about club events, etc. All officers have a full vote on club matters brought up at the officer's meetings.

Get involved! Run for club office.

OFFICERS FOR CALENDAR YEAR 1996

BOARD of DIRECTORS:

PRESIDENT	KEITH VEZINA	504-443-5056.
VICE PRESIDENT	MIKE ANDERSON	504-466-2717.
TREASURER	ANNE FRILOUX	504-464-1734 FAX. 504-464-1292.
EDITOR	JIM JONES	504-892-7774 VOICE & FAX.

MEMBERS at LARGE:

BILL BREITHOFF	504-288-4019.
CATHY GREENSFELDER	504-392-9261.
KARL KEIGER	504-737-2086.
HAROLD O'REILLY	504-486-5837.

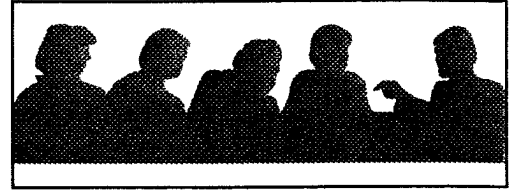
CAR CLUB DUES

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow the month before and the month that your dues are due.

If your dues are due, send them in now before you miss out on your next MORRIS GAZETTE!

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

Club president, Keith Vezina opened the meeting at about 7:30 PM. Keith opened a discussion on the recent consumer report on TV about oil changing periods and types. It turned out to be quite lengthy. The guest speaker was Glenn Brock, who was involved in building the first California "Go-Carts" and the first "Rear Engine Indy" racing cars.



Reports were given on last month's events and the club's upcoming events. The management of the Bush House of Seafood has requested an earlier or later time for our arrival. The pool site for the Car Day Appreciation Event is not available for July 27th. (See Article-Event Changes)

Keith reported on the changes brought on by Jefferson Parish politics at our Car Day site. Some changes to the Car Day may be required by the Committee Heads.

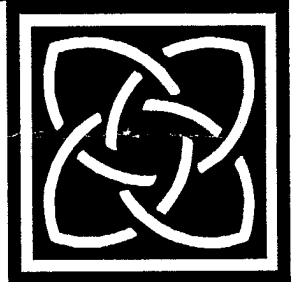
Charter club member, Snubbs Bienvenu, was roped into organizing this year's Annual E. E. Reynolds Rally. Member at Large, Harold O'Reilly, talked about the SCCA's novice program and the possibility of associating the club with a national Triumph Registry.

The 50/50 was won by Dave Hayden at \$22.50. Three "Goodie Bags" were also drawn for and awarded. Keith closed the meeting at 9:00 PM.

Eleven British cars were driven to this month's General Membership Meeting.

ENGLISH MOTORING CLUB CAR DAY

Highland Games & British Car Day, August 24, 1996 at the Jim Buck Agriculture and Forestry Museum Site, I-55 Lakeland exit in Jackson, Mississippi. Tickets to the games must be purchased upon entering at \$6.00 for adults, children under 12 free. Car Day registration is \$15.00 and \$5.00 for each additional car. Judging by panel. Cars must be on site between 8:00 AM and 9:00 AM. For more information call: Alex Wade at 601-825-9611.



This show is on the small side, but the games provide entertainment all day long with full dress parades, games of physical skill, sheep dog trails, Scottish food & drinks, and goods of all sorts.

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
TEL () _____

CAR # 1
MAKE _____
MODEL _____ YEAR _____
CAR # 2
MAKE _____
MODEL _____ YEAR _____

Registration is \$15.00 for your first car and \$5.00 for each additional car.
Trophies and dash plaques will be awarded.
Host hotel is the Quality Inn - 601-982-1044.

CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER	\$ 1.00		

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ORDER FROM CLUB TREASURER ANNE FRILOUX AT GENERAL MEETING.

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CARS WANTED

SPITFIRE or TR4 – Call Dave Brill at 504-455-2890.

SPARES WANTED

TONNEAU COVER – '75 Spitfire. Call Roy Richardson at 504-833-4840. (Metairie, La.)

