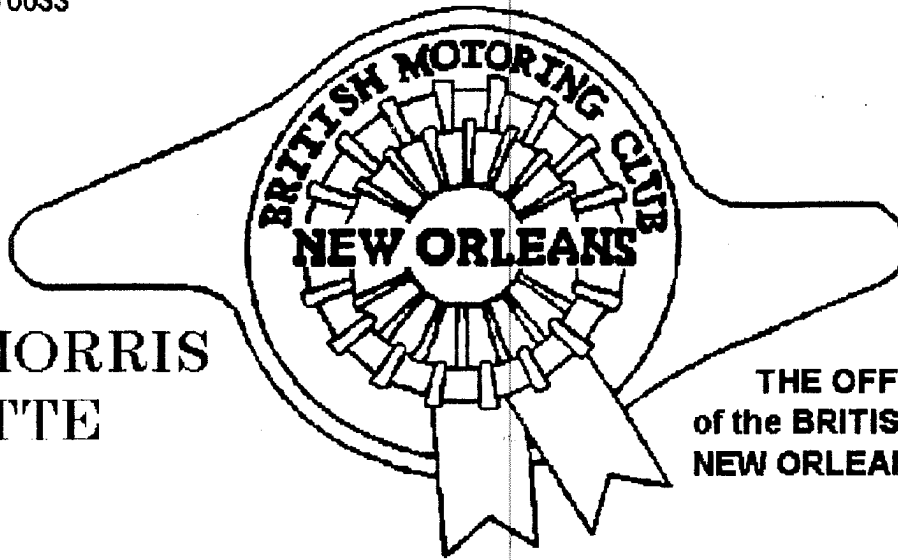
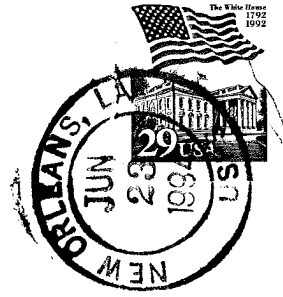


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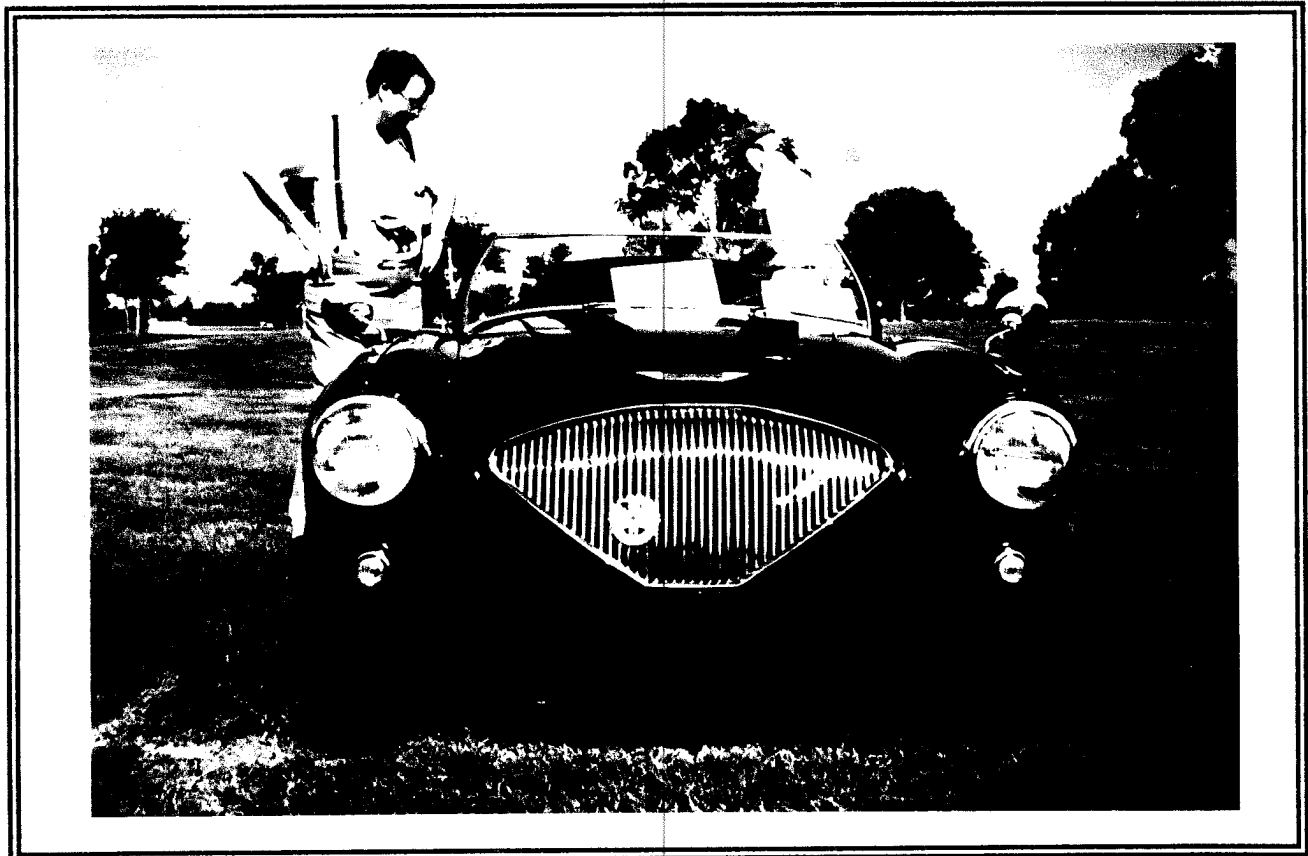


