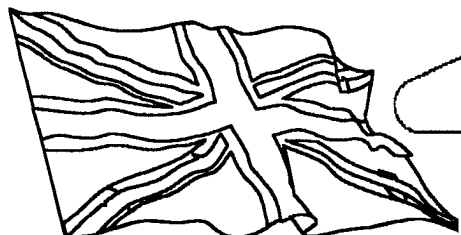
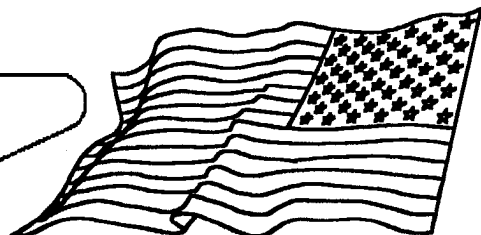
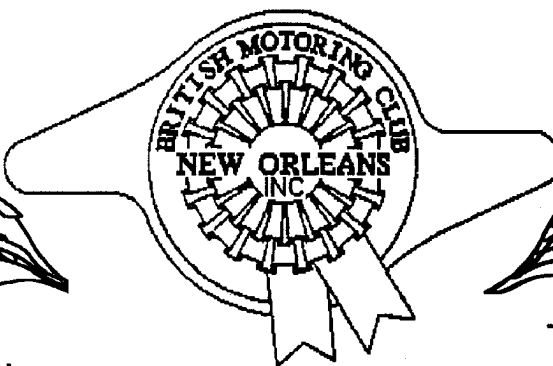


BRITISH MOTORING CLUB  
NEW ORLEANS, INC.  
POST OFFICE BOX 73213  
METAIRIE, LA 70033



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



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

Dues Due: 02/28/99

JAMES D JONES  
800 W 16TH AVENUE  
COVINGTON LA 70433

**MAY 1998**



North American MGB Registry Chapter



**JUNE 14TH  
CRUISE TO CATFISH CHARLIE'S  
IN HAMMOND!  
ALL YOU CAN EAT!**

# CALENDAR OF EVENTS JUNE 1998

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14 CATFISH CHARLIE'S	15	16 OFFICER'S MEETING	17	18	19	20
21	22	23	24	25	26	27
28	29	30 GENERAL MEETING	<b>UPCOMING CLUB EVENTS</b>			

**MAY 26**

**GENERAL MEETING** – New Orleans Hamburger & Seafood

817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM.

**JUNE 14**

**CATFISH CHARLIE'S**– All You Can Eat! \$10.95 per person. Convoy leaving Kenner Welcome Center (I-10 & Loyola Exit) at 4 PM. 14256 W. Club Deluxe Drive, Hammond, La.

Directions: I-55 North to Exit 28, Right to Signal Light, Left 1/2 Mile to Charlie's.

**JUNE 16**

**OFFICER'S MEETING** – To be held at Richard Wolf's place for 7:00 PM, hosted by Charlie Ake., 403 W. 22nd Avenue, Covington, La. Lost Number: 504-892-1574.

**JULY 12**

**UNCAR SHOW** – Cook-out Held at Lafreniere Park Shelter, Club will provide food, Bring your British car for crazy awards. (Worst Paint, Worst Interior, Etc.)  
**RSVP** We need to know how much food to have on hand. More Info Later.

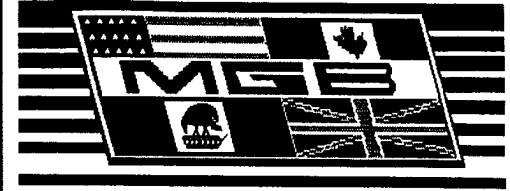
**AUGUST ?**

**BUSH RUN** – Cruise to the Bush House of Seafood in Bush La. All you can eat for approx. \$16. Convoys from the South Shore and Covington.

**OCTOBER ?**

**HAYDEN'S FUNKANA** – Scheduled for October, Site in New Orleans area.  
More precise information later.

## IN MY TRAVELS by Jim Jones



North American MGB Register  
Offers all MGB, Midget, and MG  
1100/1300 owners a great deal for your  
money.

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Super 56 page magazine, MGB Driver.  
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Call 1-800-NAMGBR1 and join today.

