

The Morris Gazette

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

November 1999

Published Monthly

President's Message

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.

Good News! NAMGBR has informed us that our club has been chosen as the NAMGBR Chapter of the year. Our club was chosen because of the number of NAMGBR members in our club, enthusiasm, activities and visibility outside the club. **WAY TO GO!**



The 22nd Annual E. E. Reynolds Rallye was really nice. The day could not have been better, and the drivers and navigators of 11 British cars and 1 "faux British" Toyota enjoyed fresh air, sunshine, and beautiful scenery. To find out more about this event read on inside the newsletter.

The last event for 1999 will be our annual Christmas Party at the home of Bill and Sally Breithoff. As in previous years, the party will be from 6:30 to 9:30 on Sunday, December 5th. There will be a sign-up sheet at the next meeting for members to write down the dish that they intend to bring to the party. The club provides turkey, baked ham, rolls and soft drinks. In past years, members have brought some really tasty side dishes and desserts, which really enhanced the meal. I have heard rumor of a Christmas Trivia Quiz for those who are interested, so brush up on your Yule Trivia. The new club officers for 2000 will be installed toward the end of the evening. For those who may have forgotten how to get to the party, the map below should help - - see you there!!!

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December 1999



Sun Mon Tue Wed Thu Fri Sat

			1	2	3	4
5 Christmas Party	6	7 Board/Car Committees	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25 Christmas
26	27	28	29	30	31	



Tue Nov 30 – GENERAL MEETING – 7:30 p.m. New Orleans Hamburger & Seafood, 817 Veterans, (between West End Blvd & Bonnabel.)

Sun Dec 5 - Christmas Party Pot Luck dinner, 6:30 – 9:30 p.m. Bill Breithoff's home, 7315 Beryl Street. Take Canal Blvd towards the lake (past Robert E. Lee), turn left on Jewel, left on Beryl. Third house on the left.

Tue Dec 7 – Board / Car Show Meeting, Bill Breithoff. 7:00 p.m. Old & New board members plus all Car Show committee chairs.

No General Meeting in December.
Have a merry Holiday Season, but remember – Safety Fast!



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Minutes of October Meeting



The meeting was called to order at 7:40 by president Bill Breithoff. New members present included Bill Pritchard, owner of a 79 Bentley and a 77 Rolls, and returning member Roger Nagy. Roger has recently moved back into the New Orleans area.

Dave Hayden nominated Roy Richardson for club treasurer and Elmon "Randy" Randolph as member at large. Butch Frutos seconded the nomination. (Keith Vezina had previously been nominated for member at large, but has since had to withdraw.) Bill Breithoff read the list of nominees: President: Bill Breithoff, vice president: Charles Ake, treasurer: Roy Richardson, Secretary/Editor: Cathy Greensfelder, members at large: Harold O'Reilly, Richard Denneau, Robert Barback, and Randy Randolph. Roger Gibson moved that since there were no contested races, we accept the slate of officers by acclamation. Cliff Hughes seconded the motion. The motion carried and the slate of officers was accepted.

Bill announced that NAMGBR has chosen our club as the chapter of the year! (See President's message.)

Cliff Hughes gave a quick report on the SABCC show. He described Fairhope as a city right out of the 1950s – clean, friendly and charming. A number of members stayed overnight at the Barron's Inn, which is right across the street from the bay. His only warning to members for next year was that the many fine antique shops in Fairhope all close at 5:00 p. m on Saturday and are not open Sunday, so the shoppers need to sneak away during the show if they want to get in any quality antiques.

Floyd Friloux reported that the Jaguar show had very light turnout, due in part to the conflict with SABCC but also due to advertising problems within the Jaguar groups. Still, there were some beautiful cars, as always. Harold O'Reilly reported that he entered his Thunderbird in the Boomtown show, since his TR7 is too new to qualify. There were a few British cars there: a MGT, a Jaguar XKE and a Bentley.

We were all encouraged to attend the Daughters of the British Empire's Pub Night on November 6th.

The Dave Hayden reviewed the schedule for the E. E. Reynolds Rallye. Dave assured us that the course is not terribly difficult and will take approximately 2 hours to complete. It will begin at Tanger Mall and end at a nearby restaurant.

The next board meeting will include old and new board members, and all Car Day committee chairs are asked to attend. If you are interested in working on a committee contact any of the board members for more information. The more people pitch in, the easier it is. Please volunteer!

The club Christmas party potluck dinner will be Sunday December 5th at Bill & Sally Breithoff's house. Bill is investigating getting rotisserie turkey this year instead of fried. The sign-up list will be circulated at the November meeting for side dishes and deserts.

