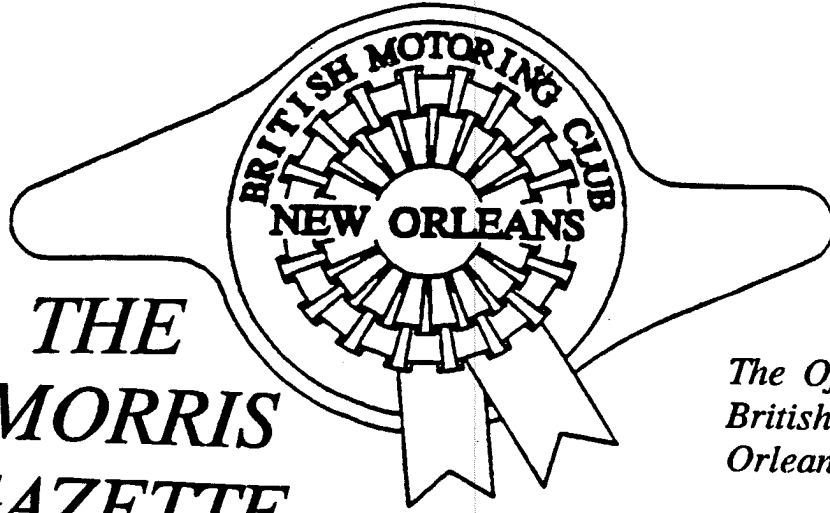


BRITISH MOTORING CLUB  
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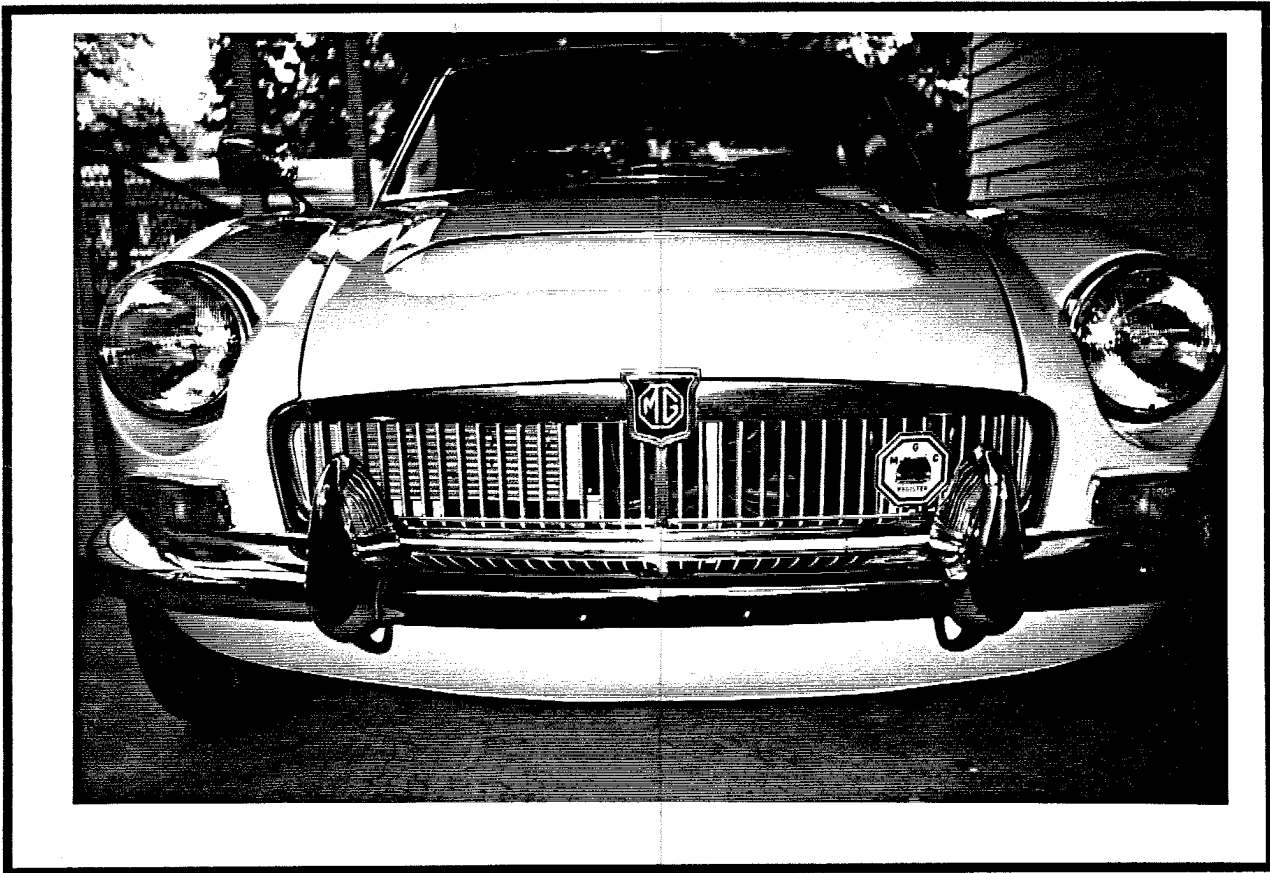


