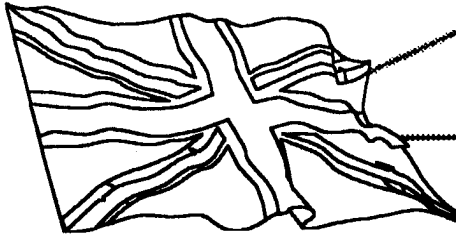
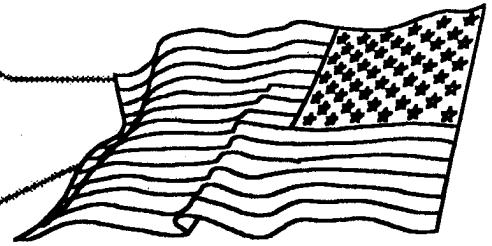


BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



The MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

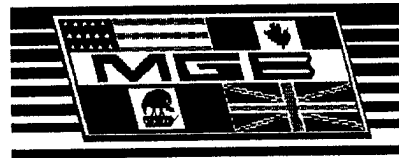


THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB - NEW ORLEANS, INC.

Dues Due: 02/28/97

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

FEBRUARY 1997



North American MGB Registry Chapter




**7th ANNUAL BRITISH CAR
DAY!**

MARCH 22nd

CARS, FOOD, VENDORS!

BMCNO CALENDAR OF EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT
MARCH 1997						¹ STENNIS SPACE CENTER
2	3	4 Officer & Car Day Meeting	5	6	7	8
9	10	11	12	13	14	15 GOODIE BAGS
16	17	18 General Membership Meeting	19	20	21 PRE REGISTER RECEPTION	22 CAR DAY
23	24	25 Meeting Moved 	26	27	28	29
30	31	UPCOMING CLUB EVENTS				

FEBRUARY 25

GENERAL MEETING – New Orleans Hamburger & Seafood Company located at 817 Veterans Memorial Blvd. in Metairie, La. for 7:30 PM.

MARCH 1

STENNIS TOUR – Cruise to and Tour of the Stennis Space Center. Convoys: 9:30 AM, Lake Forest Plaza Shopping Center, New Orleans East, Off I-10 at Reed Blvd. and 9:45 AM, Holiday Shopping Center (Computer Depot), Covington / Mandeville, Off I-12 on Hwy 190.

MARCH 4

OFFICER/CAR DAY MEETING – Cathy Greensfelder's place at 7:00 PM. All Car Day committee heads please attend. 5537 Berkley Drive, Westbank.

MARCH 15

GOODIE BAGS – Come one & all to help make up the Car Day Goodie Bags. Eat pizza and socialize at the Friloux's warehouse located on Marie Street & Airline Hwy. in Kenner at 3:00 PM. Westbound one block from New Orleans International Airport on your right.

MARCH 18 (RESCHEDULED FROM THE 25TH)

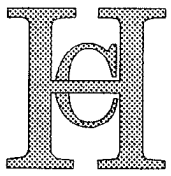
GENERAL MEETING – New Orleans Hamburger & Seafood Company located at 817 Veterans Memorial Blvd. in Metairie, La. for 7:30 PM. Raffle Ticket Contest Deadline.

MARCH 21

PRE-REGISTRATION & RECEPTION – Holiday Inn at 6401 Veterans Memorial Blvd. at I-10 in Metairie starting at noon. Reception begins at 6:00 PM at the church next store. Come help with registration if possible and come to enjoy good eats at the reception.

MARCH 22

CAR DAY – 7th Annual British Car Day at Lafreniere Park in Metairie. Register your Car Now!



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10-97

THE WATER PUMP BLUES by Jim Jones

I just installed a new water pump on the engine of my Morris Minor. The new pump look just like the old one at first glance. The box in which it came indicated that it was made in Japan. These guys are usually very good at coping original parts, so I deemed it worthy of my car.

After installation, I began to refill the radiator with 50/50 antifreeze mix. As I filled the radiator, I was checking for any leaks at the hose connections.

