

BRITISH MOTORING CLUB-NEW ORLEANS, INC.  
POST OFFICE BOX 73213  
METAIRIE, LA 70033

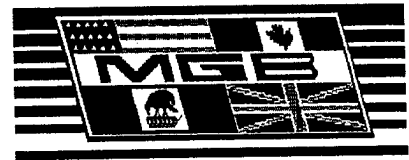


*THE MORRIS GAZETTE*  
*A MONTHLY PUBLICATION*  
*by Jim Jones*

THE OFFICIAL NEWSLETTER  
of the BRITISH MOTORING  
CLUB-NEW ORLEANS, INC.

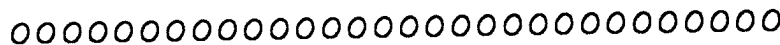
James D. Jones  
800 West 16th Avenue  
Covington, LA 70433  
Dues Due: 02/28/96

**SEPTEMBER 1995**



North American MGB Registry Chapter

**ANNUAL SWAP MEET**  
**SEPTEMBER 23RD AT GAMBINO'S FOREIGN**  
**CARS IN METAIRIE.**



**SIX PACK NATIONAL EVENT IN BILOXI, MISS.**  
**SEPTEMBER 30TH, TR6'S & 250'S.**  
**LET'S PAY THEM A VISIT!**

## October 1995 BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7 <b>MOBILE BRITISH CAR SHOW</b>
8	9	10 <b>OFFICER/ CAR DAY MEETING</b>	11	12	13	14
15	16	17	18	19	20	21
22	23	24 <b>GENERAL MEETING</b>	25	26	27	28 <b>NAMGBR BUSINESS MEETING</b>
29	30	31 <b>HALLOWEEN MEETING MOVED</b>	<b>CHUCK IS SELLING ALL INVENTORY OF BRITISH CAR PARTS SEE ARTICLE.</b>			

### CLUB EVENTS - CHANGES IN BOLD TYPE

- SEPTEMBER 23 –SWAP MEET –** Gambino's Foreign Cars, 4422 Airline Highway in Metairie. 9:00AM to 1:00PM. The club will provide doughnuts in the morning and cold drinks will be available. Gambino wants to clear his inventory of all new and used British car parts. There will be many bargains. Club members are invited to join in at the Rib Shack in Kenner on Williams Blvd. after the event for lunch. We had such a good time last year that we want everybody to enjoy it!
- SEPTEMBER 26 –GENERAL MEETING –** New Orleans Hamburger & Seafood located at 817 Veterans Memorial Blvd. in Metairie at 7:00pm. Work begins on the Car Day, March 23rd, 1996.
- OCTOBER 7 – SOUTH ALABAMA CAR DAY** at USS Battleship Park in Mobile, AL. Club convoy leaves the Lake Forest Shopping Center parking lot off I-10 in New Orleans East at 7:00AM.
- OCTOBER 10 – OFFICER'S / CAR DAY MEETING –** Cliff's place at 7:30pm.
- OCTOBER 24 – GENERAL MEETING –** The highlite will the casting of ballots for 1996 Club Officers.
- OCTOBER 28 – NORTH AMERICAN MGB REGISTRY BUSINESS MEETING** in New Orleans. Volunteers with vans needed to transport attendees.

### OFFICERS FOR CALENDAR YEAR 1995

**BOARD of DIRECTORS:**

PRESIDENT	CLIFF HUGHES	504-845-8709.
VICE PRESIDENT	KEITH VEZINA	504-443-5056.
TREASURER	ANNE FRILOUX	504-464-1734.
NEWSLETTER EDITOR/SECRETARY	JIM JONES	Voice&FAX504-892-7774

**MEMBERS at LARGE:**

MIKE ANDERSON	504-466-2717.
BILL BREITHOFF	504-288-4019.
FRED MAYER	504-626-8201.
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	

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1-96

## MINUTES of the GENERAL MEMBERSHIP MEETING.

The general membership meeting was opened by the club president, **Cliff Hughes** at 7:40PM. Guest and new members were introduced.