# THE MORRIS GAZETTE

THE OFFICAL NEWSLETTER  
of the BRITISH MOTORING CLUB  
NEW ORLEANS

Alden J. Bienvenu Jr.  
155 N.W. 4th Street  
Reserve, LA 70084  
Dues Due: Gratis

JUNE 1994



SUMMER

# July 1994



## BRITISH MOTORING CLUB EVENTS

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY



						1	2
3	4	5	6	7	8	9	
10 FRENCH QUARTER CABILDO RUN	11	12 7:30pm OFFICER'S MEETING- ANNE'S	13	14	15	16	
17	18	19	20	21	22	23	
24	25	26 7:00pm GENERAL MEETING	27	28	29	30 7:00-10:30pm POOL PARTY	
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 \_\_\_\_\_ 504-892-7774.  
 PETER BRAUEN, MEMBER AT LARGE \_\_\_\_\_ 601-467-0519.  
 BILL BREITHOFF, MEMBER AT LARGE \_\_\_\_\_ 504-288-4019.  
 ALTON "CHIP" LAUSSADE III, MEMBER AT LARGE \_\_\_\_\_ 504-537-4163.  
 KEITH VEZINA, MEMBER AT LARGE \_\_\_\_\_ 504-443-5056.

**CAR CLUB REGALIA**



+	BMCNO T-SHIRT.....Sm, Med, Lrg, & Xlrg.....	\$ 7.00
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+	BMCNO WINDSCREEN TRANSFER.....	\$ 1.00
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+	BMCNO BASEBALL CAP.....	\$ 12.00

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**CAR CLUB DUES**

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 Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow two months before that date. If your dues are due, send them in now before you miss out on your next Morris Gazette!

**NEW MEMBERS**

Harold O'Reilly  
6927 Fleur De Lis  
New Orleans, La. 70124  
504-486-2424  
'80 Triumph TR7.

Wallace N. Messina, Jr.  
1708 Weyer Street  
Gretna, La. 70053  
504-361-5319  
'85 Jaguar XJS &  
'54 Jaguar XK120.

James Pratt  
23 Gwen Parkway  
Boyce, La. 71409  
318-793-4370  
'73 MG Midget.

Karl Keiger  
115 Tullalah Avenue  
River Ridge, La. 70123  
504-737-2086  
'67 Austin Healey  
Sprite MK IV

New members are entitled to a BMCNO T-Shirt and a name badge. These items will not be shipped and must be obtained by new members from the club Treasurer at any of the General Membership Meetings.

**OTHER CLUB'S CAR DAYS**

October 1st      4th Annual British Car Day - Hosted by the South Alabama British Car Club at the U.S.S. Alabama Battleship Park on Mobile Bay.  
Contact: Ben Caddell, 6441 Doubletree Court, Mobile, AL 36695 Phone: 205-661-9388.

