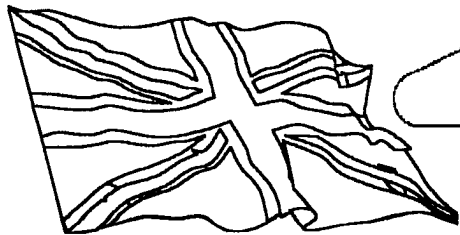
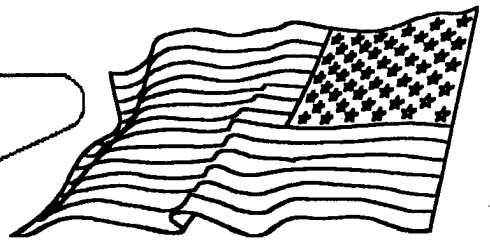
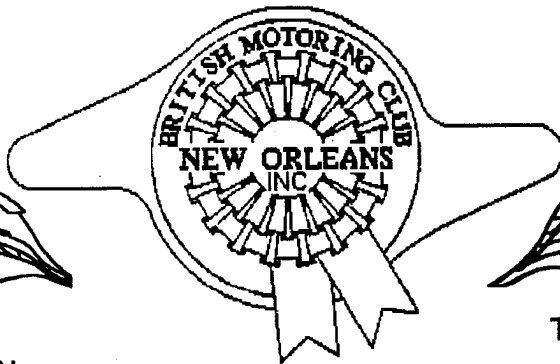


BRITISH MOTORING CLUB  
NEW ORLEANS, INC.  
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The **MORRIS GAZETTE**  
A MONTHLY PUBLICATION  
by Jim Jones

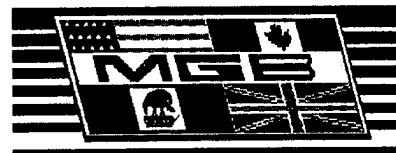


THE OFFICIAL NEWSLETTER  
of the **BRITISH MOTORING  
CLUB - NEW ORLEANS, INC.**

Dues Due: 02/28/99

JAMES D JONES  
800 W 16TH AVENUE  
COVINGTON LA 70433

**JUNE 1998**



North American MGB Registry Chapter



VTR CHAPTER

***BMCNO GOES HI-TECH WITH  
CLUB WEB SITE!***

.....  
**MAKE THE CRUISE  
ON THE BUSH RUN**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>CLUB EVENTS CALENDAR JULY 1998</b>			1	2	3	4
5	6	7	8	9	10	11 BUSH RUN
12	13	14 OFFICER'S MEETING	15	16	17	18
19	20	21	22	23	24	25
26	27	28 GENERAL MEETING	29	30	31	

## UPCOMING CLUB EVENTS

**JUNE 30**

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

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

**JULY 11**

**BUSH RUN** – House of Seafood in Bush La. for 8:00 PM. All you can eat for approx. \$16.

South Shore convoy leaves the rear of Lakeside Shopping Center at 7:15 PM and the North Shore convoy leaves Claiborne Hill Shopping Center in Covington at 8:00 PM.

**JULY 12**

**UNCAR SHOW – CANCELED.** “Hot Fun in the Summertime” is in the works!

This event will very different! You will love it!

**JULY 14**

**OFFICER'S MEETING** – To be held at Bill Breithoff's place at 7:00 PM.

**OCTOBER ?**

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

More precise information later.

**OCTOBER 3**

**SOUTH ALABAMA BRITISH CAR CLUB SHOW** – Battleship Park in Mobile, Alabama.

## IN MY TRAVELS by Jim Jones

Well, the problem with the add-on Smith's temperature gauge on my Traveller is solved. I added a voltage stabilizer to the circuit. All electrical gauges installed on later British cars work with a voltage stabilizer installed in the power side of the gauge. This device keeps the needle steady when line voltage fluctuates. Now the gauge reads correctly. However, if I connect the stock fuel gauge to the voltage stabilizer, the needle jumps around like crazy. Maybe, a gauge must be designed to work with a voltage stabilizer and early gauges are not designed to do so.

