

# The Morris Gazette

The Official Newsletter of the British Motoring Club – New Orleans, Inc.

July 1999

Published Monthly

## ***BMC-NO is affiliated with:***

North American MGB Register (NAMGBR)

and

Vintage Triumph Register (VTR)

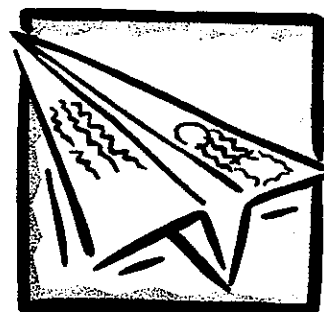
If you are member of any of the national registries or clubs, please let us know.

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## **President's Message**

Richard Wolf has made arrangements with Steve at the Tap Room for our August event--our Un- Car Show. The date will be Sunday, August 22, from 4pm to 7pm. The Tap Room is located at 434 North Columbia Street in Covington. For those of you who missed last year's event, they have more varieties of beer on tap that one man can drink in a sitting. This year's menu has been expanded to include: 8 oz burger, grilled chicken, Club sandwich, Po Boy (choice of turkey, roast beef, ham, or tuna). The prices range from 5.95 to 6.50. The driver of each British car entered will receive one free dinner, compliments of the club. (Drinks and additional meals must be purchased.) Don't miss this event! Last year many Road Warriors received the recognition that they deserved. Who will be the winners this year?



Our first trip to Seafood World was very nice. We had 35 members/guests and 5 British Cars. (That works out to seven people per British Car - a new record?) The South Shore Convoy left the parking lot at the Causeway on time and met the North Shore Convoy at 6:45 and we arrived at Seafood World at 7:00 - on time. Although we had many more people than first thought, the management accommodated our needs with a smile. The atmosphere was nice and the food was really good. I don't think that anyone needed an Alka-Seltzer after dinner and several of us stayed around to chat in the parking lot. Good food, good people, good times were had by all.

I know that this is only July, but at the Board Meeting this month, we discussed nominations for office for the coming year. Nominations will be made in September and elections will be held in October — not that far away! This year there are several positions that will turn over, so if you are interested in getting involved in the inner workings of the club, now is the time to dive in. If you are interested in knowing more about holding office, just ask me or one of the other officers and we will be glad to tell you more about it. It does require that you make the commitment to attend one Board Meeting a month and to host at least one during the year. This is your opportunity to impact the things that the club does and the way that we do them. Think about it!

And remember, do it for the good of the club. Bill Breithoff

# August 1999

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17 Board Meeting	18	19	20	21 Jackson Exhibition
22 Tap Room Un-Show	23	24	25	26	27	28
29	30	31 General Meeting				

**Tue July 27 – GENERAL MEETING** – New Orleans Hamburger & Seafood, 817 Veterans Memorial Blvd (between West End Blvd & Bonnabel.) Meeting starts at 7:30 p.m.

**Fri July 30** – Covington Street Rod Association show / block party. 5:00 to 8:30 p.m., Columbia Street between Gibson and Lockwood streets in Covington. (No other information available.)

**Tue August 17 – Board Meeting** – 7:00 p.m. Richard Denneau's house, 3612 Bartolo, Meraux.

**Sat August 21** – Jackson MS English Motoring Club Car Exhibition in conjunction with the 11th Annual Scottish Highland Games at the Jim Buck Ross Forestry Museum in Jackson.  
Contact John Simmers at (601) 638-0968 or Terry Travato at [terryt@callon.com](mailto:terryt@callon.com)

**Sun August 22** – 2nd annual “Hot Fun in the Summertime” dinner and “Un Car Show” at the Tap Room in Covington, 4 – 7 p.m. Awards for “Un-categories” such as worst paint, biggest oil leak!  
**South Shore convoy** leaves at 3:15 p.m. from Satora Coffee Shop 3749 Causeway on the right about two blocks before the toll plaza.

**Tue August 31 – GENERAL MEETING** – New Orleans Hamburger & Seafood, 817 Veterans 7:30 p.m.

**Tue September 28** – General Meeting – OFFICER'S NOMINATIONS for 2000.

**Sat October 2** – SABCC Car Show in Fairhope AL. (Mobile) Registration 8 a.m. – noon, Awards 3 p.m.  
Details and registration form available at <http://www.geocities.com/motorcity/track/1492>

## Tap Room Map



**Directions:** from Causeway, take W 190 past I-12 about 2-3 miles. At Hood Chevrolet get into the left-turn lane. At the light turn left onto E. Boston Street, then go 3 blocks to Columbia Street and turn right. The Tap Room is on the corner of Columbia and E. Gibson.