**David Hayden** gave a report on the Jackson car show. Cliff spoke on the up coming North American MGB Registry's business meeting to be held in New Orleans, LA. in October.

**Fred Mayer** spoke on the Triumph TR6 Owner's Club (6 Pack for TR6's and 250's) national event to be held in Biloxi, MS. in September.

**Keith Vezina** talked about the club's Car Day 1996 and the need for volunteers to help with the show

**Cliff** reported that the club's new By-Laws and Articles of Incorporation are in the hands of the State of Louisiana and are expected to be approved soon.

The **Taylors, Lony and Carla**, gave a long and interesting report on the NAMGAR and the John Twist shows in Michigan.

Club members nominated for the October elections are as follows:

President – **Keith Veniza**, Vice President – **Mike Anderson**, Treasurer – **Anne Friloux**, Newsletter Editor/Secretary – **Jim Jones**.

Members at Large: **Bill Breithoff**, **Cathy Greensfelder**, **Karl Keiger**, and **Harold O'Reilly**.

The 50/50 drawing of \$23.00 was won by **Peter Brauen**. The meeting was closed by **Cliff Hughes** at 9.50PM.

## CHUCK SLACK SELLS ALL BRITISH PARTS

Chuck Slack owner of Import Parts Center located at 2727 N. Causeway Blvd. in Metairie, Louisiana will be selling his whole inventory of British car parts on Sunday, October 15th. Chuck will also have lots heavy duty shelving for sale. Come out during the day or after work on Friday for the bargains.

## OTHER CLUB'S CAR DAYS

SEPTEMBER 30

TRIUMPH OWNER'S CLUB, 6 PACK – National meet for TR 6's & 250's in Biloxi, Mississippi. Viewing & judging from 10PM to Noon. Registration already closed. All British car enthusiast welcome. Contact: Steven Wilson at 601-452-9484.

OCTOBER 7, 1995

SOUTH ALABAMA British Car Club's "5th Annual South Alabama British Car Day" – USS Battleship Alabama Memorial Park in Mobile, AL.  
Contact: Ben Caddell at 205-661-9388.

OCTOBER 14, 1995

MEMPHIS CAR SHOW – Wilson World Hotel grounds, Memphis, Tennessee.  
For information call 1-800-872-8366.

## CAR CLUB DUES

If your dues are due, send them in now before you miss out on your next MORRIS GAZETTE!

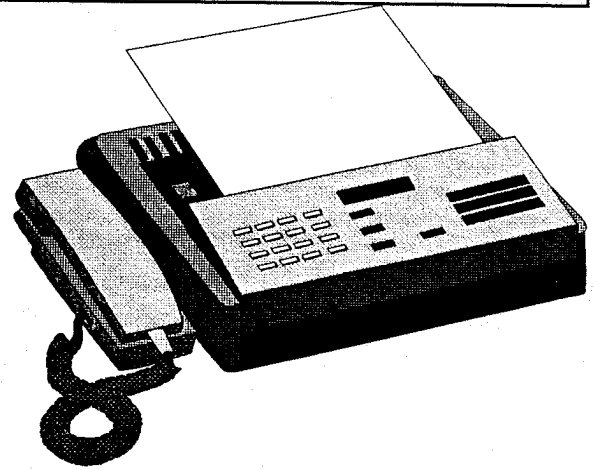
Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow the month before that date and the month that your dues are due.

## EDITOR'S NOTE by Jim Jones

Your club newsletter editor now has a facsimile (FAX) machine of his very own. It will accept both manual and automatic transmissions. I have a telephone answering device (TAD) hooked up with the FAX machine which allows you to leave me a voice message, if you wish, send me a FAX, or do both with a single phone call.

If you wish to just leave a voice message, simply leave your message after my outgoing message stops and you hear the beep.

If you only want to send me a FAX, just send it in automatic transmission mode. My equipment will do the rest for you.



