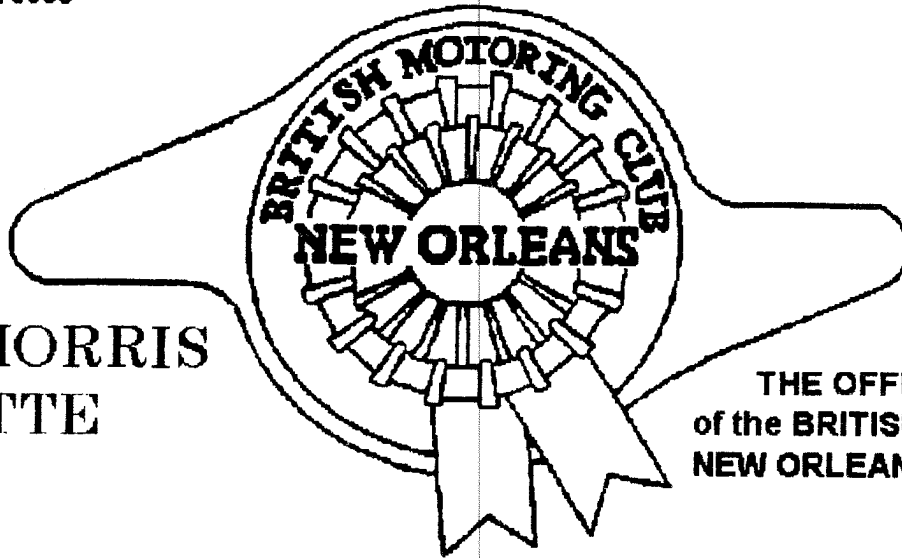


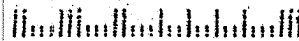
BRITISH MOTORING CLUB  
POST OFFICE BOX 73213  
METAIRIE, LA 70033



# 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



JULY 1994









# August 1994

## BRITISH MOTORING CLUB EVENTS



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
7	8	9	10	11	12	13  BUSH SEAFOOD RUN
14	15	16  7:30pm OFFICER'S MEETING	17	18	19	20
21	22	23	24	25	26	27  POKER RUN
28	29	30  7:00pm GENERAL MEETING	31			

### **OFFICERS FOR FISCAL YEAR 1994**

CORT MUSGRAVE, PRESIDENT \_\_\_\_\_ 504-394-3633.  
 CLIFF HUGHES, VICE PRESIDENT \_\_\_\_\_ 504-845-8709.  
 ANNE FRILOUX, 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
+	BMCNO GOLF SHIRT.....Lrg only.....	\$15.00
+	BMCNO WINDSCREEN TRANSFER.....	\$ 1.00
+	BMCNO JACKET PATCHES.....NOW AVAILABLE!.....	\$ 5.50
+	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 GENERAL MEETINGS.**

## B CAR CLUB DUES B

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 ☺

Phillip Colwart  
307 Sanders Avenue  
Hammond, La. 70403-5140  
504-542-8216 Home #  
'75 & '78 Spitfire 1500's.

Holmes L. Milliken  
207 Ferguson Avenue  
Long Beach, Ms. 39560  
601- # Not Available  
'79 MGB Roadster.

Richard Phillips  
85 Lisa Avenue  
Kenner, La. 70065  
504-443-1569  
'70 MG Midget.

Jacques Broussard  
1619 Short Street  
New Orleans, LA 70118  
504-866-1810  
'74 MGB Roadster.

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 - Hosted by the English Motoring Club of Mississippi at Jackson, Mississippi's Agriculture & Forestry Museum in conjunction with the Scottish Highland Games. Contact: 4305 Woodside, Vicksburg, MS 39180.

### CARRIAGE HOUSE GARAGE

Old fashioned and proud of it!

