

The Morris Gazette

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June 2001



June Meeting: N.O. Hamburger & Seafood on Vets

Sal's Seafood in Boutte, July 15

July Meeting: moving to Italian Pie on Jefferson Hwy

The Morris Gazette

British Motoring Club - New Orleans

June 2001

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BMC-NO is affiliated with:

North American MGB Register (NAMGBR)

and

Vintage Triumph Register (VTR)

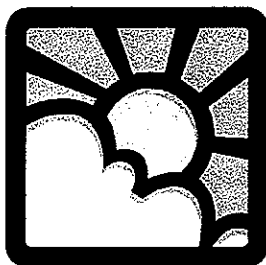
If you are member of these or any other national register or club, please let us know.

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President's Message

This past month has been a loo-loo: too cold, too hot, not enough rain, too much rain. How can we be expected to drive our British cars in weather like this, especially with over two inches of water on the roads?



How quickly we forget that this is perfect English weather. At the event just past, the Catfish Charlie's run, we had thirty-three people show up and only one true English car (a hardtop Jaguar). All of us had a good time in spite of the bad weather.



The year is half over and the rest will pass all too quickly. Up coming club driving events and gatherings include July's drive to Sal's in Boutte and the Uncar show in Covington, where those of us with slightly less than perfect cars stand a chance to receive some awards. Then there's the Funkana in September, and the E. E. Reynolds's Rally in November, to name a few more. Each month, the officers of this club get together and decide what things we want to do each month (a few months ahead). We rack our collective brains to come up with things to do that all of us would enjoy.

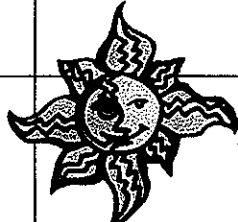


I would like to take this time to ask all of our members to contribute ideas and thoughts of places to go, events to have and/or anything else you can think of that a bunch of us might enjoy doing. Just give me a call at home or E-mail me - my numbers are listed elsewhere in this newsletter. One thing to keep in mind about this, is keep it simple (the KISS principal). Charlie Ake.

Beginning **JULY 31** the club's monthly meeting will be moving to the Italian Pie, 5650 Jefferson Highway, Elmwood Plaza. It's on the river side 0.7 miles upriver from the Huey P. Long bridge. ("down the street from where the Coca Cola plant used to be!")

July 2001

Sun Mon Tue Wed Thu Fri Sat

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15 Sal's Seafood in Boutte	16	17 Board Meeting	18	19	20	21
22	23	24	25	26	27	28
29	30	31 General Meeting				

Tue June 26—General Meeting 7:30 pm. New Orleans Hamburger & Seafood Restaurant, Veterans between Bonnebel & West End. **JUNE IS LAST MEETING AT THIS LOCATION!**

Sat July 14 Misfit Krewzers Cruise Night, Bay St Louis MS, Rainbow Café on Hwy 90 (228)467-7621

Sun July 15—Sal's Seafood Restaurant, Hwy 90 in Boutte. 5:00 pm.

South shore convoy leaves Kenner Welcome Center at 4:30

North shore convoy leaves Mimi's (Piggly Wiggly) across from Beau Chene at 3:30

Tue July 17—Board Meeting 7:00 pm Sheila Simmons, 4739 Marigny Street, (504) 288-3765

Tue July 31—General Meeting 7:30 pm. NEW LOCATION IN JULY! Italian Pie, 5650 Jefferson Hwy. 0.7 miles upriver from the Huey P. Long bridge, on the river side, in Elmwood Plaza.

The Italian Pie serves sandwiches: \$5.75-6.25; pasta w/ salad & garlic bread: \$9.50-10.50; pizza: \$6.00-\$13.50; salads: 2.95-6.45.

Future Stuff:

August: Richard Wolf UnShow. Stop waxing now! Get that project car running enough to limp it to Covington. Or at least rolling so you can tow it in. Hey, daily drivers, this event is for you!

May 29 Minutes

The meeting was called to order by Charlie Ake at 7:40. Guests included new member Ronnie Palmisano. He has just joined and is looking for a 74 ½ to 76 TR6.



The crawfish boil was fun and the crawfish were tasty as always. Everyone had a good time and thought that Cliff Hughes, who made all the arrangements, did a great job. Everyone present gave him a big hand. Wally Messina suggested we try to have the crawfish boil earlier in the season next year so the crawfish will not be so hard-shelled. The downside of having it earlier is higher price and finding a place in the calendar around our show, Easter and the Pensacola show.