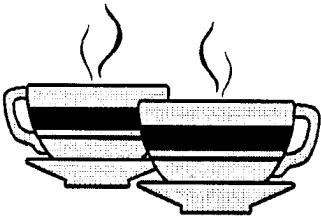
If you desire to both leave a voice message and send me a FAX, first place your FAX machine in manual mode. Dial my phone number manually, listen to my outgoing message, leave your message after the beep, and when you are finished with your voice message, press the "Start Key" on your FAX machine and hang up your phone.

If I am home, I will answer the phone and do it all for you. I have no phone in my bedroom. So, you may call any time that you like and you will not disturb me or my Mom.

Do not get upset if things do not work out perfectly at first. I understand that there are some phone company functions and FAX to TAD hook ups and programming which sometimes need playing with in order to get all the components working well together. By the time you are reading this, I hope to have them all worked out. I am not an electronic whiz kid, but I can always get things to work properly if I stick with them long enough. I may take the long way around, but I get there just the same. It makes me feel good to be able to work with things that did not even exist when I was a kid. Maybe that is why I feel so at ease around old British cars!

Now, all you guys and gals who have procrastinated about sending in articles to be published in the club newsletter you now have an easy way to do just that. If you do not have a personal FAX machine, chances are you have one at work which you can use. The number is 504-892-7774, call soon!

## AIRLINE MOTORS REPORT by Jim Jones



Nine British cars were driven to the Airline Motors eating event in Laplace and twenty club members were in attendance. The convoy from Metairie, headed by Keith Vezina, enjoyed a cruise on the old river road to Laplace. The old Laplace icon on Airline Highway has changed little with its' reopening. Just somewhat fresher than before. Even many of the old employees were back on the job again. Everyone enjoyed the food. Wally Messina vied for a true New Orleans style roast beef poor-boy with gravy dripping over the place.

The event was scheduled to check out the place in anticipation of planning a club function to coincide with Airline Motors' monthly old car day.

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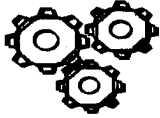
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10-95



## BRITISH CARS & SPARES

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

### CARS FOR SALE

'71 MGB-GT – British Racing Green, Disc Wheels – \$4,000. Call Glen Toups at 504-633-9806.  
(Thibodaux, LA)

'72 TRIUMPH SPITFIRES – Two of Them. Whole cars or will part out. Call James at 504-827-0605 or  
504-283-9611. (New Orleans, LA.)

'77 MGB – All original, Air Conditioned, Disc Wheels, No Overdrive. Call Max on weekends at  
504-261-4205. (Baton Rouge, LA. area)

'54 MG TF – Right-hand Drive, Original Interior, Red, \$10,000. Call Mary Goodman at 504-529-4141 or  
504-866-0738. (New Orleans, LA area)

'72 MG Midget – Rebuilt Mechanically 8 years ago, All parts there, Doors and fenders removed, Must  
trailer, Maroon, \$500. Call John Ericson at 504-643-8768. (Slidell, LA.)

'58 AUSTIN HEALEY BUG EYE Sprite – 90% Restored, Runs well, Needs gear  
box work, Coca-Cola red, 2 Tops, original Parts Manual. \$4,500.  
Bob Beatty at 504-524-5142 or 674-1707 (after 6:00 PM).



### SPARES FOR SALE

MISC. BRITISH CAR PARTS – Mostly Sprites and Midgets, One price takes all. Parts located in Mobile,  
Alabama. Call Rollie Smith at 504-483-4625. (New Orleans, Metairie, LA.)

MGA 1500 Cylinder Head – Never Milled, Includes new, but not installed steel guides and valves, \$300.  
Call John Winter at 504-738-5169. (Harahan, LA.)

'71 MGB-GT – Parts car, No engine or transmission, Good glass, Wire wheels. Make offer. S U carbs and  
parts, also. Call Gaylon Dighton at 504-275-3404.

## NATIONAL EVENT NEAR HOME

"TRIALS '95" is a national BRITISH car event being held in Biloxi, Mississippi by the 6 PACK, TRIUMPH TR6 OWNER'S CLUB. The event is being hosted by Steven Wilson of Pass Christian this year. The competition is for TR 6's and 250's. Viewing and judging will be on Saturday, September 30th.