The two rear cargo doors are now installed on the Traveller, panels, glass and all. Thanks to **Richard Wolf** for coming over to the shed and encouraging me to do so. Now the exhaust noise is greatly reduced when driving the car and the fumes no longer enter the interior of the vehicle. The extra weight of the door assemblies helps keep the rear wheels from spinning so easily. The Morris Minors have always been noted for having a light rear end. The drive wheel breaks loose and the rear end bounces up & down, if you are in first gear and apply too much power. A little gravel on the road surface necessitates the use of second gear at a stop sign. A conversion to modern tube type rear shocks may help alleviate the problem. Or maybe just two or three bags of sand loaded in the rear cargo area.

I have now remounted the rear fenders with the old welting. Fittings, which are NLA, are inserted into holes drilled into the wood and expand when their bolts are tightened to secure them. I have chosen a fitting which is secured by three small screws for the job. The original fittings protruded from the wood the thickness of the fender and its welting when seated into the pre-drilled holes. The modern fittings luckily do the same. The fenders can be removed, repaired, painted new welting installed later on.

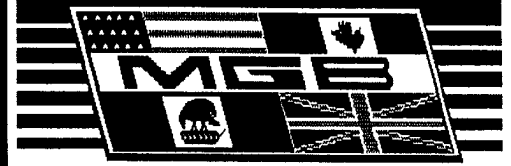
The noisy transmission is beginning to wear-in and it is becoming less so. One of the original write-ups on the MG Midget stated that the transmission in the new MG Midget was very noisy and required a goodly deal of mileage before its noise level was reduced. Perhaps that will be the case for my rebuilt transmission with its *mix & match* gears. Perhaps, not!

I have converted the Morris Minor sedan to MG Midget front disk brakes. What a difference! The pedal is high and firm. And, although engineers state that the pedal pressure required to stop the car remains the same, I disagree! I applied an anti-squeal compound between the pad mounting plates and their shims. So far, no squeal! I did not do so on the Traveller and the left hand front brake squealed like crazy. I have since done the same to the Traveller. A short ride produced only a small squeak.

The 1275cc MG Midget engine for my sedan is back from the machine shop. It had to be bored to .030", but all bearings can be installed to stock sizes. I have purchased a reground cam shaft (it looks like NLS to me), and the rocker arms have been resurfaced. **Peter Brauen** and I have reassembled the engine. I will be removing the old 1098cc engine and transmission from the sedan shortly and cleaning up the engine compartment. I love the doing of this kind of stuff!

**Richard Wolf** bought his early model MGB over to the shed. I wanted to locate the source of a substantial engine oil leak. It appeared to be coming from the valve side covers. After cleaning that side of the block, I decided the side cover gaskets were not the problem. The side cover hold down bolts were loose and were not sealing. We removed the carburetors and their heat shield. I removed the breather down tube and the two holding bolts. I located two "O" rings that fit the bolt shafts tightly and reinstalled the bolts. With the side covers, as with the valve assembly cover, you can not torque them down very much or you will distort the covers. I feel that the "O" rings are necessary. Richard will find out later if the leaking oil was stopped.

Another thing I wanted to check out was the enrichment mechanism on the rear carburetor. The jet appeared not to be moving downward when the choke cable was operated. This was not the case. The spring which loads the front jet upward was broken allowing the jet to move down as soon as the choke was pulled.



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That made it appear that the rear jet was not moving when it should. Richard will have to order a new spring, as I did not have a spare. It is summer time now and it does not matter. It will come winter time.

## MORE IN MY TRAVELS

Back to work on the Traveller. The cable on the clutch conversion stretched some more. I still have the ability to adjust it some more, but I am not happy with the conversion. The operation of the clutch pedal just does not feel right. The upward movement of the pedal does not feel linear. It seems to bind about an inch or so off the floor and then free up. This causes jerky clutch pedal operation. Smooth operation of the clutch from a standing start is very difficult. I will obtain the Morris parts that I need to exit the release arm from the left hand side of the bell housing and go back to the original mechanical leverage mechanism.

