

The Morris Gazette

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

August 1999

Published Monthly

BMC-NO is affiliated with:

North American MGB Register (NAMGBR)

and

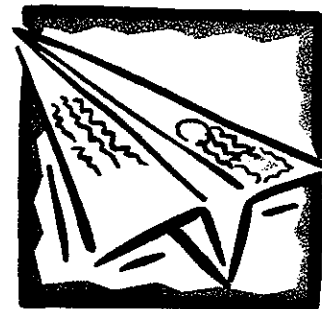
Vintage Triumph Register (VTR)

If you are member of these or any other national register or club, please let us know.

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President's Message



The first three letters of the name of our next event say it all - FUN !!! The Third Annual Hayden Funkhana will be held on Sunday, September 26 at 2 p.m. at the Tanger Outlet Mall in Gonzales, La.. For those of you who have attended one of these events, you know that they are as much fun to watch as they are to participate in. They are especially funny with a bag on your head. For those of you who have never been to one, you owe it to yourself to come out to see. The South Shore Convoy will leave from the parking lot behind the Kenner Welcome Center at Loyola Drive and I-10 at 1:00 p.m. The North Shore Convoy will leave from Piggly Wiggly at 1:30 p.m.. Oh yes, plaques will be awarded to the drivers and navigators for first, second and third place.

Well, another Hot Fun in the Summertime (Un-Car Show) at the Tap Room and the turnout was great! We had 19 British Cars, one faux TR6 and 68 people who enjoyed an evening of cars, food and fun. This year marked the beginning of a new award, The Goodwill Trophy. It gets its name not from any humanitarian endeavor, but rather the store from whence it was obtained. It is the new take-home award for the "Worst of Show" and will be the property of the winner until another winner is declared next year — something to look forward to!

More fun for the month of September — The Mardi Gras T's are hosting their Fourth Annual British Car Fun Day on Saturday, September 18, at Fred Fabre's Carriage House Garage --let's see what Fred has up his sleeve for this year!!! Call to let them know if you will attend.

As you may have read in last month's newsletter, nominations for club officers for the next year will be in September. The activities that we participate in, the kinds of shirts that we buy, the awards that we give, the kinds of food and drinks that we serve, how we spend club funds, and other decisions that are required in the operation of our car club are made by the members of the board every month. Try it for a year and you can get the feel of really doing something **for the good of the club.**

Bill Breithoff

September 1999

Sun Mon Tue Wed Thu Fri Sat

		Aug 31 General Meeting	1	2	3	4 Blood Drive Show
5	6	7	8	9	10	11
12	13	14 Board Meeting	15	16	17	18 MGT FunDay
19	20	21	22	23	24	25
26 Funkhana	27	28 General Meeting	29	30	Oct 1	Oct 2 SABCC Show

Tue August 31 – GENERAL MEETING – New Orleans Hamburger & Seafood, 817 Veterans Memorial Blvd (between West End Blvd & Bonabel.) Meeting starts at 7:30 p.m.

Sat Sept 4 – Fifth Annual Race for Life Car Show / Blood Drive, Clearview Mall 10 a.m – 4 p.m. Open to all makes, no entry fee. Music by Heart & Soul. Free food & soft drinks for entrants/donors.

Tue Sept 14 – Board Meeting – Cathy Greensfelder, 5537 Berkley Drive, Algiers 7:00 p.m.

Sat Sept 18 – Mardi Gras T's "British Car Fun Day" drive to Baton Rouge. Leave Denny's 1021 Airline 8:00 a.m., brunch at Frank's in Baton Rouge whenever they get there, followed by "Bench Racing" at Fred Fabre's Carriage House Garage. See p. 3 for details.

Sun Sept 26 – Hayden's 3rd Annual Funkhana. Tanger Outlet Mall, I-10 in Gonzales. 2:00 p.m.
South Shore Convoy leaves Kenner Welcome Center (I-10 & Loyola) at 1:00 p.m.
North Shore Convoy leaves Piggly Wiggly Hwy 22 across from Beau Chene at 1:30 p.m.