NOVEMBER 1993

*THE  
MORRIS  
GAZETTE*

*The Official Newsletter Of The  
British Motoring Club, New  
Orleans.*

James D. Jones  
253 Concord Drive  
Laplace,, LA 70068-3315  
02/28/94





SUNDAY

# December 1993

## BRITISH MOTORING CLUB EVENTS



MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			1	2	3	4
5	6	7  8:30pm CHINA ROSE SOCIAL	8	9	10	11
12	13	14  7:30pm OFFICER'S MEETING- Bill Breithoff's	15	16	17  8:00pm CHRISTMAS PARTY	18
19	20	21	22	23	24	25
26	27	28  NO GENERAL MEETING IN DECEMBER!	29	30	31	

### OFFICERS FOR FISCAL YEAR 1994

CORT MUSGRAVE, PRESIDENT \_\_\_\_\_ 504-394-3633.

CLIFF HUGHES, VICE PRESIDENT \_\_\_\_\_ 504-845-8709.

ANNE FRILLOUX, TREASURER/CORRESPONDING SECRETARY \_\_\_\_\_ 504-464-1734.

JIM JONES, SECRETARY/NEWSLETTER EDITOR \_\_\_\_\_ 504-651-2937.

PETER BRAUEN, MEMBER AT LARGE \_\_\_\_\_ 601-467-0519.

BILL BREITHOFF, MEMBER AT LARGE \_\_\_\_\_ 504-288-4019.

ED HELSING, MEMBER AT LARGE \_\_\_\_\_ 504-736-2705.

KEITH VEZINA, MEMBER AT LARGE \_\_\_\_\_ 504-443-5056.

## CAR CLUB REGALIA



☼	BMCNO T-SHIRT.....	\$ 7.00
☼	BMCNO GOLF SHIRT.....	\$15.00
☼	BMCNO WINDSCREEN TRANSFER.....	\$ 1.00
☼	BMCNO JACKET PATCHES.....	\$ N/A
☼	BMCNO BASEBALL CAP.....	\$12.00

 GET THESE ITEMS WHILE THEY LAST! THEY ARE ORDERED IN LIMITED QUANTITIES AND WHEN THEY ARE GONE , THEY ARE GONE! CONTACT ANNE FRILOUX AT 504-464-1734 OR AT GENERAL MEETINGS.

## *R* CAR CLUB DUES *R*

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current newsletter. It has the date that your membership dues will expire. If your dues are due, send them in now before you miss out on your next newsletter!

## ☺ NEW MEMBERS ☺

Clarence Levy Jr.  
23080 Hughes Road  
Zarchary, La. 70791-9206  
'67 Jaguar Coupe.

Paul Duchene  
2628 Eton Street  
New Orleans, La. 70131  
'73 MG Midget.

## ☰ EDITOR'S NOTE ☰

Articles, comments, tech tips, etc. from club members are welcome and will be printed in the newsletter subjected to the editor's approval. Submissions must be received by the middle of each month in order to be printed in that month's newsletter. Please become a part of the newsletter. As a member of the club, it is after all your newsletter! Mail you submissions to: Jim Jones, 235 Concord Dr., Laplace, La. 70068.