I readjusted the rear brake shoes after break in and the brake pedal free play has been reduce considerably. After installing new shoes on drum brakes, wait until after about 50 miles of driving and readjust them. New shoes wear quickly when conforming to the drums (turned or not). I am happy with the front disk brake conversion. In England, it is recommended that you install an in-line servo with the aforementioned conversion. I do not find that it is necessary.

The 1275cc Midget engine in the Traveller did not seem to have the low end torque that I thought it should have. I adjusted the ignition timing "by ear" (not to factory specs.) and the engine now performs as I expect it to run. Timing "by ear" is the easiest and quickest way to allow your engine to obtain its best power output. Simply loosen the distributor clamp. With engine idling & warmed up, turn the distributor clockwise (for most cars) until the highest idle speed is obtained. Then, turn it back just a little, re-tighten the clamp, and lower the idle. I know that this method is not very scientific, but it works! The manufacture's ignition timing specs. do not usually allow the engine to develop its full power. This is true because of wear in engine components (timing gears, timing chain, valve train, distributor, etc.) and is specially true if modifications (street cam, different carbs., etc.) have been made.

## PRESIDENT'S MESSAGE

What a beautiful day! Our first cruise to Catfish Charlie's. Forty seven club members & their guests, eighteen British cars, and more delicious fried catfish & chicken than we could eat. If you missed this event, you may want to make a note to be there next time. My sources tell me that this should be an annual event.

Besides the nice drive and good food, we had the chance to exchange ideas, meet new club members and older ones who have not been around for a while, and find solutions to some of our British car problems. We also sang "Happy Birthday" to **Beverly Rice**.

An August club event is in the planning stages: "Hot Fun in the Summertime"! A downtown Covington. La. restaurant will seal off the entire block for us to park our British cars. The club will purchase your meal at the restaurant. (FREE!)

"Road Warrior" awards will be presented (worst paint, interior, etc.) If you do not bring your British car, you will not get to park on the closed street, receive no award, and will have to purchase your own meal!

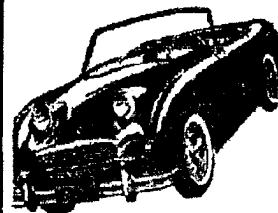
Any club event will be a success if everyone does their part by deciding early on if they plan to attend and let their members-at-large know as soon as possible. Please do not wait until just before the event to make up your mind. It makes planning for an event a nightmare! *Do it for the good of the club!*

Editor's Note: The Covington restaurant has changed owners. We are attempting to contact the new owner to set up this event.

supplied by Cliff Hughes

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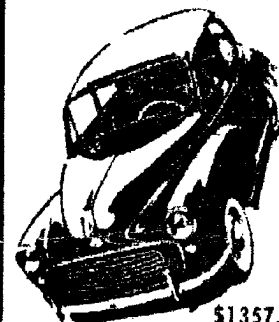
**AUSTIN HEALEY  
SPRITE**



**M. G. A.**

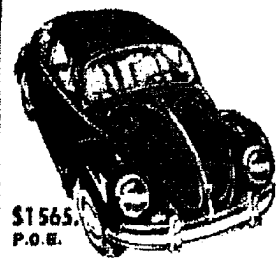


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# MINUTES OF THE GENERAL MEETING

Club president, **Bill Breithoff**, opened the general membership meeting at 7:35 PM. One guest was introduced. **Jim Jones** gave a wrap up report on the Car Day. **David Hayden** talked on his trip to the Houston show. **Harold O'Reilly** reported on upcoming VTR events and announced that our club is now a **full VTR chapter**. **Cliff Hughes** said that he and **Frazer Rice** are going to attend the NAMGAR show. Upcoming events were discussed. **Floyd Friloux** told of a TR 4A for sale. (Hayden later purchased said car.) **Terry Dempre** told of a '74 MGB-GT with overdrive for sale. **Karl Keiger** gave a long report on SCCA activities.



The 50/50 drawing was won by **Mike Palmisano** at \$28. A number of Car Day goodie bags and British Petroleum yellow T shirts were also awarded. The meeting was closed by Bill at 8:15 PM.