November 5th      Jackson Mississippi Show

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## EVENT DETAILS

- |             |   |  |
|-------------|---|--|
| June 28th   | ✓ | General Membership Meeting - Russell's Short Stop #1 - 119 Transcontinental, Metairie, La. at 7:00pm.  |
| July 10th   | ✓ | Cabildo Museum Visit - Call Any Officer for Details.   |
| July 12th   | ✓ | Officer's Meeting - Anne Friloux's at 7:30pm. Anne says that she will let us in her house this time!   |
| July 26th   | ✓ | General Membership Meeting - Russell's Short Stop #1 - 119 Transcontinental, Metairie, La. at 7:00pm.  |
| July 30th   | ✓ | Pool Party - The club has rented a private park pool on the north shore for our members pleasure! The club will supply soft drinks for your dry throat. Held at Golden Glen Swim Club in Mandeville from 7:00 to 10:30pm. Lifeguard will be on duty! Bring your own food. \$2.00 per person. Map in next month's newsletter. |
| August 13th | ✓ | Bush Seafood Run - More info later!  |
| August 27th | ✓ | Poker Run - Not a Timed Event - Just lots of fun! More info later.   |
| Sept 10th   | ✓ | Swap Meet - To be held at Gambino's Foreign Cars - 4422 Airline Highway off South Clearview in Metairie. More info later!  |

BRITISH MOTORING CLUB CLOTH PATCHES WILL BE AVAILABLE FOR SALE AT THIS COMING MEETING and REDUCED TO \$5.50

### ✻ BRITISH CARS & SPARES ✻

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

- |                |  |
|----------------|--|
| PARTS FOR SALE | '75, '76 TR6 Parts - Engine, transmission, rear end, suspension, sheet metal, etc. Send wish list to Sam L. Coleman, 2319 McKinley Ave, Montgomery, Alabama, 36107.  |
| PARTS FOR SALE | '59 MGA - Distributor, transmission, and rear end gears with 1K on them - Decent left front fender for rubber bumper MGB \$65.00 - Used 48 spoke & 60 spoke wheels. Call Rudi Markl at 504-646-2265 Monday, Wednesday, and Thursdays after 6:00pm. Slidell area. |
| PARTS FOR SALE | MGA, MGB, Sprite, and Midget - Body and mechanical. Call Peter Brauen for details & prices at 601-467-0519 in Bay St. Louis area.  |
| CAR WANTED     | Austin Mini Moke - Will pay cash or trade chrome bumper MGB. Call John Roper at 893-2413 home or 504-561-3368 work.  |
| CAR FOR SALE   | '70 MGB - Project car - wire wheels. Call Cliff Hughes at 504-845-8709.  |

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ENCOURAGE OTHER BRITISH CAR OWNERS  
TO JOIN YOUR CLUB!

## REPRINTED FROM WYRES & TYRES - MEMPHIS

The New Orleans Car Show is one you really ought to consider attending next year. It has the appeal of a well run car show with plenty of British Iron and a tremendously fun and vibrant city to explore.

Carol and I needed a short break from work, kids, etc. so, we borrowed our daughter's MGB, farmed her out with friends and met Jim Hofer with his Austin Healey for the drive on Friday morning. It was a beautiful spring day with perfect weather for the drive. It took 7 hours with both the MGB and the Big Healey executing flawlessly.

After a quick check-in at the Holiday Inn, The New Orleans British Car Club held a reception with plenty to eat. We took a shuttle down to the French Quarter for Jazz and just general people watching. This city is full of the strangest people in the world. They say this is the "Big Easy" because, the people just take all the strangeness in stride and accept it as the odd diversity of human nature.

The crowd on Bourbon Street must have thought Jim was a little odd. It was incredibly loud and Jim thought he heard them shout "Show your Brits" so, he hiked up his pants leg to show those obnoxious British Flag socks of his. I don't think this is what they had in mind. The socks did draw a lot of attention though. We wandered aimlessly on Bourbon Street visiting such places as "Marys' house of Voodoo" until we found a tiny Jazz Bar named "Fitzlers". It came straight out of Germany in 1938 and had fantastic Jazz. The music was good and the beer was cold and the time went too fast.

