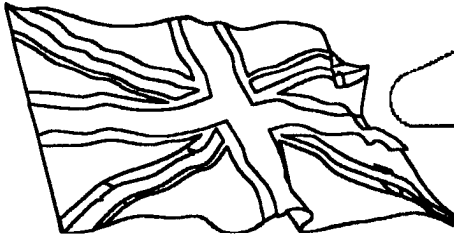
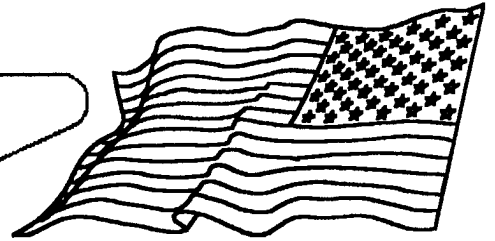
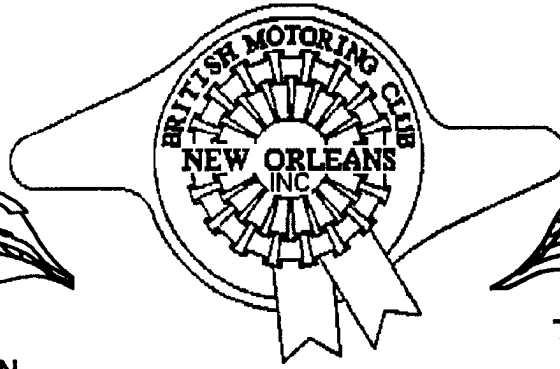


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



The **MORRIS GAZETTE**
A MONTHLY PUBLICATION
by Jim Jones

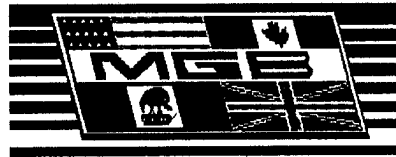


THE OFFICIAL NEWSLETTER
of the **BRITISH MOTORING
CLUB - NEW ORLEANS, INC.**

Dues Due: 02/28/98

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

JANUARY 1997 8



North American MGB Registry Chapter



FEBRUARY 8TH
CRUISE TO MIDDENDORF'S
FOR SEAFOOD DELIGHTS
TWO CONVEYS

BMCNO CALENDAR OF EVENTS

FEBRUARY 1998

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 OFFICER'S & CAR DAY MEETING	4	5	6	7
8 MIDDENDORF RUN	9	10	11	12	13	14
15	16	17 GENERAL MEETING	18	19	20	21
22	23	24 MARDI GRAS	25	26	27	28

UPCOMING CLUB EVENTS

JANUARY 27

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

FEBRUARY 3

OFFICERS & CAR DAY MEETING – Harold O'Reilly's place, 6927 Fleur De Lis, New Orleans @ 7:00 PM. Lost Number 504-486-5837.

FEBRUARY 8

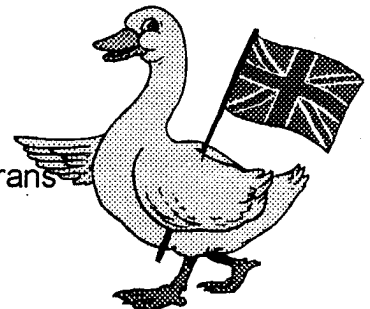
MIDDENDORF RUN – Cruise to Middendorf's Restaurant for seafood delights.
Southshore convoy–Kenner Welcome Center (Loyola & I-10) leaving at 11:00 AM.
Northshore convoy–Piggly Wiggly (Hwy 22 & Beau Chene) leaving at 11:30 AM.

FEBRUARY 17 (DATE CHANGED DUE TO MARDI GRAS BEING ON THE 24th)

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

MAY 3

ANNUAL CRAWFISH BOIL – Reservations have been made for the Bogue Falaya Park in Covington.