Tue Sept 28 – GENERAL MEETING – New Orleans Hamburger & Seafood, 817 Veterans. 7:30 p.m.
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>

Sun Nov 7 – E. E. Reynolds Memorial Rallye. Dave Hayden, Rallye-Master. Gonzales area

Mardi Gras T's Club "British Car Fun Day"

Mike Lewis of the Mardi Gras T's club of New Orleans announced that the MGT's annual "British Car Fun Day" will be on Saturday September 18th. This event is open to all British car enthusiasts from all area clubs. This is a *very* laid back event! They will be leaving "8ish" from the Denny's at 1021 Airline across from the airport and motoring up the River Road to Baton Rouge, taking their time. Remember, some of their cars can only go 35 mph!! They expect to arrive at Frank's Restaurant, (8353 Airline Hwy, Baton Rouge, (225) 926-5977) sometime between 11:00 and 12:30 for brunch and Frank's famous biscuits. After brunch, they will caravan to Fred Fabre's unique Carriage House Garage and Museum for "Bench Racing", car talk and whatever surprise activities Fred has planned. Contact Mike at (504) 362-8364 or Fred Fabre at the Carriage House Garage, Baton Rouge for more info or to let them know you are coming.

Minutes of July Meeting

President Bill Breithoff called the meeting to order at 7:35. Several guests were present: Steve Calonje owns a 1960 MGA. Allen Harris, a 69 TR6 owner, was here for his second meeting, and Russ Dedmon, a former member, was present and is rejoining the club.



In other clubs' news, the SCCA will be moving back to Zephyr Stadium for the winter when Belle Chase Naval Air Station closes the old runways for the hunting season. The VTR South East Regional meet will be in Florida in late October. Contact Harold O'Reilly for more information on either group's events.

Bill Breithoff reported on the run to Seafood World. (See last month's President's Message"). There was only one British car from the South Shore, and four from the North Shore. Thirty-five people attended, although we had only made reservations for 20. Bill commented about how well the restaurant handled the increase. Everyone agreed that the food had been great.

Bill gave more details regarding the up coming "Hot Fun in the Summertime" dinner and "Un-Show" at the Tap Room in Covington on August 22. The event will run from 4 to 7 p.m. and the club will be providing a coupon for one free diner for the driver of each British car "entered" in the "un-show"! (Members must purchase drinks and any additional meals.)

Jim Jones gave additional details on the July 30 Covington Block party and associated car show. The show, sponsored by the Street Rod Association, will be very informal with no pre-registration or formal judging. All makes are welcome.

Mike Lewis of the Mardi Gras T's MG club of New Orleans encouraged all BMC-NO members to attend the MGT's "British Car Fun Day" on September 18th. (See article above.)

The 3rd annual Hayden Funkhana will be held on Sunday, September 26 beginning at 2 p.m. at the Tanger Outlet Mall in Gonzoles. Last year saw severe thunderstorms in New Orleans, although it didn't rain at Belle Chase, so only three "cars" showed up to run the course: a sprite/midget (sorry - I forget whose it was from last year. Editor.), the Vezina's Nissan Maxima, and the Greensfelder's Ford Ranger pickup. Needless to say, the "spridget" won, completing the course in less than half the time of the pickup truck! (However, the truck did come in handy for picking up the cones afterwards!) Cathy reported that if her MGB isn't running by then, the Ranger will be back to defend it's third place trophy!

Officer's nominations will be at the September meeting and elections in October. Bill asked everyone to

(Continued on page 4)

Club Officers

President:	Bill Breithoff	504-288-4019	breithoff@juno.com
Vice President	Cliff Hughes	504-845-8709	- - -
Treasurer	Harold O'Reilly	504-486-5837	continen@gnofn.org
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North American MGB Register	Richard Wolf	504-892-1574	wolfngb@yahoo.com
Vintage Triumph Register	Harold O'Reilly	504-486-5837	continen@gnofn.org



July Minutes

(Continued from page 3)

consider running for club office. Harold O'Reilly has served three terms as treasurer and cannot run again and both Anne Friloux and Cliff Hughes will be stepping down after four to six years each on the board in various positions, so treasurer, vice president and possibly two member-at-large positions need to be filled. Bill urged anyone interested in getting more involved with the club to contact any of the current officers.

The SABCC car show will be October 2nd in Fairhope AL. Several members are planning to stay Friday or Saturday evening at the Baron's Inn, 701 So. Mobile Street, Fairhope, Alabama 36532, on Alt. 98 Scenic Route, South of Fairhope Pier, (334)-928-8000. (This is not the official host hotel, but they like it!)

