

The Morris Gazette

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

December 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.

Inside this issue:

Calendar	2
Meeting Minutes	3
Club Officers	4
Plastic Media Blasting	4
Valve Tran Tips	5
Y2K Chuckle	6
Salvage Yard	7
New Web Site	8
For Sale	9
Membership Info	9

President's Message

Christmas is a wonderful time of year and our Club Christmas Party was wonderful too! Thanks to all of the members who came to the party and brought stuff. We had more great food than we could eat and the desserts were not to be surpassed. There were 49 people at the party and the house was full of good cheer and fellowship. Mavis Mayer won the Christmas Trivia Contest having missed only one answer on the quiz which was compiled by my daughter Becky. Chris Albright won second place and Dave Hayden won the consolation prize.

Menda Ballard was presented with a shirt which was embroidered with the club logo and the title of Funkana Co-Director. Dave Hayden accepted a shirt for his daughter Cara, who did not come to the party. Her shirt was embroidered with the title of Funkana Scorekeeper. Although Jim Jones was not able to attend the party, the club presented him with a plaque for his years of service to the club and a shirt with the club logo and the name Mr. Goodspanner embroidered on it.

The outgoing board members were recognized and plaques were presented to Cliff Hughes, Anne Friloux and Frazer Rice for their service to the club. The new board members were recognized and we hope that they will do their best during the coming year for the good of the club.

Our new Vice President, Charles Ake is in charge of the 2000 Car Day. He is off to a great start with getting things organized, but there are still some spaces on the volunteer list that need names on them, so talk to Charles at the next meeting and see what you can do to make the 2000 Car Day the best one ever.

Assuming that the world will not end and that life will exist in the year 2000, the club has an event scheduled for the month of January. Roger Gibson has offered to coordinate a Poker Rallye for Sunday, January 23rd. I am told that the club held these long ago and that we have not had one since I have been a member (8 years), so it's about time. The beauty of this type of rallye is that you don't have to worry about keeping track of speed, time, or distance. All you have to do is go to each site on the instruction sheet and pick up a playing card and at the end, the best poker hand wins. So tune up the car and get ready to roll. I hope to see you on the road.

BILL BREITHOFF



January 2000



Sun Mon Tue Wed Thu Fri Sat

						1 Happy New Year!
2	3	4	5	6	7	8
9	10	11 Board/Show Committee	12	13	14	15
16	17	18	19	20	21	22
23 Poker Rallye	24	25 General Meeting	26	27	28	29
30	31					

(No December Meeting – Merry Christmas / Happy Hanukah)

Tue Jan 11 – Board & Car Show Committee Meeting, Roy Richardson. 1148 E William David Pkwy at W. Esplanade. 7:00 p.m. Old & New board members plus all Car Show committee chairs. Show business first. Deadline for T-shirt designs.

Sun Jan 23 – Poker Rallye. Rallye will be a tour of New Orleans area coffee shops. Begins at 1:30 p.m. from the parking lot at Clearview Shopping Center, corner of Veterans and Clearview. Northshore convoy leaves Rite Aid behind Taco Bell on hwy 22 at North Causeway Blvd in Mandeville 12:30 p.m. We should be finished around 4



Tue Jan 25 – GENERAL MEETING – 7:30 p.m. New Orleans Hamburger & Seafood, 817 Veterans, (between West End Blvd & Bonnabel). Sign up for car show committees.

Minutes of November Meeting

The meeting was called to order at 7:35. There were no new members present.

Club president Bill Breithoff passed around a sheet to collect a list of cell phone numbers for "lost numbers" for driving events. On the way to the EE Reynolds rally several members were caught behind the motorcycle rally and several got quite lost during it. It would have been convenient to be able to call someone and let them know.

Since Dave Hayden couldn't make it to the meeting, Bill presented the EE Reynolds Rally trophies. Two of the trophies will have to be redone. It is understandable that they spelled Rodger Talley's name as "Roger" but they misspelled Mike Brown as "Bronn"!



Our "Chapter of the Year" plaque from NAMGBR arrived and was proudly displayed.

The sign up sheet for food for the Christmas party was circulated.

Roger Gibson will be putting on a "Poker Rallye" in January. At the time of the meeting, the date had not yet been finalised.