IN MY TRAVELS by Jim Jones

Well, **Peter Brauen** and I installed the automatic transmission in his wife Melissa's '81 Jaguar XJS. The old tranny was a total lost. The previous owner had cranked the band adjustments in as far as possible and drove the car until the tranny just died. The result was a cracked main case and many damaged hard parts. Some changes were required to the transplant transmission as it had the neutral switch on the shifter shaft and was equipped for a digital readout speedometer. We simply removed the neutral switch assembly. The changeover from the digital speedometer setup to the mechanical setup was a little more complex. It was necessary to remove the tail pieces from both transmissions and swap the output shaft's speedometer gears and the speedometer cable pinion adapters. We found, to our surprise, that this was not very hard to accomplish.

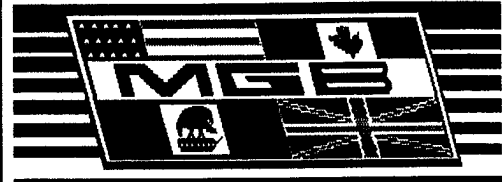
The actual installation went smoothly. It did take a lot of time. A transmission shop owner had told Peter a horror story about setting up the kick-down cable. He said that you could ruin the whole transmission if you drove the car without the cable's adjustment being correctly adjusted. This worried us. But with my experience replacing the same cable on my Toyota and some research, we decided that we could do it correctly. Besides, the cable had never been removed from the donor transmission and the crimped on cable stop was still in place. This meant that removing the pan was not necessary in order to view the valve that the cable operates.

The following day Peter reinstalled the exhaust shields and took the Jag out of the garage for a test run. The transmission worked just fine. The previous owner spoke of a vibration from the rear when braking. We have concluded that this problem may be caused by a worn rear brake rotor disk. Peter's wife Melissa has been driving the car and it has been doing fine. Peter has been doing some electrical work to insure that the Jag will continue to do so.

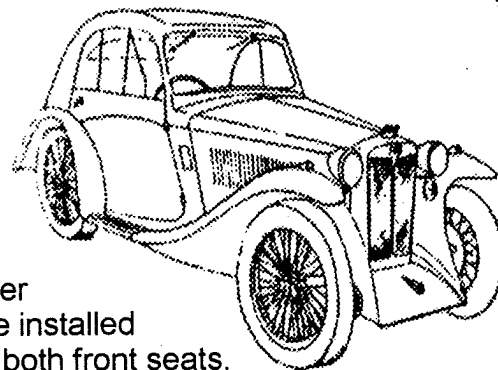
Mike Schrantz's Austin Healey body & frame unit has been painted and now sits on blocks in his shop. I assisted **Peter Brauen** and Mike to install the rear end and all of its components. It is now ready to have the rear wheels mounted. I had to leave for other duties before the front suspension was installed. The chassis is now a rolling one.

The work on my '60 Morris Minor Traveller is continuing. I have taken a break from working on the wooden parts. Peter has to come over and straighten out the rear right hand fender before I can continue. I have installed the black carpet (As close as I can get to the original black rubber mat.), both front seats, and the bottom of the rear bench seat. The rear seat back has had its matting and aluminum cargo strips installed. Both front door panels have been installed as well. The front door kick plates have been painted Hammer Rite medium silver, as original. The kick plates and the door jam weather seals have been installed. Looking good! I have disassembled both of the wooden rear doors and have completed the work on the their locking mechanism. The black goop that was used to seal the glass to the wooden frames is a real pain to remove. Some of it remains soft, most of it harden over the years to rock. No rubber gaskets were utilized. The two aluminum panels which fit the lower portion of the doors will be repainted.

Cliff Hughes' Austin Healey engine is at the machine shop in Gulfport, Ms. The shop only needs the new piston set in order to complete the job. After rebuilding and painting, the engine and transmission will be installed in the completed body/frame.