Here is a chance for our club members to view British cars at a national show which is just a short distance from home. If you chose to drive your British car to the event, on-site parking will be made available to you. **Anne Friloux** and **Fred Mayer** have both entered their TR 6's in the event. Come to the General Meeting this month for information on a club sponsored convoy to the event.

## IN MY TRAVELS by Jim Jones

Fred Mayer's TR6 engine transplant has been completed by Peter Brauen. The engine is the same as the original six cylinder that came in the car, but many goodies are lurking inside. The car is now back home with Fred. The rumor that Fred slept in the garage with the TR6 on its' first night back home is not true. However, after just one small electrical problem was solved, Fred was seen flexing the Triumph's muscles on the highways of Mandeville, Louisiana.

Fred now is a Triumph only owner, the second car a TR 4A, as he sold his MGA restoration project to Frazer Rice. Cliff Hughes and I helped Frazer load the "A" and all it's parts on a trailer to transport them to his garage in Jefferson, Louisiana.

I did not go to the Schrantz's place this past Saturday, I had a case of the "lazys", but I assume that the Mark II Jaguar has had all the sheet metal work done by Peter Brauen and is new ready for painting.

I installed a three point seat belt on the driver's side of my MG 1100. The car, although a '64 model, has all the attachment points for this type of belt. The belt kit was ordered from Moss. The installation was straight forward, but the only color offered was black and the delivery took ten days.

Look for and use factory attachment points when installing seats belt, if your car was made after 1961. Beginning with 1962 models, all U.S. (Most imports followed suit) passenger cars have at less two lap belt anchorage's installed. Most have "B" post anchorage's for shoulder belts as well.

The molded plastic covers which fit between the interior roof line and the door weather stripping, windscreen, etc. on my MG 1100 were all cracked, had been painted, and looked like hell. So, I removed them, in pieces, from the car. I am now in the process of replacing the trim pieces with white vinyl. It is not an easy task, but it sure looks good! I purchased the vinyl for \$15.00 a yard and a can of spay contact glue. The only tools needed are a pair of scissors, a lead pencil, a ruler, and a lot of time.

## TECH TIP by Mr. Goodspanner

Here is a tip for those of you whose cars have wire wheels fitted. Check the tightness of the front wheel nuts (Spinners to some). They only have to be loose a small amount to allow some play between the wheel (Rim) and the hub assembly. The tire should be off the ground in order to properly check for the tightness of the wheel nut. This allows you to judge just how tight the nut is and does not put a lot of strain on the spokes of the wheel. The wheel nut should be tight, but moderate tapping with a soft hammer (Lead or brass) should be sufficient. If you bang on the wheel nut, as I have seen some people do, you will over tighten it and risk distorting the wheel's splined hub. If you bang on it with the tire on the ground, you risk loosening or bending the wheel's spokes.

Loose front wheel nuts can cause you to believe that a tire is going bad, the front suspension is worn, or you may think that it is just the way the car is.

Also, check the nuts on the rear wheels. The rear wheel center hubs and the axle hubs to which they mount take a lot of punishment. If the splines of the rear wheel hubs and/or the rear axle hubs are worn enough, no amount of tightening of the wheel nuts will help. The splines on both hubs should be triangular shaped with flat tops. If they are out of shape, bent over, or the tops are sharpen they are worn. To check just how badly they may be worn, jack up the rear of the car, place jack stands under the rear axle, and chock the front tires. Now, apply the hand brake. While watching the brake drum, apply pressure to the tire in first in the forward direction and then in the rearward direction. If the spokes of the wheel move, but the brake drum does not, the wear on the splines is excessive. In order to compensate for the wear, car owners have wrapped the axle hub with duct tape and drove the wheel on using the wheel nut. I can only approve of this method to get you home if the wheel is turning on its' mounting hub and the car will not move under its' own power. It is a temporary fix at best.