I drove over to Bay St. Louis, Miss. to help **Peter Brauen** load two well worn Austin Healey 3000's, one extra engine, two transmissions, a number of shrouds, and tons of spares into a 20 foot long shipping container. The container was mounted high atop a semi trailer making for a lot of climbing up and down, in and out. Not wanting to remove the windscreens and stack the cars one above the other, we loaded the first car into the container nose first and used a winch to lift the rear end almost to the ceiling. We then constructed two braces of heavy wood and chained the car in place front, rear, up, and down. That allowed us to load in the second car rear end first under the other car's back end. We chained the second car to the floor. It took two days of hauling and loading.

The weather was nice, but it still gets hot inside a metal container. We took lots of soft drink breaks! I think that it is a job that neither Peter or I will be willing to do again for some time to come. The AH's are going to Australia, mates!

The Traveller is on the road! Not complete, but it can be safely driven. The replacement structural wood is in place and bolted &

screwed down tight. The installation of the seat belts is complete. The cable operated clutch mechanism had to be readjusted again. I guess that the cable stretched some more. If this conversion gives too much more trouble, I will go back to the lever linkage originally on the car. I will need an old part from a Morris transmission for that job. The conversion to Midget front disc brakes was well worth it. They stop the car when you want it to stop. However, the left hand assembly has developed a loud squeal after some use. The rear end of the car is very light without the rear doors, spare tire, etc. not yet installed.

Even though the car is far from being completed, it is drawing a lot of attention. I drove it to the "Streetrod Assoc." show at the Holiday Inn located in Covington. The owner of a Nash Metropolitan was particularly interested. The car now has more low end power than it needs. I may change the rear end gearing to the highest MG Midget ratio of 391:1 for higher speeds with lower engine rpm's.

I do have one problem to solve. The 1275cc Midget engine originally utilized a capillary type temperature gauge. Not having one, I installed an electric sending unit in the cylinder head. I did the same thing in my Morris sedan with its original engine and my MG 1100 with its 1275cc transplant and both systems worked just fine. The sedan did not have any kind of temperature sending unit at all. The hole for this purpose in the cylinder head was filled with a plug installed at the factory. The gauge in the Traveller, most always, reads "Hot" to "Very Hot". I swapped the gauge with a known good one, and replaced the sending unit with a new one. The reading was the same as before. Although I did not think that the reading was correct, I needed proof. I drove the car to **Mike Schrantz's** place, as I knew that he had a temperature test gauge which reads directly from the car's coolant. With the temperature gauge reading "Very Hot", I removed the radiator cap (just a small pressure release) and inserted the test gauge's probe. The test gauge's needle stopped moving at 180 degrees. I was correct in thinking that the engine was not overheating!

But, why is the gauge reading incorrectly? At this point, I have only one clue. The Traveller's 1275cc engine has a "pollution" type cylinder head installed. The type with exhaust ports for an air rail. These ports are now plugged. Could it be that the electric sending unit's probe is not extending far enough into the head to render a proper reading? The original capillary type probe extended much farther into the mounting hole. And yet my MG 1100's Austin America 1275cc engine also had a "pollution" type cylinder head. Maybe the new wire that I ran is shorted somewhere between the sending unit and the gauge. I am still working on this problem. I hate to drive the car with the temperature gauge reading "Hot" all the time even though I know that the engine is not running hot.

## MORE IN MY TRAVELS

Club member **Jimmie Brown** has sold his MG Midget to a new Club member. Although he originally thought that he preferred his Midget to his recently acquired MGB, driving the "B" has changed his mind.

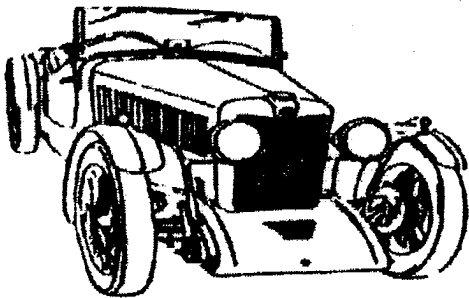
Club member **James Coronato** has purchased a car which looks like an Austin Healey. It has the body lines of an AH, it is a convertible, and it would look more Healey like if it did not have fender flares all around.

It will suit James better as its V-8 engine will allow him to run in a new type of SCCA competition Running with the "Big Boys". James has been working on the car to bring it up to his specs. Like removing the light weight roll bar (Good for show only) and installing a real one (Good for saving your life if you roll her over.)

