

BRITISH MOTORING CLUB-NEW ORLEANS, INC.
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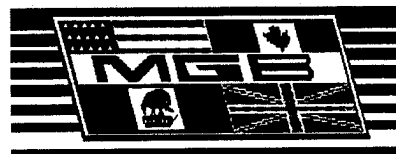


THE MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones

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

OCTOBER 1995



North American MGB Registry Chapter

ELECTION OF CLUB
OFFICERS
THIS MONTH'S
GENERAL MEETING
MOVED TO OCT. 24th



November 1995
BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5 TASTE of BARVARIA						
12 E. E. REYNOLD'S RALLEY		14 CAR DAY & OFFICER'S MEETING				
				23 		
		28 GENERAL MEETING ELECTIONS				

CLUB EVENTS - CHANGES IN BOLD TYPE

- OCTOBER 24** – General meeting moved to this date because Halloween falls on the 31th.
 New Orleans Hamburger & Seafood located at 817 Veterans Memorial Blvd. in Metairie at 7:00 PM. Election of 1996 club officers.
- OCTOBER 28** – NORTH AMERICAN MGB REGISTRY BUSINESS MEETING in New Orleans. **All are welcome to attend. See Article. Volunteers with vans to transport attendees to events be at Days Inn, Canal St. & I-10 at 8:00 am.**
- NOVEMBER 5** – **Taste of Barvaria Run** in Springfield, Louisiana off I-55 & Highway 22. Quaint rustic restaurant in the woods serving breakfast in the Germanic style. The club has a private dinning room reserved for us. This is a family event to which many club members drive their British cars. Southshore convey at 8:00 AM from the parking lot of the Picadilly Cafeteria / Campo parking lot in Metairie. Norhtshore convey at 8:15 AM from the parking lot of the Piggly Wiggly Super Market in Mandeville.
- NOVEMBER 12** – **E. E. Reynolds Memorial Ralley** a driving competition event planned by last year's winner, Terry Dempre. (See terry's article for particulars)
- NOVEMBER 14** – **Car Day / Officer's Meeting** 7:00 PM at Fred's place.
- DECEMBER 10** – **Club Christmas Party** 7:00 PM to 10:00 PM at Bill Breithoff's House off Lakeshore Drive and Canal Blvd. in New Orleans.

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 by Jim Jones.

The General Membership Meeting was opened at 7:30 PM by the club president **Cliff Hughes**. Cliff gave a report on the Swap Meet, announced that the club's charter change was approved by the State of Louisiana, introduced guest, and spoke on the need for Car Day '96 volunteers and the club's Car Day "T" shirt design contest. He also gave a run down on the upcoming national "Six Pack" event in Biloxi, MS., the Mobile, AL. show, and the Memphis, TN. show. Cliff mentioned Chuck Slack's sale of British car parts and storage shelves.

Cliff discussed the North American MGB Registry Business Meeting to be held in New Orleans this year and the need for vans and drivers. **Roger Gibson** volunteered his van for transportation of Registry members taking a chartered Streetcar ride. He encouraged club members to attend the reception on Friday night.

Ken Mason president of the Mardi Gras Region Porche Club of America spoke on the IMSA Grande Prix du Mardi Gras to be held in New Orleans. Our club will exchange newsletters.

Paul Calderera related a problem with tachometers on positive ground cars after the installation of an electronic ignition system which the manufacturer's fix did not cure. No one had a resolution to the problem.

Floyd Friloux asked for help with disassembling and transporting an automotive lift that he had purchased from an individual in Houma, LA. I volunteered.

Keith Vezina spoke on the club's '96 Car Day. Cliff closed the meeting at 8:00 PM.

...Editor's Note: 12 British cars were driven to the meeting....

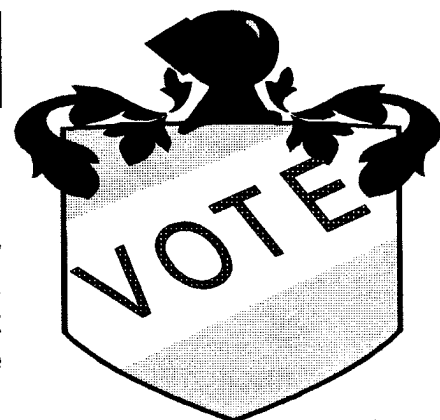
Too bad if you missed this general meeting. It was packed with information, yet brief.