Several members reported on current car projects. Jim Jones is nearing completion on the wiring harness for his Morris. Harold O'Reilly's said the he and the TR7 were both working again. Rodger Tally's bug eye sprite is waiting on repairs and the Friloux's GT6 was rear-ended and suffered significant body damage.

Cort Musgrave Jr. reported that the web address given in the June and July newsletters was incorrect. (Oops! It has been corrected in this issue. Editor) The correct address is <http://208.22.201.17>

Charlie Delano related the story of his MGA, which he has owned for twenty years. It was built combining the parts of a 59 MGA and a 60 MGA owned by his brother and a friend. He recounted telling his wife "I gotta get rid of a body", referring, of course, to the remains of the second MGA!

Anne Friloux warned members to take their Moss and British Victoria parts catalogs with them to the claims office if they ever have to file an insurance claim on an older British car. Since the GT6 wasn't in the adjuster's books (the only Triumphs listed were the TR7 and TR8) the insurance company ruled the car had "no value". A local garage owner mistakenly told the insurance company that new parts for the GT6 were not available, although the only part Anne cannot buy new from Moss or B.V. is the rear bumper! As a result, the insurance settlement came in at half what the body shop says the repairs will actually cost. If the insurance company had had the parts catalogs, they might have done a better job of estimating the damages.

The meeting was adjourned at 8:30.

My First Car by Mike Brown

I keep the MGA parked in the carport and I always check under the car for any kind of leaks. There is always the usual drop of oil from the rear main bearing which I understand is normal for these cars; however, I noticed a different drop of oil from the rear of the car. On a closer inspection I found that the oil was coming from the rear end pinion oil seal.



Joe Rogers had the same kind of leak on his MGA coupe so he brought his car to Kevin Gambino's to have it fixed. Upon removing the pinion flange, Kevin noticed that a small groove was worn where the oil seal touches the surface. There is a product called "Speedy Sleeve" that can be used to repair the surface. It is a thin metal sleeve that comes in many different sizes that fits over the sealing surface restoring it to a smooth face. Kevin didn't think this was necessary and simply replaced the oil seal. Joe tells me that he hasn't seen any oil leak since the seal was replaced.

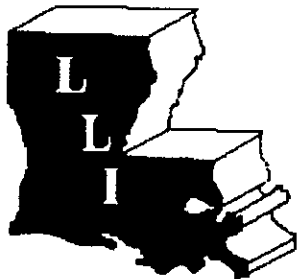
I chose to replace the seal myself as I enjoy working on my "A". Removing the propeller shaft was easy; however, removing the pinion nut was more difficult as the nut was put on with 140 ft/lb. of torque. It took many more foot pounds to remove it. My arms were not strong enough to budge it, so I used my leg that is the strongest muscle in my body. The nut came off easily enough. Maybe this is why they call the unit of measure "foot/pound".

Removing the pinion flange was even more difficult! Hammering the flange did not budge it and I did not want to hammer it too much and risk damaging the flange. So off to NAPA I went to purchase a hub puller. (If anyone needs to borrow it you are welcome to use it) With this tool attached to the flange, removing it became much easier.

The first thing that I did was to inspect the sealing surface on the flange. It looked OK! Next, I removed the oil seal. The rubber on it was very brittle, which I would expect after 40 years of service. A new oil seal was ordered from Victoria British. While waiting for the arrival of the seal, I kept myself busy by cleaning all the parts and painting the rear end casing black.

In four days the seal arrived. I installed it, hammered on the flange, tightened the nut to 140 ft/lb., connected the propeller shaft and filled the rear end with 90w oil. I took the car out for a drive to check for leaks. No leaks! But feeling the rear end casing, I noticed that it was rather warm. I didn't know if this was normal, as I don't usually feel the rear end after a drive. A week later, Joe came over in his coupe (can you believe that he is driving a coupe again?) And I crawled under his car to feel the casing and sure enough it was warm also. Apparently this is normal.

Until next time Mike Brown



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Hot Fun in the Summer Time and "Un-Show"

The fun and the weather were definitely hot, but the competition wasn't for this year's 2nd Annual "Hot Fun in the Summertime" Car Un-Show – there were entirely too many good cars! And it looked like most people actually cleaned for this!! (The whole idea is to NOT prepare!)