The next event will be the run to Catfish Charlie's in Hammond. Convoy arrangements were discussed.

Several people reported on the run to the VTR So. Central Regional in Texas. (See article last month). Bill said he made 968 miles on a half a tank of gas, thanks to Harold O'Reilly's car trailer. No one in College Station had ever heard of Triumph and one parts store guy wanted to know who made them! The show officials insisted that Bill had to drive the car onto the field, so he borrowed a rotor to drive off the trailer and park. Harold O'Reilly pointed out that the VTR Regional registration was \$40 and the banquet was \$25, which makes our show look like a bargain.

Bill Breithoff called the names of all the folks who had not picked up trophies, looking for anyone who could deliver any of them.

We were all reminded of the Un-Car-Show, coming up in August. Hold off on replacing that ripped top and postpone any serious detailing! Cort Musgrave asked if "Trailer Queens" were allowed and Charlie reminded us that his car "won" the Un-Show and it was towed in with nothing under the bonnet but a coke crate and a valve cover! Allen Bradley will bring the "Goodwill" trophy to pass on to the next winner, as his car certainly no longer qualifies for any awards!

Cliff Hughes announced that the club license plate frames should arrive in time for the run to Catfish Charlie's. They will be available for \$5 or two for \$9.

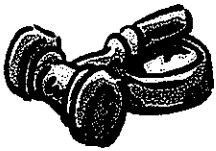
Other Clubs' Events:

- June 2nd will be the Antique Car Show (over 25 years old) in Chalmette on Judge Perez by McDonalds.
- June 16th the Thunderbird Convention will be held at the Superdome Holiday Inn.
- Sat. July 14th is the Misfits Krewzers Cruise night (held every 2nd Saturday, Bay St. Louis).
- The Cruising the Coast event will be on the weekend of October 6th, the same weekend as the South Alabama show in Fairhope (again!).

Charlie Ake had some extra special goodies (gift certificates for dinners at Boomtown Casino on the Westbank) to raffle off along with the 50/50, so participation was very high, with \$30 going to the winner. After all the good natured ribbing about Beverly Rice and Sheila Simmons (the two luckiest people in the club!) sitting next to each other, everyone groaned when the winning number was announced and Beverly jumped up and yelled "It's ME!" But she was only kidding! Roy Richardson had the winning 50/50 ticket. In the following drawings, Mario Messina won the \$25 Crab Buffet certificate and Wally Messina won a \$25 Oyster Bar certificate, but Wally declined since his son had already won something. Allen Bradley won the Seafood Buffet at the Boomtown Bayou Market. Butch Frutos won the big prize, dinner for 4 (up to \$100) at the Pier 4 Restaurant. It took four more drawings to finally give away the Oyster Bar certificate. Winners Allen Bradley and Roy Richardson, and Roger Nagy, who lives on the North Shore, all graciously declined before Cathy Greensfelder's ticket was drawn. She happily accepted, especially since she lives on the Westbank! §

Club Officers – 2001

President Charles Ake
 Vice President: Bill Breithoff
 Treasurer Harold O'Reilly
 Secty/Editor Cathy Greensfelder



Richard Denneau
 Allen Bradley
 Sheila B. Simmons
 Roger Gibson

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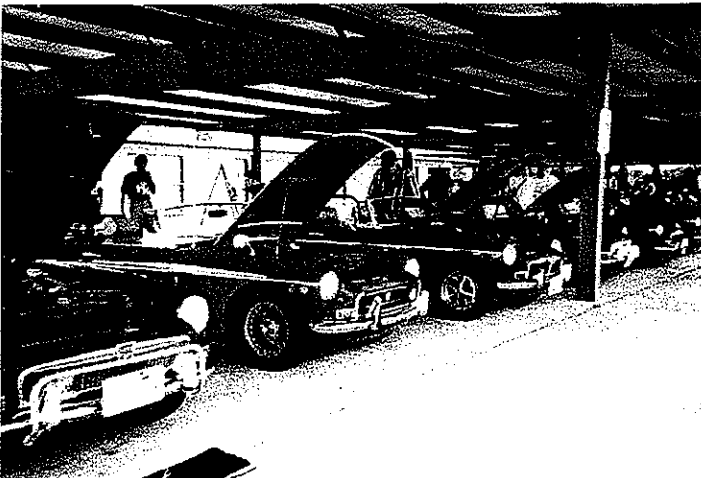
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Houston All British Expo by Allen Bradley