The show was held in Lafreniere park and turned out to be the perfect setting. There were around 100 cars there plus several vendors. I enjoyed the section of cars for sale. I didn't like the fact that Carol wouldn't let me buy my dream car, an AC ACE ( in fairness, I wouldn't let her have that beautiful \$13,000 MGA either ).

There were plenty of familiar faces and many beautiful cars with plenty of enthusiasts from Louisiana and Alabama. Many wore T-shirts from our Car Show. I believe that in several respects this show is patterned after our show. ( You're right about that Roy! BMCNO Editor )

There was plenty of strong competition for the "Popular Vote" judging and although we may not have been most popular, the cars picked up enough votes to take a pair of second places in class. ( Don't feel bad about second in class, Roy. The overall quality of the cars was way up this year! Editor ) The highlight of the Banquet for us though was when they honored Jim's socks.

On Sunday morning, we got up early and drove back down the French Quarter for breakfast at Cafe Du Monde. As we dropped off the freeway and into the Quarter, I heard a sickening, grinding noise in the right front wheel arch and imagined being stranded in the French Quarter with a bad wheel bearing. ( That wouldn't happen, Roy. Our members are just a call away and quick to get anyone with a British car out of a bind! Editor ) We ate breakfast and yanked the wheel to find that we had lost a bolt out of the brake calipers. With much relief we tightened it up and hit the road with little lost except our pride, knowing that the Healey had none (So far). I was greatly relieved when the mighty Healey overheated trying to keep up with the little MGB on the trip home.

Weather on the drive home was perfect until Jim bought a roll of paper towels at a rest stop. The idea, he said, was to use the towels for a lumbar support. The towels also came in handy if it started to rain, at which time you could poke wads of towel into all the leaks to stay dry. Within 15 minutes of this purchase and discussion, the sky went from clear blue to rolling black and when the down pour came Jim stayed dry while we got soaked. Thanks, Jim. ( It's funny how the water builds up in the top seal and then pours out all at once. ) Everybody made it home just fine and I'm convinced the trip broke-in the newly rebuilt MGB engine. We ran between 3,500/4,000 RPM ( I still don't have the OD working. ) during the trip the engine purred.

Try this show next year. It's an easy drive to the "Big Easy" and if you don't have fun, you're just not looking for it.  
Roy Phin: The British Sports Car Club of Memphis, LTD.

## 2nd ANNUAL FRAZER & BEVERLY PICNIC REPORT by Cliff Hughes



Once again our Gulf Coast picnic was held on the beautiful grounds of the Rice family home overlooking the Gulf at Pass Christian, Mississippi. Both northshore and southshore groups met at 11:00am. We were somewhat worried about the rain, as it was cloudy and rainy in the New Orleans area Friday and rain was forecast for Saturday. Maybe since everyone had their tops down, it did not rain. It was very humid but that didn't bother Keith and his family. The beach is wet anyway.

Nick and Marie Alongi showed up a little late, but we haven't seen them at a club event in quite a while. That new top looks good on the MGB also.

New member Dave Hayden arrived in his TR 3 accompanied by his daughter. They drove all the way from Abbeville, La. Jay & Mitte arrived with their latest addition - baby May.

The club supplied soft drinks for this event. We have more than enough drinks for every event until the next Car Day. Thanks to Rick Hill at Bark's for the help.

Our picnic broke up at about 4:00pm. Latest reports are that several members were drenched due on the way home, and delays due to a lumber truck losing it's load on I-12.

Thanks to the Rice's for their hospitality, and a day of fun.

## WHY NAMGBR? by Jim Jones

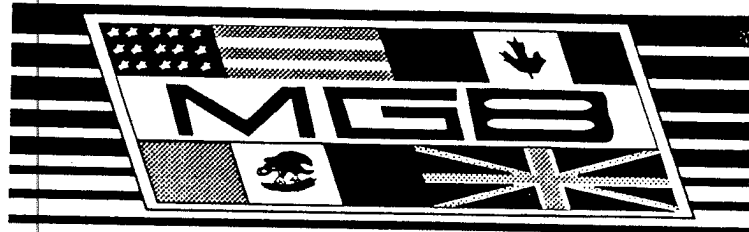
I know, I know! We are a club for all marques of British cars. So, why join the North American MGB Register? There are a number

of reasons for doing so. The main reason is for insurance purposes. Our club carried no insurance at all for many years. In putting together the first Car Day, it was discovered that the park required a million dollar policy to be purchased by the club. It

cost some big bucks to acquire, but it did cover not only the Car Day event, but the club as a whole for a year. The Car Day paid for most of the cost. It was during the planning of these early shows that the officers of the club found out just how important it is for our club to be insured. Alternatives to purchasing insurance were needed. It was found that the club could be insured properly at no cost!