## ☰ MINUTES of the MEETING OCTOBER 26TH 1993 ☰

Meeting called to order at Russell's Short Stop #1 at 7:30pm by Cort Musgrave and election ballots were passed out. Cort gave a glowing review of the updated newsletter format with photo prints. Keith Vezina reported on the Fairhope Car Day. Peter Brauen gave a report on the Grand Hotel gathering afterwards, on the recent Swap Meet and the upcoming Pub Night. Joe Rogers reported on the Memphis Show. Cort discussed the next events, the Jackson Show and E. E. Reynolds Rallye. Wayne Aucoin disclosed the club's moneys as being at \$1,476. Patricia Gonzales invited members to a transmission tear down at her house this coming Saturday. John Hennessey had a number of anti-thief devices for sale and Cliff Hughes offered MGA models. Bill Breithoff handed out brochures for the St. Matthew Car Show. The 50/50 was won by Beverly Rice - AGAIN! The results of the election are listed under the calendar on page two of this newsletter. The meeting was closed by Cort at 9:05pm. Fourteen British were in the parking lot! Not a record but a good showing hard the less.

## IN MY TRAVELS

I took a run to Peter Brauen's place in Bay St. Louis, Mississippi this month. Peter's Austin Healey is now painted and it looks great! He still has quite a ways to go before completion. But it is obviously going to be beautiful and factory correct. I got the chance to inspect and crawl around a Mini Copper S while I was there. Peter is doing repair work to the car as the results of it being front and rear ended after leaving the Pensacola car show! Peter also has finished the body and paint work on an MGA (red in color, of course) which now needs to be completely reassembled. I might see if I can assist him on this one. I'll be able to learn a lot about the MGA in doing so. I also got to see the shipping container unit that he got for the storage of cars in progress. It is the kind of unit designed to be carried aboard ships and placed on semi trailers and it is forty feet long. It can hold as many as six cars the size of an MGB roadster. I also assisted in reassembling a AH trans & O.D. unit. I learned a few things for sure!

## BRITISH CARS & SPARES

Ads will be run only once, unless a request is received each month.

- FOR SALE MGB under the dash liner for right hand side with speaker and insulation. \$10.00  
Call Jim Jones at 504-651-2937.
- FOR SALE MGA Twin Cam models, blue or red, \$20.00, sold in catalog for \$27.50 plus freight.  
Call Cliff at 504-845-8709.
- FOR SALE '38 Morris 8 Series E, 850 cc. Made for 1939 Paris Motor Show. Very low serial number. Owner  
returning to England. Call Colin MacKay at 512-335-0311.
- FOR SALE MGB/GT, Austin Healey and MGA miscellaneous parts.  
Call Peter Brauen at 601-467-0519.
- FOR SALE '60 MGA, MGB '72 and '77, '60 TR3 each priced at \$2750.  
Call Dave at 504-366-0704.
- FOR SALE '56 MGA British Racing Green, engine and transmission out of car, no rust, needs interior. \$3000  
Call Wayne at 504-469-9083.
- FOR SALE '73 Triumph TR6, green, nice looking car.  
Call David Powell at 504-845-7638.
- FOR SALE '59 MGA's - One complete and one less engine and transmission, both wire wheels, \$1800 for both.  
'70 MGB - Less engine, \$600.  
'70 Triumph GT6 - Complete, 50,000 original miles, runs, needs restoration and TLC, \$800.  
'63 Triumph TR4 - Rebuilt engine, new interior (except seats), wire wheels, needs body/paint, \$1800.  
Call John Boudreaux at 504-687-9346 and leave message.

## NEW CLUB OFFICERS

Take particular note of your club's new treasurer, Anne Friloux. A few years back our club's name was changed in order to encourage the membership of all British marques owners. This change has indeed increased the club's enrollment for marques other than MGs and has given us all a much greater pool of British cars for us to enjoy!