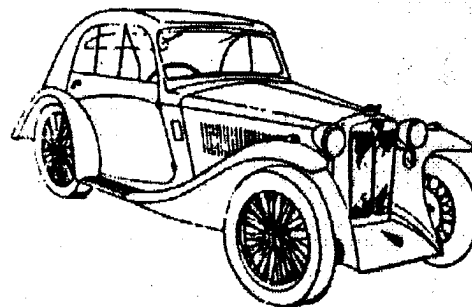
The 1275cc MG Midget engine for my '67 Morris Minor sedan is at the machine shop awaiting the arrival of parts from Victoria British & Moss Motors. The engine will be bored to .020" but, the main & big end bearings will go back to standard sizes.

The Midget transmission for the Morris sedan has been disassembled and is awaiting the arrival of parts also. The transmission appears to be in good condition with just the expected normal wear. I will not go with the conversion to a cable operated clutch assembly as I can use parts from the old Morris transmission and have the clutch release lever on the left hand side of the bell housing which allows the use of the original lever operated clutch release device. The use of the original control tower from the Morris transmission will also allow the use of the original shift lever boot and gear shift lever. Although, its use will not give me a reverse light switch.

Club member **Glenn Gay's** '68 Austin Healey Sprite is back in the Covington shed for its second round of repairs. The exhaust manifold to exhaust pipe doughnut has been changed, a spin-on oil filter head has been installed, the twin carbs. have been overhauled, the oil changed, and several other small items have been replaced. All items replaced or repaired the last time around were still operating properly with the exception of one of the reverse lights. It was just a bad electrical contact at one end of the bulb and was easily fixed.



**MG J2**



**MG PA**

**EDITOR'S NOTE:** There are now 27 club members who reside on the north shore of the lake out of a total of 120 club members. Seven of that 120 reside outside of Louisiana. Our club is expanding numerically and geographically.

## 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.

# MINUTES OF THE GENERAL MEETING



Club president **Bill Breithoff** opened the general meeting at 7:37 PM. Three guests were introduced. **Jimmie Brown** reminded members that he will duplicate a VCR tape for anyone who brings him a blank tape. **Roy Richardson** reported on the Pensacola Beach car show. Karl Keiger talked about SCCA events. Bill spoke about upcoming events. The 50/50 was won by new member Louis Graver at \$26. Two Car Day goodie bags, a number of "BP" shirts, Rolls shirts (from '97 Car Day), and a \$20 Triple "C" certificate were given away. Bill closed the meeting at 8:45 PM.

.....  
**A CONVERSION TO A SPIN-ON OIL FILTER IS AN EASY JOB AND  
MAKES CHANGING YOUR OIL FILTER A BREEZE!**  
.....

## 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!**

## OFFICERS FOR CALENDAR YEAR 1998

### BOARD of DIRECTORS

PRESIDENT	BILL BREITHOFF	504-288-4019.	
VICE PRESIDENT	FRAZER RICE	504-736-0452	brice@communique.net
TREASURER	HAROLD O'REILLY	504-486-5837	continen@gnofn.org
EDITOR/SEC.	JIM JONES	504-892-7774 VOICE & FAX	bmcno@neosoft.com

### MEMBERS at LARGE:

CHARLES AKE	504-845-4153.	
CHRIS ALBRIGHT	504-368-9800.	
CATHY GREENSFELDER	504-392-9261	cgreensfelder@newman.kl2.la.us
RICHARD WOLF	504-892-1574	wolfs03@ibm.net

### COORDINATORS:

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# WELCOME NEW MEMBERS

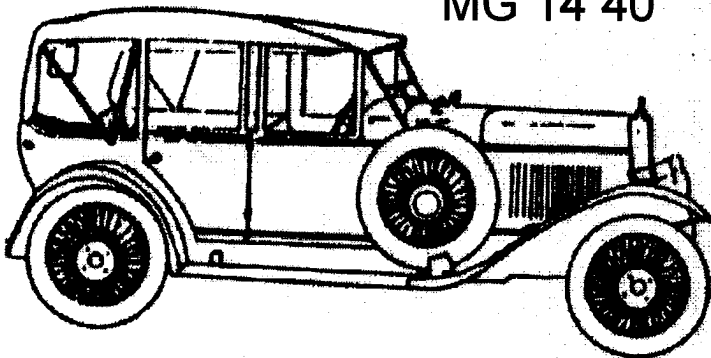
New full members will receive a BMCNO T-shirt, Club Membership Card, Name Badge, and Holder. New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge. The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

**BILL DORAN**  
2509 COMET  
NEW ORLEANS, LA 70131  
504-392-8145  
'78 MGB, BROWN.

**LOUIS GARVER**  
1507 OLEANDER STREET  
METAIRIE, LA 70001  
504-833-2159  
'74 MG MIDGET, RED.

**EDITOR'S NOTE:** Our club's data base information is confidential. If you wish to contact a club member. Call me and I will contact that member and ask if he or she will contact you.