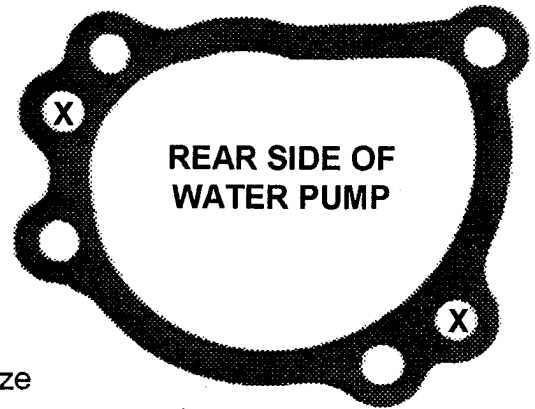
Wow! I had a leak all right, but a quick inspection reviled that it was not at a hose connection. I began to track down the source of the leak. I could determine that it was coming from somewhere between the mating surfaces of the pump and the engine block, but not just where.

I again removed the radiator and the fan assembly, and dropped the generator down in an effort to be able to see things better. This time I could see from where the leak was originating. It was just to the left of the by-pass hose at the water pump gasket. What happened? I prepared the mating surfaces. I used a new gasket. I torqued the bolts properly. I removed the new pump and I could not see a thing wrong with the mating surfaces of the new pump or the engine block. I used a metal ruler as a straight edge and the pump's mating surfaces appeared fine.

I compared the old and the new pump. (Never discard the old part until you are sure that the new part will fit or work properly.) I finally saw a difference in the two units and at the same time remembered something that I had noticed when I removed the old pump. The difference was that the new pump's mating surface did not extend to the outer halves of the holes for the two locating pins (marked X in the drawing) positioned in the engine's block. What I had noticed when removing the old pump was that the upper most of the two locating pins was missing from the engine block. I did not pay too much attention to this fact as it did not leak from there before. I just though that the Brits were saving on production cost by concluding that the use of two pins were not really necessary. After all, they did save money by not installing a temperature gauge or dash warning light on this car when the older models did have them.

The upper most locating pin's hole in the engine block does not normally enter the water pump cavity. But my car's does and with half of that part of the pump's mating surface missing and the pin missing, it was "leak city" big time. I could not locate another pin in my vast collection of spare junk. So, I removed the lower pin and with some sealant behind it, I installed in the upper position. In the lower position, I cut a fulcrum pin to length which was very close to the proper diameter. Not made of steel, but better than nothing. Why the Japanese manufacture undercut the outer portions of the pin holes, I do not know. The gasket that they supply is the same dimensions as the old one.

I reinstalled the radiator, hoses, etc. and after filling the radiator, found no more leaks. I though that this was going to be an easy repair job. I am recording this adventure under: "You never know what problems you will run in to with British cars and OEM (Other Equipment Manufactured) parts."



SEND IN YOUR CAR DAY REGISTRATION FOR YOUR BRITISH CAR NOW! YOUR CAR DOES NOT HAVE TO BE "SHOW QUALITY" TO BE IN THE CAR DAY. JUST THE VIEWING OF YOUR MAKE AND MODEL OF CAR WILL BE GREATLY APPRECIATED BY THE MANY BRITISH CAR ENTHUSIASTS.

IN MY TRAVELS by Jim Jones

After changing the water pump on my '67 Morris Minor 1000, I realized that the car did not have a temperature warning light, much less a temperature gauge. (The only gauge that this vehicle has is the fuel gauge.) I checked the engine's cylinder head and found that it did have the threaded hole for a sending unit, but it was plugged off with a fitting.

Earlier models had a capillary gauge installed. Capillary type gauges are expensive and I can understand the logic in switching to an electrical gauge or even to a warning light, but to install nothing at all seems unbelievable. I had remedy this situation. I had already installed an after market oil pressure gauge under the dash and did not have to drill any holes in the dash as the mounting holes in the gauge's holder matched the mounting screws for the glove box's left-hand hinge assembly.