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A TOOL FROM THE KITCHEN by Mr. Goodspanner

There are special tools for every job, but you do not necessarily have to go out and buy them when you need them. Sometimes, they are hiding in your home just waiting to be discovered.

Cutting foam material brings to mind just such a tool for the job. Scissors, knives, etc. do a miserable job of cutting and shaping foam material and special hot wire tools for the propose are expensive. A usable tool may be living in your kitchen. It is the, once world famous, "Electric Carving Knife". Back in the "old days" everybody had at least one around, even if it never was used but once a year to carve the turkey for Thanksgiving or Christmas dinner. If your up-to-date home do not have one, check with grandma. I know that she has at least one of them around the old homestead. The brand name is not important.

Caution, do not tell grandma or your wife the propose for which you need the carving knife. There is this belief that cutting foam and such with a carving knife will dull the knife's blades. Before you return the carving knife, remove and separate the blades for cleaning. If grandma finds any bits of foam between the blades, she will probable never loan you the knife again when you need it and you will get a tongue lashing from the dear old lady.

Do not let your grandma read this article!

OLD CYLINDER HEAD WORK by Jim Jones

I have had the parts on hand to rebuild the cylinder head on my '69 MGC-GT for a long time. I finally decided to do something about the embarrassing smoke exiting the tail pipe, the heavy oil usage, and the fouled spark plugs.

I performed a compression check and found that the compression of each cylinder was at 180 lbs. All cylinders checked out at above factory specifications (gauge error or carbon build up) but the readings were very even. The good compression readings did not rule out a broken or collapsed piston oil ring, but surely not all the oil rings are broken or seized. For after removing the cylinder head, I found that all the pistons, combustion chambers, and spark plugs showed the same oil deposits. None of the cylinder walls showed any scoring. I have concluded that the problem is worn valve guides and/or broken valve guide seals allowing oil to be sucked down pass the intake valve stems into the combustion chambers. Inspection of the intake and exhaust ports seemed to confirm this conclusion.

I will certainly find out, if I am correct, after the rebuilt cylinder head is reinstalled. I have a new set of dual valve springs, bronze valve guides, new valve guide seals, and all necessary gaskets. The "C"'s cylinder head is at the machine shop now. I will have the machine shop replace the exhaust valve seats, guides, and springs and determine if any valves or intake seats need to be replaced. Why not go with new hardened valves and seats? Well, for one thing they are very expensive for the "C" model. For another thing, I have not all ways found it to be necessary. My experience and that of others with the rebuilding of many cylinder heads has proven that if the valves and intake seats are in good condition, (as determined by the machine shop) replacement of these items is just not necessary.

I know that my opinion will raise some eyebrows out there; what with the unleaded fuel thing. But, when a cylinder head has 80,000 to 100,000 miles or more on it, and the valve and seats are still in good condition, the machine shop can do all that is necessary to insure that they will work well for another 100,000 miles. The valves and seats in some cylinder heads go to hell (imperfections when manufactured?) and others do not. The valves do not cup and the seats do not recede. Nobody seems to be able to explain just why. The ones that do hold up, seem to last forever. When I changed to a 1275cc engine in my '64 MG 1100, I had the cylinder head rebuilt. But, the machine shop said that the valves and seats were just fine and so they are. I stored away the old 1098cc head which had 115,000 miles on it. Club member **Michael Delacerta's** Mini cracked its cylinder head at a water port. I gave him the old cylinder head that I had saved, and with the old unrebuilt cylinder head his Mini is running just fine, thank you.