Yes, I know that sounds like a pipe dream to say the least. But it is true. After much correspondence with the NAMGBR and other British Car Clubs, the officers of your club discovered that the club could accomplish this by meeting the requirements of the NAMGBR to become one of its many Chapters. And by having at least six club members who are already NAMGBR general members, the cost to our club would be nothing, zero, zilch! The proposal to join the NAMGBR and become one of its chapters was approved at the last officer's meeting and was O.K.'ed by the club members who were present at the club's last general meeting. So, now you know why it was done.

I just discovered that the NAMGBR registers some British cars other than MGB's. The organization also welcomes MG Midget and MG 1100/1300 owners. The owners of these cars can benefit by joining and it's so easy to do. Just call the NAMGBR on their toll free number 1-800-NAMGBR-1 to register your car at the low cost of \$25.00 a year.



## North American MGB Register

## IN MY TRAVELS by Jim Jones

The following is a letter from James Pratt dated May 10, 1994 and it relates to just one of the things that makes belonging to the British Motoring Club New Orleans so great!

Cliff, (Hughes)

I would like to thank you and Jim Jones for the help you all gave me when I was broke down in LaPlace. The kindness and the help could no way be repaid. But, I would like to say THANK YOU. I would like to join your club and if there is anything I could do to help others or the club, please let me know. If anybody should brake down in my area, you tell them to call me. Hope to see you in the future.

EDITOR'S NOTE: Jim has tried to attend two of the club's events and each time his Midget has experienced a broken down! Upon trying to attend our club's Car Day, the Midget sprung a leak in the fuel tank and just got him and a friend to the Holiday Inn in LaPlace. Armed with only Cliff's phone number, he was able to receive local help. I am soon to publish the latest club membership list in the Morris Gazette. Make a copy of this list and carry it with you in your British car. It's sure nice to be able to contact a friend when you are away from home and stranded. You may have never met this person, but he or she will be your friend anyway!

## TECH SESSION REPORT by Cliff Hughes

On Saturday June 18th, Fred Fabre hosted another outstanding tech session at the Carriage House Garage in Baton Rouge, La.

Everyone meet at Frank's for a delicious breakfast. Several members from Baton Rouge then followed the procession to Fred's.

I had trailered my MGA to Baton Rouge earlier in the week so that all could observe the installation of a rebuild head, gaskets, etc.

This session included detailed discussion of leaded and unleaded gasoline, additives, and recommendations to minimize valve wear in our British auto's. Cort Musgrave with British Petroleum gave a short presentation on the reasons for lead additives in gasoline along with Jerry from EXXON.

After the technical discussions, Peter Brauen proceeded to install a rebuilt head on the 1960 MGA supplied by me. Each step of the installation was explained from gasket to valve adjustment.

Fred Fabre had lunch catered, jambalay and potato salad. Soft drinks compliments of BMCNO and Bark's. Floyd and Anne made the delivery.

Many thanks to Fred Fabre, Peter Brauen, etc. for a very successful tech session.

PS: The MGA arrived in Mandeville at 6:30pm after one minor adjustment.



## MINUTES of the GENERAL MEMBERSHIP MEETING of APRIL 1994

Cort Musgrave opened the meeting at 7:33pm. David Hayden gave a report on the Rice's Gulf Coast Picnic. Cort discussed the upcoming Tech Session, the need for newsletter articles from members, and the members present voted to join the North American MGB Register (NAMGBR - Read article in this newsletter for more information). Cliff Hughes spoke on the club's past and future Car Day. He also announced a swap meet yet to be dated. The 50/50 tickets were good for more than the 50/50 money of \$18.00 won by John Anderson. Drawings were held for many other goodies such as Hand Cleaner, T-Shirts, Wire wheel brushes and wrenches, etc. Me, myself, the editor won a special T-Shirt! Fifteen British cars were driven to the General Meeting! Our last two meetings were a lot of fun during and after in the parking lot. Come and join us!