Bill and June Harris and Allen and Sue Bradley drove over to Texas on June 1 for the Houston All British Motor Vehicle Expo. The Harris's 1980 MGB Limited Edition took 1st place in the Rubber Bumper MGB class. The Bradley's 1970 MGB took 3rd in the Chrome Bumper MGB class. Next year Bill Harris will be entered in the Premier Class since he has placed 1st two years in a row.



Editor's note: All MG owners should seriously consider taking part in this event next year. The Bradley's drove over by themselves (they couldn't coordinate their schedule with the Harris's) and they said they really enjoyed the drive. As you can see, the show outside, but under cover, so there is shelter from the weather, in this case, sunshine! §

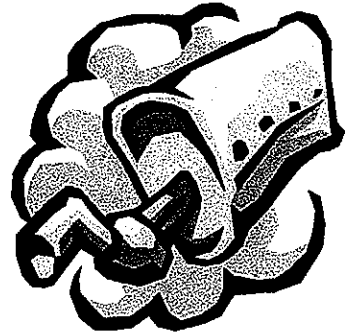
The American MGB Association had their own MG judging, voted only by the MG participants, and awarded the 24th Annual AMGBA 1st Place Award to Bill & June's 1980 MGB LE.



Smoking Tail Pipes by Mr. Goodspanner

Before you go crazy and have that engine rebuilt because of blue/white smoke pouring out of the tail pipe or other places, check out a few things first.

On an older type engine, the crankcase is ventilated via a down pipe. It is a simple arrangement. A metal pipe is connected to an opening in the block and is vented to the atmosphere. A baffle is usually positioned somewhere at the top of the pipe to condense oil vapors and return them to the sump.

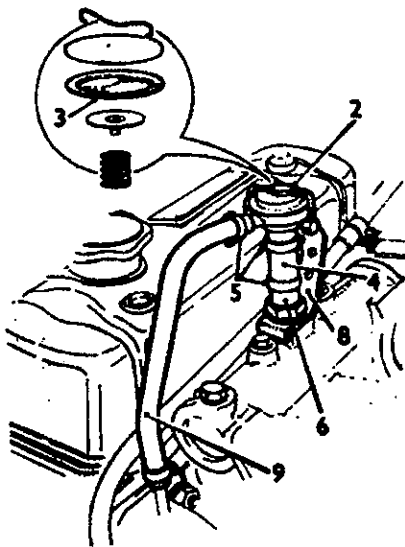


Here is where the problem comes. Heated oil condenses inside the down pipe over time and clogs the pipe up. The valve cover filler caps on these engines are not vented. The pressure inside the crankcase now has no where to go. This pressure forces oil/vapors out anywhere it can, out the rear seal, out from under the valve cover, out of the dip stick opening, even up pass the rings into the combustion chambers, you name it!

The fix is easy. Remove the down pipe from the engine. Heat it with a blow torch, propane torch, or such. After it is good and hot, tap the pipe on a block of wood. A dark ash will come falling out leaving the down pipe clean. Reinstall the pipe to the engine block.

If this fails to resolve the problem, you may have more serious things to worry about such as worn valve guides or piston rings.

On mid range and later engines the down pipe has been replaced by an oil separator unit. This unit can be found mounted on the timing chain cover (MG Midget) or incorporated into the engine block's front side cover (MGB). Both of these unit can stop up over time. The process for cleaning is the same, but removal is more difficult. Especially for the timing chain mounted units.



Drawing: Moss Motors.
2-PCV Valve 3-Rubber Diaphragm
4-Breather Hose 9-Hose to oil separator

The hose which connects the oil separator unit to the PCV (Positive Crankcase Ventilation) valve must not be soft or crimped. Replace it as necessary. The PCV valve itself can have two problems. The rubber diaphragm can crack. This condition will allow oil to be sucked from the crankcase directly into the intake manifold, resulting in tons of blue/white smoke emerging from the tail pipe. The diaphragm is replaceable. The internal check valve in the PCV valve unit can fail to work properly over time and will cause smoking at the tail pipe as well, although, not as much as a cracked diaphragm will. It cannot be repaired with any chance of success. Remove the wire strap from the top of your PCV valve. If the insides are heavy with fresh looking oil, the PCV valve is not working properly. The replacement unit will cost you about \$50 and I do not know if it will look like your original unit. Suppliers never tell you about this sort of change!