## 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!**

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# WELCOME NEW MEMBERS

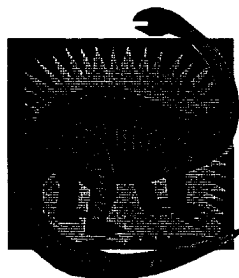
New full members will receive a BMCNO T-shirt, Club Membership Card, Name Badge, and Holder. New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge. The Name Tag will be included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

**PAUL GRAFF  
6168 GENERAL DIAZ  
NEW ORLEANS, LA 70124  
504-486-4149  
LOOKING FOR AUSTIN HEALEY**

## THE DEATH OF A "C" by Jim Jones

As most of you know, I sold my '69 MGC-GT a couple of months ago with mixed emotions. The new owner was driving or towing it behind his motor home at speed down a continuously bumpy Interstate when one of the rear tires caught fire. He says white smoke poured from the car as other cars and semi's blew their horns at him. Was he driving with the hand brake on? I do not know. But, the tire burst into flames as he pulled to the side of the roadway. The insurance company has totaled the vehicle. I put a lot of my soul into the restoration of that car and it gave back to me much enjoyment. But, just the rear on that side was burned and maybe someone will be willing to undertake its repair.

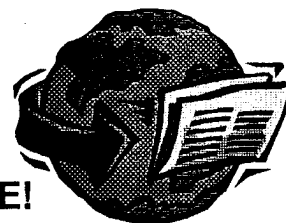
I have given the new owner Tom Boscarino's (AMGCR) phone number. Tom has the greatest number of contacts with MGC enthusiast. Perhaps, he can find someone willing to bring the car back to life.



## BMCNO GOES HI-TECH! By Jim Jones

FROM THERE!

TO HERE!



Thanks to club member **Keith Vezina** and his son **Clinton**, our club now has its own web site! Clinton designed the web site and his dad Keith will maintain it. Keith has been looking for a way to get the club a web site and now he has found a way to do this at no cost to the club. For now the site's address is a series of numbers: <http://208.22.202.130> That designation will be replaced with a name very soon. That will be at some cost to the club, but it has been deemed minimal and approved by the board of directors. Keith is in a high learning curve right now, but is learning quickly. The site is still "under construction", but I am impressed! I have viewed commercial sites which are not nearly as concise as this one. It even contains a section for club members to post photographs of their own British cars! The clubs By-Laws are listed. It has e-mail click-ons for those club officers who have e-mail addresses! Links to other British car related sites. Club events, both upcoming & concluded are posted. I have e-mailed Keith all of the current club events so he can update this section of our web site. Be patient, Keith has a ton of work to do on the site during its early stages. He is receiving data from many different people all at once! I cannot say it enough, "Keith, I am impressed!

# 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.)

**MG** – Two MGB's to Give Away. '76 MG Midget & '79 BGT for Sale.  
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**MGA PARTS** – Fenders, Doors, Bonnet, Boot Lid, Windscreen, 1500 Engine & Transmission, & More.  
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## CATFISH CHARLIE'S REPORT by Jim Jones

Saturday evening before the event, **Richard Wolf** and I drove the route chosen for the north shore's convoy to Catfish Charlie's in Hammond, La. From the "shed" in downtown Covington, La., we took Highway 21 to Madisonville, Highway 22, & Highway 51 to Hammond, & West Club Deluxe Road to Charlie's place. We returned to Covington via I-12. We recorded the lapsed times at the legal speed limits for both trips: 45 minutes for the state highways and 30 minutes for the Interstate. We also checked the road conditions. We determined that the state highway route, although the longest route, was the most pleasant.

**Roger Gibson**, former club president, did this years ago when he organized club driving events. It was a good idea then and it is still a good idea now. It eliminates surprises like closed roadways due to construction, etc.

Only three British cars left from the "shed" in Covington. Two others joined us along the way. Fourteen other British cars with the south shore convoy joined us in the large parking lot of Catfish Charlie's. We all parked on the grass next to a large pond (small lake?) under some trees. We entered as a group and were led to a private dinning room. Two extra tables were brought in and just accommodated our forty eight club members and their guests. Dinning was very causal and the food was great.