Roger Gibson will be putting on a Poker Rallye on a Sunday in January (date TBA). The route will take everyone to ten different area coffee shops. At each stop, the driver will draw a playing card. At the finish, the best poker hand wins. There is no set route, no distance requirement and only a loose time limit that leaves plenty of time for a couple of cups of coffee at one or more of the stops.

Member projects: Rodger Talley's Sprite is painted, and Floyd Friloux has acquired an Alpha Spider. Cliff Hughes has bought a black '57 MGA and it is for sale. (Let's hope he gets a buyer quickly – Cliff reports that the MGA is currently in the garage while his wife's new car is sitting outside.)

Roy Richardson won \$23 in the 50/50 drawing. Dave Hayden and Mike Anderson both won goody bags, and Frazer Rice won a British Petroleum T-shirt. The meeting was adjourned at 8:25. §

Club Officers

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

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E. E. Reynolds Rallye by Barbara Wolf

The BMCNO Annual E. E. Reynolds Memorial Rallye on Sunday, November 7, was a really fun event for everyone who participated. Dave Hayden and Menda Ballard did a superb job planning and carrying out the Rallye. The start was set at the Tanger Outlet Mall on a beautiful and warm fall day.

Although most of the course was in and around Gonzales, a few members managed to make it all the way to Baton Rouge. Some teams missed one or both checkpoints, but most teams made it through the entire course. The River Road, refineries areas and scenic rural roads made the drive an interesting one. We all searched to find that "rusty Chrysler" and the "refrigerators" listed on the instructions. We really had a debate whether to turn at that caution light, but then decided since it led to a prison, it was probably not the way to go. The leg for 10.66 minutes caused a good bit of confusion. We especially loved the bridge with the immediate left turn, followed by a lovely, curving country road.

Fortunately, even with all drivers crossing the railroad tracks in the area several times, no one caught the train. However, going through dozens of traffic lights and crossing Hwy 61 many times caused us often to think we may have gone wrong somewhere. Feeling we were behind schedule we tried to speed up, only to have cars approaching in the opposite direction flash their lights warning of a police officer ahead. Thank goodness for those kind and considerate drivers. Then when we found ourselves behind another team and both of us caught behind a large slow moving dump truck, we panicked that we would never maintain the average 40 mph speed. Fortunately the truck turned the other way and we were able to pick up some speed.

We made the final checkpoint and felt relieved that we had not gotten lost. All the cars finally showed up at the ending location and we all had a great time discussing the tribulations of getting through another rally. This is a challenging yet very enjoyable event that everyone should try to participate in. The evening celebration with the winners at Shoney's was enhanced by a delicious Birthday Carrot Cake made by Assistant Rallye-master Menda Ballard for her son Ian (age 8) and club President Bill Breithoff (rumored to be almost 8 - in dog years!). Third place went to Mike Anderson with Herb Forsythe navigating. Second was Richard & Barbara Wolf, and the winners were Mike Brown with Rodger Talley navigating. (As winners, Mike and Rodger will be Rallye-Masters next year.)

A fun time was had by all. A big thanks to Dave and Menda, Dave's daughter Cara, and the rest of their family and assistants for the wonderful afternoon. We are certainly looking forward to next year. §



Elusive Plug Fouling Problem by Jim Jones



An MGA owner had been having a problem with fuel badly fouling the spark plugs for some time now. Many parts had been changed recently in trying to solve a high-speed engine misfire problem. Most of those parts needed changing anyway (high-tension wires, plugs, points, etc.) due to their age. Somewhere along the way the plug-fouling problem popped up. To analyze this new problem, I transported the MGA to my garage in Covington, La.

I pulled the spark plugs and found them all to be covered in soft black deposits. Those deposits are left on the plugs when more fuel is delivered to the combustion chambers than can be properly burned. So, some sort of carburetor problem was involved here.

The first thing that I set about doing was to remove the two air filter assemblies. This is not a real easy job on a MGA, as the two flat canisters are very close to the body structure and the backing plates are fastened with bolts that go through the carburetor flanges from the engine side. It's a real pain if you do not have a short handle open ended 1/2" wrench to work with. Knuckles are at risk here.

I removed the two bolts that secure each of the outer cover plates and then the two air filters. Next was the harder job of removing the bolts that held the air filter assemblies onto the carburetors. When I started on the rear backing plate removal, I just happen to notice something.