The car talk in the parking lot was so hot and heavy before the meeting that I had to go out and request that members come in and attend.

CLUB ELECTIONS

At this month's general membership meeting all full club members will have the opportunity to cast their votes for the 1996 club officers. Club President **Cliff Hughes** will not run for office this year. Vice President **Keith Vezina** is running for the office of President. Member at Large **Mike Anderson** is running for Vice President. Treasurer **Anne Friloux** is running for a third term as Treasurer. Editor / Secretary **Jim Jones** is again running for that position. Current Member at Large **Bill Breithoff** has thrown in his hat for one of four positions, as are first time runners **Cathy Greensfelder**, **Karl Keiger**, and **Harold O'Reilly**. Your club is continuing to bring in new blood.

Please, make this general meeting if at all possible. We need 20% of the full members to be present and casting their votes in order for the election to be valid.



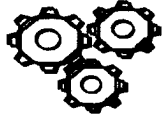
CAR CLUB DUES

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.

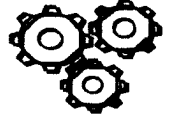
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'65 TR 4A – Older Restoration, 2,000 miles on rebuilt engine, spare parts (including S. U. carbs)
Call Donald Tucker at 504-566-6127. (New Orleans/Metairie, LA Area)

SPARES FOR SALE

Jaeger Gauges – Speedometer, unknown origin, numerals read 10, 30, 50, etc. - \$20, Jaeger & Smith Safety, White & Black faces, no capillary tubes, for rebuilding or cores - \$10 each.
Call Michael De La Cerda at 504-8887-5756.

Midget, Sprite – 1098 Cylinder head - \$20. Call Michael De La Cerda at 504-887-5756.

Mini Light Rims – “Like New” fit Midget, Spitfire, or Sprite-\$400. MGB Carpet Kit, Black-\$100. Carbs for 1275 engine (S.U. HS2?) Call James Jumonville at 504-827-0605. (New Orleans, LA)

MGA – Radiator-\$25, Driveshaft 1500 sliding yoke-\$10, Carbs & manifold-\$50, Rear fenders from 1600 need lower patch panels-\$20 each, Trunk lid-\$25, Tach-\$10, 1500 Tail light plinths with chrome base-\$5 each, 1500 Brake drums-\$5 each, Windscreen frame-\$25, Badge bar-\$5.
Call Michael De La Cerda at 504-887-5756.

MGB – Late Model, Rubber Bumper Rolling Body Shell, Free! Call Fred Fabre at 504-356-5466.
(Baton Rouge)

MGB – 3 Main short block, needs rebuilding, fits MGA perfectly - \$75, Oil cooler - \$15, '79 Dashboard with gauges, all or part. Call Michael De La Cerda at 504-887-5756.

MGTD / MGTF – Windscreen frame - \$25, TD Air cleaner, AC brand, oil bath - \$20.
Call Michael De La Cerda at 504-887-5756.

MORRIS MINOR 1000 – Two Body / Shells with engines. Poor condition, but lots of good parts. Come and get 'em. Yours for the asking! Call Matthew Bardwell at 318-487-8797.
(Woodworth, LA - Lake Charles Area)

COME ONE COME ALL! MG MARDI GRAS!

As an affiliated Chapter of the North American MGB Register and host for the Register's Business Meeting in New Orleans, we are all welcome to attend a Natter N' Noggin on Friday, October 27th at 7:00 pm and the Business Meeting on Saturday, 28th at Noon both located at the Days Inn on Canal Street at I-10.

We are also welcome to attend all the events. A Chartered Streetcar ride, our member's vans providing transport, on Saturday leaving from the Days Inn at 8:30 am. A Mardi Gras type parade on Canal Street after the Business Meeting. A trip to the Aquarium of the Americas, Audubon Zoo, etc. on Sunday. It is "just a

IN MY TRAVELS by Jim Jones

At this year's Club Swap Meet, I was able to obtain four used S.U. carb float bowl covers with fuel overflow tubes from Kevin Gambino's stock. I had to rummage through four boxes of old carb parts to find them. But these four parts, plus one cover I already had, allowed me to choose the ones which would have the proper positioning of fuel and overflow tubes for my MG 1100.