I had a spare Smith's electrical temperature gauge, an after market under the dash holder, lots of British color coded wires, push-on clips, clip insulators, and I ordered a temperature sending unit for a late model MGB from a parts supplier. I checked the wiring diagram for a MGB and found that all I had to do was run a wire from the sending unit to the gauge and from the other terminal of the gauge to the terminal of the fuel gauge which was connected to the voltage regulator.

After the temperature sending unit arrive, I installed it in the engine's cylinder head, ran the necessary wiring, and the gauge worked as expected. Attaching the gauge's holder to the existing oil pressure gauge's holder was a different matter. I did not want to drill any holes in the dash, so prepared a metal strap for that purpose. It worked out well. I know that they make holders for mounting two gauges, but I just worked with what I had on hand at the time. It was more fun that way and no more expense was involved.

Wiring up the gauge's light was easy, as I just tied into the existing wire for the oil pressure gauge light which I had previously connected to the dash light switch. Now I can monitor both the engine's oil pressure and its coolant temperature.

Peter Brauen has completed the frame and panel work on **Frazer Rice's** "blue" MGA. (Not to be confused with his "red" MGA on which he and I performed a mechanical rebuild.) The rebuilt engine, transmission, and suspension are all in place. The car has been transported to Coventry Motors in Covington, La. for body and paint by owner Stephen Bordelon. After it has been painted, Frazer and I will be putting the car back together at **Cliff Hughes'** building in Covington, La. It has been some time since I have reassembled a car that is like new clean and with nice clean parts to boot! Peter is presently doing frame and panel work on **Mike Schrantz's** Austin Healey 100-4 at his shop in Bay St. Louis, Ms.

MIDDENDORF RUN REPORT by Jim Jones

Twenty-three British cars were on hand and fifty-three club members and their guests attended the annual Middendorf Run this year. The weather was ideal; cool with a clear blue sky. The seafood was great and talk centered mostly around repair and restoration work being done on member's British cars. This was a major club gathering. If you failed to attend, you certainly missed a great event!


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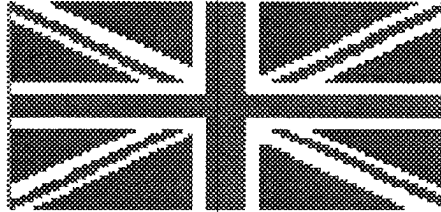
WELCOME NEW MEMBERS

New full members will receive a BMCNO T-Shirt, Club Membership Card, Name Badge, and Holder.

New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge.

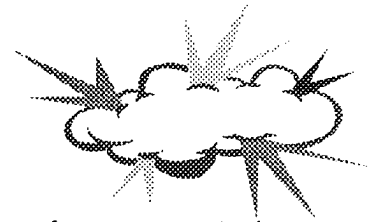
The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

Steven Wilson
117 Eleanor Avenue
Pass Christian, Ms. 39571
601-452-9484
'68 TR250, BRG
'72 TR6, Jasmine



Robert "Tippy" Barback
3012 Judy Drive
Meraux, La. 70075
504-271-2784
'59 Austin Healey
BT7 3000.

IT JUST WENT BOOM! by MR. Goodspanner



Many hazards can present themselves while we are maintaining our cars. An unexpected one can occur while using a vacuum cleaner. Any device with an operating motor creates sparks which can be a source of ignition. If fuel vapors are present, those sparks can ignite the fumes which will be drawn into the vacuum cleaner, explode, and destroy the vacuum cleaner. BOOM! If the noise of the explosion does not disorientate you, the cloud of dust which follows the explosion certainly will do so. Several reports concerning this have been published in the newsletters of British car clubs. So, be careful and use your built-in sensing device, commonly called a nose, before turning on anything that uses a motor.

Remember that a natural gas hot water heater's pilot light can also be a source of ignition if the heater is located inside of your garage. BOOM! again. Turn off the heater's pilot light or move your car outside of the garage if fuel vapors are present. Raising the hot water heater 18 inches or more off the floor will go a long way to preventing the ignition of any potentially explosive fumes. This height requirement is part of new building codes in many cities today.