Only replace the rubber diaphragm if it is cracked if you like the looks of the original PCV valve and want to retain it on your engine. Go to NAPA, or a like place, and purchase their in line PCV valve # 2-9348 for about \$5. It is used on a number of small four cylinder engines and I have found it to work well. To install, simply cut the rubber hose leading to the original PCV valve and insert the valve. If you do not want the original valve, you will need to purchase a rubber hose with a 90 degree bend for the manifold fitting. Otherwise, it will crimp and block air flow.

You will find that almost all in line PCV valves have fittings of different diameters. One end will fit the rubber hose. The other end will be too small to fit properly. Do not use electrical tape or such to increase

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Smoking Tail Pipes by Mr. Goodspanner

(Continued from page 5)

the diameter of the fitting. You will be sorry later on down the road (on the side of the road).

A pack of rubber vacuum plugs can be had for a few bucks at any auto parts store. Choose the proper size to fit over the smaller fitting and cut off the capped end. Now the smaller fitting will insert properly into the rubber hose. Use hose clamps to secure. Do not over tighten!

Important! The PCV valve is a check or one way valve. The valve must be placed in line such that air can be drawn towards the intake manifold and not towards the engine block. Otherwise, pressure will build inside the engine, oil will come out everywhere it can and rapidly! A short drive will dump most of the oil out of the crankcase!

One more note. With the use of a PCV valve, your valve cover filler cap must be a vented one. The vented filler cap has a long shirt on its bottom end. It is vented through a filter material which can clog up and should be replaced every so often.

Thanks to Peter Brauen for his input. Happy Emissions! §



National MGB Registry

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

Your spouse carries all his/her luggage to events in his/her lap because the trunk's full of the car's parts and your tools, and he/she has come to accept this situation as inevitable!



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Crawfish Boil

Around 47 people came out to Bogue Falaya Park on May 20 with 19 British cars (and an assortment of GMs and Toyotas). While paying in advance was a bit more trouble and required a little more planning on everyone's part, it resulted in a very smooth, enjoyable event. We ended up with exactly the right amount of crawfish. Everyone got plenty to eat and there was less than 10 pounds left over. To make sure everyone got their "fair share" we weighed out portions until everyone had their 5 pounds of crawfish. There was some good-natured ribbing about Cliff Hughes having his thumb on the scale, but the serving crew were measuring on the generous side! Then the leftovers went first come, first help yourself! Anne Friloux brought home-made pralines and Sally Breithoff brought brownies for anyone who had room for desert.



Left to right: June Harris & Jeanine Richardson (seated). Fraser Rice & Linda Hughes (standing). Jim Jones, Charlie Ake & Peter Braun (at table)



Bill Breithoff sweeping



Roger Gibson "horsing around" with the broom. (Even clean up was fun!)



Show Trophies

BMCNO goes to considerable trouble to award trophies with the winners' name, car and place include, available the day of the show. This is a unique feature as far as we know, but every year a number of trophies are not picked up by the winners. To alleviate this problem, the following will be the trophy policy for this year and in the future.



Trophies are handed out at the awards banquet, an inexpensive, and fun event. Your attendance is encouraged. Any trophies not picked up by your or a designated person will be brought to the next two (2) club meetings. A list of winners is available on the Internet, usually within 24 hours after the banquet, as well as contact numbers for all club officers at www.bmcno.org. An effort will be made to call local winners only one time. Any unclaimed trophies will then be stored until the next year's show, and put out for winners to pickup. After that they will be disposed of as directed by the club's board. No trophies will be mailed except at the winner's expense, approximately \$5.