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**I know that many of you been have doing work on your British cars.
How about writing up an article for the Morris Gazette
to let us know what you have been up to lately?**

SCCA WINTER AUTOCROSS by Jim Jones

I have not attended a Delta Region SCCA event at Zephyr Stadium, but other BMCNO members tell me that it is a great site. The January 18th event is already past, but you can attend their February 15th event. They have a special program & instructions for novices and beginners. For additional information, contact Allen Murrell @ 504-277-8896 or Gail deLeon @ 504-892-7272H / 504-488-5471W.

TRANSMISSION SWAP TIP by Mr. Goodspanner

Many of our British car models were produced over a series of years. This means that changes were often made from one year to the next. In the case of differentials, gear ratios were often changed. And this means that even though the rpms at the transmission output shaft were always 1:1 in high gear, that the rear axle turned at different revolutions per a given engine rpm. The speedometer must match the speedometer output gears in the transmission when you install a transmission from a car which is not the same exact year and model as your original transmission. You can usually install the speedometer from the donor car. In some cases, this is not possible (missing or physical size) or desired.

That will necessitate removing the speedometer gear and pinion gear assembly from the old transmission and installing them in the replacement transmission. Both matching parts must be changed together. Removing the pinion gear assembly is easy, just remove two bolts and pull it out. Removing the speedometer gear is not that easy. This is some times not too difficult. But, sometimes it involves a major disassembly of both units. Check the manual for your car.

DOOR WEATHER STRIP INSTALLATION by Mr. Goodspanner.

I have spent many a frustrating time installing the webbed cloth type of door jam weather seal. This type of weather stripping is supposed to just push-on onto the lip around the door opening. Wrong! And the clips that the factory guys installed on the lip will just drive you crazy as the thin metal sewn into the webbing malforms when you try to push the stripping over them.

Forget the clips and save yourself a lot of trouble. Remove them and throw them in your "clip box" for some other use at a later time. Prepare the stripping as follows:

Unroll the stripping and place it on a table or your work bench. Procure a chair or stool for this will take some time. Start at one end of the stripping, fold back the rubber that covers the opening, and form the webbing away from the metal about a quarter of an inch. The metal is in many sections. Do this a section at a time. I use a medium straight edge screwdriver for this purpose. It is boring, hard on the fingers, and seems to take forever, but it will make installing the stripping on the car a lot easier. Do not step on the finished stripping as it hangs over the edge of the table and onto the floor. It mashes very easily.

After you have completed this task, slip the opening of the stripping on the door opening lip for about six to ten inches. Starting at one end of the lip and with the webbed side inward, of course. Squeeze it, web to rubber seal between your fingers. An assistant will be very helpful here, as the weight of the rest of the stripping keeps trying to pull off what you just did. At some point that you determine, adjust a pair of vice grips so that you can use them to squeeze the installed stripping but not smash it.

It may seem to you to be a slow method of installing the stripping, but you will not mutilate the soft metal which holds the whole thing to the car.

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		

GET THESE ITEMS WHILE THEY LAST!

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

BRITISH CARS & STUFF FOR SALE

BRITISH CARS & SPARES

ENGINE – Free! '79 Spitfire with Transmission. Call Frank Daniel @ 504-394-7374. (New Orleans, La.)

WANTED – TR6 Engine Usable for Rebuild. Call Mike Cousins @ 504-393-8486. (New Orleans, La.)

WANTED – MGB or Midget, Chrome Bumper, Preference '67 B, Running Car, No Rust, To Be Used As Daily Driver. Contact Doug Boate @ 504-766-8987 or tugboate@email.msn.com (Baton Rouge, La.)

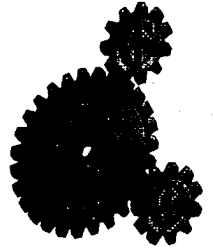
HARD TOP – For Sale, '74 MGB, Early Style, (Single Rear Window). \$175
Contact Michael Sullivan @ 504-753-8279 (Baton Rouge, La.)