Speaking of fuel, *never* suck on a fuel line or suck on a hose to start a siphon. A mouth full of fuel is bad enough, but if you draw it into your lungs will kill you. *Not hurt you, Kill You! Be Safe, be alive.*

MAKING DO by Mr. Goodspanner

Sometimes you just have to make do with the tools you may have at hand. If your British car is an older one or was manufactured by a company which refused to change with the times, standard American wrenches will not fit some or all the nuts and bolts. My 1967 Morris Minor is loaded with these fittings. A 1/2" wrench may be just too small to fit and a 9/16" wrench may be too large.

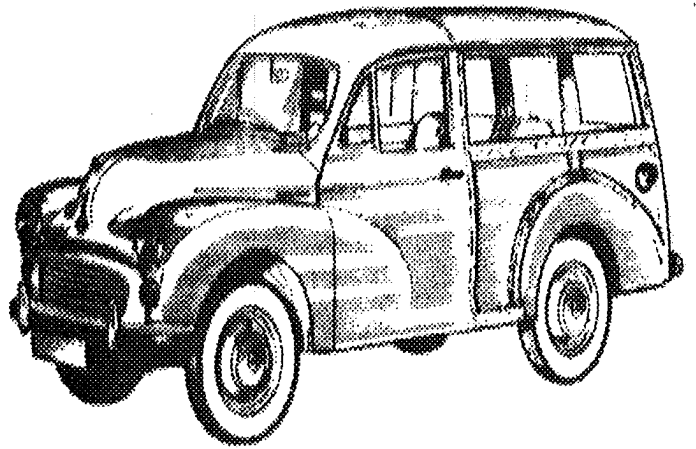
If you have metric wrenches in your tool inventory, your in luck. They will usually fit these nuts and bolts when your American wrenches will not.

When a 1/2" American wrench is just too small to fit, a metric 13mm wrench will fit. Of course this applies to sockets as well. I bit the bullet and purchased a set of opened end Whitworth wrenches made by William's in England named "Superslim". The wrenches are made of a "black" steel. I also purchased a line wrench made by them for use on brake fittings and such which is chrome.

Life will be made much easier now when I am working on my Morris. If your British car is fitted with Whitworth nuts and bolts, suppliers will usually not provide you with Whitworth's, but the American sized equivalent. Save all of them that you remove from the car and do not mix them up with American sizes.

THE FEVER HITS AGAIN! by Jim Jones

I am really not prepared for another British car. I have too many British cars already. I do not have the space, but I have done it again! This time I have committed to purchasing a Morris Minor Traveller; a station wagon type vehicle with all that wood. I just could not help myself. It is a sickness, you know. I am not truly responsible for buying another British car. It is the fault of club member **Cliff Hughes**. He was on vacation in North Carolina last year when he read the local classifieds and found a "British Station Wagon" listed therein. He called me and related the information on the vehicle. He has the "Sickness" as well and I guess that misery just loves company.



The car's body, paint, and wood are said to be in great condition. However, the engine is out of the car (it still turns over by hand,) and transmission is missing. The transmission was removed for repair and the owner, now deceased, was told that it was not worth repairing. I guess that he just threw it away! The car has been setting since that time, about ten years or so. Sounds like my Morris sedan. It was up on cinder blocks for twenty years before **Peter Brauen** and I towed it back from Bessimer, Alabama! I would like to install a 1275cc engine, midget/sprite transmission, rear chunk, and front disk brakes anyway. So, the missing transmission is no big deal. The seat covers are all cracked, but the headliners both front and rear are said to be in perfect condition.