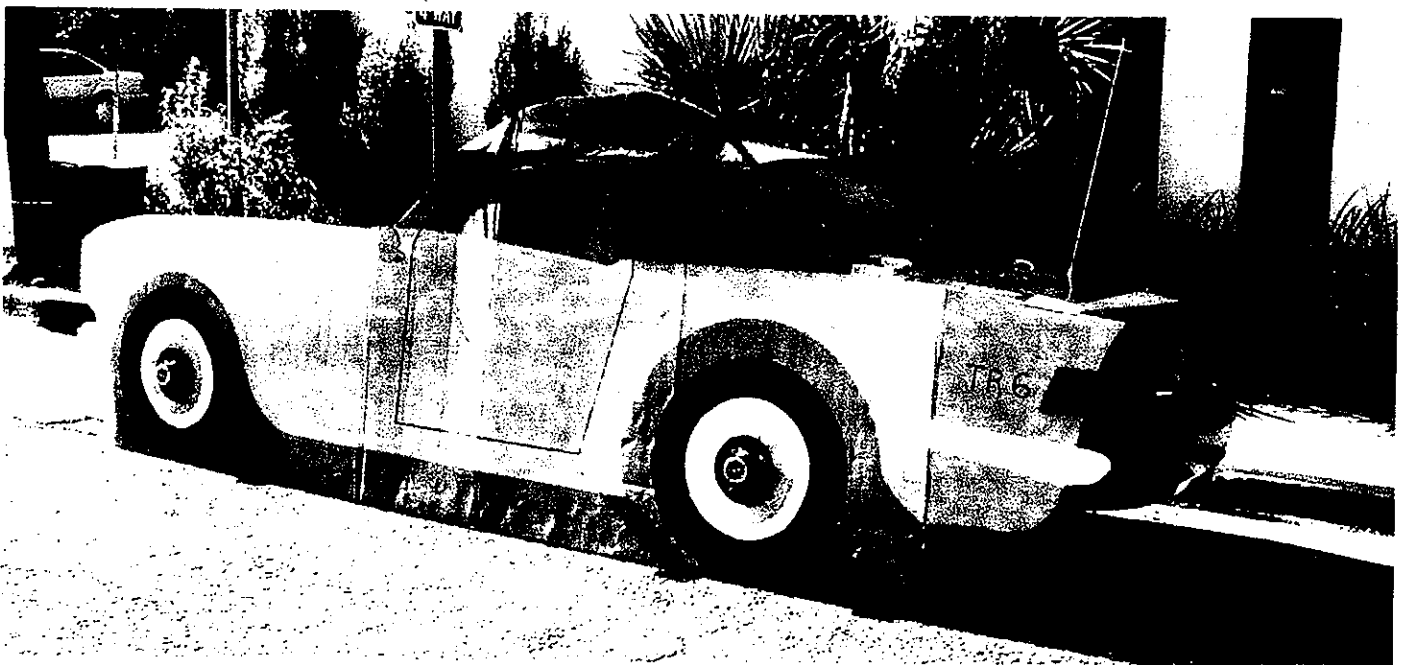
The Grand Canyon Award, for the most cracked and split dashboard and upholstery, went to Wally Messina's Jaguar XJS. John Roper's TR8 took the Bucket & Sponge Award for the dirtiest car. It was a close call, however, since another car had cat paw prints. The Gunk award for dirtiest engine compartment went to Steve Wilson's yellow TR6. (It was nowhere near as good as last year's winner who had blown a gasket on the way to the event!) The Duct Tape Award for the most torn/faded top went to Richard Wolf's MGB. The Primer (and Dent) Award was presented to Anne Friloux's GT6 with the caved in rear end. There was close competition for the Stars Award for worst windshield damage. Several good cracks and rock holes were observed, but the judges finally went with Mike & Mary D. Schrantz' MGB.

The Grand Prize, the "Goodwill" Trophy and certificate for the car most in need of a full restoration, went to Mike Anderson with his red TR3. This travelling trophy, complete with dent and broken handle and tasteful inscription done in black magic marker on duct tape, will be passed on to next year's winner.

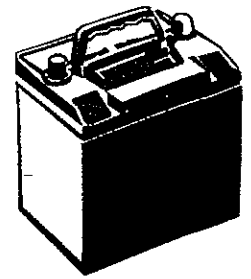
Two special awards (prepared on the spot with that same black magic marker) were also awarded. Peter Brauen's MGB-GT was awarded the Tow Truck/Non-Participation award for making it as far as Slidell, then being towed home, and Dave Hayden's Mazda Miata, dressed up in a cardboard TR6 facade complete with TR6 hub caps and side mirrors, received the Faux Car award for the car most in need of "being real"! (Check the web site for the photo in full color!)