In the same vain of thought, our club has been looking forward to women taking on a higher profile in the running of the club. Do not misunderstand what I am saying here. Many women have and continue to be active in our club activities. These women are usually the wives of members and we sorely need their support. It is just that I think that the only way in which to encourage more women to become club members is to have women as club officers. There are women out there who own and drive British cars and who would love join a British car club if only they felt that the club was not an all male organization which would allot to them only "female" type responsibilities. A large welcome to Anne as our new club treasurer.

## EVENT DETAILS

November 30th

✓ General Meeting 7:00pm held at Russell's Short Stop #1, 119 Transcontinental, Metairie, La.

December 14th

✓ Officer's Meeting - Bill Breithoff's house, 7315 Beryl Street, New Orleans, La. at 7:30pm.

December 17th

✓ The Club Christmas Party is an annual social event to be held this year at Frazer & Beverly Rice's house located at 244 Central Avenue in Jefferson, La. between River Road & Jefferson Highway. A good time is always to be had at these events! You'll get to see club members dressed up in something other than British car tee shirts. Hopefully the weather will even be cool ( just a chance it'll get cold! ).

January 15th

✓ Tech Session will be held by Fred Fabre, a renowned lecturer in the British automotive field and club member, Fred will supply post cards which will be included with the newsletter so that members may suggest which subject(s) might be covered.

January 30th

✓ Cafe DuMonde cruise will leave from the rear of Lakeside Shopping Center, Causeway & 18th Street in Metairie, at 11:00am Sunday. We will utilize private parking and protect our cars by grouping together.

## MEMPHIS REPORT

Joe Rogers attended the show and says that, although it rained on Friday, he really enjoyed the event. Only one member drove his car to the show. Mike Loden's '71 MGB was awarded 3rd place in class. It's a shame that more of us did not attend. But, I think, that there are just too many shows in the Southeast now which are much closer to us to warrant the long drive for most of us. Sometimes you can get too much of a good thing!

## ⊗ PATRICIA'S TRANSMISSION ⊗

I took Patricia Gonzales up on her open invitation to come to her house in Metairie to take part in the disassembly of the transmission out of the MGB that she is presently restoring. Keith Vezina volunteered to do the job as he has experience. I learned a few things. Turns out that Keith knows some stuff about the insides of an MGB trans. We discovered one bearing assembly that was in the process of self destructing. The job was done under the car port and it was a cold and windy morning. But, Patricia came up with the equivalent of a carbon arc lamp which not only provided light but also some heat! The repair manual says that there are three springs and balls trapped within each synchronizer. We forgot that fact and when separating one springs and balls went flying! As luck would have it, we had moved in doors by that time and they were not that hard to retrieve. After that fiasco, Keith inspected the syncro rings and found no cracks. After a phone consultation with Peter Brauen, Patricia ordered the necessary parts needed to repair and reassemble the transmission. Patricia's MGB is still at the body shop for now. She will have one real nice car when she is finished with it!



## \$ SWAP MEET REPORT \$

Our club held a great Swap Meet this year. Lots of new faces were seen and they all received club newsletters and membership application forms. Maybe we will pick up a new member or two. Delvin Price sold over \$300 in new and used parts. I sold about \$140 in used parts myself! Cold drinks and doughnuts were provided by the club. The weather was just great and lots of members British cars were parked around Frazer Rice's house where the event was held. It looked like a small British car show. Many cars and parts were listed on the For Sale & Swap Board. Look for them in the British Cars & Spares section of this newsletter. Frazier was seen writing multiple personal checks. It looked like he just had to fill up those empty shelves in his garage. Good thing that his wife, Beverly, won the 50/50 at the general meeting. It appears that Frazer may have sold his '73 TR6 at the meet. Cliff Hughes was selling MGA models in red and blue. We all had a good time and some of us even sold more parts than we purchased!