Now I have to make all the arrangements for a trip to North Carolina and the towing of the car back to Covington, Louisiana. I decided not to impose upon my club friends and I prepared my Toyota Previa van for towing. It does have a four cylinder engine installed, but it is a strong one, the Morris is light (1825 lbs. less the engine and transmission), I plan to utilize a dolly and not a car trailer. The first task was to have a receiver hitch installed. No problem here; a local shop located a 3500 lbs. unit for my Previa and they just had to order it. A bonus is that the spare tire will not have to be relocated. Air shocks were a problem. AutoZone did not even list them for my vehicle. I looked in the J. C. Whitney catalog and they were not listed there as well, but I gave them a call and their technical department located a set of "AirLift" bags for the van. Which shows you that sometimes you must ask for what you may need in order to receive it.

I gotta be sick, there is no other explanation for this.

SOMETIME LATER: With the van loaded with tools and four mounted tires from my Morris sedan, **Cliff Hughes** and I set out for Asheville, N.C. on the Sunday before Mardi Gras. The trip up was long, but uneventful. Well, except for the rock that cracked my windshield. We arrived in West Asheville late that night and stayed at house of one of Cliff's relatives.

It sure was great having Cliff along, as he knows the roads in that part of North Carolina. I did not have to do any navigating. Monday morning we discovered that it was snowing!. The pick up location for the tow dolly was just a mile or so away. Some hassles here, but we did get the dolly and were on our way to pick up the Traveller in the town of Nebo which was about 45 minutes away. The directions that I had be given to find the farm where the car was located were easy to follow and after about 20 minutes, the seller arrived. He told us to drive down the gravel road past his house and we would see the car. We were on our own. As expected, all the tires on the car were flat. I had brought along an electric air pump, but the gravel road did not extend to the shed and the bare ground was slick (Melted snow) and I was afraid that the van might get stuck. Due to the position of the car in the shed, we could only install three of the tires that we had carried with us. We placed boards under each tire to compensate for the holes in the ground created by the old flat tires. That was enough and we were able to push the car out from the shed and replace the fourth tire. At that point, I removed the drive shaft and filled the differential with oil. With the use of a tow dolly, the rear wheels would be on the road and presence of lube in the rear end would be essential. (Continued on next page)

MORE OF THE ADVENTURE

We loaded the removed engine into the Traveller, along with the four old tires, and reinstalled the bonnet. The owner showed up about that time and offered to use his tractor to pull the Traveller up on the gravel road. The three of us pushed the car up on the tow dolly and strapped it down. A short run to see a public notary (Local mom & pop grocery store), paid the owner for the car, and we were began out trip back home. No car title at this time, as the North Carolina Dept. of Transportation is having computer problems and they must search the archives manually in order to supply a copy of the original title.

We did not make the whole trip back in one day. We stopped over in Tuscaloosa, Alabama at a Best Western Motel which had drive through parking for semi-trailers. (You cannot back up with a car on the tow dolly.) Tuesday morning we started out to complete the journey back to Covington, La. We paused briefly at one point to air up the old tires and found that all four held pressure. As we approached Covington, Cliff remembered that a Madi Gras parade was scheduled for downtown Covington around the time we would arrive. It is not possible to get to Cliff's building if you cannot travel Covington's Main Street. We lucked out! The parade had already passed down Main Street and safety of small children pedestrians became our only concern.

As we arrived at the shed, a car pulled over and a member of the Benson family (of regional car dealership fame) exited to have a look at the Traveller. In the past, a Benson dealership sold British cars. He was quite interested in seeing the Traveller. Cliff and I reinstalled the good tires back on the Morris sedan and reinstalled the old tires (Now aired up) back on the Traveller. I backed the sedan out of the shed and we pushed the Traveller inside. I drove the van to my house, disconnected the tow dolly, and I brought Cliff home.

The next morning, I hooked the tow dolly up and dropped it off at a local U-Haul dealer. End of trip. But, not the end of the story! After relaxing with a hot mug of coffee, I asked my mom to drive me to the Cliff's shed so that I could retrieve the Morris sedan. She did so and upon arriving I saw club member **Karl Keiger** with his old Midget racer on his trailer. He is selling the old racer and will now be storing his beautiful bright green racing Midget at the shed.