**3745 PRESCOTT ROAD  
BATON ROUGE, LOUISIANA 70805**

BRITISH CAR REPAIR AND  
A FEW PARTS FOR SALE

FRED FABRE (504) 356-5466

### FAST IS NO GOOD!

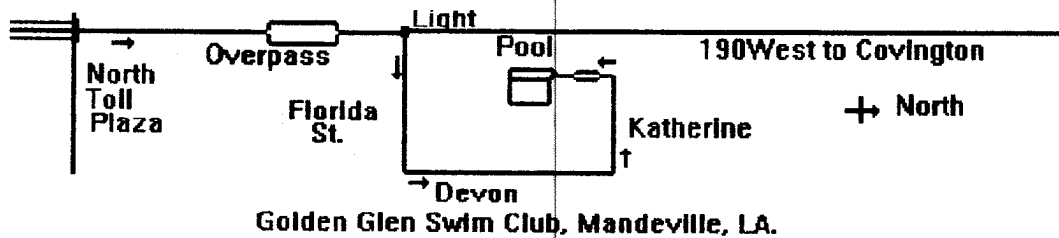
IF YOU CANNOT STOP!

CHECK YOUR BRAKING SYSTEM NOW!

YOUR CLUB CAN ASSIST YOU - CALL NOW

## EVENT DETAILS

- 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 and pizza! Held at Golden Glen Swim Club in Mandeville from 7:00 to 10:30pm. Lifeguard will be on duty! Bring your own food if you wish. \$2.00 per person, \$4.00 per family. A convoy will leave at 6:15pm from the parking lot located at the foot of the south causeway toll gates. Map below :
- August 13th ✓ Bush Seafood Run - Great cruise and all you can eat buffet. A Metairie convoy will leave at 6:00pm from the parking lot located at the south causeway toll gates. A Covington convoy will leave at 6:45pm from the Claiborne Hill Shopping Center ( Delchamps ).
- 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. Chuck Slack of Import Part Center will bring some of his goodies. More info later!
- March 25th 1995 BMCNO Car Day - Make your plans!



**North American MGB Registry**

## BRITISH CARS & SPARES

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

- PARTS FOR SALE** '59 MGA - NOS three high compression pistons, New Motolita steering wheel \$150.00 Used 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. I got lots of stuff. Call Peter Brauen for details & prices at 601-467-0519 in Bay St. Louis area.
- CAR & PARTS** '69 MGB - Complete, everything works - yellow in color. \$4,000 obo. 4 wires with tires - \$40.00 Call George Barton at 504-469-7221 for details.

### LUBRIPORT LABORATORIES, INC.

PROUDLY SERVING THE PETROLEUM & MARINE INDUSTRIES

- \* Petroleum Laboratory Services
- \* Used Lube Oil Analysis
- \* Preventive Maintenance Analysis
- \* Diesel & Residual Fuels Testing
- \* New Lubricant Quality Assurance
- \* Emission Spectrometer Analysis

504-464-1734 \* 1650 Airline Highway \* Kenner, LA 70062 1-66

### ROGER GIBSON PHOTOGRAPHY

SPECIALIZING IN WEDDINGS

AND

FAMILY PORTRAITS

6304 SCHOUEST STREET, METAIRIE, LA. 70003 504-456-0125 2-66

**MINUTES of the GENERAL MEMBERSHIP MEETING of JUNE 1994**

Cort Musgrave opened the meeting at 7:25pm. Cliff Hughes gave a report on the Tech Session. He discussed the upcoming pool party and the time was set for between 7:00pm & 10:00pm at \$2.00 per person. The 50/50 was won by Frank Coppock for \$21.00. The meeting was closed by Cort at 8:05pm.