The backing plate had the two holes drilled into it to match the two vent passageways in the carburetors face, but the backing plate had been installed 180 degrees out blocking up the two vent holes! In the past, I had been warned about installing air filter to carburetor gaskets with the gasket holes not matching the carburetor's passageways. Stock gaskets only had two holes and could be installed 180 degrees out, thus blocking the passageways. Newer gaskets have four holes and can be installed without regard to orientation. I do not know when the backing plate was installed incorrectly, but I bet that the fouling of the spark plugs occurred right afterwards.

All four plugs were fouled. That is because even though each carburetor supplies fuel to only two combustion chambers in theory, the intake manifold interconnects the two carburetors for the balancing of fuel reasons. With the over supply of fuel from one carburetor, via the interconnecting passageway the other two plugs will also be fouled in short order.

Of course, the engine did not run properly even with the air filter assemblies not installed. The plugs needed cleaning and the carburetors were way out of adjustment. Even after that work, the engine did not run properly until over six blocks of driving in first and second gear to keep the engine's rpm's up. After that the engine performed great. Back at my garage, I readjusted the carburetor jets, and balanced and readjusted the idle. Now every aspect of the engine's performance was up to par.



Once again I found that a simple thing was the cause of the problem. Sadly, the clutch does not disengage quite properly and, judging by the noise I hear when the clutch pedal is depressed all the way down, the throw out bearing is shot, but that is another job. §

My First Car by Mike Brown

Does "WaterWetter" really work? I believe that the additive contains ethyleneamines which when added to water, causes the water not to bead up. The idea is to give the cooling water more "contact" with the metal in the engine thus transferring more heat to the water. Joe Rogers gave me a bottle and after draining the radiator and engine of antifreeze coolant, I added the chemical to system with tap water. I took the "A" out for a hard run and not surprising the engine still ran at 190 to 200F.

Frazer Rice was telling me that the NAMGAR folks told him that the problem with the MGA is that the design of the radiator grill restricts the air flow to the radiator causing insufficient heat to be removed. They said that removing the grill would significantly improve the cooling. I'm not going to do that! They also said that as long as the water doesn't boil out, not to worry about it.

That brings us to the radiator cap. There are two kinds: one that opens at 4 lbs and one opens at 7 lbs. The higher the pressure in the cooling system, the more heat it will take to boil the water. Water boils at 212F at 14.7 lbs (atmospheric pressure). Having a 7 lbs radiator cap, the maximum pressure in the cooling system will be 21.7 lbs (14.7 + 7) and the boiling point will be well above 212F.

However, the water will expand! When the water expands, the pressure will rise above the 7 lbs and the water and "WaterWetter" will end up on the ground via the overflow tube. Rodger Talley and I were talking to a guy who installed a bottle on the end of this tube. We couldn't understand how the coolant from the overflow bottle back into the radiator through the radiator cap. I found the answer in an old army automotive manual.

The cap contains two spring-loaded valves, normally closed, which seals the system. The larger is the pressure valve and the smaller is the vacuum valve. The pressure valve acts as a safety valve to relieve extra pressure within the system; the vacuum valve opens only when the pressure within the cooling system drops below the outside air pressure as the engine cools off. Higher outside pressure then forces the vacuum valve to open allowing air to enter the overflow tank thus pushing the coolant back into the radiator.

Until next time Mike Brown §

New Members by Anne Friloux

Charlene and Nicholas Persich joined the club in September after finding their burgundy 1974 TR6 at our 1999 Car Show. Charlene's first car was a 1974 TR6 which she purchased from Paretti Pontiac when her Dad was working there. They live in Kenner with their eleven-year-old twin sons who like having a car "their size". Charlene is in the process of getting her car running again and hopes to attend some club events.

Nicholas is a physician and Charlene a retired RN who devotes her time to family and refinishing furniture.

William (Bill) Pritchard, Chairman of the Rolls Royce Owner's Club, decided to join our club after attending several of our Crawfish Boils. He enjoys the camaraderie of people who, like him, feel the need to carry an array of tools in their car. Bill owns a 1977 RR Silver Shadow II which he restored himself and enjoys driving it to RR car shows all over the country. In 1998 it took 1st Place nationally in the Touring Class. Bill and his wife Jennifer live in New Orleans and plan to attend the Tuesday night meetings and other club events.

Bill is the president of Internet Marketing and had one of the first Internet sites in N.O. §

Greystone Automotive is going out of business. They have lots of used British car parts listed on their web site for sale.

