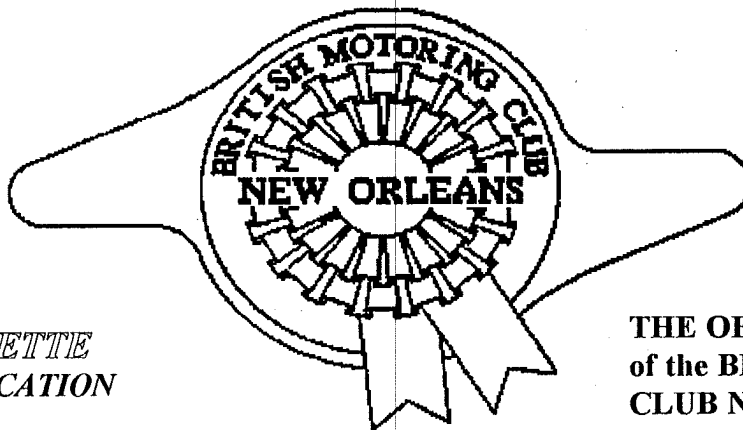


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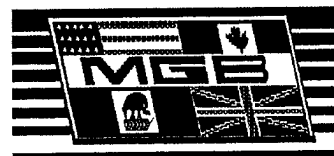


THE OFFICAL NEWSLETTER
of the BRITISH MOTORING
CLUB NEW ORLEANS

THE MORRIS GAZETTE
A MONTHLY PUBLICATION

James D. Jones
800 West 16th Avenue
Covington, LA 70433
Dues Due: 02/28/95

JANUARY 1995



North American MGB Registry Chapter

5TH ANNUAL ALL BRITISH CAR DAY MARCH 25TH, 1995.

SEND IN YOUR CAR DAY REGISTRATION FORM TODAY!

THE BMCNO NEEDS YOUR SUPPORT!

BIG CHANGES IN THIS YEAR'S JUDGING!



SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			1		2	3	4
5 MIDDENDORF'S SEAFOOD RUN	6 CAR DAY & OFFICER'S MEETING	7	8	9	10	11	
12	13	14	15	16	17	18	
19 MORNING CALL & PARADE	20	21 GENERAL MEMBERSHIP MEETING	22	23	24	25	
26	27	28 MARDI GRAS DAY					

CLUB EVENTS - CHANGES IN BOLD TYPE

January 31

General Meeting - 7:30pm - New Orleans Hamburger - 817 Veterans Mem. Blvd., Metairie, LA. **Guest speaker from Star Rebuilding in Kenner.**

February 5

Middendorf's Run - A cruise & seafood buffet. **Convoys leaving from both the Pickadilly Restaurant in Metairie and the Piggly Wiggly Hwy 22 in Mandeville at 11:45am.**

February 6 (Changed to Monday)

Car Day & Officer's Meeting - Mike Anderson's place at 7:00pm.

February 19

Morning Call & Parade - 18th Street in Metairie at 11:45am for coffee and doughnuts, park in Lakeside Shopping Center's rear parking lot - later view **Mardi Gras parade as a group.**

February 21

General Meeting - rescheduled due to Mardi Gras being on last Tuesday of the month - New Orleans Hamburger - 817 Veterans Mem. Blvd., Metairie, LA. at 7:30pm.

BMCNO CAR DAY MARCH 25th, 1995

Your club is seeking members to volunteer their services for our Car Day in March of 1995. Your club officers are now in the process of creating committees which will run the various parts of the show. We are in need of club members to head some of these committees and many club members to work under these committee heads.

IMPORT PART CENTER

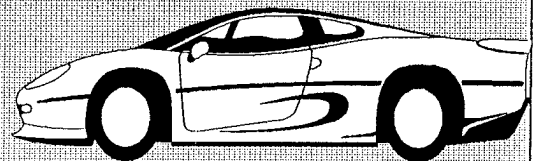
2727 NORTH CAUSEWAY BOULEVARD, METAIRIE, LOUISIANA 70002

AND

2424 WILLIAMS BOULEVARD, KENNER, LOUISIANA 70062

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1-95

WHEN YOU FAIL TO PROCEED by Jim Jones

Here are some tips that you can use on those rare occasions when your British car breaks down on the road.