## Minutes of June Meeting

Vice-president Cliff Hughes conducted the meeting since president Bill Breithoff was out of town on vacation. The meeting was not called to order until 7:45 since a number of members were still in line for food. (Please try to arrive early enough to have your dinner and be seated by 7:30. Thanks!)

There were several guests present: Jeff Hall, newly arrived from Miami, who owns a TR6 that doesn't run; new member Jim Elston who is currently looking for a car; new member Alan Harris who is just finishing restoration of '69 TR6; and Michael Savoy who was just visiting.

Mike Palmisano reported on the trip to Catfish Charlie's (see President's message last month).

Cliff Hughes told everyone about the upcoming run to Seafood World. He explained the menu options and directions to the restaurant. A quick show of hands indicated that approximately 12 of the members present planned to go.

Cathy Greensfelder has been working with the club database and has extracted a "marque list" of who owns what kind of car. Cliff asked the membership if they were interested in having this list published. It would enable a member who, like Jeff Hall, was having trouble with his TR6, to look up other members who own TR6s who might be able to help.

The August event will be the "Hot Fun in the Summer Time" Dinner and "Un Car Show". It will be at the Tap Room in Covington, August 22nd. One of Cliff's friends had called and asked what a "U. N." car show was. An "Un-show" is geared towards all the cars that don't win in the regular show. Awards last year included "Biggest Oil Leak", "Biggest Dent", and "Most in Need of a Total Restoration" (commonly referred

(Continued on page 4)



## Club Officers

President: Bill Breithoff  
 Vice President: Cliff Hughes  
 Treasurer: Harold O'Reilly  
 Secty/Editor: Cathy Greensfelder

### Board of Directors

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 brice@communique.net  
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### Marque Coordinators

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 Vintage Triumph Register Harold O'Reilly 504-486-5837

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## June Minutes

*(Continued from page 3)*

to as "Worst in Show") which was won last year by Charles Ake's MGB. His car was trailered in with nothing but a valve cover sitting on a box in the engine compartment! The Tap Room, which is normally closed on Sunday, will be opening just for us and the street will be blocked off for the cars.

The South Alabama BCC car show will be October 2<sup>nd</sup>. Their show will be returning to Fair Hope AL after a five year absence.

Dave Hayden, who will be conducting the E. E. Reynolds rallye, asked when the rallye was scheduled. The rallye is traditionally held on the first or second Sunday of November, whichever is most convenient to the rallye-master.

Several members gave project updates. Cliff reported that the front shroud for his Healey is finished and he will be starting on the back soon. Dan Melesurgo's TR6 is almost completed.

Anne and Floyd Friloux reported that their fire truck, a 1955 Ahrens-Fox pumper, arrived from East Rutherford New Jersey. Weighing in at close to 10 tons, the fire truck blew out tires on the flatbed trailer which delivered it and during unloading it bent the specially-constructed heavy duty ramps, and fell off the trailer! They purchased the truck over the Internet from an Ebay.com auction.

In other member news, club treasurer Harold O'Reilly was at the meeting and is feeling "better every day" after his triple-bypass in early June. Cort Musgrave is retiring from British Petroleum after 28 years. (Congratulations to Cort, but without him at B.P., the club may have to find a new sponsor to donate T-shirts!) Cort has recently acquired a British outboard motor for his dingy. It is a Seagull 3 hp motor with a tiny SU type carburetor on the side. Like the Friloux's fire truck, the Seagull was also purchased from an Ebay.com auction.

Cathy Greensfelder won the 50/50 for \$21. Roy Richardson and Dave Hayden both won T-shirts.

### *British Cars seen at the*

#### *July Meeting:*

*one Land Rover, one Jaguar,  
 one GT6, five TR6s, one TR8,  
 one MGB, one MGA*

## 75 Spitfire 1500 Suspension Question

### by Philip Colwart



The Spitfire is an easy car to work on because of its simple, straightforward design. Over the years I have performed all repair, maintenance and restoration projects on the car myself and with friends, except for the paint job. One phase of restoration I particularly enjoyed was the work on the suspension system. I wish I had more experience with Spitfire suspension systems so I can understand why the car behaves as it does now.

I'm the kind of mechanic who likes to do it once, properly, the first time. That is, I don't always have the patience others have to tear down a system to tweak an adjustment and build it all back up again. It seems I may have to experiment with the front suspension to get it correct, once and for all, unless some generous reader of this essay can step forward with some tips or advice to help me solve my challenges.