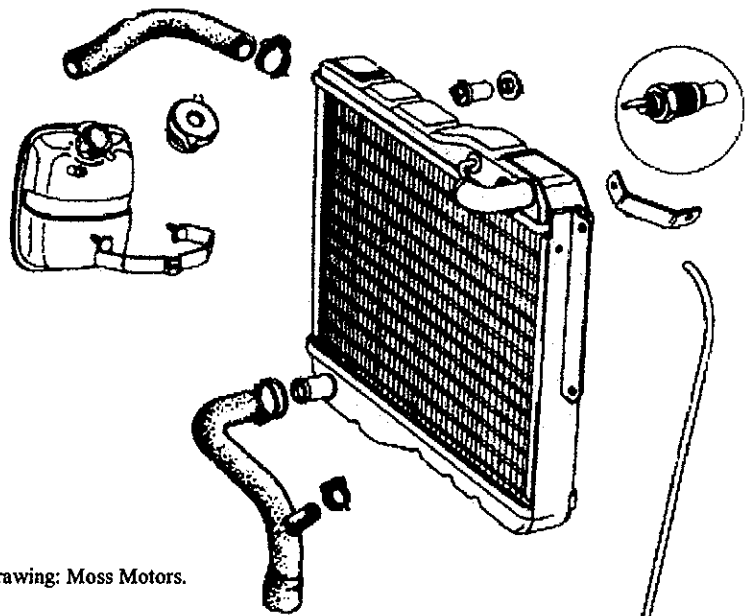
The Wrong Cap by Mr. Goodspanner

Most all British radiators utilize a long filler neck. The depth of the radiator cap must match the depth of the filler neck. Otherwise, the cap will not seal to the filler neck base.

When this is the case, the coolant mixture heats and expands but it will not pressurize and will overflow to the ground. Without a pressurized engine cooling system, overheating will occur. This is especially true for British sports cars with their undersized radiators. Ditto for later cooling systems using an expansion tank.

The pressure rating of the radiator cap must match the rating listed for your car's cooling system. Too low a rating will not allow the system to pressurize properly and too high a rating may even rupture hoses or the radiator core itself! Consult your owner's or repair manual for the proper pressure rating.

Replacing the radiator or expansion tank cap from time to time will ensure a proper seal and release point when pressures normally build up. **STAY COOL THIS SUMMER! §**



drawing: Moss Motors.

For Sale

MBG-GT '71 - asking \$4,000. also racing go-kart which took 2nd place in mid-May in Gulfport, MS. Laurence Mair, rougie@hotmail.com (5/01)

Rolls Royce Silver Spirit '86 - Beautiful metallic blue with beige leather interior. Only 41,000 miles and in excellent condition. Warren Milan 836-2470 or lafish@home.com (5/01)

Triumph TR6 '76—excellent shape, original. Kenny Allen, Sorrento (225) 675-5842 (5/01)

3 MGBs, years unknown. \$2,500 for set. Richard (504) 279-5179 (4/01)

Triumph Spitfire '80—hardtop, runs good, good condition. 90K miles. \$3,000 Carlos Lopez (504) 467-0447 or beii2121@aol.com (4/01)

Parts

Midget 1500 engine (also Spitfire). Abandoned by previous owner. All machine work done. Re-built head with new valves etc. Polished standard crank with new bearings. Cleaned and bored cylinder block. NEW .020 pistons and rings. Complete gasket set. All for \$650 plus MS sales tax. Professional assembly available for additional charge. Peter Brauen (6/01) (228) 467-0519 pbrauen@telepak.net

1960 Morgan Engine, 4 cylinder. **FREE!** call Nick (504) 283-3299 (5/01)

MG Midget Top Frame. Good Condition. \$100. Contact Jim at: bmcno@neosoft.com or (985)-892-7774 (new area code!) (4/01)

Assorted: 79 Midget bumpers *excellent* condition \$100 set; MGB Twin Carbs \$300; pair 48 TDF Webbers new \$500 set; Spitfire parts, big port manifold for 7500 Midget; ported 1300 Spit' manifold; 5 Midget motors, more. James Jumonville 488-6557 (6/01)

Wanted

Recent transplant from out west moved to Diamondhead. Looking for older XK, XKE etc. (or possibly older TR3 or Morgan) for restoration project. (Last project was a Healey) Contact Jerry , 228-225-7403 (6/01)



Newsletter submissions

Electronic submissions are greatly preferred. Email to cgreensf@bellsouth.net or bring a diskette to the meeting. (MS Word or plain text preferred.)

Bring written articles to the meetings, or mail to 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 (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 – Contact Harold O'Reilly (504-486-5837 or haroldor@bellsouth.net) for information.

T-shirt \$ 10.00

Golf Shirt \$ 15.00

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.00