

The Morris Gazette

British Motoring Club - New Orleans

June 02

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BMC-NO is affiliated with:
North American MGB Register (NAMGBR)
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If you are a member of these or any other national register or club, please let us know.

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President's Message

Things are slowing down a bit for the hot summer weather, but we still have events on tap. Our cruise to Catfish Charlies was well attended in spite of the threatening weather. A good turnout of both people and British cars caused the staff at the restaurant to set up more tables to handle the crowd.

In July our club will be represented by at least two cars at the NAMGBR national convention in Texas, and at least two cars at the NAMGAR national meet in Virginia. Its good our club is making a showing at these national events and we wish our members the best of luck in bringing home some trophies.

Our club's July event is on the 14th and will be a "Mystery Cruise" planned by Roger Gibson. He promises not too long a drive, finishing at a place to eat. Roger does a good job on our annual poker run and scavenger hunt so I have faith this event should be just as exciting.

Upcoming events include the popular "UN-CAR SHOW" in August, FUNKANA in September, and E. E. REYNOLDS RALLEY in November. October is full of various car shows: Mobile, AL and Natchez, MS, just to name two. We may be able to squeeze in a couple of more surprises.

Keep those British cars running and bring them out to the club events and meetings.

Harold O'Reilly



National MGB Registry

VINTAGE TRIUMPH REGISTER



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May 28 Minutes

Members and guests all introduced themselves. This, along with wearing nametags, helps the new members learn everyone else names. And helps the “old” members remember each other’s names! (Old in the sense of “long time”, not “aged”, although “aged” applies as well for some of us!)

The group discussed the Crawfish boil, and Roger Gibson reported on the English Motoring Club of MS’s “Haunted Drive Through History”. This is always an excellent driving event.

Plans for the Mystery Cruise on July 14 were discussed. The cruise will, of course, finish at an area restaurant for dinner.

Dan Melegurgo has TR6 dash parts to give away.

Cortland Musgrave Jr. talked about an additive that seems to take slack out of worn transmissions.

A new (returning) member won the 50/50. (Sorry, we missed the name.)

Dave Dupre donated 2 books on Triumphs to be given away on with the 50/50. He then promptly won one & traded it for a shirt. New member Stacey Spies won one and traded it for a shirt, since she owns an MGB. Floyd Friloux won the Spitfire book, which Harold O’Reilly promptly borrowed.

Roy Richardson and Jimmy Bruno each won one of the Signal Flasher switch units donated by Cortland Musgrave Jr. They are old stock but they work! Roy didn’t need one and gave his to Bill Breithoff when Bill asked if he could buy it.

Jimmy Bruno also won a flasher and 2 shirts. §

(Club secretary Cathy Greensfelder was unable to attend. Minutes by Bill Breithoff.)

June 30 Meeting Announcement!

There will be two special events at the upcoming meeting on June 30.

Representatives from the New Orleans Race Drivers Association, Monte Shalett & Winston Landymore, will be taking to us about the new "No Problem" Raceway in Donaldsonville. The New Orleans Race Driver Assoc. participates in the Grand Bayou Race Series which will

be running at there.

Also at the June meeting you will be able to order these fine new club golf shirts. Bill & Sally Breithoff, Roy & Jeannine Richarson, & Harold O'Reilly wore them to the VTR Regional and got lots of compliments on how sharp the shirts looked.

The shirt is a good quality, Jersey's brand shirt. It has red cuffs and collar with black and white checkerboard trim, single button placket front and club logo embroidered on the left chest in red, white and blue.

Price during the group order will be \$25 (\$27 for 2X and 3X sizes).

Bill's shirt in the picture is black. He said he has washed it several times and it hasn't shrunk or faded, and has actually improved with washing.



Summer attendance at meetings tends to be a little light, but don't miss this one! §

Catfish Charlie's

Thirty-four people and 12 British cars took the drive to Hammond and Catfish Charlie's. The weather was not perfect: it rained on and off on the way there. The Frioux's out-ran the raindrops in their TR6 for a little while, (if you go fast enough, the rain blows over the open cockpit!) but they finally stopped after the Bonne Carre spillway bridge and put the top up.