When I rebuilt the front suspension of the Spitfire in March of 1994, I completely disassembled everything except the steering rack. That is, I took apart the upper and lower arms, the upper ball joints, the lower trunions, the tie rod ends, everything. I replaced all wearable parts with The Roadster Factory's complete rebuild kit. I pressed out and replaced the old rubber shock absorber bushings, too.

The real challenge I am experiencing with the front end involves the way the car sits and steers after this rebuild. Because I desired a clean appearance under the bonnet, I disassembled the front spring units. I wanted to clean the springs and repaint the original, factory shock absorbers, which to this day seem tight and firm. After all, the car only bounces once when I test the shock absorbers by bouncing the car down with my knee on the bumper.

(One time I did this test on Roy's Spitfire and the rear bumper overrider fell off under the weight of my knee – he has since forgiven me!)

Here's where my challenge lies – the front end of the car seems to ride too high. Looking at how the car sits, comparing the camber of the front wheels with the rear wheels, they seem to have positive camber like a pre-war MG. I brought the car to the Hammond Vo-tech evening automotive technology class (what a bargain! - a full shop and a ten-week "semester" for \$60 tuition) and gave it a four wheel alignment. The alignment machine showed that the front end had a lot of incorrect toe-in and excessive negative camber – although the car obviously has too much positive camber! The front tires' outer edges are worn, the treads are somewhat cupped, and the tires squeal when asked to perform a U-turn in a parking lot. In fact, when making a u-turn at a very low speed, the resistance between the two front tires will reliably stop the car! And on hard cornering, the car will sometimes make a funny little hop before the rear end really digs in.

*(Continued on page 6)*



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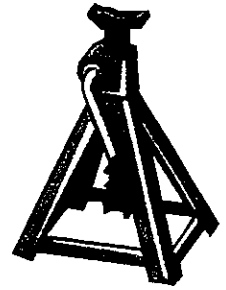
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 ANNE & FLOYD FRILLOUX, OWNERS

## Spitfire Suspension

*(Continued from page 5)*

The front end caster is non-adjustable. The camber can be adjusted from the bottom only, with shims on the front and rear lower wishbone arms. Although I removed all the adjusting shims from both left and right sides, the alignment machine (a \$35,000 beauty, brand new) promised me in no uncertain terms that I needed to remove more shims. The car still sat too high and the front wheels still had the excessive positive camber appearance. So I trusted my instincts and added a bunch of shims anyway to hopefully counteract this. It hasn't helped. I have not brought the car to another mechanic or another shop. My ANSI-certified vo-tech instructor assures me I should remove the shims. Checking the front end for play with the front wheels off the ground reveals no play – everything seems tight and right.

So, my question to our highly experienced readership is apparent: what gives? Could my chassis possibly be bent? Is my steering rack somehow at fault? Did I improperly reassemble the spring/shock units? Naturally, there is a little bit of play in the steering rack, but nothing I think is excessive. I have no front end shimmy shakes at high speed. Before the rebuild it did have the u-turn steering problems and tire wear I mentioned but at least the front end sat low. Can anyone please help me out with this?



## New Members

By Anne Friloux

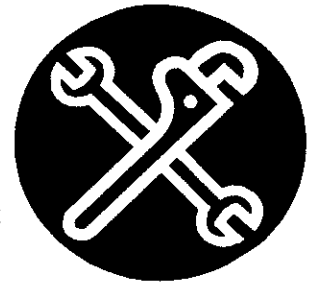
**Kevin Colley**, a resident of Metairie, joined our club in May after learning about us on the Internet. He currently owns a '76 TR6 which is his fourth British car. His first was a '59 MGA 1500, second a TR6 which met an untimely demise, then an AH 3000 which was more of a project than he anticipated. Kevin's love of cars extends to his Mercury Montclair and an '84 BMW. He enjoys doing most of his own mechanical work and hopes to participate in club events.

**Jim Elston** lives in River Ridge with his wife, Mary Lee. He has 2 grown children and is a doctor in forensic medicine. Jim saw our monthly meeting listed in the T-P in June and joined that Tuesday night. He is presently **looking for an older Jaguar XJ6**. Jim plans to attend our monthly meetings and when we aren't talking cars, we'd love to hear more about his Victorian military gun collection.