Check it out at: <http://www.auto-part.com/>

E-mail requests to: rwsankey@aol.com

(submitted by our own Mr. Goodwrench)

A Hot TR8 by Roy Richardson

I acquired a Triumph TR8 during June of 1998 and immediately became paranoid about how hot the car was running. The after market temperature gauge, mounted high on the dashboard, would climb to 225- 230 degrees Fahrenheit (F) consistently. As my 8 has after market fans they were immediately suspect. I checked as best I could; they were mounted on the radiator (the suggested location) and seemed to be operating properly - at least they were drawing air through the radiator. The radiator on the 8 is mounted on about a 30-degree angle with the bottom trailing so it is not square to the airflow. Well, with all the knowledge of an accountant I started to reengineer the system.

First things first, I removed the thermostat from the block (in case it was not functioning properly) replaced the upper and lower hoses (in case they were collapsing). The original 8's came with the fans mounted on a bracket and blanking boards to the side; I removed the fans, had an aluminum shroud made and the fans mounted to the shroud which funneled the flow such that the air could only go through the fan openings.

I then installed an adjustable fan temperature switch and placed the sensor in the return radiator hose. I had checked with the manufacturer of the switch to inquire if the sensor could be put in a radiator hose, the answer was yes. The switch was wired battery hot and was placed in the hose, which worked well; the fans remained on until the water cooled to what would seem to be a safe temperature (190F), according to the temp. gauge, or the battery ran down, whichever came first (three times). These occasions made me question the reserve capacity and age of the battery. **Solution:** replace the battery, although the alternator and battery tested good. I then called the manufacturer (again) and talked to someone who asked about the color of the switch case. He informed me the attached sensor was designed to be in the atmosphere and not in water. So, I pulled it out of the hose and mounted the sensor on the frame of the fan. This location placed it in the direct airflow and allowed it to cycle, the new battery did not run down (a true test) before cooling the water to a registered temperature of 190F.

As the car continued to run hot 220-230F, especially at speed, I pulled the radiator and had it cleaned and checked. I also inquired about a radiator with more cooling capacity (always the extreme, more is better). I found that the current radiator was as large as possible without further modifications to the car. Ah, the Funkana came up and I dared to drive the car at speed (60 MPH) for a distance, the temperature gauge climbed to 215F (down a little) and remained constant. A safe and uneventful trip but that temperature gauge reading kept me on edge.

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

You distrust **anyone** named Lucas.

Let's recap I have removed the thermostat, replaced the hoses, replaced the radiator cap, replaced the reserve tank, replaced the anti-freeze with the proper mixture, had a shroud made, relocated the fans, put in an adjustable switch and had the radiator serviced. The temperature gauge says **the thing is still running hot**; so the next great idea is obtain a new gauge, which is what I did. The manifold on the 8 had a space for a sensor without removing the old sensor so that they would both read on the engine side of the cooling system. Before installation I boiled water and placed the sensor on the new gauge in the water. It read 212F, a good start. I then installed the new gauge in the car and warmed up the engine: old gauge 190F new gauge 150F, old 200F new 160F, old 210F new 170F, and finally old 220F new 190F. On the street, in traffic, the new gauge reads 190-195F, on the Interstate the gauge reads 185-190F. The gauge was wrong!!! Always start with the basics.

My fuel gauge does not work, should I pull the tank? §

Lost AGAIN! (the E. E. Reynolds Rallye) by Cathy Greensfelder

The E. E. Reynolds Rallye was great and my record stands – I managed to get totally lost *AGAIN!* Dave, it wasn't your fault. I think I'm cursed or something.

On my first rally, I ended up in Gonzales. Everyone else was in La Place. But it was a really great drive! For my second rally, held around the Pass Christian area, I made the first check point, but missed a turn and when I finally stopped for directions, the man said we were on the wrong side of the freeway and **two rivers!** Oh, well. It was a good excuse to go 70 mph on those back roads and we made it back for dinner, even if we were a little (90 minutes) late!

This year, Sally Breithoff agreed to navigate for me. She had successfully navigated two other rallies, so I thought this could be the year I finish! **WRONG!!!** I should have seen the writing on the wall when I was 20 minutes late to the convoy point because I-10 was closed for the Harley-Davidson motorcycle rally. And Bill Breithoff's TR8 had developed a water leak just that morning so he, Sally and their daughter all three ended up navigating for someone else.