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

People ask you how many cars you own, and you respond in fractional numbers.



A Puzzling Problem by Jim Jones



Club member Louis Gay stopped by my garage (I gotta give this building a name) as he was having a problem with his '76 MG Midget. I agreed to drive to his place in the Beau Chene Marina the following morning to see what I might be able to do.

Louis told me that he had tried to start the engine. It cranked twice each time failing to fire up and the red ignition light was not glowing when the key was in the "on" position. After a third attempt, the starter stopped cranking at all.

I decided to ignore the ignition light problem for the moment and analyze the starting problem. I made an overall check of the car's electrics and found that many things were not working. The four fuses were in good order and the battery measured a full 12 volts, not that that was a good indication of the battery's health, only that it was not "dead on arrival". I checked the voltage at the hot side of the starter solenoid. It showed only about 8 volts. Jumping the two terminals of the solenoid drew small sparks, but did not cause the starter to turn.

I was getting confused. It was time to back step. Both of the battery cables were old and had replacement clamps installed. I do not like these devices and deemed them to be defective. They would have to be replaced with ready-made cables. Upon removing the cable clamps from the battery terminals, I noticed that the positive battery post was dirty. It needed cleaning badly.

I hooked up my battery charger and its gauge indicted about an 8-amp draw. Not a completely dead condition, but it showed that the battery needed charging. We stopped at that point and went to the auto parts store to obtain the proper battery cables. Upon returning I found that the charger's gauge showed a draw of about 5 amps. The battery was taking the charge. I cleaned the battery's posts and all the connections on the starter solenoid. Then I installed the two new cables.

Bingo! The starter now cranked with vigor and the red ignition light was working, as was everything else! However, the engine would not fire up. I check the ignition system and found everything to be in order. Assuming that fuel was not the problem, I asked Louis if he would go get a can of "Starting Fluid". While he was gone, I removed the carburetor air filter housing, and checked/remade various electrical connections. I found some that were loose and many that needed cleaning.

After Louis returned with the starting fluid, I sprayed the fluid into the throat of the carburetor while he cranked the engine. It took us four attempts before the engine would run on its own. The engine did not run well, so I asked Louis to give her a run. When he came back the engine was running just fine. You will never get an engine running well after it has set up too long or too many attempts to get it started have been made. You must take it out for a run.



I am glad that I backed stepped and went back to basics. It saved a lot of time and unnecessary ordering of replacement of parts, i.e. the starter solenoid that looked bad but was not.

Sprite Tales by Rodger Talley

The original 948 cc engine in my Austin-Healey Sprite needed to be overhauled. The bearings were so worn out it sounded like a diesel engine when running. I was also concerned about throwing a rod through the block if driven too vigorously. The car would be worth considerably less without its original engine (*as if I would ever sell it anyway!*).

This would not be my first engine overhaul. In the late 70's my '65 MGB's engine was burning oil only after 99K miles. I honed the cylinders and replaced the piston rings with a standard size ring, relapped the original valves and replaced the bearings, again with standard sized bearings. After that overhaul, the engine carried me >198K miles before finally "giving up the ghost". And some say these engines are fragile and unreliable??

The late 1275 cc engine I had acquired was seized solid. After repeated pounding on the pistons with a wooden block and sledge hammer yielded no results, I had to hydraulically press the frozen pistons out of the cylinder block. I took the block to be hot dipped for cleaning and the head to a shop for inspection and replacement of valves and guides. I spent nights consulting the Clymer, Chilton and Haynes manuals to reassure myself I wasn't missing some crucial step in the reassembly process.

The long awaited day finally arrived and the newly overhauled and installed engine roared to life. After a few exploratory trips around the block everything seemed all right - oil pressure, water temperature, vacuum, amps, volts, etc. My first major outing was our British Car Day '97. After driving over the river with Mike Brown's "A" as backup/rescue we stopped for breakfast near the park. I got out to check things and found what looked like a pint of oil had poured from the engine seals. Can you imagine the heartbreak after years of dreaming, the months of work removing the old engine and getting the *new* engine installed and running properly, to now face the reality of having to start the work all over again?