My 1100 carb float bowl covers have overflow openings, but they are just small holes positioned below the fuel inlet tubes. If a float or needle valve should fail, the excess fuel just spills onto the top of the bowl cover and then down the float bowl to places like the exhaust manifold, etc. A fire hazard for sure! I cannot see why the manufacturer may have thought that this condition was "OK". Although, they did install small aluminum cover plates over the openings to prevent the fuel from just squirting all over the engine. Big deal! This was a condition that I had to correct. Watching a car burn is no fun, especially if it is your car!

I mixed and matched the spare float bowl covers until I was happy with the position of the fuel inlet and overflow outlets of those particular ones. I finally choose a right-hand and a left-hand cover with the fuel inlets pointing toward the engine and the overflow outlets pointing in the opposite direction. The metal fuel pipe between the carbs needed to be reformed to match the position of the cover fuel inlets. And the clamps which held the fuel pipe in place needed to be replaced with longer ones or reshaped to position the pipe farther away from the cover inlet pipes. I chose to reshape them, as I did not have any spare long ones. Both tasks were accomplished using a vise and a tube bending tool. The steel braided rubber fuel lines also had to be shortened. A Dremel Tool with a cutting blade did the job easily. You should consider purchasing (hint like crazy for Christmas) one of these tools. As club member James Coronato says, "It's one of the tools that does everything it says it can do and much more".

I swapped out the floats and the needle valve assemblies and reinstalled everything. A little hunting around in my spares (junk) and I found two lengths of rubber tubing to serve as down tubes for the overflow connections. I was going to tie both of the connections together with a tee fitting and use a single rubber hose as a down pipe, but I decided to use two separate rubber hoses and route them to different sides of the car. This way, if a fuel float/valve failure occurred, I would know which bowl had the failure by seeing where the fuel spilled on the ground. (Sorry, EPA!)

This deficiency has been worrying me for a long time. It is not "original", but now I feel that myself and my car are a whole lot safer than before.

At the club's general meeting, Floyd Friloux asked for someone to help him disassemble and transport an automotive lift from Houma, LA. I volunteered to help him. We left his place in Kenner, LA in the morning, two days later. Floyd had two tow vehicles, one with a large trailer and one with a smaller utility trailer. Kind of overkill, I thought at the time. Five people made the trip. After arriving in Houma, we drove up and down both Main Street and Park Avenue on either side of the bayou searching for the location of the business with the lift. After multifarious stops for directions, we finally found right location.

We were all overwhelmed when we saw the lift! It was much larger than we had anticipated, a commercial unit 16 feet in length. You could lift a military tank with this baby! Four large post, wide heavy ramps, cables operated by a hydraulic pump driven by a big electric motor. Our first thought was that we could only transport part of it that day.

But, we did manage to disassemble it and load it all on the trailers that same day. Boy, what a beast. Floyd's judgment was correct in bringing two trailers. This unit will lift Friloux's Jaguar Mark II's with no strain at all. Of course, reassembling it and bolting it to the concrete floor will be another story.

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JOIN IN THE COMPETITION by James Coronato

Earlier this year, I bought Alden Bienvenu's, better known as Snubbs, auto-cross prepared Spitfire and I have been trying hard to learn how to drive it. The car is very fast and competitive in its' class. The car was so well developed by Snubbs and his partner that there are really no improvements I can make. The driver, however, needs much improvement.

The purpose of this Article is to tell you how much fun auto-crossing is. I have raced now at both Belle Chasse and Hammond, at SCCA events and also Porsche Club runs. Almost every weekend, there is a race going on somewhere within near driving distance.

For those of you that are not familiar with auto-crossing, or Solo II as the SCCA calls it, it is a one car at a time timed event. The course is set up with traffic cones in a way that emphasizes drive skill and handling ability more than brute power. The course is set up on old runways, so there is nothing to hit if you run off course. Cars are all placed in classes with like competition.

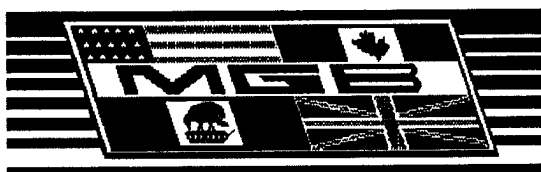
The variety of cars at an event is truly amazing. From Saturn station wagons, to rented Luminas, to full race 650 horse power Corvettes and open wheel modified screamers, all are welcome. I have yet to go to an event without there being two or more British cars in attendance.