The Car Day manpower signup chart will be available at the Christmas party. The December board meeting will be the first working meeting for car show committee chairs. The featured marque has not been set. (Rover was selected as the featured marque at the December board meeting on December 7th. Editor) All T-shirt design ideas are due by the January 11th board meeting. All you need is a rough sketch of your idea. Get your design to any board member.

Mike Anderson reported that he had tried a product called "Vinyl Repair" that comes in a chartreuse green tube at Kmart and it worked very well on his car's top. (He said that there was still plenty of duct tape for the next UnShow.)

Roger Gibson is looking for a thin nylon cover for his MGB. Several people suggested that he try JC Whitney or Sherwin Williams.

Floyd Friloux is looking for someone who is driving to Massachusetts who would consider bringing back a trailer for him. He has a lead on an enclosed trailer but doesn't know how to get it back here.

Keith Vezina reported that due to network changes at his place of employment, he no longer has a static IP address and therefore our web site is dead until the club finds a web hosting service. New member Bill Pritchard announced on the spot that he would host the club site for free. The site should be back up at the new address in a few days. (See article page 8)

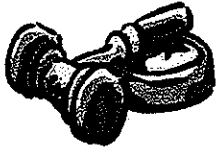
The speaker for the meeting was Ray Klackle of PMB Systems. He spoke on plastic media blasting. (See article page 4)

Cliff Hughes won \$19 in the 50/50. Fran Talley, Keith Vezina and Bill Briethoff won T-shirts. The meeting was adjourned after 8:30.



Club Officers – 2000

President: Bill Breithoff
 Vice President Charles Ake
 Treasurer Roy Richardson
 Secty/Editor Cathy Greensfelder



Harold O'Reilly
 Richard Denneau
 Robert (Tippy) Barback
 Randy Randolph

Board of Directors

504-288-4019
 504-845-4153
 504-833-4840
 504-392-9261

Members at Large

504-486-5837
 504-279-5179
 504-2712784
 504-367-7306

Marque Coordinators

North American MGA Register	Frazer Rice	504-736-0452
North American MGB Register	Richard Wolf	504-892-1574
Vintage Triumph Register	Harold O'Reilly	504-486-5837
Webmaster	Keith Vezina	504-443-5056

choochoo@neosoft.com
 rrichard@forcenergy.net
 cgreensfelder@compuserve.com

continen@gnofn.org
 denneau@aol.com
 tippytoo@eatel.net
 poorclares@aol.com

brice@communique.net
 wolfgmb@yahoo.com
 haroldor@bellsouth.net
 tkvezina@bellsouth.net

Plastic Media Blasting by Cliff Hughes

Ray Klackle from PMB Systems was the guest speaker at our November general meeting.

You may ask what is plastic media blasting (pmb)? Well, it is a fairly new method of removing paint from metal surfaces using thermoset plastic beads instead of sand. It was developed by the government as a more environmentally-friendly way of removing airplane paint. Unlike sandblasting, pmb does not warp the metal surfaces. Sand blasting uses a combination of pressure and velocity to remove the paint from the metal surface. When pmb is used to remove paint, the heat generated is much less, and therefore the metal does not distort. Also, pmb does not remove phosphate plating. This method is ideal for the aluminum body panels of many British cars. I had my fenders pmb'd, only because they were dipped at one time and I was concerned about the metal thickness. Pmb can also be used in the engine compartment without damaging hoses or wiring and on complete cars without damaging the windshield.

Pmb is more environmentally friendly, as there are no dust clouds to contend with, and the pmb residue is recycled, leaving only ash when completely exhausted. Other types of blasting include "agricultural" blasting with walnut shells and such, which leaves an oily residue and creates the possibility of a "grain-elevator" explosion, and baking soda blasting, which can be used on polished metals and fiberglass.

There are some instances where pmb is not recommended, such as where the metal surface is very rusty with the Swiss cheese effect, since pmb is not effective at removing rust. In some instances, we may want to chemically dip the entire automobile (ala Mr. Goodspanner's Morris Minor). Careful consideration must be given to removing the chemical residue after dipping. I learned the hard way when I had panels dipped, and waited 2 weeks before priming them. With the La. humidity factor, rust had set up on my doors and fenders, but was not noticeable until 2 years later. As a result, I had to pmb those panels.