For the return trip, the north shore convoy decided to take Hwy 190 (the Old Hammond Highway) back to Covington. No breakdowns were reported by anyone despite *ninety seven degree temperatures!* Club member **Richard Baker** drove his TR 8 for the first time in *ten years!* A good time was had by all!

## **HARD LANDING by David Hayden**

Surely, we all have at least one. Most people I know have more than one. Some are tucked away in our memory, others (current) are close to home now. Some are searched out and mapped into our minds, others are found quite by accident. What I'm talking about here are flying bridges or bumps. Those places where, with a little speed and no opposing traffic you and your car can become airborne. More speed equals longer flight.

About twelve hours before our planned departure for the Pensacola show one of Shaun's friends came to visit him and was admiring my new TR8. He and I took the '8 out for a little drive. I had put about 650 miles on it in the week that I had it, but had not visited my flying bridge yet. In retrospect, maybe I should have started off a little slower, but the '8 really likes to run. We hit the jump at about 85 mph. The flight was great, but the landing produced a scraping sound. No problem, I had had the car up on jack stands and spent a while looking at the bottom. Both exhaust pipes and mufflers had drug the ground more than once before. We continued our ride with no complications due to the hard landing and returned to the house 10 or 15 minutes later, I got out of the car and walked around the back where I noticed a trail of fresh oil on the concrete, leading to the TR 8. A quick drop to my knees revealed an ever increasing puddle under engine. Grab the kitty litter and a drain pan. Now I need the jack and jack stands and a creeper. Now I can see a steady 1/16 inch stream of oil coming from the engine oil pan. I drained the pan and cleaned everything. I had a small crease and a little crack to deal with. The pan does not come off of the engine with the engine in place so I lowered the left hand side jack stands about three inches so that any remaining oil in the pan ran away from the hole. We used the acetylene torch to burn the oil out of the crack and then TIG welded it. New oil and a thirty minute run revealed no leaks. Now the '8 was ready for the 350 mile drive to Pensacola.

The Pensacola Show was a fine event with roughly 80 cars present in enough space for 75 cars. We drove over Friday morning ahead of the rain. Saturday's forecast called for 80% chance of rain, but it turned out cloudy with no rain until the show ended Saturday night. We transported the Morgan and drove the TR 8. The TR 8 made the 700 plus mile round trip without any problems or a trophy. Laura's car took a first in class.

Within the last month, I read a short article in British Car, I think, about jack safety. It made a few points worth repeating. Don't work under a car on a jack. Use a good set of jack stands (manufactured in USA). Don't use concrete blocks as jack stands. Chock the wheels that are left on the ground. And finally, show all the members of your household how to use your jack or jacks and where you keep them. When your car is sitting on your chest is not a good time for jack operation classes. One other point that I will add is to have a small ABC fire extinguisher close to your work area just in case.

## **PCV VALVES by Mr. Goodspanner**

Do you have bluish smoke coming out of your car's tail pipe? Has your car's consumption of oil increased? The problem may not be as serious as you think. If your car's engine is equipped with a Positive Crankcase Ventilation valve it may require some maintenance or replacement. Later style PCV valves are not serviceable. You must replace them. Early style PCV valves can be serviced.

Remove the valve from the engine. Remove the wire clip and plate from its top. Inspect the rubber diaphragm for cracks and/or extreme stiffness. Note which side is up. Replace if necessary. Next, soak or spray the internal check valve in the PCV valve's housing with carburetor cleaner. Be careful with this product. It will eat away just about anything. However, it is safe to use on aluminum. After cleaning, blow from either end of the valve utilizing a rubber tube. Never suck on the tube! You may get stuff in your mouth that you do not want in there! Blowing from the top should be easy. You should not be able to blow any air through from the bottom. This procedure checks the function of the internal valve.

If the plunger which sits atop the spring is in bad shape, replace it. The spring and the housing are the only parts that are not currently available separately. Reinstall the PCV valve using a new piece of rubber hose. A complete PCV valve assembly is very expensive at about \$90. (a \$149 just before this writing) It is well worth your time to maintain the one you have.