**IMPORT PART CENTER**  
2727 N. CAUSEWAY BLVD.  
METAIRIE, LA. 70002.  
AND  
2424 WILLIAMS BLVD.  
KENNER, LA. 70062.  
**FOREIGN CAR PARTS AND  
PERFORMANCE ACCESSORIES**  
CHUCK SLACK 504-835-8526/464-6004. 1-95

**JUDY'S UPHOLSTERY**  
128A EAST AIRLINE HWY.  
LAPLACE, LOUISIANA 70068  
OPEN MONDAY THRU FRIDAY  
SATURDAYS BY APPOINTMENT  
**AUTO / BOAT  
SEATS, PANELS, ETC.**  
KENNER # 504-466-6758  
JUDY BURKS 504-651-0255 1-95

**EDITOR'S NOTE** by Jim Jones

If you need help working on your British car or just need some information or advice, give one of the club officers a call. Even if they cannot help you themselves, they sure can suggest someone else that can help you out. Sharing all this knowledge is one of the biggest parts of belonging to our club. We are an all British marque car club. Somebody has got to have the knowledge or the books you may need to repair your car.

**SOUTHERN INSURANCE SPECIALISTS**

**ANTIQUE / CLASSIC AUTOMOBILE COVERAGE PACKAGES AVAILABLE!**

**DEAL WITH A LOCAL AGENT NOT BY LONG DISTANCE! BILLY BACHEMIN CAN HELP YOU PERSONALLY!**  
HEALTH, DENTAL, LIFE, HOME, FLOOD, BUSINESS, WATER CRAFT, RETIREMENT PLANS, GENERAL LIABILITY, WORKER'S COMP, BONDS.  
7809 W. JUDGE PEREZ DRIVE, ARABI, LOUISIANA 70032.

OFFICE PHONE 504-277-4056

FAX: 504-277-4591 1-95

**NOTE FROM THE PRESIDENT** by Cort Musgrave

There are many interesting tales out there. Please tell us how you got your car or how you restored it. Also, share with us any good or bad experiences you may have had. This would include any services (repairs or replacements) or purchases (good or bad products) you have made. We will all experiences, the memorable events along with the ones you wish that you could forget, through the club newsletter. If there are any helpful tips or "how to do it" items you would like to share with the club, use the newsletter. Please write about your experiences with British car so that these stories can be published in our newsletter. Do not worry how it's written, editing will be done as necessary. Submit your stories or articles to Jim Jones our newsletter editor. The club newsletter is received by all club members. Submitting a story or an article for publication in the newsletter is a great way to convey information. We all profit!

**WESTERN BATTERY & ELECTRIC  
COMPANY**

524 SO. CLAIBORNE AVE. 523-8225 & 3577.  
NEW ORLEANS, LA. 70112.  
3221 25TH STREET  
METAIRIE, LA. 70001. 833-8856.  
**NEW & REBUILT STARTERS  
GENERATORS & ALTERNATORS.**  
TONY MORTILLARO 7-94

**THIS SPACE IS AVAILABLE**

**FOR YOUR**

**SPECIAL ADVERTISEMENT**

**CALL 504-892-7774  
FOR INFORMATION**

## IN MY TRAVELS by Jim Jones

After I drove my '64 MG 1100 to it's new home in Covington, La., and after having experienced a dead battery in Laplace, ( it tested bad at Wal-Mart ) I found that the ignition warning light was not glowing when the key was in the on position with the engine not running. I started to run tests. I discovered that the bulb was burned out. I replaced the bulb with a spare. That was not the whole problem though. Further test disclosed that the generator was putting out only 1 volt. I called Peter Brauen in Mississippi and, as luck would have it, he had a newly rebuilt generator which he would sell me. Peter said that he would be busy the next day working on an Austin Healey and that I would have to install the generator myself. "No big deal" I said and went outside and connected the battery charger to the 1100's battery for the trip to Bay St. Louis the next day.