PMB Systems is located at 1865 South Lane, Mandeville LA 70448, (504) 892-9310. Thanks again to Ray Klackle for such an informative talk and question and answer period. §



Valve Train Tips

by Mr. Goodspanner (bmcno@neosoft.com)

If you have removed your engine cylinder head's valve train assembly for whatever reason, reinstallation will be no problem. Tighten down the bolts evenly and ensure that the tops of the push rods line up with the rocker arms as you do so. Torque the bolts to the specifications for your engine. No, you will not blow the head gasket later on. I have removed valve trains and reinstalled them many times on many different cylinder heads with no problems. (Hot Rod engines excluded.)

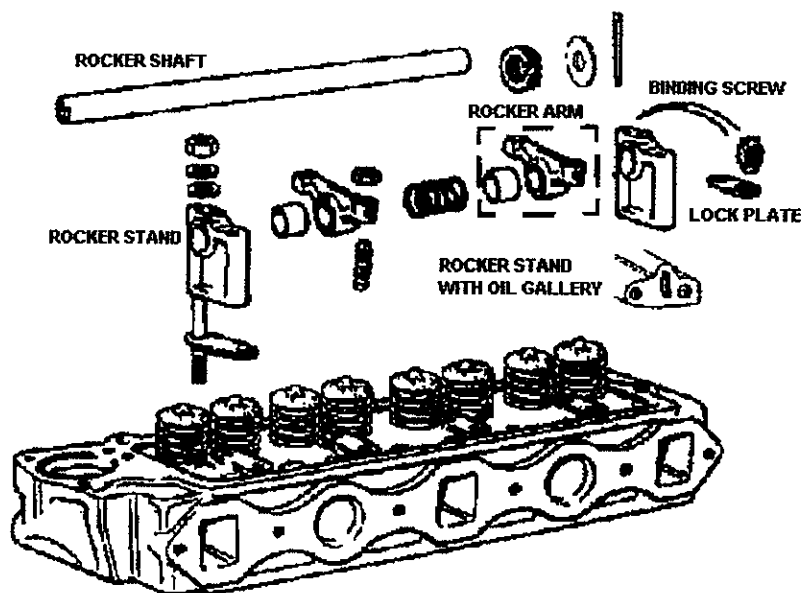
However if you or a machine shop have disassembled the valve train, there is something that you must check very carefully. Do not think that the shop will reassemble the unit properly. They are use to American cars and will probably reassemble it backwards! Look on the surface of the cylinder head and find the oil gallery hole and see under which rocker stand it is located. Inspect all the rocker stands and find the one which has a corresponding hole drilled through it. The oil gallery is not always necessarily positioned in the same place on all cylinder heads. Do not be fooled. All of the rocker stands may be dimpled on their bottoms, but only one will have a hole drilled through to the rocker shaft bush. It is through this hole that oil is supplied through the rocker shaft to all the rocker arms. The rocker stand with the oil passage drilled into it must be positioned on the rocker shaft such that it will be over the oil passage hole in the cylinder head.

You must also position the rocker shaft properly. One of the rocker stands has a drilled and tapped hole on its top center. Line this rocker stand's top hole with the large hole in the rocker shaft and install its locating screw. Most of the rocker shafts supplied to us today have more than one large hole drilled into them so that they can be utilized on different valve trains. Insert a tooth pick through the bottom of the rocker stand's oil gallery and make sure that you can pass it all the way through into the rocker shaft bush. Make sure that the other holes drilled into the rocker shaft line up with all the rocker arms as you assemble the rocker arms onto the shaft. If they do not line up, try mounting the rocker stand with the locating screw to the other large hole drilled in the rocker shaft. You will have to determine which end of the rocker shaft goes which way by seeing if all the oil holes line up properly.

You will find some washers that go between the rocker arms and some of the rocker stands. The only way that you will be able to determine where they go is to install the valve assembly on the cylinder head. Check to see if the rocker arms line up with the valve stems. Install the washers where appropriate.