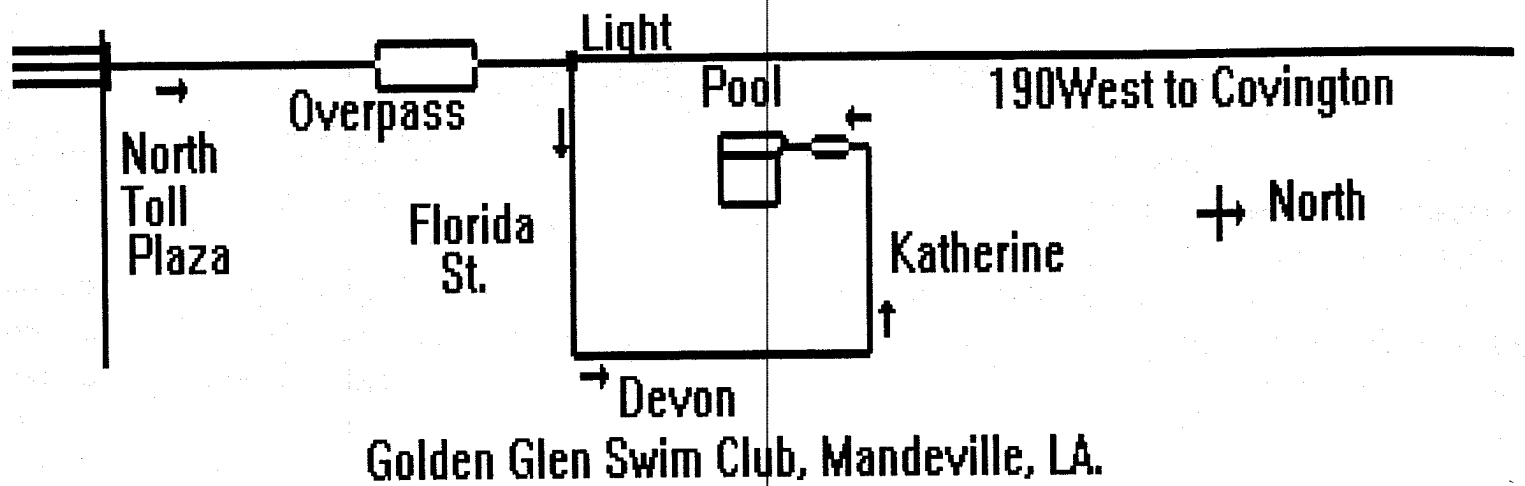
One thing is for sure, do not have a cylinder head rebuilt just because it is a "good idea". It is not! If your car has good compression and is not consuming lots of oil, save yourself the work and the money. That cylinder head may out live you!

AN OLD TIP REVISITED by Mr. Goodspanner

While assisting **Peter Brauen** to replace the two grommets which serve as accelerator pedal shaft bushings on the TR6, Peter reminded me of an old, but often forgotten tech tip.

Rubber or vinyl grommets, whether they serve as bushes or seals for the passage of cables or wiring, can be a real beast to install without damaging them in the process. Here is a useful tip for you.

Fill a small container with very hot water. Drop in the grommet and let it sit for five or ten minutes depending on its size and hardness. Remove the grommet (with a tool, not your fingers) and you will find that it is much more supple than it was before soaking in the hot water. Install the grommet as soon as it can be safely handled. After it cools off, the grommet will be the same as before and you will find that it was much easier to install.



.JAGUAR RESTORATION NEARS COMPLETION by Jim Jones

The final restoration work on the **Scharntz's '64** Jaguar Mark II continues. **Peter Brauen** and I repaired the ac generator which powers the tach. The unit is driven from the end of the engine's right hand cam shaft, and the valve cover and rear bearing cap for that cam shaft had to be removed to insure that the installation was proper. The job proved to be quite interesting and satisfying as a new unit is (NLA) no longer available. We had been advised to change the tach with an ignition coil driven impulse unit. But, that would not do if we could help it.

The filter screen in the expansion valve for the air conditioning system was found by the a/c shop to be clogged and Peter had to replaced it. The expansion valve, evaporator coil, air ducts, and fans are mounted in the trunk of this vehicle. Peter had to effect the change of the unit through the opening left by the removal of one of the fan assemblies while sitting in the trunk compartment. The size of the flair nuts required the use of large wrenches in a rather small enclosure. By the time Peter got his hands and the required wrenches in place, there was little space left for movement. But, in time, the task was accomplished with a lot of effort and just a few cut knuckles. You have to give up a little blood to do this kind of work.

Problems of this nature are to be expected after tearing a car completely apart and repairing, upgrading, or replacing everything. As every car is different, some of the work is "learn as you go". It just goes along with the job. Heck, even brand new cars have problems. That is why the makers provide warranties.