Well, Sally and I made the first couple of steps just fine. But on just the 3rd or 4th instruction, we were cruising down the road, yacking, when I said, "Hey, Sally! We're at 17 miles. Weren't we supposed to turn or something at 15.5 miles?" A quick U-turn, followed by "just add 3 to all the mileage's" and we were back on course. We spotted the rusty Chrysler - in the rear view mirror. That one wasn't *quite* a proper U-turn, more a really, **really** sharp left! On the "drive for 10.33 minutes and turn left – NOT on Monticelo" instruction we figured we had missed it when we reached a chemical plant gate and a sign saying "ID badges needed beyond this point". U-Turn. Back track. We quickly found Monticelo and correctly deduced that the next road was the right one. ("Just add another 11 miles to the given mileage, Sally") We kept on and like Barbara Wolf, decide that the caution light at the Women's Correctional Institute was probably **not** the light where we were supposed to turn. (The Anne & Floyd Friloux decided otherwise - Anne tells me that the prison has some very nice cattle that were worth the detour to see!)

But after that, we kept going and going and going, looking for the light where we **were** supposed to turn left. Sally announced it was time for desperate measures. I asked if she meant opening the envelope with the bail-out phone numbers and location of the end-point. She replied "No, of course not! We find somebody else and FOLLOW THEM!" About then, we came up on the Barback's. They were pulling over and turning around. A quick yell out the window determined that they thought they had missed the turn and they were going back to the last light. We followed. Right up to the Baton Rouge city limits! Oops! (As it turns out, we had been on the right road before we turned around. The correct light was just a little bit further!)

I was thinking about that envelope again when Sally shouted "This is Lee Road! I know where we are – this is where the Christmas store is! And the freeway is **THAT WAY!**" After a quick stop at a Texaco to "powder our noses" (and buy a souvenir Baton Rouge city street map) we hit I-10 and headed back to Gonzales. One of the last directions mentioned the Holiday Inn in Gonzales. A billboard told us "Holiday Inn – Exit 177 left". As we made the exit and the left, Sally announced "Oh, good! The rally instructions say 0.8 miles to the Holiday Inn" which we promptly proceeded to drive right past. We couldn't stay focused for an eighth of a mile! But after yet another U-turn, we found the Holiday, and a rally participant was waiting to give directions to Shoney's for dinner.

At Shoney's, we found to my delight that we were **not** the last car back. The Barback's, Charlie Ake with Sally's daughter navigating, and Roger Gibson with Bill Breithoff navigating, came in shortly **after** us. So I guess that's better that the last two times when I was ordering dinner as everyone else was paying for theirs! Just wait till next year! But if I get caught behind a bunch of motorcycles or my navigator's car blows a water hose again, I'll just head straight to Baton Rouge! Now, where was that Christmas store again?!?! §

For Sale

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 472-2021 Work 468-3200 Make offer. (10/99)

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



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

"Brits on the Bluff" in Natchez by Richard and Barbara Wolf

The English Motoring Club of Jackson, Mississippi, held their 3rd Annual "Brits on the Bluff" on October 16, 1999 in lovely downtown Natchez. It was a gorgeous Saturday and about 48 British Cars showed up to fill the field on the bluff overlooking the mighty Mississippi River. This event coincided with the Natchez Hot-Air Balloon Race weekend festivities, which drew thousands of people to the area.

The Car Show was located right in the middle of all of these festivities and was a Concours d'Elegance (points) judged show. There was also a "Show Stopper" Award voted on by the individual attendees, and a Kids Award, selected as the favorite car of all of the children in attendance. Everyone at the show was friendly and all of those from other clubs were made to feel very welcome. The English Motoring Club members showed fantastic hospitality and put on a very organized event, with all parts of the show and competition taking place right on time and according to schedule.

BMCNO members attending were John Boudreaux, Mike and Phyllis Delacerda, and Richard and Barbara Wolf. **John Boudreaux** with his **1969 Triumph GT6** won First Place in his class plus the award for biggest oil leak. The Mardi Gras T's were represented by David and Chesney Loeb and Mike Lewis. The **Loeb's** won First Place in their class with their **1952 MGTD** and **Mike Lewis** won Third Place in his class with his **1950 MG Y Type**. The Panhandle British Car Association had the Largest Club Participation.

After the Car Show it was very exciting to watch all of the balloons over Natchez as they raced above the river. Everyone had a great time and we are all invited to attend their event next year. §

Membership Info

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

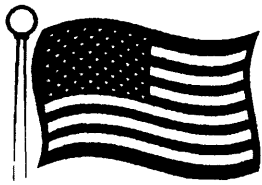
Annual Dues: \$30 first year / \$25 subsequent years.

\$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.





November 1999



Dec 5 Christmas Party

The Morris Gazette

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Visit our web site

<http://go.to/BMCNO.ORG>

(<http://208.22.201.17>)

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1/6/00