## JACKSON CAR SHOW REPORT

It was cold, windy, 4:30am, and I still needed to top off the fuel tank on the Saturday when I left for the English Motoring Club's show in Jackson, Mississippi. So, after the tank was filled and I had purchase the necessary Cokes to fuel myself on the trip, I blasted my MGC-GT onto the I-55 north into the darkness well before sunrise. Soon, the exhilaration of owning and driving an almost antique British car whelmed through my chilled body. My mind had finally awakened and I felt great if not completely warm. As I covered the miles northward, the sun at last began to cast its' light across the road way. A welcome source of warmth for the fresh air vent door would not close completely! Not wanting to stop along side the interstate to effect a fix, I put on a jacket while steering with my knees and stubbornly toughed it out. O' the



excitement of it all! I arrived at the show before anyone else and choose a solid spot on which to park upon seeing that it rained here the day before as it had at home. Not to my surprise, it was cold and windy there also. But the sun's warming rays were available. Shortly thereafter, John Simmers arrived with the task of erecting a canopy about which neither one of us knew anything. Using our abilities gained from our association with British cars, we managed to get the thing assembled and staked down. The wind, however, had it's own way with the confounded thing and brought it down destroying two poles and tearing the cover in two places. Well, at least we had tried! Nobody would have wanted to be in the shade anyway. Other cars began to arrive and the total wound up numbered at seventeen. Only two British cars belonging to members of our club were present on site. Several other members attended the event but drove their "other cars". Although the Scottish Highland Games were in progress all day, I seldom left the show area for car talk and comradery were that good. Later, as the kilt wearing Scotts began coming over to view the cars, I actually felt out of place for wearing pants! Some of these traditionally dressed gentleman had the look of fierce warriors of old. When judging time approached, I was asked to judge one of the categories of my choice. Never having done this before (always judged but, never judging) I choose "Glass and Gaskets" for I concluded it was the easiest of the lot. It was a good experience to be on the other side of the show, as it were, and to my surprise I enjoyed it. The feeling of having been given power over the fate of others, I guess! I did not stay to attend the awards presentations. They were held in conjunction with the Scottish clans lengthy in of day activities and lasted much later in the evening. I opted for driving home earlier. The next day I contacted Floyd Friloux, who along with his wife, Anne, stayed over night at a local hotel. He was able to fill me in on some of the details.

The following club members won awards:

2nd in class - Jim Jones, '69 MGC-GT.

3rd in class - Anne & Floyd, '74 TR6.



## BRITISH PUB NIGHT REPORT

Four British cars and three other vehicles were on hand for the British Pub Night held by the Daughters of the British Empire. The weather was crisp to say the least, keeping some roadsters at home. GT's accounted for three of the four cars. The event went smoothly this year and we able to sit altogether at one large table thanks to Peter Brauen. The food and drink were good and we enjoyed ourselves.

## E. E. REYNOLDS RALLYE REPORT

Overcast skies could not dampen the enthusiasm of this year's famed E.E. Reynolds Rallye hosted this year by Guy and Madelyn Foster. Several car owners met at twelve noon on Saturday, November 13th behind Lakeside Shopping Center, received their instructions and headed out on the road for what turned out to be a very close and exciting rallye.

No one got the bonus chip, even though four of the teams were within inches of being at the right place at the right time. Many of the destinations required that a count of the objects, ( such as light bulbs, spindles in railings, corn ears, etc. ) be made. This behavior sparked a lot of stares from locals and tourists alike at many land marks, as participants jumped out of their cars and proceeded to count objects. The driving team of a certain Triumph TR6 ( who shall remain nameless ) was pulled over by the police when the navigator tried to outrun the car on foot. The policeman was amused when he learned that this was part of a club rallye, but issued a stern warning that a ticket would be issued if this type of driver/navigator race was attempted again!

One of the teams had a friend at the fire station that attempted to slant the outcome of the event by covering up the dedication plaque with a sign that read "Ha, Ha, Ha." ... signed O.D. Speculation was that this was a friend of T.D.

All in all, everyone arrived at the finish line safely and on time, even though Keith Vezina cut it to within 20 seconds of losing points ( perfect timing Keith )!

More spectacular were the results of the event. Four of the teams had perfect scores requiring that the tie breaker questions be brought out. These questions were based on five destinations that were high-lighted for special observation during the event. Tension ran high as each round of questions were asked. It got all the way to question number nine, the last tie breaker question, before the winner was found!