The fish was excellent, as usual, and several members raved about the baked sweet potatoes. Butch Furtos said the best ones are the really black ones—they have so much sugar in them that they have caramelized and gotten crispy on the outside while baking. Bonnie Marpe won the "drive your British car" drawing and received \$10 towards the cost of dinner.

After dinner, the Breithoffs, Bradleys and Hughes drove on around the lake to Mandeville to the Tammany Trace Trailhead for an open air concert. They listened to the Bucktown Allstars perform while Cliff Hughes' grandson played in the fountain. §



Kneeling: Allen Bradley, Mike Anderson, Bill Harris. Standing: Wayne Aucoin, Sally Breithoff, Joyce , Mario Messina, Cort Musgrave Jr, Wally Messina, Bill Breithoff, Susan Bradley, Carol Gibson, Cindy & Burtch Frutos, Opie Lee Anderson, Cort Musgrave Sr., Bonnie & Don Marpe , Fran & Rodger Talley, Harold O'Reilly, Susan & Richard Denneau.

Dorset Madness #3: A British Street Rod by Jim Jones

An attempt to operate the gearshift lever from the top cover of my 1949 Austin Dorset's Marina transmission has consumed all my thoughts for the last few weeks. The Marina transmission was chosen because it had good gear ratios for the MGB engine, fits the size requirements for the Dorset's "X" frame, and its bell housing fits up to the MGB engine block with the use of a Marina engine backing plate. I really like the Dorset's original long gearshift lever and I have been willing to go through a lot of trouble in order to accomplish the task.

Three used transmissions were involved: an Austin Marina, a standard Triumph Spitfire, and a "3-rail" Triumph Spitfire transmission in all.

The standard Spitfire transmission (A freebie with a busted tail shaft housing donated by a club member. Thank you, Phillip) was used to see just how similar it and the Marina transmission were in fact. I determined that the cases had the same interior dimensions. This would allow the installation of the Marina gear set into a Spitfire case. Why would I want to do this?

This is where the Spitfire 3-rail transmission comes in to play (This unit I purchased on an E-Bay auction). The unit's control tower is removable and its front end is positioned directly over the transmission's top case opening. Between the control tower and the case is the 3-rail housing. It moves the selectors via three rails or rods, one for 1st & 2nd, one for 3rd & 4th, and one for reverse, not just the one rail like many other British designs. Shifting could be accomplished from directly over top front of the transmission case. This would place the gearshift lever's base as far forward as possible. It will probably be within 2 1/2 inches rearward of its original position.

The 3-rail housing could be mounted to the Marina transmission case, but the Marina case is too tall and the selectors could not reach the gear set.

I completely disassembled both the 3-rail box with its short height case and the Marina box. I proved to myself that the Marina bell and tail shaft housings would fit up to the shorter

Spitfire box. Next, I checked that the Marina gear set and bearings would fit the 3-rail Spitfire box.

One more thing was left to do. I set the 3-rail housing in place on top of the transmission case and all the selectors matted up properly with the Marina gear set!

Four studs at the top of the 3-rail housing's top opening will allow the mounting of a fabricated unit to hold the gear shift lever housing cut from the old control unit and its associated parts. The no longer needed top front portion of the Marine tail shaft housing has been removed.



A small amount of modification to the Dorset's original long gear shift lever's bottom end or the welding of a Spitfire gearshift lever bottom end to the Dorset's lever and the job will be done! A bonus is that I will gain a reverse light switch.

A method of making a reverse lock out device (It was originally located in the not used 3-rail and Marina control unit shift lever holders) has been determined. The reverse selector gear shift slot will be built up such that the gear shift lever will have to be lifted up in order for the bottom end of the gear shift lever to enter the slot. The shift pattern will be like a MGB except that reverse will be: lift up, push far left, and forward. I can get accustom to that.

The idea of using a TR6 or Spitfire after market transmission cover has been canned. They are both too large and would require too much modification. A metal or fiberglass cover will be fabricated.