With the engine out of the Traveller and the transmission missing, I had already decided to install a 1275cc engine (Which I already have.), a Midget transmission, and Midget rear end chuck in the Traveller. I recalled that Karl had placed an ad in the club newsletter wanting a 948cc engine. I asked him if he still was looking for the engine and he said that he was. I then asked him if he had any Midget transmissions. He said that he had several and we struck a deal, engine for tranny. We placed the engine in Karl's pickup truck and he carried it back home to River Ridge with him. Karl will bring the transmission with him to the club's next general membership meeting. Sometimes thing just work out themselves on their own.

You will be reading alot about the Traveller in future club newsletters.

NEW CLUB T-SHIRTS by Jim Jones

Your club officers are currently working on a new club T-shirt. An embroidered club logo (not a patch) as opposed to a silk screened logo may be used. By purchasing the shirts locally, the cost per shirt can be reduced. The embroidered logo is already available from Initial Designs in Covington, La. and no art work is necessary. Club member **Fred Mayer** had the club logo converted to the digital information necessary for the embroidering equipment several years ago. We can also purchase just the sizes of shirts that we need and not be restricted to buying minimum lots of twenty-four at a time. The Initial Difference people will sew the logo on our shirts with no minimum quantity required.

You can have an embroidered club logo placed on any garment of your choosing by Initial Difference for about 5 to 6 dollars per article of clothing. I would be happy to deliver an article(s) of clothing to the shop, as I live in Covington, for any club member. Just make it available to me at one of the General Membership Meetings. Place a tag on the garment with your name inscribed and the approx. desired position of the logo. The positioning of the logo cannot always be exactly as you desire (an inch or so off). A logo placed on a pocket may require that the pocket be removed and re-sewn to the garment. This type of work may entail an extra charge. Look cool and be identified as a BMCNO member!

BRITISH CARS & SPARES

CARS FOR SALE

A-H SPRITE – '67 MK IV, Primrose Yellow, Engine & Gearbox Overhauled Recently, New Top, Tires, Exhaust, Brakes, Clutch, Shocks, Suspension Bushings, Etc. Not Show Quality, But a Good, Usable Strong Running Car. \$2400 OBO. I Have Too Many British Cars. Just purchased an other one. Karl Kieger 504-737-2086 (River Ridge, La.)

AUSTIN HEALEY – '64, Red over Black, Black Interior, New Top, Painted Wire Wheels, Overdrive. Good Shape. Asking \$7500. Call Bill Gieseler at 504- 746-8563 Home or 504-835-2577 Work. (Destrehan, La.)

BUG-EYE – '60, Many New Parts, Too Many Too List. Moving out of State, Must Sell! \$1500. Call Stu Orr at 504-845-9902. (Mandeville, La.)

A-H BJ7 – Two Engines, 1 four speed transmission with overdrive.

JAGUAR – '63, E-Type Coupe, No Engine, but Otherwise Complete. \$5,000 OBO.

JAGUAR – '67, 3.8S, Righthand Drive, 4-Speed Overdrive. Best Offer.

MGB-GT – '66. Complete Car for Restoration. \$750.

MGB – '67 Parts Car. Best Offer.

MGB – Rubber Bumper Runs, \$2,000 OBO.

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MGTC – '47 in garage (Most of it anyway) E-Mail Van Auld<vlauld@iamerica.net>
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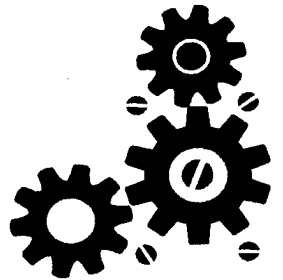
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GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

Club president **Mike Anderson** opened the General Membership Meeting at 7:30 PM. **Wally Messina** gave a report on the club's Annual Christmas Party. **Keith Vezina** gave a report on the Tech Session. Mike reviewed all the up coming club events. He announced that the North American MGB Register has designated our Car Day as a NAMGBR regional event, that the Annual Crayfish Boil will again be held in Covington, La., that NAMGBR will again hold their Annual Business Meeting in New Orleans, La., and that **Keith Vezina** is coordinating this year's Car Day. He also announced that **Roger Gibson Photography** will again sponsor an event Sunday after the Car Day.