First, you must be willing to carry some spares. Here are the minimum parts you should have on hand (in your car, not at home). Distributor cap, rotor, coil wire, one long spark plug wire, one spark plug, wire connectors (single and double - the things that you plug the end of a wire into which are covered in black plastic), fan belt(s), upper and lower radiator hoses, fuses, and a 10 foot length of wire (any color).

Second, when you have a problem check to see if you have more than one problem. I'll give an example. One night the dash lights on my MG1100 went out. The next day, I started to troubleshoot the problem. I hated the prospect of working behind the dash to find the trouble. So, I began to check out all the systems on the car. I soon found that the front parking lights were not working. Aha! It would be much easier to trouble shoot that symptom than one behind the dash. And so it was. I moved a bundle of connectors around in area of the parking lights and behold, the parking lights came on. By moving individual connectors, I found the faulty one. It was an in-line fuse holder containing a corroded fuse. After replacing the fuse, I found that by magic the dash lights were now in working order.

All the parts that I have listed are in themselves self-explanatory, except for the 10 foot piece of wire. In order to make the wire easier to use, install alligator clips on each end of the wire. The wire can then be used to connect a source of voltage to any device in an emergency. If the wiring to the fuel pump or tail light is faulty, simply run the wire from a source of voltage to the device. You can even run the wire from under the hood along the outside of the car to the device. It will not look good, but it will do the job and get you home! If looks concern you, the wire should be the same color as your car.

CABLES THAT WORK! by Mr. Goodspanner

British cars are full of cables and they usually bind. This causes the device that operates the cable to be placed under a load for which it was not designed. In plain talk, the knob or lever that operates the cable breaks. Even a new cable can develop a bind.

Stranded wire cables are designed only to pull and are returned to rest by springs. They usually work well (until they break), but they too can be made to work more smoothly.

Solid wire cables are designed to both pull and push. These are the cables which bind most readily and need the most help. (IE. heater/air vent cables)

For both new and old cables, remove the cable wire from its sheath. For an old cable, clean the cable and its sheath with solvent. You may need to remove the assembly in order to get the wire back into the sheath. Squirt some graphite (Lock lubricant is graphite and a tube can be obtained at any hardware store in small quantities) into the sheath and use the wire to distribute the graphite though out the sheath. Do this from both end of the sheath. Oil will work fine for a while, but it will collect dust and dirt. It will then, over time, drip out of the sheath or evaporate leaving just the dust and dirt. Oil a very poor choice for lubricating a cable. Working with graphite can be messy. Wipe the assembly down with a clean cloth and wash your hands before reinstalling.

You will be very surprised how smoothly a cable can work when properly lubricated.

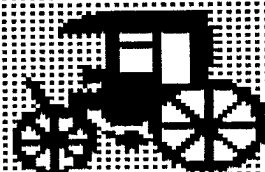
CARRIAGE HOUSE GARAGE

OLD FASHIONED AND PROUD OF IT!

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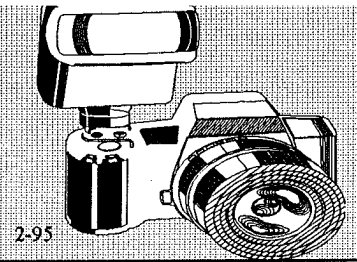
BRITISH CAR REPAIRS AND A FEW PARTS FOR SALE

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2-95

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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!

MY FIRST CAR by Mike Brown

Another trip to Fred Fabre's Carriage House Garage in Baton Rouge for a tech session and another problem with my MGA! Actually, it was the same problem and in almost the same place along the I-10 in Laplace as last year. As I was driving to Fred's the MGA stopped running. I found that I was not getting any spark to the plugs. I was getting high voltage from the coil, but nothing from the distributor. This meant that the points were OK. I had just changed the points and condenser about four months ago.