Boy! Did I ever catch hell over the above "Editor's Note". Many club members jumped at the chance to let me know that they did not think it was a good idea! So, it is back to the way it was.



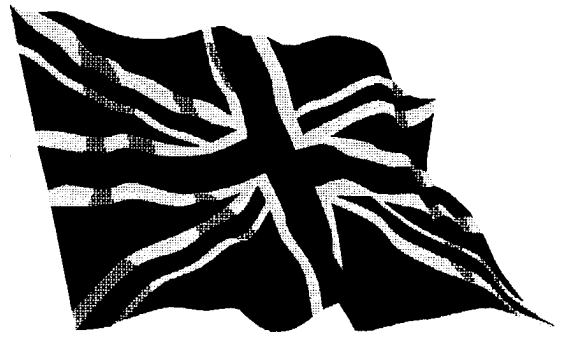
MG 14 40

**THE MARDI GRAS "T's"**  
BRITISH CAR DAY AT FRED FABRE'S  
CARRIAGE HOUSE GARAGE  
IN BATON ROUGE!  
SEPTEMBER 19TH!  
NOT A SHOW, BUT A GATHERING!  
SEE THINGS YOU HAVE NEVER  
SEEN!  
MEET NEW PEOPLE!  
MORE INFO LATER.

**NEW BLADES by  
Mr. Goodspanner**

Ten inch windscreen wiper inserts are now available locally. Not the whole blade assembly, but just the rubber insert and at a fair price. These may be obtained at Champion Automotive, 5000 Hwy 22, Mandeville, La. Call Keith Dentist at 504-845-2611. Thanks to club member **Mike Schrantz** for this tip.

# BRITISH CARS & SUCH



**AUSTIN HEALEY** – '59 100-6, 2 Seater, White with Red Interior. Runs Great. \$11,000.  
Contact Cliff Hughes @ 504-845-8709. (Mandeville, La.)

**JAGUAR** – '81 Model, Green, Rebuilt Automatic Transmission, \$3,200 O.B.O.  
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)

**MGA PARTS** – Fenders, Doors, Bonnet, Boot Lid, Windscreen, 1500 Engine & Transmission, & More.  
Contact Cliff Hughes @ 504-845-8709. (Mandeville, La.)

**MGB** – Parts Car, '71 Model, Wire Wheels, Complete, Can be Restored.  
Make Offer. Contact Cliff Hughes @ 504-845-8709. (Mandeville, La.)

**ROLLS ROYCE** – '71 Silver Cloud, (Either Year or Model is incorrect, could be a Silver Shadow)  
White, 4-Door, Failing to Proceed.  
Contact Richard Blossman @ 504-892-5971 (Covington, La.)

**TRIUMPH** – '74, TR6 Model, Red, Runs & Drives. \$2,800 O.B.O.  
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)

**TRIUMPH** – '80, TR8, BRG.  
Contact Peter Sorant @ 504-726-0801. (New Orleans, La.)

**WANTED** – MG Midget Brake Front Hubs, Rebuildable Calipers, & Dust Shields.  
Contact Jim Jones @ 504-892-7774 or [bmchno@neosoft.com](mailto:bmchno@neosoft.com) (Covington, La.)

## PRESIDENT'S MESSAGE

The club crawfish boil on May third was very well attended by our club, the Mardi Gras "T's", and the Rolls Royce club. We had approximately 100 people and 23 British cars on site. The weather was beautiful which probably accounted for the large turn out.

Many thanks to Jim Jones for making the arrangements for the pavilion and for ordering the boiled crawfish. Thanks also to Cliff Hughes for picking up the crawfish, the Friloux's for handling the drinks & ice, and for all those members who helped pick up and clean up the pavilion after the crawfish were gone.

Even though we had 350 pounds of crawfish and went back for another 100 pounds, we were still a little short. This has made it clear that we need to get commitments for club events more in advance than we have been. We had about thirty more people than our Members at Large count indicated. If we had known of the extra people, we would have ordered more crayfish, even though we already ordered 150 pounds more than last year.