## **MY FIRST CAR by Phillip Colwart**

British cars have always been around my world. I grew up in Uptown New Orleans, and several neighbors had British cars in their driveways, like the TR-6 down the block, my friend's little brother's Sprite, and that unusual hardtop E-Type, which somehow looked top heavy to me at the time. But the Spitfire held a special appeal to me apart from the others. I fell in love with cars when my best friend's dad brought home a 1928 Ford Model A Phaeton - a four door convertible. They still have it, although it hasn't run in years. That was the first car I ever got to work on, or helped work on, and the first special interest car I ever drove. Later on, they bought a BRG Spitfire - such a tiny car, and it looked so cool, so low to the ground and European.

I was really into skateboarding, and jumping things while on a skateboard, but they would never allow me to jump over the trunk onto another skateboard - while this ability has passed me by as I approach middle age, I'm certain I would have made the jump without hurting myself or the car. A year or so later, my brother bought a little car to ride around in while his wrecked '76 Pontiac was being repaired. It was a 1962 or '63 Spitfire, a tiny, little sports car unlike anything our Chevy family had ever owned. Totally impractical, dangerous in traffic, great on gas and quite the licensable go-cart, it represented to me pure freedom, motoring for the sake of the sun and wind in my hair, the chance to be the self-indulgent playboy my brother aspired to be, and besides, we got looks from the babes!

I'll always remember my brother taking my dad and me on our first ride - I was perched in the space behind the bucket seats, and dad was holding his hat down on his head, complaining about how it felt like his butt was dragging on the ground! The car was originally red but was painted over with gold fleck paint, had Florida plates, some sand in the trunk, two carburetors, a hardtop, and a broken soft top cage. He got rid of it after he fishtailed and spun around a couple of times one rainy day on Causeway at Jefferson Hwy.

Eventually I moved to Hammond, and a good friend Terry May's red '78 Spit rekindled the memories of my short-lived sports car fun. I really wanted an unaffordable Miata (gasp!), but I agreed to look over a for-sale Spitfire he spotted down the road. The 1975 Spitfire for sale had a torn top, a little rust, a sizable hole under the driver's feet, a couple of dents, oxidized paint, a twenty year old spare tire, and a smoking, oil-burning engine. One drive and I was in love! Cautioned by my good friend's warning that I was not only buying a car but a hobby as well, and reassured that he would help me restore it, I forked over the \$1500 check and drove it home, where I peered under that dirty bonnet and added yet another quart of oil. To keep a long story in check, I drove it around quite a bit, and had such great fun, and slowly learned how to maintain it, although I knew I would have to eventually rebuild the engine and fix up the interior - the engine smoked and the carpet was all torn and balled up into an unrecognizable chunk of polyester.

You never really know what you've got until something dreadfully goes wrong, especially when you least expect it, and understand the problem even less. About a month into ownership, around January 1992, I drove home my date, got back in the little car, and put it in gear - nothing. The engine and tranny were okay, just no power to the rear drive wheel. When I inspected the right rear wheel, I noticed it was tucked up into the wheel well, and slanted inward. I decided to test the rear suspension by grabbing the top of the tire and pushing it in and out. Well, the axle must have finally broken through at that moment, because that corner of the car fell on my hand and the tire. Yep, it hurt so badly that my hand swelled up a little and I felt sick. I sucked up my hurt pride as I waited for the tow truck to bring the little car and me home. Later, my buddy Terry and I tore down the rear end, and sure enough, the axle sheared off at the hub. We replaced the assembly with one from the parts car that came with my purchase. Two years later, this happened again, on Florida's Turnpike, near Orlando (mile marker 266!). Same story, but I couldn't find the wheel that flew off the car in the rain at 10:30pm. Here is lesson number one for Spitfire owners: keep your rear hubs lubricated! Get a grease gun, and make sure to lube those rear hubs every year or 3,000 miles. If you hear a clicking sound from the rear end, you can best bet that the bearings are going out. The Spit (and GT6) rear hubs hold the stub axles in place by inner needle bearings and outer roller bearings. Because of manufacturing intolerance's and whatnot, a slight wobbling takes place along the axle, and can be seen with the car on jack stands and the rear wheels off. Spin the axles, one at a time, and watch the brake plates oscillate. It will wobble back and forth slightly, and will give you the impression that the stub axle is bent. After replacing axle after axle with old, used parts, I have learned the hard way that there is no substitute for new parts in some very important places. The inner needle bearings tend to get dry and actually score the smooth axle surfaces upon which they ride.