I was joined by Frazer Rice who pulled up in his van and he began to help me trouble shoot the problem. Soon, the rest of the south shore group showed up. Rodger Talley and Mike DeLaCera were very helpful. In fact, Mike had a complete distributor but it was for his B and it would not fit the A. We could not figure out where the spark was going in the distributor. There were no visible cracks in the cap or the rotor. If I held the distributor cap in my hand and used the rotor to jump the "common contact" to number 1 spark wire, I would get spark at the end of the wire. (Mike got a shock as he held the rotor)

Joe Rogers said "Let's push the car on the side of the road and go eat breakfast at Frank's Restaurant in Baton Rouge". It was a good idea. I rode to Baton Rouge with Frazer and at the breakfast table, no one could figure out what was wrong. Breakfast was excellent!! I know that everybody enjoyed the food because Joe Rogers had NO complaints!!

At Fred's Carriage House Garage I told Jim Jones what had happened and all the trouble shooting we had done and Jim said "the rotor is probably arcing to the distributor shaft". When he said that it made sense to me. In the mean time, Mike DeLaCera was scrounging up a used distributor cap with wires and 3 used rotors from Fred Fabre. Paul Caldara let me borrow his tow strap (In case Jim was wrong) and Frazer and I were on our way back to Laplace.

Upon arriving at the broken down A, we popped the hood, installed the replacement rotor, and it started right up. I felt that it was too late to drive back to Baton Rouge, so we drove back home. Later, I got on the phone and ordered a distributor cap, points condenser, and two rotors. Many thanks to all you guys! This is what owning British cars and the British Motoring Club New Orleans is all about!

(Editor's Note : Mike Brown has owned his MGA since he was a teenager and writes continuing articles about it.)

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OFFICERS FOR CALENDAR YEAR 1995

CLIFF HUGHES, PRES.	504-845-8709.	MEMBERS	MIKE ANDERSON	504-466-2717.
KEITH VEZINA, VICE PRES.	504-443-5056.	at	BILL BREITHOFF	504-288-4019.
ANNE FRILOUX, TREASURER	504-464-1734.	LARGE	FRED MAYER	504-626-8201.
JIM JONES, EDITOR	504-892-7774.		RODGER TALLEY	504-431-8053.

CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER		\$ 1.00	

GET THESE ITEMS WHILE THEY LAST! ORDER FROM ANNE FRILOUX AT GENERAL MEETING

FRED'S TECH SESSION by Jim Jones

Before the big day of the Tech Session at Fred Fabre's Carriage House Garage in Baton Rouge, I washed the "C" model, generally checked it over, and installed a new set of spark plugs. Then I treated myself to a long country road ride and fueled it up. It had been a while since it had been on the road. Of course, I knew that it would be raining the day of the event, but at least it would be clean when I left the house.

Cliff Hughes showed up at my house in Covington about 7:00am and, with Cliff as my passenger, I drove to the convoy site at the I-12 West rest stop in Mandeville. Some convey! Just one other car, Trey Tucker in his (Wife's?) Jaguar. Tucker's MGB is currently under repair.

The trip to Baton Rouge was without incident, except for the rain. We arrived at Frank's Restaurant at about 9:20am and ate a great breakfast with many other club members.

Once at Fred's place, we all got the grand tour. More British car stuff than most people have ever seen in one place. There was a Bentley Roadster in for engine repairs that no one in attendance had ever seen before.

Only about 12 members were on hand for the event, but most did drive their British cars. Mike Brown's MGA did not make it all the way. The MGA failed to proceed when it reached Laplace. It was theorized that the rotor was at fault. Fred provided a cap, rotor, and ignition wires and Mike got a ride back to Laplace. The truth will be revealed in Mike's article in this issue of the Newsletter. (See "My First Car") These parts are cheap. Too bad that Mike did not carry some as spares. (See "When You Fail to Proceed" in this issue)

Fred's A/C specialist canceled out, so Fred talked more on electric pumps for British cars and fielded many questions from the group. I gleaned a lot of information from Fred's lectures.

I picked up on some trouble shooting tech tips that could be used while driving a car under real road conditions. We all had a great time at the tech session and lunch on compliments of Fred!