The trip was uneventful. The 1100 preformed just fine. Once at Peter's place, I installed the rebuilt generator. Peter, Rudi Markl and myself even used the car to go to lunch. Afterwards, I was just about to leave when I noticed that the ignition light was out again! It was replaced with another spare when we noticed that it was glowing brighter and brighter. We did some testing. The generator tested as good. The ignition warning light bulb was replaced with the right hand turning signal dash light bulb ( easiest to get to ). The voltage/current regular test as bad. We could not repair the unit on the car as one of the contacts was completely burned off. I mean it just was not there anymore! Peter managed to come up with two used regulators. We tried the best looking one first. We could get it to work some what by cleaning the contacts and making relay tension adjustments. But, the ignition warning light blinked on and off too much especially at low rpm's and one adjustment was way off from the normal setting. We tried the second unit, the ugly dirty one with no cover. It worked with only minor adjustment and cleaning the contacts. You just never know! Peter and I now know the workings of the 1100's charging and current regulating system pretty good now.

We checked out the old generator and regulator. It looks like the regulator caused the generator to burn out a field coil and melt the wire to one of the brushes in two and the old battery was just sucked dry of juice never to charge up again. As often happens, one thing lead to another. I ordered a new regulator that evening and I now have a new battery, a new generator, a new ignition warning bulb and a new voltage regulator! And I thought that I was finished spending money on the 1100. O'Well, it is over 30 years old.

## HAND BUILDING MY ELVA'S CHASSIS! by Cort Musgrave.

Frank Nichols founded Elva Engineering Co., LTD. in 1955. He derived the name from an anglicized variation of "elle va", French for "she goes". Elva Engineering produced racing cars and performance equipment for the British Ford 100E engine. In 1958, Elva Engineering designed and put into production their first and only road going sport car, the Courier. The prototype had a hand built aluminum body, but all production models were fiberglass. Elva built approximately 600 Couriers between 1958 and 1964. The production run included about 400 Mark I & II models and about 200 Mark III & IV models.

My Courier is a 1963 Mark III with a 1622 MGA engine. The car was in very poor condition; the wiring harness was all that held the front and rear halves together. Getting the Elva from Silverhill, Alabama to Belle Chasse, Louisiana required us to load the car onto a goose neck trailer. We did this by sliding the car up on plywood, while pulling it up by it's rear axle.

The Elva's Chassis was beyond repair, so I set out looking for a source to purchase a replacement. Elva Racing Components, Ltd. in England is reproducing the Mark I & II round tube chassis. The Mark III & IV Couriers, however, have a square tube chassis. These are no longer available nor is anyone reproducing them.

Roger Dunbar of Elva Racing Components, Ltd. wrote suggesting that I use a Mark IV chassis on my Mark III. He explained some of the modifications required to make such a swap work. Also, he stated that the factory drawings for both the Mark III and IV chassis cannot be found. They were misplaced or accidentally disposed of in the shuffle when Elva stopped production. Roger also sent plenty of helpful information on reproduction of the Mark III chassis. After considering the options, I decided to build the chassis.

My first step was to have an accurate set of scale drawings drafted. I raised the car supporting it on two 2" X 6" planks, then shimmed and aligned it so accurate measurements could be taken. Long hours were spent making sketches, taking notes and getting accurate measurements. Working with a draftsman, we transported all the information to paper, producing an accurate scale drawing of the Mark III chassis.

With the drawings complete, my next step was building a very sturdy work bench in my garage. This provided the work platform on which to fabricate the new chassis. As a guide, I center and scribed a full size drawing of the chassis on the work bench top. I searched for a supplier who could provide the proper gauge and type of structural steel tubing needed to build the new chassis. After finding a source, the material was specified and ordered. Mock parts were first made from cardboard. The cardboard templets gave the proper angle and fit for all miter cuts before cutting any metal. I did all the cutting, fitting, and beveling, but arranged to have a welder do all the welding. The welder would work one area than move across the chassis to the corresponding area. This prevented heat warpage while welding the chassis. After fabrication, I had the new chassis sand blasted, demetcoated and painted black. Before installing the body, it was necessary to remove both door sills from the front body half. The outer rails of the old chassis were bonded into the sills, and had to be cleaned out. Removing the sills also made it easier to slide the front body half onto the new chassis. After placing the body onto the chassis, the four sections were shimmed, aligned and spliced together.