The final results were:

1st Place	Driver	Patricia J. Gonzales	( Rare British?? Raider )
	Navigator	Vivan V. Hernandez	
2nd Place	Driver	Frazier L. Rice III	( MGA )
	Navigator	Beverly Rice	
3rd Place	Driver	Floyd Friloux	( Triumph TR6 )
	Navigator	Anne & Evonne Friloux	

Patricia and Vivian were heard commenting that they could not wait until next year to put on a jolly good rallye! Thanks to everyone who participated, making this a successful event!

Guy & Madelyn Foster

Here are some sample questions which Guy & Madelyn put together for the rallye:

- 1) In what year, was the fire station located across the street from the Old U.S. Mint erected? (Esplanade )
- 2) How many piano keys are on the sign ( white & black ) at Mitchell's Music Store? ( Veterans Blvd near Bonnabel)
- 3) How many flagpoles are located in front of Tulane University? ( St. Charles Ave. )
- 4) How many light bulbs ( incl. broken ) are on the entrance arch to Palmer Park? ( Carrollton )

And many more—Good show!

Editor

## BOTH CORRECT AND WRONG?

After the Fairhope Car Day, a discussion/argument occurred at the social event following the show. I have done some research which I think will show that both parties involved were correct and wrong at the same time. The disagreement was over the composition of the MGB transmission speedometer drive gear. A member of our club stated that it is composed of steel. A host of the car day insisted that it is made of plastic. Well, after inspection of a number of transmission units, I have been able to come up with the following information. It may not be the last words according to the British car bible writers but several cross references show it to be accurate.

Early speedometer drive gears ( '62-'74)are made of steel. Later speedometer drive gears ('74 1/2-'80) are made of nylon. My research also indicated a break point for the later nylon type. A gear which is red in color from '71 to '74 and a blue one from '75 on. I am aware of the over lap in the model years stated, but that is not unusual for British factory production records. We just have to live with that fact the best we can. We likewise cannot always believe what we see in one particular transmission unit. These parts are interchangeable and may have been previously replaced in error.

Then there is the speedometer drive gear in the overdrive units. The early "D" units only have one type gear and it is made of steel. The later "LH" units, however, were produced using two different nylon gears. For units marked 22/61972 during the years between '68 to '74, a gear blue in color was used. For units marked 22/62005 during the years '75 to '80, a gear red in color was used.

So you see guys, you were both correct and wrong at the same time. I would say that the score is even!

Mr. Goodspanner.

## WHILE YOUR AT IT

If your going to do a clutch job, consider ahead of time the other parts that you may need. Motor mounts and their mounting brackets most often are cracked. You can bet that the transmission mounts are cracked or turned into liquid rubber by heat. If it turns out that you do not need some of these parts, you can always sell them at the club's Swap Meet. You have to remove the drive shaft. It is a good time to replace the U-joints. After all they may be as old as the car itself! The flywheel will need to be resurfaced. Remove this item from the engine as soon as possible and bring it to the shop to get the work done. It's best to get it in the hands of the shop early in the day so that the clutch job can be completed in one day. If your car leaks oil from the front and/or rear seals now is the time to replace them. Don't forget the gasket for the engine's rear plate in which the rear seal is mounted and for the timing cover in which the front seal is mounted. You might consider the pilot bearing for replacement. The following is a procedure for it's removal without the use of a special tool for the purpose.

Fill the cavity behind and half way into the bearing with wheel bearing grease. Take care to remove all pockets of air from the grease. Use a wooden dowel with a diameter approx. that of the inner diameter of the pilot bearing. A broom or mop handle will do with a little trimming. Insert the dowel into the bearing, place a socket of the proper size over the exposed end of the dowel to prevent cracking of the dowel and strike with a large hammer. The dowel will attempt to compress the grease ( which, of course, it can not ) and the grease will drive the bearing out of the crankshaft end. Remember, the procedure will work only if all pockets of air have been removed from the grease. Air compresses and will defeat the hydraulic action. Another part you will need is a set of exhaust doughnuts. Of course, don't forget the clutch pressure plate, disc and throwout bearing which is what you wanted to replace in the first place!

**MR. GOODSPANNER**



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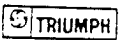
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