The true fix is expensive. You must replace both the wheel and the rear axle hub. If you replace one but not the other, the replaced part will not last very long working in conjunction an old worn part. And "while your at it" it is a great time to replace the rear bearings and seals. Funny, how one thing just seems to lead to another!



## TECH TIP by Mr. Goodspanner

Sun visors can be restored if the vinyl covering is still intact. A good way to clean the vinyl covering is to use a non-abrasive jell hand cleaner. Rub the surface with the hand cleaner and allow it some time to penetrate the mold and dirt. Next use a tooth brush, or better yet the wife's vegetable brush, to scrub the surface with some water and then rinse well. You may have to repeat this process a time or two for the best results. I just cleaned a pair of 30 year old white visors using this method and it worked just fine! The jell hand cleaner I used just happened to be "Dab-a-Do" of Car Show fame, but any jell type hand cleaner should do.

The foam inside the visors, naturally, had turned to powder. So, next I began to think of a way that I could refill the interior of the visors and return them to their original shape at the same time. The edges of the visors were heat sealed and there was no way I could cut them open and reseal them properly. With what material, could I fill the visors? No way could I stuff a large enough piece of foam through the small pivot openings. And shredded foam would not give me the proper shape. The visors would be like bean bags. Then the idea to use a can of foaming material popped into my head. I have used this pressured liquid, (available at hardware stores) which expands into a firm foam, to fill electrical outlets in the house (it insulates and keeps bugs out of the house).

In order to maintain the proper shape of the visors, I utilized two pieces of heavy flat cardboard that were larger than the visors were and taped nuts as spacers at the edges of the cardboard pieces to hold them apart at the proper distance. I held the whole thing together with masking tape. I positioned one of the visors between the cardboard, pivot end out, and placed the whole thing between two pieces of wood. Next, I placed the sandwich in a vice and adjusted the vice to keep the visor from expanding as the foam cured. Then I inserted the tube of the "Great Stuff Minimal Expanding Foam Sealant" can into one of the pivot openings of the visor. I pressed the button on the can and let the liquid, now turning into foam, slowly flow until it appeared at the other pivot opening. This foam will expand as it cures. The wood planks and the vice are necessary to maintain the proper shape of the visor.

After waiting for about 8 hours for the foam to fully cure, I removed the visor from the cardboard frame and had a restored visor in my hands. It was filled and shaped properly! Insure that any frame work inside the visor is correctly positioned before injecting the foam into the visor and install the visor pivots into place before injecting the foam if they are of the removable type. All that is left for you to do is to trim off the excess foam at the pivots and reinstall the visors in your car. I would advise that you experiment with an unusable visor first, if possible, in order to perfect your skills.

Caution! If you cannot do both visors at the same time, clean the foam dispensing can's nozzle, trigger, and delivery tube at once. They will be clogged the next time you go to use them. To ease the cleaning of the trigger and the tube, cut the tube from the trigger and reinstall later.

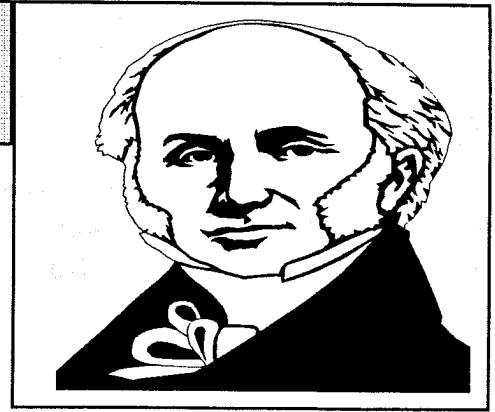
Replacement visors can be expensive, not always as original, or not available at any cost! If the vinyl covering is cracked, the other alternative is to have an upholstery shop recover them. They will not be as original, but it may be the next best thing you can do.

## WELCOME NEW CLUB MEMBERS

New members are entitled to a BMCNO T-Shirt and a Name Badge with Holder. The T-Shirt & Badge Holder will be shipped to new members free of charge by the club treasurer. The Name Tag will be included with the Morris Gazette.