MGB – Early '74 Model, Red, New Tires & Battery. Po'boy Restoration 5 Years Ago. Good Shape, Runs Great. \$2400 OBO. Contact James @ 504-898-8709 or n61wp@aol.com (Covington, La.)

MGB – '79 Limited Edition, Repainted Red, 64k. New Brakes & Front Suspension. \$800 in Other Parts Since July. Weber Carb., Factory Air. Moving, Must Sell. \$6,000.
Mike or Matt Lewis @ 504-362-8364/ 504-773-6077 or mlewis@acadiacom.net (Metairie, La.)

MGC-GT – '69 Model, Restored, Painted Pale Primrose (original color), Many 1st Places. \$8500 OBO. Contact Jim Jones @ 504-892-7774 or bmcno@neosoft.com (Covington, La.)

MG 1100 – '64 Model, 4-Door, White, '71 Austin America Rebuilt 1275cc Engine, Rebuilt Transmission & Differential, New suspension Bushes & Frames Mounts. Drive Anywhere. Many Spares \$1200 OBO. Contact Jim Jones at 504-892-7774 or bmcno@neosoft.com (Covington, La.)



A MOVE OF NOTE by Jim Jones

The Initial Difference, the company which has the computer disk used in embroidering our club logo, has changed owners, name, & location and is no longer able to provide the services they were rendering. I discovered that they had moved while reading a local newspaper. I have contacted the new owner and he promises to mail the disk, which our club has bought and paid for, to me. After receiving the disk, I will contact another business about embroidering our club logo onto garments for club members. I will keep you in touch and continue to hand carry your garments for embodying as I did in the past. If the price changes, I will let you know the new price.

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. Send your dues to the address on the newsletter's cover page.

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

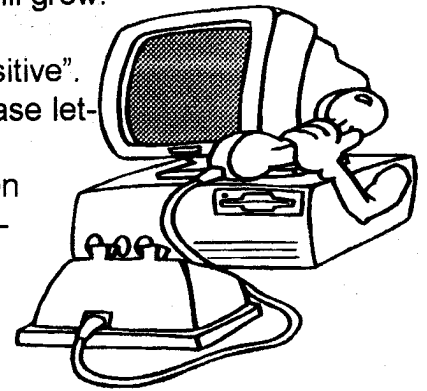
MORRIS GAZETTE!

Well, I am not a "net nerd" yet, but I do find e-mail interesting and convenient. I have started an e-mail data base of addresses of our club's members. The list is small right now. But with your cooperation it will grow.

NET TALK by Jim Jones

Send me a message and I will add yours to the list. My address is bmcno@neosoft.com I have found that e-mail addresses are very "case sensitive". Some addresses, such as mine, require that they be imputed in only lower case letters. Others require some or all of the letters be in upper case.

It took a long time for me to upgrade to Windows 95. It has taken even longer for me to upgrade my Serif Desk Top Publishing Suite, but it is now installed. I'll have to learn a new way of doing things just as I did when I upgraded to Win 95. I think that I can handle it.



NEW PRODUCT by Mr. Goodspanner

A new product, at least new to me, is being offered by J. C. Whitney. It is a "Super Bright #1157 Halogen Bulb. The halogen bulb is rated at 30-watt/8-watt. The stop/tail lamp bulbs that came installed in a '67 Morris Minor, for example, were 21-watt/6-watt (BMC Part No. BFS 380). That is quite a difference in brightness. The Whitney part number is 81YN0439B and the bulbs sell for the price of \$9.95 each. That is pretty expensive for a light bulb, but not if you consider the cost of an accident caused by your invisibility. This bulb fits in the same sockets as your regular 1157 double filament bulb. Many of our older British cars sorely need brighter tail & brake lights.

A word of caution, however. These bulbs produce a lot of heat. Heat which may be too much for plastic lenses to bare. The plastic lenses may suffer a melt down or discolor. Light assemblies with glass lens should be fine. As to their actual use on our British cars, I only have second hand information.