Many club members reported on their British car projects. Keith spoke on the Car Day and the need for volunteers. He passed out a list of jobs that need to be filled.

The 50/50 drawing of \$26.00 was won by **Karl Keiger**. **Cliff Hughes** won the drawing for a set of chrome fog lights. The meeting was closed by **Mike Anderson** at 8:40 PM.

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1-97

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!

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EDITOR JIM JONES 504-892-7774 VOICE & FAX.

MEMBERS at LARGE:

ANNE FRILOUX 504-464-1734.
CATHY GREENSFELDER 504-392-9261.
DAN MELESURGO 504-391-3227.
ROY RICHARDSON 504-833-4840.

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BMCNO WINDSCREEN TRANSFER \$ 1.00

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OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT GENERAL MEETING.

5TH ANNUAL PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW APRIL 19, 1997

The Panhandle British Car Association will present the 5th Annual PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW. The event is scheduled for April 19, 1997 and will again be held at Quietwater Beach parking lot on Santa Rosa island's Pensacola Beach just 20 yards from the water.

For early arrivals, we've planned a "Red Beans and Rice" social from 6:00 to 9:00 Friday night at the Best Western on Pensacola Beach about 1/4 mile past the show site. Registration will be open Friday night and starting Saturday at 8:00 a.m. Judging will be by "People's Choice." A ballot will be given for each car entered. Presentation of awards will beat the conclusion of the day's events, around 3:30 p.m.

Any car related vendors are welcome to set up on site at no charge. but you must apply before April 1 to make the space available. Bring your own tables and electricity if needed. Motor home and car trailer parking next to the show site is available for the night before and day of the show only. Please arrive Friday after 3:00 p.m. or very early Saturday if you need an oversize parking space.

Three motels are being suggested for out of town British car enthusiasts. Pensacola Beach Best Western (site of Friday night's party), telephone (904) 934-3300, has special room rates for Friday night at \$79.00 inland, \$89.00 gulfside. The cut off date for reservations at this rate is April 5, 1996. There is an 48 hour cancellation policy. Beachside Resort at Pensacola Beach, (904) 934-1444 or 1-800-232-2416 (next to Best Western on the gulf). Comfort Inn, Pensacola Beach (904) 934-5400.

For more information or assistance, to become a vendor. or sponsor trophies, please contact: Tom Schmitz, 9609 Soldier's Creek Drive, Lillian AL 36548. Telephone (334) 962-4747.

REGISTRATION FORM PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW '97

NAME: _____
ADDRESS: _____
CITY/STATE/ZIP: _____
TELEPHONE NO: _____

REGISTRATION IS \$15.00 IF REGISTERED BEFORE APRIL 1ST, 1997, \$20.00 AFTER APRIL 1ST AND AT THE SHOW. ADDITIONAL CARS ARE \$10.00 AT ALL TIMES.

DASH PLAQUES WILL BE GIVEN TO THE FIRST 100 PRE-REGISTERED CARS.

CAR # 1	_____	\$20.00/15.00	\$ _____
CAR # 2	_____	\$10.00	\$ _____
CAR # 3	_____	\$10.00	\$ _____

REGISTRATION FOR BRITISH MOTORCYCLES IS \$7.50 BEFORE APRIL 1. \$10.00 AFTER APRIL 1ST.

BIKE # 1	_____	\$7.50
BIKE # 2	_____	\$ _____
BIKE # 3	_____	\$ _____

MAKE CHECKS PAYABLE AND MAIL TO: PANHANDLE BRITISH CAR ASSOCIATION
c/o TOM SCHMITZ
9609 SOLDIERS CREEK DRIVE
LILLIAN AL 36548
TELEPHONE: (334) 962-4747.