Many thanks to Peter Brauen for coming up with the concept. The new combination transmission has been rebuilt. Soon a gearshift holder will be fabricated for installation of the long gear shift lever. §

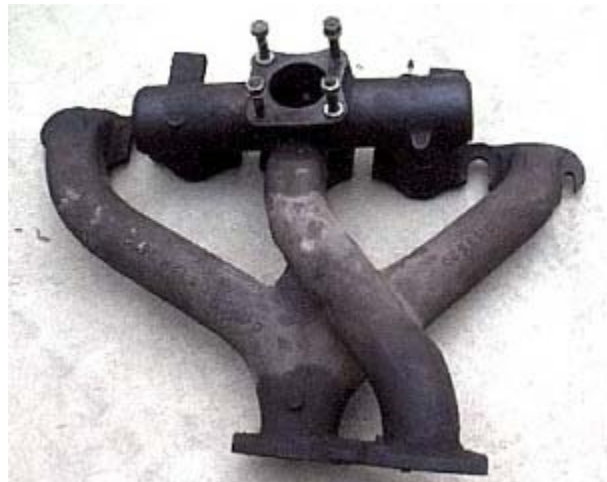
bmcno@i-55.com

The Unique Manifold by Jim Jones

This photograph shows a MGB intake/exhaust manifold that I have never seen before. The early MGBs utilized an aluminum dual S.U. carburetor intake manifold and a separate cast iron exhaust manifold with two outlets.

The late model MGBs used a single Zenith/Stromberg carburetor mounted on a one-piece cast iron intake/exhaust manifold with a single exhaust outlet.

The manifold shown above is similar to the later model version, but has two exhaust outlets. It must be an interim design used only



on a small number of MGB engines. I have no other information on this manifold.

The real life story: While I was attending the car show, Peter Brauen brought to my attention a unique MGB exhaust/intake manifold offered for sale by Kevin Gambino. Mike had lost his business lease and was in the process of moving to a new location. He was trying to dispose of his old stock of British car parts.

It was at this point that I remembered that Charles Ake's rubber bumper MGB engine needed a manifold. It seems that they all crack at the same place sooner or later.

I located Charles and suggested to him that he take a look at the item. He purchased it and a NOS dual outlet down pipe as well. Charles has ordered the necessary associated parts and we will install the "unique" manifold at my Covington garage sometime after the parts arrive. Many of the non-functioning stock emission components will be removed from the engine bay. §

The Engine That Wouldn't Quit! by Mr. Goodspanner

Club member Charles Ake's rubber bumper MGB would not quit running. Turn the ignition key to the off position, remove it, and the engine would continue to run.

Now this was not chug, chug, chug, like when run-on occurs. The engine ran as normal. You could even take the car for a ride and the engine ran just fine. The only way to stop the engine from running while sitting in the driver's seat was to engage a gear and raise the clutch pedal with your foot on the brake. Crude, but effective.

At my garage, we checked all kinds of possible wiring harness problems to no avail. The voltage that was keeping the ignition coil alive had to be coming from somewhere. To complicate matters, the coil voltage disappeared after the engine was killed manually.

The problem was not with the ignition key switch, as we could unplug the switch and the engine would still continue to run. We did discover that, if we removed the light bulb from the ignition warning light socket, the engine could kill by turning off the ignition switch. But, this would leave us with no warning light if the charging circuit were failing.

The voltage had to be coming from either the battery or the alternator. We knew that the battery was not at fault. Later on, Charles replaced the alternator with a spare that he had on hand at his apartment.

Back at my garage, we reinserted the ignition bulb into its socket and everything worked as expected. The red ignition light came on when the key was turned to the "on" position, the engine started when the key was turned to the "start position", the red light went out, and the engine stopped running when the key was turned to the "off" position.

I have never seen an alternator supply voltage to the ignition coil through the indicator light circuit after the ignition key was turned off. I may never run across this problem again. Go figure! §

The Truth About Tools

All the pros out there know these things. To all the amateurs amongst us, read and learn!

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate & mash expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seat covers and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheels.

PLIERS: Used to round off bolt heads.

(Many more to come. Found on the Bugeye Yahoo Message Board)

Driving British by Dave Hayden

I sold my 94 Miata to my daughter Rachel last July. I figured I would try using my British Cars as daily drivers. With the TR3 and TR6 for dry days, and the TR8 coupe and Mini for rainy days what could go wrong?