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### EDITOR'S NOTE by Jim Jones

Come on guys and gals, help me out! One of the better points of some of the other club's newsletters are the articles written by the club's members. We all have British cars and we all have stories to tell about them. Stories like the road trip you took, the unusual thing that happened, the places that you visited, etc. Other club members just eat them up! Write them up or put them on a disk (PC Format Microsoft Works or Text Only) and mail them to me or give them to me at a meeting or event. Mail to 800 West 19th Avenue, Covington, LA 70433. Don't be shy. Help to make our newsletter more interesting.

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### NOTE FROM THE PRESIDENT by Cort Musgrave

It is time to start thinking about the candidates that will be running for office in 1995. Those members interested in entering our upcoming October election need to submit their names as applicants. October may seem far off, but we cannot wait until the last minute to solicit people. This is your club, think of whom you would feel will be an asset to the club serving as an officer, have a talk with him/her. Your interest may be what it takes to entice that person to become a candidate. If you have been thinking of being a club officer, but are reluctant, talk with one of us. We'll be happy to explain the duties of the various jobs.

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## HOW I CAME ACROSS MY ELVA COURIER

I obtained my 1963 Elva Courier MK III by bartering with an English chap named Paddy Degen. He fixes British cars for resale. He hired my son, Cortland, to do electrical work for him and mentioned that he came across a very rough Elva in desperate need of restoration. This project was a bit too much for Paddy to undertake so, he asked my son if he knew of anyone who might be interested in this type of project. The next day my son told me, "Dad, you were looking for an Elva Courier! Well, you are now the proud owner of an Elva. You need to come talk with Paddy tonight and work out the details." After my meeting with Paddy, we agreed that I would do work on an Austin Healey 100 in exchange for the Elva.

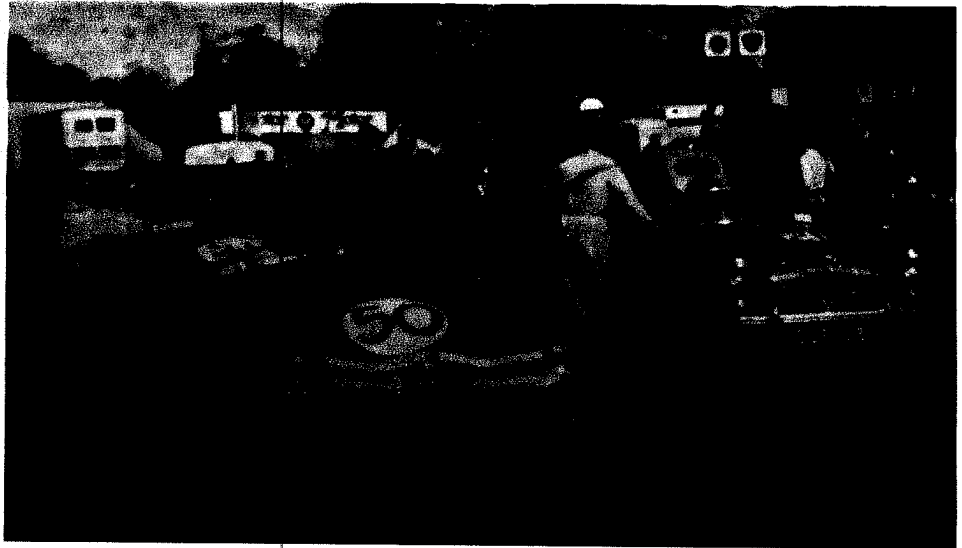
Working on the Austin Healey turned into a most fascinating endeavor. The Healey was right hand drive and had interesting cloisonne medallions from various race tracks mounted on the lower portion of the right front fender. The entire brake system along with other features made this car different from the standard Austin Healey 100. It had a different brake master cylinder along with four-wheel Dunlop disc brakes. All modifications made to the car looked factory original rather than this being a modified stock car. My curiosity grew as I uncovered differences (based on information from the factory shop manual) while working on the car.