**Jeff Hall** and his wife Angela recently moved to New Orleans from Miami. Jeff works with the U.S. Coast Guard as a photographer/media relations person. He has just started driving his '74 TR6 after getting advice from Harold O'Reilly at the June meeting. Jeff's first British car was his brother's TR7, which he kept for about 6 years and then had to sell. He purchased his TR6 in Miami and hopes, with the clubs' help, to get it back into great shape and participate in driving events.

# Tech Tip – Steering Boots

By Mr. Goodspanner



All British cars that I am familiar with have them - those expandable rubber boots that keep the oil in the rack and pinion steering assembly. They do not last forever. They must be inspected from time to time and replaced as necessary. If not, dirt and water will enter the assembly and wear away at its parts.

The assemblies will last forever if the proper care is given to them. Replacing the boots can be easy or difficult depending on the car. Some are more accessible than others. First, jack up one side of the car and remove the tire/wheel from the car. Always use a jack stand to support the car! Both tie ends must be separated from the steering arms. I suggest that you perform one side at a time. Crack loose the binding nut on the tie rod at the inboard end of the tie end. Remove the split pin (cotter pin) and castle nut from the tie end. Newer nuts will be of the Nylock type and not castle nut to accept a split pin.

The shaft of the tie end is tapered and once torqued down into the cone shaped hole of the steering arm, the two parts do not come apart easily.

You can use a device called a "pickle tool" and beat it with a hammer between the two parts in an attempt to separate them, but this method is crude and damages the rubber seals if nothing else.

If you are good at swinging a large hammer really hard, you can strike the end of the steering arm at its hole. This will temporarily distort the hole and the tie rod shaft will pop out. It works well and causes no damage, but you can not always get a good swing at it as things like fenders can get in the way.

The best method is to use a puller tool. With the puller tool, you can tap the tool into place, tighten its bolt, and the parts will easily separate. Place the nut flush with the end of the tie end shaft's threads to protect them, if you intend to reuse the tie ends. However, you may find that most of the tools purchased locally for this purpose will be too large for the job. Purchase a tool from a British car parts supplier for proper operation.

An alternate method is to leave the tie end in place, crack its binding nut loose, remove the small boot clamp, and unscrew the steering tie rod from the tie end. This method is time consuming and getting the steering rod to thread back into the tie end after the new boot is in place can be difficult, but it also works.

Now that this part is done, remove the two clamps that secure the boot to the steering rack assembly. You may want to use a drip pan under the boot. There may still be some oil left inside the rack. Try and save the clamps, as they are not always available and the wire ties that usually come with the new boot kits do not seal as well. This is many times impossible as the clamps were installed when the rack was out of the car and the screw heads may not be accessible to you. In this case, separate the clamp's bands with a pair of cutting pliers.

Remove the nut that secured the tie end from the steering tie rod. Note: If you paint the nut & rod with fast drying paint, like primer or place tape on the tie rod, before removing the nut, you can reposition the nut at the same place after the new rubber boot is has been installed. By doing this, chances are that you will not have to readjust the front tire alignment toe-in. Remove the old boot.



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## Steering Boots

*(Continued from page 7)*

Raise the tie rod to a horizontal position. Most are spring loaded outboard. It should move easily, but with no in & out play. If it does not, the steering rack is in need of adjustment requiring a part or replacement, which is not to be covered here.

Clean the road crud off the tie rod and slide the new boot into position using some motor oil to ease the operation. Install the two clamps or wire ties.

Thread the nut on the steering rod to the point where it was before removal. Remember the primer or tape? Thread the tie end onto the tie rod up to the nut. Tighten the nut against the tie end. Insert the tapered tie end shaft into the hole of the steering arm. Using a lock washer, (not necessary with a Nylock nut) thread the nut onto the tie end shaft threads, torque it down, and install the split pin (again not necessary with the use of a Nylock nut). Reinstall the tire/wheel.

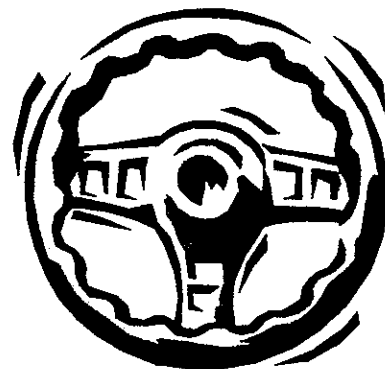
When you do the other side, do not install the small boot clamp or wire tie as you may need access at this point to get the oil into the rack assembly. Some rack assemblies have an oil fitting either on the steering box accessible under the hood or from inside the car (if the rack is mounted on the bulkhead) by removing a plate in the passenger side of the bulkhead. Others do not and in this case you will be able to get oil into the rack by removing the diamond shaped plate on the steering box. The plate is secured by two bolts located on the top of the steering gear box. That is, if you can get to it without having to remove the radiator or something else! It all depends on your make or model of car.