The engine had leaked no oil when running, but when shut down, out poured the expensive synthetic stuff. I started pondering the situation. To maintain as much originality as possible, I had piped the crankcase breather on the timing chain cover directly into the intake manifold. This kept an adequate vacuum in the crankcase from the intake while running but pushed the oil out when stopped. I rectified this situation by installing a spare original flat-topped PCV valve on the intake manifold. -- Voila! -- NO MORE SEAL LEAKS!

Getting more fortitude and taking longer excursions from homeport I was now noticing after accelerating from stops and turns, an embarrassing plume of blue smoke was expelled from the exhaust. I blamed these emissions on an engine that had not seated its newly installed piston rings. After about 4-500 miles I began recalling stories about not using synthetic oil to run-in a new engine. So out comes the expensive stuff and in goes the Castrol. I remained unsatisfied with the oil burning after another 100 miles. I reasoned the PCV valve corrected my first crisis, was it causing the oil cloud by not seating properly? I cannibalized the PCV valve from my "B" and noticed the spring was about 1/4" shorter than Sprite's spring. After installation -- Voila! -- No more oil clouds -- THE RINGS WERE SEATED!

The next plague to effect my driving experience was engine temperature. On short trips I had to continually monitor the "safety gauge", as the temperate would fluctuate between an unacceptable 170 to 200 degrees. Was the engine still not run in? I noticed the right front wheel was slinging grease from the bearings. After changing the seals and repacking the wheel bearings a reoccurrence suggested temperature. After a short trip, the brake rotor on the offending wheel blistered my finger when touched. I had wondered why I couldn't coast the last half block to my driveway as I had done in my "B"(I had blamed it on the weight difference). So I replaced the caliper piston seals, brake pads and all the brake (and clutch) hoses. Voila! THE

(Continued on page 9)

For Sale

MGB-GT – '68 "Parts" car. Motor excellent, all chrome parts in excellent condition, interior perfect, body rusted, all other parts good to excellent, 5 spoked knock off tires & hub assemblies, original jack in original jacket. Nancy (317) 898-6345 or email to burhon@juno.com (8/99)

MGA – '59, mostly original mechanics, runs, needs paint. \$5800 obo. Contact owner David Byrne (228)452-4285 (Pass Christian, MS) or Frazer Rice (504)736-0452 for details as Frazer has recently inspected this car (7/99)

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)

PARTS – MGA, MGB, & Austin-Healey parts. 'Too much to list! Please E-mail list of wants to Peter Brauen at B.M.C. Restorations pbrauen@telepak.net (8/99)

PARTS – Mallory dual point distributor for big Healey, new. \$150. John Roper, (504)893-2413 (8/99)

PARTS – Door panel and kick panel set for big Healey, NOS, by AMCO, red, could be sprayed any color. Improve your interior for cheap. \$65. John Roper, (504) 893-2413. (8/99)

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)



Newsletter submissions

Electronic submissions are greatly preferred. Email to cgreensfelder@compuserve.com or bring a diskette to the meeting. (Word 97 or plain text preferred.) Bring written articles to the meetings, or mail to P.O. Box 73213 Metairie LA 70033 or fax to (504) 392-9484

Sprite Tales

(Continued from page 8)

ENGINE WAS FINALLY OPERATING NORMALLY!

I didn't know if the old 948 engine was performing to specifications when it was running but I do know the extra 20 BHP in the new 1275 is sure a "kick in the behind" to drive.

I hope I have given our members an insight into problem solving and elimination of problems that can befall one with a new engine. Also the knowledge and courage to attempt an engine overhaul your self. When everything is at last running correctly, it's a great confidence builder.

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.



The Morris Gazette

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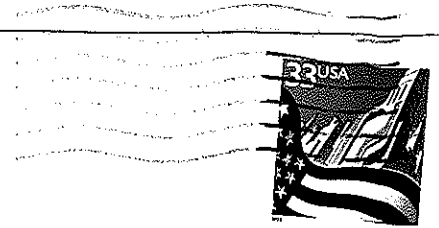
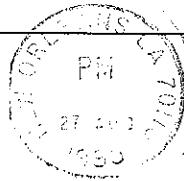


Notice – CORRECT Web address is

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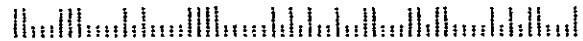
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4/26/00



August 1999



Sept 26 – 3rd Annual Hayden Funkhana