The Mini was chosen as the daily driver due to its ability to hold more than two people; after all with Menda and Ian here 2 seats just aren't enough sometimes. Having logged almost 5,000 miles on the Mini since July it has proven it's dependability. In the past 10 months it has been down only twice, once for a sticking carburetor needle valve, and last week when the clutch return spring broke.

The TR3 has seen about 500 miles in that same 10 months. No down time for it until last Tuesday, the fuel pump diaphragm gave up the ghost. Fuel dripping out of the pump weep hole is a good reason to stop driving. No problem 2 down, 2 to go.

The TR6 has accumulated nearly 1,000 miles since July, and until last Wednesday only one small problem. A couple of months ago the oil pressure hose ruptured at the connection to the block. It doesn't take long for 2 quarts of oil to spray out at 60 MPH. I replaced the hose on the side of the road, topped up the oil, and went on my merry way. That next weekend I spent a couple of hours cleaning oil out of every nook and cranny from the engine compartment to the rear bumper.

Last Wednesday on the way home from work, Mr. Lucas reared his ugly head. With no warning, the TR6's amp gage pegged to the discharge side for maybe 2 seconds then returned to the full charge side for maybe 2 seconds. I continued toward home wondering what might cause this. My answer came about 1 minute later when the amp gage again pegged to discharge where it stayed. Before I could pull off the road and shut off the engine the fuel gage and temp gage went to 0 accompanied with the smell of wires burning. Then the amp gage went back to charge. At this point I figured stopping might not be the best move, so I continued toward home. After pulling into the garage and opening the hood I found the wire bundle going aft from the fuse block thru the fire wall had several burnt wires. The TR6's

wiring was in poor shape when I bought it and I had repaired as required rather than replace the entire harness. I now have a new harness on order from Roadster Factory, but that is another car down.

I have driven about 800 trouble free miles (knock on wood) in the TR8 since July. I replaced the TR3 fuel pump diaphragm this morning and should receive the clutch return spring for the Mini this coming week. I guess if you have enough Little British Cars, and a little luck, you don't need a Miata! §

For Sale



75 Jaguar XJ6C - Rare 2 door hardtop coupe. Excellent condition, used regularly. Rust free California car. British Racing Green w/ biscuit interior, refinished dash, new headliner. Class winner at BMCNO show & Jaguar Concours winner. \$10,500 or reasonable offer. Dan Melesurgo (504) 391-3227 evening, (504) 728-4812 day. DMKMMelesu@aol.com (6/02)

73 MG Midget, Burgundy. Body & top in good condition. Interior fair condition. \$1500 Located Clinton, MO. (outside Warrensburg, MO) Carolyn Southers (660) 885-4598 Home, (816) 544-2434 Cell (6/02)

73 Triumph TR6, fully restored, gun-metal gray, electric overdrive, runs like a champ. Must see to believe. Butch Frutos 504-885-4285

74 1/2 MGB-GT (rubber bumper) runs good. \$4,500 George Barton (504) 469-7221 (5/02)

76 Midget 61,000 miles, new top, tire, clutch, runs great. Original paint & body. Andy Cicero, Perdido Key (Pensacola) (850)455-5206 cicero111964@aol.com (5/02)

77 MGB rolling chassis, good floors and rockers, with title, \$100 John Roper, 985 893 2413, vscjohn@huntnet.net (5/02)

92 Jaguar XJS V12 31,000 miles. Winner of "BEST IN SHOW" 2002 Concours d'Elegance \$15,000 (504) 400-7760 (4/02)

PARTS:

72 Convertible Frame. Needs some screws. Complete & usable \$25.00 Mitch (504) 261-5277 (6/02)

MGB front fenders, rust free, LH \$65, RH \$85; RH door \$50; MGB lamb's wool seat covers \$25. TR7/8 seat covers, heavy cord material, \$20. John Roper, (985) 893 2413, vscjohn@huntnet.net (5/02)

Newsletter Submissions

Electronic submissions are greatly preferred. Email to MorrisGazette@cox.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

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