IN MY TRAVELS UPDATE by Jim Jones

Cliff Hughes and I trailered his Austin Healey body and frame to Good Hope, La. for professional sand blasting. **Peter Braun** had already completed the repair, including some frame and panel replacement. The job left the car looking good, but it did expose some previously unseen rust damage (Swiss cheese) on the front ends of the frame. This is to be expected; it is the kind of damage which shows up months or years later after a car is prepared and painted, if it is not first blasted clean. The AH body and frame is now in Cliff's garage and will be primed very soon.

Mike Schrantz and **Cliff Hughes** came over to my house and helped me install the rebuilt cylinder head on my '69 MGC-GT. The head is in place and torqued down. The manifolds are in place. But, I decided to stop at that point. It was just too hot and I had spent the whole day in the sun yesterday. I think that both Mike and Cliff were happy with the decision. Ninety degrees plus in the shade is a beast!

Harold O'Reilly has completed the left hand suspension rebuild on his Spitfire with no difficulty. **Roy Richardson** took a peek at the brakes on his Spitfire and found that it was high time for some work in that area. He has since done the necessary work.

The **Schranzt's '64** Jaguar Mark II now has a functional A/C system. The car's engine temperature raises higher than desirable at idle and this problem will have to be addressed.

Have a store to tell about your British car? Write it up for an article in the Morris Gazette!

BUSH RUN REPORT by Jim Jones

Altogether nineteen club members, their family, and guests attended the "Annual Bush Run". (Sometimes known as the "Alka Selsa Run" due to the over eating of some members) Less people than previous years and only two British cars were driven: My '64 Morris Minor 1000 and Roy Richardson's '75 Triumph Spitfire.

The seasonally hot weather was tempered by over cast skies and off & on light rain. We took a vote and decided to drive to the Abita Brewery Restaurant for refreshments instead of taking a country cruise. We sat at the outdoor tables in front of the restaurant sipping the local brews. After that, we drove to the Bush House of Seafood and delved into the buffet.

A potential new member, **Joe Huffman** and his wife attended as the guest of club member **Frank Daniel**. (Both are members of the Mardi T's MG Club) Joe owns a '52 Jaguar 120, a '34 MGPA and others. He resides on the north shore.

We all left around 9:30 PM with stomachs filled to capacity. The night drive back home in my Morris Minor 1000 was cool with my "2-50" air conditioning. (2 windows down and 50 MPH)

WELCOME NEW MEMBERS

New full members are entitled to a BMCNO T-Shirt, Club Membership Card, Name Badge, and Holder. The T-Shirt, Card & Badge Holder will be shipped to new members free of charge.

The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

Bob & Audrey Barback 2514 Victor Street Chamette, La. 70043 504-271-269
'60 Austin Healey Mark I BT7, Black/Silver.

SABCC CAR DAY SITE CHANGED

The South Alabama British Car Club has changed the site of its 6th Annual Original British Car Day. The date for the event remains unchanged, Saturday, October 5th, 1996.

The new site is **Bellingrath Gardens** located on the western shore of Mobile Bay. The site is just eleven miles off of interstate 10 with direction signs everywhere. You cannot miss it. Every British car registered will receive two admission tickets to the Gardens. The cars will be displayed on the Great Lawn! More information and pre-registration forms will be made available soon. If you need information now call: William Colburn at 334-947-6125.

Editor's Note: Wow! And I thought the Grand Hotel site was a good idea. But, Bellingrath Gardens sounds like a great idea. I just love to park my British car on the grass!

ANOTHER TOOL "Made in China" FAILS! by Jim Jones

I was again on site when yet another tool made in China failed. It was a set of gauges and hoses for charging an automotive air conditioner system. The high side hose ruptured without warning. The system had been evacuated, the hoses connected properly, and the second small can of refrigerant was still at least half full. Although the red hose was rated at 600 psi, it failed big time with only 250 psi on the gauge. No one was injured, but it sure scared to hell out of us and a lot of refrigerant was lost before a rag could be thrown over the ruptured hose and its fitting disconnected.

The cheap purchase price of "Made in China" equipment and tools directly reflects their lack of quality!