I asked Paddy if he had any knowledge on the history of this Healey. Paddy replied that he was going to England for Christmas Holiday and had plans to investigate it's history while in England. Paddy returned just before Mardi-Gras (He takes long holidays).

Paddy told me that this Healey is one of three specially built cars that the Austin Healey factory made for their racing team. British Motor Industry Heritage Trust confirmed this particular Healey is the specially prepared car the factory built for former racing driver Lance Macklin.

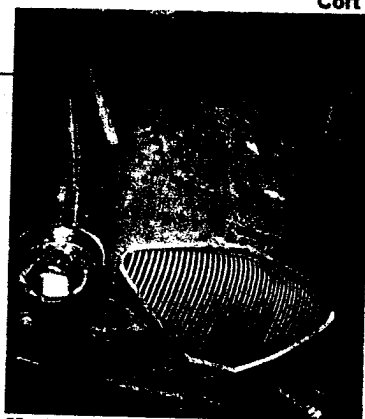
This car became the prototype for the Austin Healey 100 M series. Paddy sent out the word through publication that he was trying to contact Lance Macklin. He wanted to learn more about the car's history. Macklin wrote a letter to Paddy explaining the history of the car and added that he would like the opportunity to meet Paddy and see the car. Paddy gave me a copy of an old original photo which he received from Macklin. The Healey is at a race track next to a team of C Type Jaguars. Macklin wrote that this was a week after the tragic accident at the 1955 Le Mans race. His Austin Healey team car was totaled in the accident at Le Mans, so he ran his personal car at this and other races.

Working on the Healey was an enjoyable experience because of it's uniqueness. It is something I shall always remember, because knowing whose car it was makes these memories very special to me. I must point out that, the work I did to the car did not diminish it's historic value in any way.



Cort Musgrave

## Macklin Healey emerges



Healey has several unusual features

Lance Macklin, where are you? If anyone knows the whereabouts of the former racing driver and one-time Healey works entrant, Paddy Degan of Bournemouth would love to hear from you.

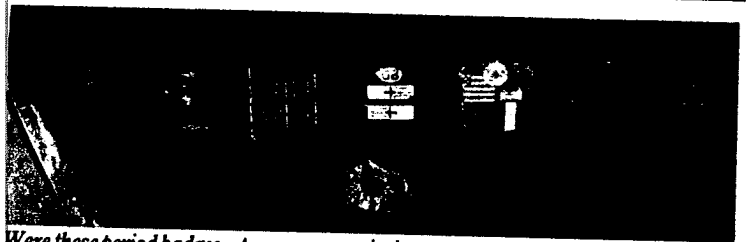
Paddy has acquired the Austin-Healey 100 once owned by Macklin, and he's keen to know more about the car, which has various interesting special features.

He unearthed the Healey a couple of years ago in Texas, where it was sharing a barn with an ex-Sebring

works MGA coupé. It had been there for 15 or so years, after it had been rescued engineless from California - where it was poised to receive an American V8 transplant.

Currently the car, a BN1 built at the beginning of 1954, has a later BN2 engine but is otherwise very original, even down to the original hood and all the correct interior trim. Condition is

## MIKE WORTHINGTON-WILLIAMS ON HIS LATEST DISCOVERIES



Were these period badges - two are now missing - put on the car by Lance Macklin?

sound, with very little rust of any sort.

According to British Motor Industry Heritage Trust the car was specially prepared for Macklin to use in France - his sister lived in Menton, apparently, and his mother in Monaco.

Special equipment on the Healey includes four-wheel disc brakes with steel calipers and chrome discs - making them early Dunlops? - and an uprated anti-roll bar, together with a 140mph speedometer. Paddy also found with the car a set of Perspex sidescreens, built to what he describes

as 'aeronautical standards' and in a tailor-made padded bag.

Interestingly there are signs that cooling scoops were fitted below the front bumper, but these have been expertly plated over. Also fitted in, again most professionally, are holes for windscreen washers and mounting holes for bonnet straps and - possibly - a fire-extinguisher. On one side of the car is a line of badges, including one for the Monza autodromo, one for Silver City Airways, and a Maltese cross.