OFFICERS FOR CALENDAR YEAR 1998

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PRESIDENT	BILL BREITHOFF	504-288-4019.	
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EDITOR/SEC.	JIM JONES	504-892-7774 VOICE & FAX	bmcno@neosoft.com

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CHRIS ALBRIGHT	504-368-9800.	
CATHY GREENSFELDER	504-392-9261	cgreensfelder@newman.kl2.la.us
RICHARD WOLF	504-892-1574	wolfs03@ibm.net

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NORTH AMERICAN MGA REGISTRY -	FRAZER RICE	
NORTH AMERICAN MGB REGISTER -	RICHARD WOLF	wolfs03@ibm.net
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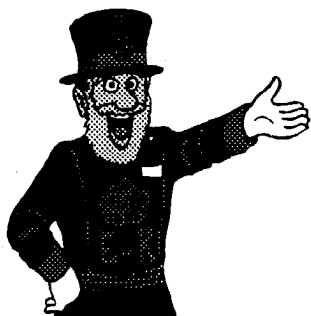
* DIESEL & RESIDUAL FUELS TESTING* *NEW LUBRICANTS QUALITY ASSURANCE*

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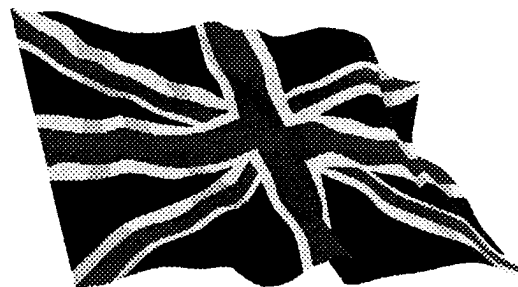
504-464-1734 * 1650 AIRLINE HIGHWAY * KENNER, LA 70062.

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.



NORMAN L. OGAN
609 RIDGEWOOD DRIVE
METAIRIE, LA.
504-838-9388
'53 MG TD, WHITE.



JOHN E. PEARSON
8138 OAKBROOK DRIVE
BATON ROUGE, LA.
504-767-1533
'59 TRIUMPH TR3 BRG/TAN.

JAY SEVIN
3520 18TH STREET
METAIRIE, LA.
504-887-6641
'77 MGB, WHITE.

V-8 SWAP – WHAT THEY DON'T TELL YOU! by Mr. Goodspanner

Pulling out that 4 cylinder engine in a MGB and plugging in a V-8 engine sure sounds like a good idea. The factory did it, did they not? "Do it yourself" books are available for the conversion. Just think about that power! Here are some other things to think about.

Yes, the factory did install a V-8 in a MG. But, not in a MGB. It was only available in a MGB-GT. The factory guys did not deem the convertible strong enough for the engine's torque. The MGB-GT body/frame construction is stronger than that of the MGB (Due to its top construction). Both models of the six cylinder MGC have twice the torque of a MGB 4-cylinder engine and because of that have much stronger frame/body construction than a MGB. Consider just how much more torque a V-8 has.

High engine torque is fine, but how are you going to keep the rear wheels on the ground? Take off in second gear? A change to a higher ratio differential, perhaps? Is one available for the MGB? If you are installing an alloy V-8 engine, you will not have a weight problem as the alloy engine actually weights less the standard 4 cylinder engine. (Believe it or not!) But, if you are installing a standard GM V-8, weight will become a problem. The MGB was not designed for the weight of a cast iron V-8 engine.

Either way you will have to rebuilt the front suspension using the lower control arm rubber bushes designed for the V-8 MGB-GT. (I would recommend this change for any MGB or GT.) The other rubber bushes should be changed to the harder type designed for MGB's used in competition.

I have seen some trashy V-8 conversions and I have seen a few which were beautifully done. Can the MGB body/frame construction hold up under hard use with a V-8 installed? Without first hand experience, I cannot say.