For splicing the fiberglass body sections and pieces, I used the following method. The parts being joined were carefully aligned. I installed metal straps held with sheet metal screws to secure the pieces. The straps bridge the break holding the pieces in alignment. Carefully, the straps were removed so that the mating surfaces of the fiberglass could be beveled on both sides. After beveling, the pieces were returned to their original positions using the same metal straps in the same order as they were removed. The inside gap was floated with layers of fiberglass filling in the break and bonding the pieces together. The straps were once again removed, then the outside of the break was also floated with layers of fiberglass. This produces a strong bond on both sides. These areas were sanded and sealed to a smooth finish. With the body now in one piece, it was bolted front and back and then bonded in place. At this point, the car could be rolled on it's wheels.

Elva used production parts from many other British manufactures to build their cars. The remaining challenge for the restoration was identifying some of the mystery parts rebuilding or replacement. A very rewarding point was installing the engine and transmission onto the new chassis. All the bolt holes lined up for a perfect fit! Driving the car is the most rewarding though. It tracks straight and is very responsive to the steering wheel.

( Holy old British cars! I never knew that Cort got that involed in the restoration of his Elva! He's got to be an even bigger British car nut than I am. Congrats to Cort on a very difficult job well done. I here by appoint him as the club's "Square Tube Frame Expert"! )

# ATTENTION

all interested MG clubs, organizations, advertisers and individuals... We are proud to announce the intention to publish in late 1994-early 1995:

## THE MGB DRIVER'S YEARBOOK

It is envisaged that the yearbook will be approximately 200 pages, printed on high quality glossy stock, the same size as the award winning "MGB Driver" magazine (i.e. 8½" x 5½") with a full color cover.

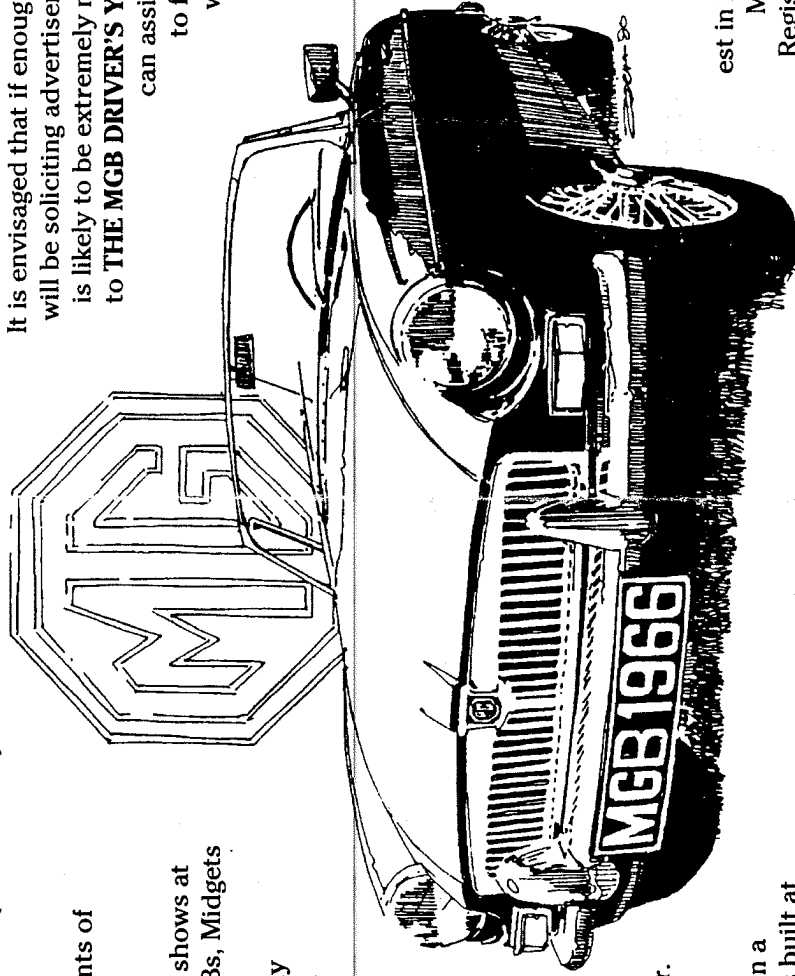
It is hoped to include within the contents of **THE MGB DRIVER'S YEARBOOK**:

- Worldwide results of concours/car shows at every major meeting featuring MGBs, Midgets and 1100s held in 1994.
- Individual club/organization activity reports summarizing activities and achievements in 1994.
- A selection of high quality photographs supporting the above.
- Feature articles on the history and development of the MGB.
- Potted personalities of the people involved in the creation and maintenance of the MGB showing their contribution to this remarkable car.
- MGBs in competition—a review of the year.
- Rare factory information included in a section detailing how the MGB was built at Abingdon with exclusive factory photographs, diagrams, plans, etc.
- A selection of the latest technical hints and tips to better maintain your MGB.
- Details and addresses of all responding MGB clubs and organizations.
- A comprehensive bibliography and videography of material pertaining to the MGB.

## WHAT CAN YOU DO TO HELP?

All clubs and enthusiasts are invited to send material for possible inclusion in **THE MGB DRIVER'S YEARBOOK**, including reports, text, articles, photographs and results of any concours events, rallies, etc. The cover photograph of this first exciting edition of the **THE MGB DRIVER'S YEARBOOK** will be chosen from a photo competition the theme of which is to depict the spirit of the MGB—Britain's most popular sports car.

It is envisaged that if enough advertisers support the venture—we will be soliciting advertisements worldwide—then the retail cost, is likely to be extremely modest. We are soliciting your reaction to **THE MGB DRIVER'S YEARBOOK** and enquiring whether you can assist in any way to help bring this project to fruition. This annual will be a 'first' and with over 512,000 MGBs produced from 1962 to 1980, the successful Heritage MGB bodysell programme, and the launch of the MG RV8, **THE MGB DRIVER'S YEARBOOK** is sure to find a receptive audience in all countries where the MGB is to be found.



**THE MGB DRIVER'S YEARBOOK** will be published by MG Publications, with the cooperation of the North American MGB Register, a non-profit organization dedicated to maintaining and expanding interest in Britain's most popular sports car—the MGB—and with the support of the MGB Register of the MG Car Club of England, the original factory supported MG organization, established in 1930.

Please send your inquiries, submissions and comments to:

## THE MGB DRIVER'S YEARBOOK

P.O. Box 2645  
Goleta, CA 93117

**SOUTH ALABAMA BRITISH CAR CLUB**  
**4th ANNUAL BRITISH CAR DAY**  
**OCTOBER 1, 1994**

**USS BATTLESHIP ALABAMA MEMORIAL PARK**

**SCHEDULE OF EVENTS:**

**FRIDAY Sept. 30**

7:00-8:30 pm Pre-Registration at host Motel and hospitality hour.

**SATURDAY Oct. 1**

8:30 am 12:00 Noon On site registration at Battleship Park.

12:00 Noon JUDGING BEGINS

3:30 pm AWARDS CEREMONY

**REDUCED ADMISSIONS TO THE BATTLESHIP ALABAMA ITSELF WILL BE AVAILABLE FOR SHOW ENTRANTS AND THEIR FAMILIES. Entry Fee includes admission to Battleship Park grounds and parking facilities.**

**Host Hotel is: BEST WESTERN BATTLESHIP INN**

2701 Battleship Parkway

P O Box 110

Mobile, AL 36601

(205) 432-2703

Special Room Rate \$49.00 per night.

**Return Registration to: South Alabama British Car Club**

6441 Doubletree Court

Mobile, AL 36695

Registration fee before Sept. 15, \$15.00; After Sept. 15, \$20.00

Make check payable to South Alabama British Car Club.

-----Registration Form: Detach & Return with Check-----

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

Cars to be entered: Year / Make / Model / Body Style

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_