Always run the engine before installing the valve cover. This way you will be able to see that oil is being supplied to the rocker arms.

§



Y2K Memorandum (author unknown, from the Internet)

"Because of heightened concern over Y2K problems and increased demand on our Information Services Department, we have determined that there is no need for any network or software applications support. The goal is to remove all computers from the desktop by December 1999. Instead, all employees will be provided with an Etch-A-Sketch.

This provides three distinct advantages:

1. No Y2K problems.
2. No technical glitches to prevent goals from being accomplished.
3. No more wasted time reading and writing emails.
4. Everybody gets the same advanced model.

In anticipation of the changeover, the following is a list of frequently asked questions regarding Etch-A-Sketch Technical Support:

Q: My Etch-A-Sketch has all of these funny little lines all over the screen.

A: Pick it up and shake it.

Q: How do I turn off my Etch-A-Sketch?

A: Pick it up and shake it.

Q: What's the shortcut for undo?

A: Pick it up and shake it.

Q: How do I create a new document window?

A: Pick it up and shake it.

Q: How do I set the background and foreground to the same color?

A: Pick it up and shake it.

Q: What is the proper procedure for rebooting my Etch-A-Sketch?

A: Pick it up and shake it.

Q: How do I delete a document?

A: Pick it up and shake it.

Q: How do I save my Etch-A-Sketch document?

A: Don't shake it.

Thank you for your support."

(Editor: All our old British cars are Y2K compliant – Zenith-Stromburg carb's don't much care what the date or time is. And I'm pretty sure that our Lucas alternators are going to work, or not, just the same as they always have!)

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

The people you live with are no longer fazed by sitting down to dinner and sharing half the table with carburetors



LUBRIPORT LABORATORIES, INC.

PROUDLY SERVICING THE PETROLEUM & MARINE INDUSTRIES

PETROLEUM LABORATORY SERVICE – USED LUBE OIL ANALYSIS
 PREVENTIVE MAINTENANCE ANALYSIS – DIESEL & RESIDUAL FUELS TESTING
 NEW LUBRICANT QUALITY ASSURANCE – EMISSION SPECTROMETER ANALYSIS

(504) 464-1734 – 1650 AIRLINE DRIVE – KENNER, LA 70062
 ANNE & FLOYD FRILOUX, OWNERS

The Salvage Yard Adventure (or Junk Yard Junkies) by Jim Jones

Knowing that I have been looking for a 1275cc MG Midget engine and transmission for my 1960 Morris Minor 1000 Tourer project, club member Charlie Ake located same for me at "Barry's U-Pull-It Auto Parts, Inc.", NE corner Canal Road & I-10 west of Gulfport, Mississippi. Phone: 288-832-5655.

I have on hand two "A" series engines that I could utilize in the car. The original 1961 948cc engine with no transmission is too small a capacity unit and its condition is unknown. The 1098cc engine removed from my 1967 Morris Minor 1000 sedan was running when I removed it, but power wise is just O.K. I do have the working transmission for this engine. The installation of a 1275cc engine and transmission will give the vehicle plenty of power and better gear ratios. Changing the rear end chunk to a 4:22 ratio unit will give the car longer legs on the highways. I have just such a chunk on hand salvaged from a 1967 Morris Minor sedan that I stripped down for parts.

I made arrangements with Peter Brauen to go to Gulfport, MS to obtain the wanted parts and a day later I drove to Peter's place in Bay St. Louis, MS. It worked out well as Peter had to travel to Gulfport anyway to pick up a camshaft that had been reground. Arriving at Barry's, we obtained an "A frame" on wheels equipped with a block & tackle and pushed it along as we looked for the MG Midget. Charlie had told me about where it was located, that it was red in color, and that the engine I.D. number started with 12CD. All the "foreign stuff" is kept all the way in the back and all the way to the left. After a walk of about two city-blocks or more over crushed stone, we found a MG Midget and began to look it over. It was not red, but more of a reddish brown.

Peter got a puzzled look on his face and said: "Are you sure that this is the car? It looks like it is too early a model to originally have had a 1275cc engine installed." I checked the I.D. plate on the engine and sure enough it was a 1098cc engine. Woops! We were able to locate the correct car with the 1275cc engine in a few minutes. The car was a 1969 model, which indeed was produced with a 1275cc engine with the 12CD designation.