Whether it is the crayfish boil or other club events, it is very important to the success of the events that you decide early and let us know if you intend to participate. We can be much better prepared if we have that information. It is for your benefit and the good of the club.

## What's New on the World Wide Web by T. Keith Vezina

Moss Motors now has a web site (<http://www.mossmotors.com>) and IMHO, it looks like it was a rush job. The Spring '98 issue of "Moss Motoring" is there and appears to be complete. However, there are no listings for previous issues. The "British Auto Accessories" and "New Products" sections aren't bad; there are lots of listings, but only one fifth of the items have images of the product. On-line ordering and the "Virtual Tour" are under construction, and the "News" and "Web Specials" buttons don't work at all. Some buttons to major sections of the site are small and look unimportant, so you have to search a bit. Since there are only frames in the Auto Accessories page, be ready to use the back button in your browser a lot.

The best part of the site is the "Tech Tips" section. It is organized by car model, then by category. There are lots of tips here, I assume from the catalogs and previous "Moss Motoring" issues. But alas, no search engine.

There is no on-line catalog; however, you can download files for an electronic version of their catalogs and price lists. But the files are huge, so pack a lunch! I downloaded the MGB catalog file (7.4MB), the Master Price List (0.5MB), and Adobe Acrobat Reader 3.01 (3.9MB). Adobe Acrobat is required to read the catalog files. Although Moss doesn't have the download on their site, they do provide a link to Adobe for this free (with no expiration date) software. But, if you have a Zip disk or a pile of floppies and Pkzip, I'll be happy to copy these files for you.

In summary, it's nice to finally see a major British car parts house on the Web, but this site needs a polish and wax. Until they implement on-line catalogs and ordering, I won't be making many return visits.

Rating: 1-1/2 (out of 4)



## LUCAS WIRING, HOW TO KEEP IT WORKING by Mr. Goodspanner.

The parts made by Lucas were never high tech stuff and considering the age of most of these components it is no wonder that they fail. But, there are many things that you can do to keep them working properly.

Let us take a look at the wiring harness. Those in-line connectors are the cause of most failures. They are those black plastic/rubber tubes that wires push into from both ends. Replace them! They are old, corroded, the metal inside is cracked, etc. New ones have metal that is thicker than the original. Change the ones under the bonnet and behind the grill first. They are most subject to moisture and dirt.

Treat the wires with respect. If a wire cannot be removed from a connector easily, cut the plastic/rubber cover and use a small screwdriver to open the circular metal housing. That is easier to do than soldering a new bullet connector on the wire. Clean the bullet connector at the wire's end with Windex or such. Sanding or using solvent will remove whatever coating is left that protects the connector from corroding. Replace one connector at a time. Usually all wires in a connector have the same color coded wires inserted into them. The exceptions might be the tail lamps, the head lamps, and the running lights.

Check ground connections at the chassis or sheet metal attachment points. Head lamps sometimes are grounded at the fender wells. (Bad contact is a common cause of dim or no head lamp on one side only.) The engine ground straps are usually found at one of the front motor mounts or at the rear of the transmission. They must be connected and have a good contact at their ends.

The plastic sleeves placed over the flat push-on connectors are there for a reason. They can be replaced without cutting the wire. Place a new sleeve in some very hot water for a while. It will soften and can then be pushed over the flat push-on terminal with little difficulty. It will resume its original shape as it cools.

If you must cut a wire, use solder to make the connection secure. Acquire some small shrink tubing to cover the repair point. Place it on the wire before you make the repair. Heat, not flame, will work best to shrink the tubing. More to come later!



# **“C”BA XVIII**

**MGC EVENT OF BRUTAL AGGRESSIVENESS  
AN AMERICAN MGC REGISTER (AMGCR)  
SPONSORED NATIONAL EVENT  
ORGANIZED BY KEITH SANDERS  
OF THE  
PANHANDLE BRITISH CAR ASSOCIATION**

**JULY 24 – 25 – 26, 1998  
PENSACOLA BEACH, FLORIDA**

**ONLY MGC'S WILL BE JUDGED & AWARDED  
OTHER BRITISH MARQUES WELCOMED TO PARTICIPATE!**

***HOST HOTEL: PENSACOLA HOLIDAY INN 7200 PLAN-  
TATION ROAD  
PENSACOLA BEACH, FL  
(NORTH SIDE OF UNIVERSITY MALL NEXT TO I-10)  
474-0100, \$70 PER NIGHT  
ASK FOR RESERVATION CODE: “MGC”.***

## SCHEDULE OF EVENTS

FRIDAY 24th

REGISTRATION & STREET PARTY AT HOTEL FOR 6:00 PM.