WHERE WE'RE AT! by Jim Jones

I created a listing like this a few years ago and many club members mentioned that they enjoyed it. This is where our club members hail from. So, here it is again as of January 1998.

ABBEVILLE, LA –	1	HARAHAN, LA –	1	NEW ORLEANS, LA –	18
ABITA SPRINGS LA –	1	HARVEY, LA –	1	PASS CHRISTIAN, MS –	1
AMA, LA –	1	HOUSTON, TX –	1	PEARL RIVER, LA –	1
AMITE, LA –	1	JACKSON, LA –	1	PICAYUNE, LA –	1
BATON ROUGE, LA –	8	JEFFERSON, LA –	1	PONTCHATOULA, LA –	1
BAY ST. LOUIS, MS –	1	KENNER, LA –	10	RESERVE, LA –	1
BELLE CHASSE, LA –	3	LAFAYETTE, LA –	1	RIVER RIDGE, LA –	4
BOSSIER CITY, LA –	1	LEAGUE CITY, TX –	1	ROBERT, LA –	1
CHALLMETTE, LA –	1	LEWISVILLE, TX –	1	SLIDELL, LA –	1
COVINGTON, LA –	6	LULLING, LA –	1	SORRENTO, LA –	1
DENHAM SPRINGS, LA –	1	MANDEVILLE, LA –	7	TICKFAW, LA –	1
GRENTA, LA –	2	MERAUX, LA –	2	VENTRESS, LA –	1
GULFPORT, MS –	1	METAIRIE, LA –	18	WESTWEGO, LA –	1
HAMMOND, LA –	1	MORGAN CITY –	1	ZACHARY, LA –	1

BASIC TOOLS TO CARRY by Mr. Goodspanner

I have been asked to write an article about the basic tools to carry when traveling in your British car. So, I will give a try. It is not an easy one to decide. On road trips, I usually carry along a tool box the weight of which is about the same as an overweight young person. But, for others I would recommend something much smaller.

For the "on the side of road repairs", is the mandatory set of wrenches. 7/16" to 5/8" will do most of the time. Combination wrenches with an open end & a box end on each wrench would be best. But, you cannot always make do with just wrenches. A 3/8" drive set of sockets is necessary for many applications. Add to that socket set a 3/8" driver spark plug socket of the proper size for your car. A good pair of pliers & a pair of medium size "Vice-Grips" come to mind as well. You will have need of a medium sized straight edge (a minus screwdriver) & a medium sized Phillips screwdriver (a plus screwdriver). Purchase screwdrivers with nice big handles, smallish handles suck swamp water. For that matter, always buy quality tools. Cheap ones will hurt you! Stay away from those "great" prices in the rip off catalogs. Sears Craftsman tools are fine for the part time mechanic. Walmart's Husky tools are good too. At Walmart, just make sure that the ones that you select are Husky tools and not those "Made in China".

Others things would be: Duct tape, Bailing wire, etc.

TECH SESSION REPORT by Jim Jones

The day turned out to be beautiful one, although the 26 mile trip across the lake was plagued by some patches of thick fog. **Anne & Floyd Friloux** set me up with a work table, a vise, and a cushioned floor mat to stand upon. They also provide us with coffee and some goodies to munch on. Club members arrived slowly so, I did not start the session until nearly 10:45.

The session was based on the overhaul of a Lucas distributor. I made available to the attendees a page with a blowup of distributor parts and two pages of step by step instructions. About fifteen or so club members and two guest were on hand. Everyone seemed interested and many questions were flooded. Anne read the instructions aloud as I disassembled the distributor and then reassembled it. We signed up the two guests as new club members. I had a good time of it.



North American MGB Registry Chapter

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LAQUINTA AIRPORT – 504-456-0003.

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THE CAR DAY SITE HAS AN AIR CONDITIONED PAVILION WITH CLEAN RESTROOMS. GREAT FOOD AND DRINKS WILL BE SOLD DURING THE EVENT.