Then, we had to make the trip all the way back out to the parking lot for the necessary tools. You are not allowed to drive any vehicle onto the property. However, you are provided with wheel barrels to carry things back and forth. The cars at Barry's are all placed in rows and supported off the ground by using four rims with tires placed horizontally on the ground and with unmounted wheel rims placed vertically on top on them. The arrangement is pretty stable, although we did have to use the "A frame" to do some repositioning. I worked underneath the car while Peter worked in the engine compartment taking apart the things necessary for removal of the engine/tranny assembly.

It took us about two hours from start to finish, including the time for removing the front brake calipers and front hubs. These parts will be used when adapting the Midget's front disk brakes to the Morris. The work was made easier because we did not need to undo cables, hoses, pipes, etc. We just cut them loose with a pair of large electricians pliers. I removed the driveshaft from the car as I need its front spline although the shaft itself is too short for my needs.

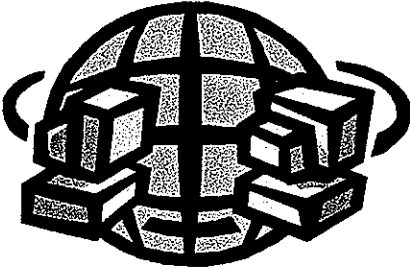
We loaded everything into the two wheel barrels and just left the engine & tranny attached to the wheeled "A frame". With help from Charlie, who had stopped by, we pushed it all up front to the salvage yard's front office. I opened both of my toolboxes for inspection and paid the man. Normally you have to push everything out to the customer parking lot, but the man gave us a break and allowed Peter to drive his truck in to be loaded up. The bonnet and the carburetor air filter



(Continued on page 8)

New Home for Web Site: **WWW.BMCNO.ORG**

The club web site has a new home at <http://www.bmcno.org> courtesy of new member (and Rolls Royce Club president) Bill Pritchard. Bill is president of Internet Marketing and he has generously offered to host our web site as a donation to the club.



Club webmaster Keith Vezina had been hosting the site on his personal computer at work, but due to company network changes, he could no longer do so. (For all you computer people – they went to DHCP so Keith's machine didn't have a fixed IP address anymore.) Keith announced the problem at the November meeting and Bill Pritchard volunteered on the spot to donate space on his server. Keith and Bill had the site back up and running the next day. At the next board meeting, on December 7th, the board voted to register the domain name "www.bmcno.org" and Keith and Bill had the name

registered and working by the end of the week! (The ".org" part of the name signifies that we are a not-for-profit organisation, rather than ".com" which signifies a commercial site.)

Check it out! Keith is adding new pictures all the time, and you can print out the car show application to fill out and mail in. (Unfortunately, we do **not** have on-line registration – that would involve credit cards and we just can't manage that.) We have links to sites for many area clubs and national registers.

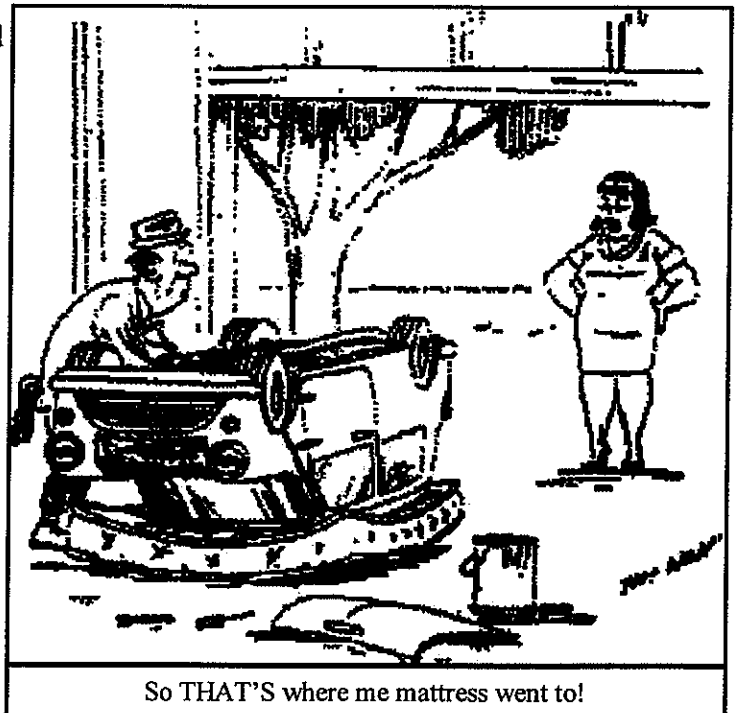
And there is a forum where you can post British car questions to the world at large. This is a great service that is greatly underused. It is a quick and easy place to ask for help if you have Internet access. §