Jean & Pam Carter, Jr. 4739 Orchid Street Baton Rouge, LA 70808 504-924-0788 '74 MGB, White.	James C. Jumonville 8000 Stroelitz Street New Orleans, LA 70125 504-283-9611. '79 MG Midget, Blue.	Louis A. Poché 5839 Argonne Blvd. New Orleans, LA 70124 504-484-7369. '58 Triumph TR3, Yellow.	Roy Richardson 1148 E. William David Pkwy Metairie, LA 70005 504-833-4840. '75 Triumph Spitfire, Red.
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## A NOTE FROM THE PREZ



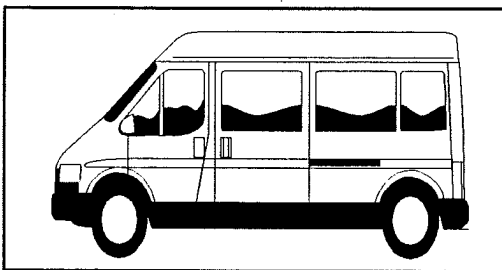
Another month of activities have passed, as we get ready for a blockbuster October. We have scheduled events for every weekend in October. Beginning in the first week, the 5th Annual South Alabama Car Club Show is being held at Mobile. Last year our club won a trophy for most cars from a club. { For all of my Alabama friends, War Eagle? LSU 12 Auburn 6. }

The grand finale for October is the NAMGBR { pronounced namburger } business meeting in New Orleans on October 28-29. We do need some volunteers for this event, and I would like to see some outstanding participation here. The street car ride is scheduled for Saturday morning at 9:30. The business meeting begins at 12:00, and concludes at 5:00. Many of the national members are looking forward to some real New Orleans food Saturday night. They do realize that we cannot participate en masse at most of these activities, but I am looking forward to a respectable showing. NAMGBR donated last year's dash plaques at our NEW ORLEANS 5TH ANNUAL CAR DAY.

Speaking of the car day; we need volunteers for next year's show!!!! Meeting are to begin in October in preparation for next year's event. Keith Vezina is in charge of the event, and will need a few good men and women. In discussing our car show with British car owners during the past year, we have gained much respect for our event. LETS CONTINUE.

Our October meeting will incorporate an election for next year's officers. Nominations are open for all positions. SEE YOU AT THE ANNUAL SWAP MEET THIS WEEKEND, AND THE SOUTH ALABAMA CAR SHOW ON OCTOBER 7.

Jim assures me that the above is an artist's rendition of what I am supposed to look like in 10 years. The process is called "morphorsizing." Personally, I think that he is full of it.



### **NAMGBR BUSINESS MEETING in NEW ORLEANS** by Jim Jones **CLUB VOLUNTEERS NEEDED**

The North American MGB Registry's Business Meeting is being held in New Orleans this year. The British Motoring Club-New Orleans, Inc. has been asked to assist in scheduling local events.

Two events for the attendees are in the process: a tour of the Aquarium of the Americas, and a chartered Streetcar ride.

The Streetcar ride is scheduled for the morning of Saturday, October 28. The date and time for the aquarium tour is not yet set. A really nice touch would be for club members to provide transportation for these events. Most at the Business Meeting will fly into New Orleans and will not have transport.

We have been told that about 25 to 30 people will be attending the Business Meeting. The club will need about 5 vans in order to provide transportation for the group. At this time we have three vans available to us: mine, Cliff Hughes', and Keith Vezina's. We need 2 more club members to volunteer their vans and themselves as drivers to meet our requirements. Club volunteers will get to tour the aquarium and ride on the streetcar. Please call any club officer to volunteer as soon as possible.

Our club has become known for its' friendliness to other British car owners and for doing things a notch above the norm. Since our club is a NAMGBR Chapter, we would like to be able to leave the national members attending this year's business meeting with a great feeling about the New Orleans area, its' people, and our club! If you own a van, you can make this possible!