### You know you've owned a British car too long when

You tell your spouse that the reason you were out till 3 A.M. was that the car broke down, and she or he **believes** you!

third of a pint of oil while turning the steering wheel fully in both directions to distribute the oil. I like to add more oil than that, but that is up to you. Gear box oil (90 weight or such) is most commonly used, but some systems use other kinds of lubricate. (i.e. engine oil) Check the repair manual for your car.

If you cannot access the steering gear box and do not have oil fittings on the rack, you can insert the oil through the small end of one of the steering boots. Remember the clamp or wire tie that you did not install? Gear oil bottles have cone shaped tips on their caps. Use a rubber hose of the proper size on this cone. Insert the other end of the hose under the small end of the boot. Squeeze the bottle and force the oil into the rack housing. When enough oil has been pumped into the assembly, remove the tube and install the small clamp on the boot. For other types of oil, you can use the same method. Simply use an emptied and cleaned gear-box oil container and fill it with the proper lubrication for your car's steering rack assembly. Or find a clean container that the gear oil bottle's cap will fit.





## For Sale

- MGA** - '59, mostly original mechanics, runs, needs paint. **PARTS** - MGB front suspension \$200, rear axle for wire wheels \$100, '62-67 engine \$200, 62-73 heater assbly \$125, GT body parts & many more. Deborah Adams Hitt at (504)488-2276 (6/99)
- MG-TD** - '52, New interior, excellent condition, BRG, disk wheels, \$15,000 Joe Huffman (Covington) (504)892-7700 (7/99)
- MGB-GT**, '73, Red, Disk Wheels, Black Interior, Newer Interior, Engine turns, but does not run. \$800 Contact Jim at: (504)796-8002. (Folsom, LA) (7/99)
- MGB** - late '69 - early '70 (chrome bumper), wire wheels. Complete car for restoration. \$475. Deborah Adams Hitt at (504)488-2276 (6/99)
- WANTED** - CHROME Rostyle wheel for MGB - Original part number AHH9149. Just like painted wheel, but is Chrome/Black. (Firestone lost mine.) Fred Fabre (225) 356-5466 Baton Rouge (7/99)
- WANTED** - enclosed trailer suitable for small British cars or motorcycles. Anne or Floyd Friloux (504) 464-1734 or lubriport@aol.com (Kenner LA)
- Please mail ads for British cars, motorcycles & parts to **PO Box 73213 Metairie LA 70033** or email to [cgreensfelder@compuserve.com](mailto:cgreensfelder@compuserve.com)

## Newsletter submissions

Electronic submissions are greatly preferred.  
 Email to Cathy Greensfelder at [cgreensfelder@compuserve.com](mailto:cgreensfelder@compuserve.com)  
 or bring a diskette to the meeting.  
 (Word 97 or plain text preferred.)  
 But don't despair - we still accept written articles! Mail them to the club at  
 P.O. Box 73213 Metairie LA 70033

## Membership Info

Club membership is open to anyone who owns or has owned, drives or is interested in British motor vehicles.

Annual Dues: \$30 first year / \$25 subsequent years.

\$15 corresponding membership is available to persons living outside the Greater New Orleans area.

New members receive a club T-shirt, window decal and name tag. All members receive the monthly club newsletter. Your membership expiration date is printed on your newsletter mailing label. Please pay your dues promptly to avoid missing any issues of the newsletter.

**Club Regalia** - Available from the Club Treasurer at most meetings

T-shirt \$ 7.00

Golf Shirt \$ 15.00

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.00



The Morris Gazette

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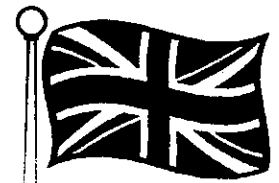
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<http://208.22.202.17>

DAVID HAYDEN  
9505 NORTH ROAD  
ABBEVILLE, LA 70510

4/26/00



July 1999



**Tap Room "Un-Show" Aug 22**

**STOLEN LAND ROVER**  
**1966 LR 88 - VIN# 24422537B**

White hardtop / Blue bottom.

Stolen from Lewis Truck Service, 7801 Edinburgh St., New Orleans  
If you see this Rover call the owner, Ernest Borguieres, at 523-3456