SATURDAY 25th

MORNING RALLYE TO NAS PENSACOLA MUSEUM OF NAVAL AVIATION

SHOW TIME 10:00 AM TO 4:00 PM

BANQUET AT DARRYL'S 8:00 PM TO 10:00 PM

SUNDAY 26th

9:00 AM TO BRUNSON FIELD SCCA AUTOCROSS & SOLO DRIVING CLASS  
(\$20 FEE).

**ANTICIPATING 30 TO 35 MGC's  
(That's a lot of “C's” in one place!)**

**FOR MORE INFORMATION CALL:**

**KEITH SANDERS AT 850-478-3171 DAYS OR 850-994-1354 NIGHTS**

**FAX ANYTIME AT 850-475-5335**

**SEE THE NEXT ISSUE OF “C” NOTES FOR COMPLETE REGISTRATION INFORMATION & FEE'S.**

## CAR DAY 1999 POSSIBLE CHANGES by Jim Jones

It is said that "Change is inevitable". Changes happen to us all the time in our personal lives. Your job changes, its location changes, you buy a new house, the list can go on and on. Our British car club sure has changed over the years. We are no longer a one marque club (MG). We now embrace all British marques (You name them!). That was a change for the better. There was a time when if more than one Triumph showed up at an event it was something special! Now many times there are more Triumphs than MG's at an event.

The Car Day has changed over the years also. The number of cars entered has changed. The type of judging has changed a number of times. The reception location has been changed a few times. Computers have come into play for both judging and registration. Committee heads have changed every year sometimes causing the "Wheel" to be reinvented.

Now the biggest change ever in the eight year history of the Car Day is under consideration. That change is to the Car Day site itself. Many other British car clubs have done just that for whatever reasons. The South Alabama British Car Club has changed their site for this year back to an old site, but with many big changes.

The "bones of contention" are many. Lafreniere Park officials have done nothing to enhance or make the operation of the Car Day easier for us. The grounds have become rolling plains not suitable for parking cars. We can no longer store things overnight Friday that are necessary for the operation of the Car Day in the pavilion conference room. The park will no longer let us drive cars to the grounds via the walkways necessitating the use of ramps which must be stored, transported, kept in repair and increase our liabilities. God help us if someone's prize car is damaged using them. Nor will they cut a driveway at the curb for us. Remember, we are not asking for something "Free". We have donated *thousands of dollars* to the park over the years with not *one thing in return* from the park!

The Parish of Jefferson has become a problem. The parish is now requiring us to obtain an event permit and also hire a uniformed deputy because the Lions Club sells beer. It is becoming more and more complicated to hold our Car Day at the park. Who knows what will come up next year. Maybe it is time to deal with private business for our Car Day site.

The Holiday Inn on Veterans Blvd. has always been a problem for us. Sales personnel change from year to year. Even with a "contract" the new people are never aware of their hotel being our "Guest Hotel". Desk personnel many times know nothing about the "Special Contract Rates" for our guests. To possibly make matters worse, the hotel has new owners now. The rates are too high. A number of our own club members who normally overnight Friday before the Car Day chose not to do so this year because of the expense. Some of our out of town guests have had to seek other accommodations. Quote: "We can fill all the rooms we have."

Two committees have been formed to research new sites. One for the north shore and one for the south shore. I, of course, favor a north shore site, but I would not oppose a good site located on the south shore. Maybe, the Car Day site location could be changed every year or so. This proposal would be fairer to club members. I.E. **Charlie Ake (Mandeville)** - Committee Head Site Parking, **Richard Wolf (Covington)** - Committee Head Site Preparation, and **Cliff Hughes (Mandeville) & myself (Covington)** who made the early morning trip to downtown New Orleans to WWL TV. (The Mobile club alternates its general meeting locations for this reason.) I traveled across the Causeway Bridge a total of six times to be available for the WWL TV spot, head preregistration, attend the reception, help with the Car Day itself, and the awards banquet! Several other north shore club members made the causeway trip two to four times. We hold the officer's meeting at a different officer's home each time it is scheduled in order to help even out the distance traveled by all officers involved. Maybe it is time to do the same with the Car Day site.

Note: We now have an "in" at the park. Maybe things will change? Who knows?