The tight fit loosens up, the axle wobbles a little bit more, the axle gets scored up, the needle bearings cut in more, and eventually, the thing heats up so much (like the Orlando breakdown - the axle turned blue from the extreme heat) that the bearings seize and cut the axle. Imagine losing a wheel on the Turnpike at 55 mph! In March 1995, I replaced both stub axles with brand new ones, along with new bearings n' seals, bushings, u-joints, grade 8 hardware, and synthetic bearing grease (Mobil - the red stuff) for extra high temperature tolerance. I re-grease the hubs every March, and drive like crazy everywhere I go, confident that my axles are smooth, straight and oiled. And, I know I won't cut an axle! If you hear that clicking sound in your rear end, bite the bullet and get new axles installed. The car will be so much safer to drive, and your confidence will be restored as well. The Spitfire is so easy to work on, so have fun! There are quite a few Spitfire owners in our club. The Spit is an ideal first car because it is so straightforward in design, easy to repair and maintain, and parts are plentiful and relatively affordable (have you priced an Austin Healey crankshaft lately?). It is such a lightweight car and handles quite well. Sure, there's not a lot of horsepower, yet it is quick and looks so good. I may add to my car collection, but I'll always keep the little Topaz, uh, orange Spitfire. It's perfect for the twisty country roads on the North Shore, insurance is cheap, and it's always ready for a back roads romp. If I can offer advice or whatever, e-mail me at philc@neill.net. I hope to write more about my Spitfire later...

**ON THE MOVE AGAIN by David Hayden**

Wednesday morning after the May BMCNO general membership meeting, Shaun and I loaded into the Miata for an 1825 mile round trip to see my dad in Kentucky. He is in the hospital with complications from an elective knee replacement surgery ten months ago. We were back home Friday morning, 44 hours after departure, for a trip average of 41.47 mph including the 17 hours we spent in Lexington. if you subtract the 17 hours of visit, our average jumps to 67.59 mph counting gas and food stops. We had a good visit with him and brought video of the Tuesday night meeting and cars, BMCNO car show, SCCA Auto—X, the rest of my family, and a Sunday front yard race session. I think that our short visit lifted his spirits and was well worth the long drive.

Friday, June fifth Laura, Rachel, and I left for two days of car show and events in Houston. We transported the Morgan and drove the TR 8. Shortly before arriving in Houston, we ran into the only rain of the trip. Saturday morning was cloudy with no rain. Saturday's events included a funkana hosted by the Houston MG car club. Twenty three cars competed in the seven part contest. We entered both cars, but didn't finish in the points with either one. Saturday afternoon brought the Jaguar club of Houston slalom (auto-x).

Again, both Laura (Mog) and I (TR 8) participated. It was held in the parking area of Trader's Village and open to all marques. Twenty four cars competed. This was Laura's first auto-x.

The Mog did well, but again, not in the points. I, on the other hand, finished first in my class and have a nice plaque to prove it. A TVR took fastest time of the day, These events finished in time for a barbecue dinner served at the event site. Sunday was the car show, held in the pavilion at Trader's Village, which is a 200 acre flea market with shops of all kinds and plenty of food and drink. There were about 100 cars shown, among them a TVR and a Jowett Jupiter owned by a Mr. Jowett. It turns out that his great, great, great grandfather's brother was the founder of Jowett car company. Laura's Mog came in first in a class of three Morgans. My TR 8 came in first in a class of four 7's and 8's. There was also valve cover racing during the show as well as four tech sessions offered during the show, The show ended with awards at about four PM on Sunday. I strongly encourage each of you to put this show on your calendar for next year.

**CLUB REGALIA**

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|---|---------|--------------------|---------|
| 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            |         |
| <b>GET THESE ITEMS WHILE THEY LAST!</b> |         |                    |         |

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