THE SAVAGE YARD ADVENTURE

(Continued from page 7)

housings had been removed from the Midget, so we knew that some rain water may have entered two of the head cylinder chambers through the carburetors via the intake valves. Back at Peter's place, we removed the head cylinder and indeed found that water had entered two cylinders. But, the water appeared fresh and the rust was minimal. We removed as much water as we could and then oiled everything down.

We separated the transmission from the engine and discovered that the clutch pressure plate assembly and disk appear to be very new. Looking into the front opening of the tranny, I discovered that the carbon faced throwout bearing had been replaced with a roller-type bearing. This is an expensive and very desirable item that also appears to be new. The engine was stored away at Peter's to be rebuilt at a later date. The transmission and other items were loaded into my van to be transported to my garage in Covington, LA. §



So THAT'S where me mattress went to!

For Sale

MGA - '57 Black, red interior, never wrecked, stored in car port for 25 years, needs restoration. \$3500. Cliff Hughes (504) 845-8709

MGB - '80 Black, new black leather interior, new black top, new tires, clutch and battery. Weber carb, after-market electrical. 120K miles, daily driver. Leaving New Orleans and must sell. Will be in town most of January. Ben Saydah (773)398-8396 (cell phone) or saydahbk@bp.com (12/99)

TR8 - '80 British racing green, \$6000. Lovingly maintained with many great features: new carpet, upholstery (original camel plaid) & top, alloy wheels, cruise control, Dunlop radials (H-rated), 135K towing miles. Call Peter (504) 726-0801 or cell phone (504) 281-8130. (12/99)

MGB - '71 Green, New Top (still in box). \$2850. Call Christy at (504) 542-1618. "Do not leave message with teenagers. They never inform me. Leave message on answering machine." (11/99)

MGB - 72- Recently restored and painted (red). Engine runs good. Car is used daily. Needs right fender and carpet. No Rust. Car has been well taken care of. Asking \$3,700. contact Wayne (504) 394-8210 or fruckles@hotmail.com (10/99)

Triumph Spitfire - '76. Engine has less than 1,000 miles, Lots of chrome under the hood, Interior is 90% complete, parts car included, six time show winner. Mark Cross, Beeper (504) 472-2021
Work (504) 468-3200 Make offer. (10/99)

MG Midget - '78. New top, white. Hasn't run in 4 years. Jerri Magee 115 Stella St (504) 833-1467 Make offer. (10/99)

Spitfire Engine - 1500 cc. Rod knocking. Running last month when removed from Spit. Assembled & complete. \$125. Call Fred Fabre (225) 356-5466 Baton Rouge. (12/99)



Newsletter submissions

Electronic submissions are greatly preferred.

Email to cgreensfel@cs.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

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 (newsletter only) 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 *Morris Gazette*.

Mail renewal checks to Treasurer, PO Box 73213, Metairie LA 70033 (payable to BMC-NO)



Club Regalia

Available from the Club Treasurer at most meetings

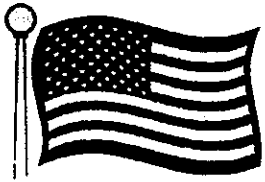
T-shirt \$ 7.00

Golf Shirt \$ 15.00

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.00



December 1999



HAPPY NEW YEAR!

The Morris Gazette

POST OFFICE BOX 73213
METAIRIE LA 70033



↙ NEW ADDRESS ↘

www.bmcno.org

We're BACK!

DAVID HAYDEN
9505 NORTH ROAD
ABBEVILLE, LA 70510

4/26/00