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7-95

SABCC DOES IT RIGHT? BY JIM JONES

The South Alabama British Car Club did something with their award plaques this year that set their show apart. They incorporated a blank space at the bottom of the awards for an individualized plate with the award recipient's name and the car's designation.

I.E. : James Jones = 1969 MGC-GT.

This is the only award that I have on my wall which links the event with my name and my British car. It took about three months before I received the plate, but the wait was well worth it.

Thanks to the SABCC for coming up with a great idea and the ability to follow through with it.

**CREDIT DUE FOR
 A GREAT
 IDEA!**



Anne Friloux, your club Treasurer, has requested that club members not combine payments for club dues, etc. and payments for Car Day fees, etc. on the same personal check. The club maintains separate checking accounts for the club and the Car Day. The dividing up of money from one check into two different accounts causes a bookkeeping nightmare. Please help to keep Anne's already hefty job as Treasurer for both the club and the Car Day down to a manageable size.

Thanks to Anne for handling the job of Club Treasurer for the second year. She has brought true professionalism to the task.

A NOTE FROM THE PREZ

Our eighteenth year began with an officers meeting to discuss the upcoming car day scheduled for March 24 and 25. It is terrific to work with a group of enthusiastic and dedicated club members who volunteered their valuable time for the various committee assignments. The club needs more volunteers for the planning that has just begun. Sign up sheets will be passed around at the January membership meeting, so please get involved with the club and the 5th Annual British Car Day. Registration forms will also be ready, so get your cars signed up!!! This year, once again, we have attempted to improve the car show. We are trying a new type of judging, with an option for the car owner to choose which type they want.. New trophies are also in the making.

Officers also completed a rewrite of our charter that has guided the club since its inception. We have made so many changes during the past several years, including name change and affiliation, that the original charter became almost meaningless. A rough draft will be submitted to Ken Kerber, attorney, and former club member, by next week. All club members will vote on the new charter when it is presented in the near future.

Several years ago, our members at large, as a function of their responsibilities, would call the membership before each event and meeting to remind them to join in. As a new member, it was especially appreciated to be reminded and welcomed. We will reintroduce and implement this idea again. With the help of the members at large, this can be a method of increasing the attendance at both meetings and events. It seems that the busier we are with our lives, work, and family, this simple reminder may jog our overloaded memories, and squeeze our already tight schedules. Rodger Talley will call on all members west of Kenner; Fred Mayer will handle Northshore members; Mike Anderson will call Metairie members, and Bill Breithoff has New Orleans, Westbank, and Chalmette. Keith Vezina has agreed to call all new members. SEE YOU ON THE 31ST.

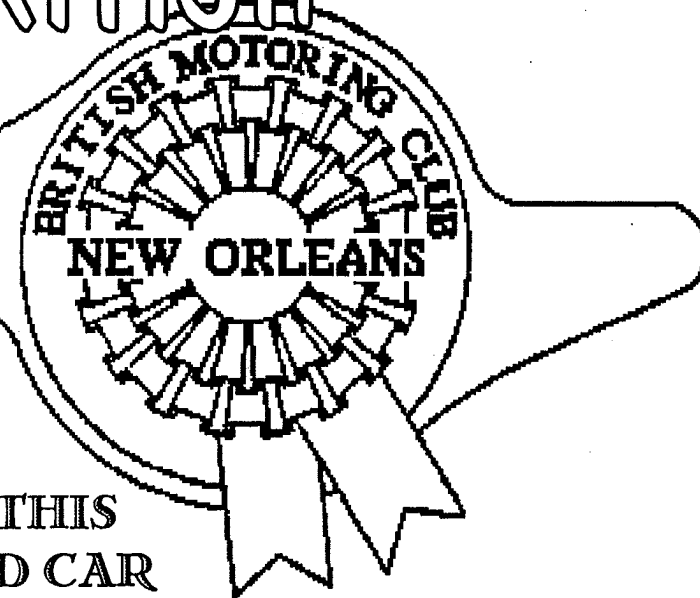
5th ANNUAL BRITISH

CAR DAY

MARCH 25th,

1995

AUSTIN HEALEY THIS
YEAR'S FEATURED CAR



It is the intention of the British Motoring Club to introduce a new form of judging this year in order to recognize the very best cars in the show. To this end, we will offer points style judging for those who choose to participate. We will also offer popular judging for those who deem that style of judging to be more appropriate for their vehicle. Thus the choice is as follows:

POINTS JUDGING: Cars will be judged by a team of respected members of area clubs against a possible perfect score of 1000 points. There will be only **ONE** class for **ALL** judged cars. Therefore, the competition will be very stiff (i.e. the best MGAs will be up against the best XKEs etc.) not unlike the Premier class at other shows. Plaques will be awarded in three levels: Gold, Silver, and Bronze, (three of each) plus one for Best of Show, ten awards in all. This competition is not for the faint of heart! Cars in this class will not be eligible for popular votes.

POPULAR JUDGING: Cars will be arranged into classes based on registration. Judging will be performed by the other entrants, and plaques will be awarded to First, Second, and Third place in each class (similar to our previous shows.)

In addition to these changes, the "Show Stopper" award will be given to the car which most attracts attention to itself (good, bad, or indifferent.) We hope these changes will add both competition and enjoyment to the show.

SCHEDULE OF EVENTS

FRIDAY, MARCH 24th, 1995

PRE-REGISTRATION - HOLIDAY INN
RECEPTION - LUTHERAN ATONEMENT CHURCH
ACTIVITIES BLDG. to the right of the HOLIDAY INN
CAR DAY SITE - LAFRENIERE PARK
REGISTRATION AND LINE UP
SHOW TIME
JUDGING
AWARDS BANQUET

12:00 Noon - 8:00PM.

7:00PM - 9:00PM.

SATURDAY, MARCH 25th, 1995

8:00AM - 12:00 Noon.

12:00 Noon - 3:00PM

12:30PM - 2:00PM

6:00PM - 8:00PM

PLEASE PRINT:

NAME: _____ ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: () _____ CLUB AFFILIATION: _____

FIRST CAR \$20 - AFTER MARCH 10th \$25 - ADDITIONAL CARS \$10 EACH ANYTIME.

(EXAMPLE: MG B GT) JUDGING CIRCLE ONE

YEAR: _____ MAKE: _____ MODEL: _____ BODY STYLE: _____ POPULAR OR POINTS

YEAR: _____ MAKE: _____ MODEL: _____ BODY STYLE: _____ POPULAR OR POINTS

YEAR: _____ MAKE: _____ MODEL: _____ BODY STYLE: _____ POPULAR OR POINTS

ENTRY FEE: _____

AWARDS BANQUET - ADULTS \$7.50 - CHILDREN UNDER 12 YEARS \$ 5.00

BANQUET FEE: _____

T-SHIRTS - \$10.00 EACH PREORDERED (\$12.00 ON CAR DAY) T-SHIRT FEE: _____

INDICATE SIZES : SM ___ MED ___ LRG ___ XLRG ___ XXLRG(\$2.00 EXTRA) _____

MAKE CHECK PAYABLE TO & MAIL TO: **BRITISH CAR DAY** TOTAL: _____

POST OFFICE BOX 73213, METAIRIE, LA 70033.

FOR MORE INFORMATION CALL CLIFF 504-845-8709 OR ANNE 504-464-1734.

HOTEL INFORMATION

CAR DAY HEADQUARTERS: HOLIDAY INN NEW ORLEANS I-10
(VETERANS MEM. BLVD. EXIT in METAIRIE, LOUISIANA)
6401 VETERANS MEM. BLVD.
METAIRIE, LOUISIANA 70003
TEL: (504) 885-5700.

FOR SPECIAL RATE: CALL DIRECT (NOT 800 NUMBER) ASK FOR "BMC" RATES.

THE HOTEL IS LOCATED JUST 2 BLOCKS FROM THE LAFRENIERE PARK ENTRANCE AND LESS THAN 4 BLOCKS FROM THE CAR DAY SITE. THE FRENCH QUARTER IN DOWNTOWN NEW ORLEANS IS A SHORT 10 MINUTES AWAY!

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