This is an event where the smaller British sports cars shine. Many ladies drive, and drive well. For those worried about the stress on the car, you can drive at your pace. Pay your fee, (usually \$15 - \$20, covers the insurance.) and let-er rip!

All the clubs look forward to having new enthusiasts show up, no matter what brand they drive. Here is a list of some of the sponsoring clubs and phone numbers for more information. See you at the races!

Delta Region SCCA	John Hartsock	504-366-5807
Cenla Region SCCA (Hammond)	David Hood	504-567-2202
Swampland Porsche Club	Rick Goins	504-764-7644
Mari Gras Porsche Club	John Crosby	504-837-3066
Greater N.O. Corvette Club	Christian Francois	504-764-3765
Crescent City Corvette Club	Tom Walter	504-652-9044
Ford Performance Assn.	David Thorpe	504-764-8158
Bayou Chapter BMW Club	Harmon Fisher	504-834-8134

Our club needs a minimum of 8 members belonging to NAMGBR in order for us to maintain our status as an NAMGBR charter club and our club's insurance through the registry. The registry paid for our Car Day's dash plaques last year. Join now if you own an MGB, Midget, or MG 1100/1300.



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WELCOME NEW 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 their first copy of the
Morris Gazette.

Kris Torrell
4901 Hearst Street
Metairie, LA 70001
504-888-4024
'79 MGB, Yellow.

Jimmie Brown
1616 Colapissa Street
Metairie, LA 70001
504-838-9279
'74 MG Midget, Red.

A NOTE FROM THE PREZ

WOW! What a fun filled month. Beginning with the 6 Pack TR car show in Biloxi, and then on to Mobile, the very next weekend. I had the pleasure of entering my MGA in the show at Mobile, along with 12 other club members. Once again BMCNO won the participation trophy (See Peter's article).

Just returned from the parts sale at IMPORT PARTS. CHUCK SLACK once again proved what a great sponsor of our club he continues to be. Everyone that I saw there left the store with a bargain or two. Chuck wants to have another event during THANKSGIVING week.

ALERT ALERT! Our General Meeting has been moved up to OCTOBER 24, as Halloween falls on the last Tuesday of the month. Some of the most important business this year will be conducted at this meeting. The future direction of the Club is upon us with the ELECTION OF NEW OFFICERS. We have a group of new candidates who have never held office in our club, and I wish them the most success next year.

NAMGBR!! A fun filled weekend is coming up on OCTOBER 28. Approximately 20 national members of our National Registry are coming to NEW ORLEANS for the business meeting held at the DAYS INN Saturday the 28th. Friday night, they are having a NATTER N' NOGGIN AT 7:00 pm, attend if you can. Then on Saturday AM, activities are planned for the whole day, followed by a Sunday AM gathering.

By the way, I had more fun at the last Club meeting than the law allows. The meeting was chock full of planned activities, and the upcoming schedule. The meeting was relatively short, and we finished our meeting as usual in the parking lot.

SEE YOU AT THE GENERAL MEETING, AND THE TRIP TO TASTE OF BAVARIA.

SCCA 5TH ANNUAL BRITISH CAR DAY by Peter Brauen

Call it the calm AFTER the Storm. Thirteen British cars from the BMC-NO journeyed to Mobile's Battleship Park for the 5th Annual British Car Day. The turnout was a little lower than expected due to Hurricane Opal. Nevertheless, there were some sixty to seventy cars present, and there was an excellent cross-section of cars. Temperatures were in the mid to upper 70's with bright sunshine and a nice breeze (perfect British car weather). There were three vendors with all manner of parts for sale, including many out of print books. I bought a pair of seats for a bugeye for twenty bucks.

Twelve club members won trophies, six of which were First Place. Despite the perfect weather, this show remains but a shadow of its' former self. It prompts one to ask when the South Alabama Club will bury the hatchet and move their Car Day back to their excellent site in Fairhope. Hopefully next year.

E. E. REYNOLDS RALLEY by Terry Dembre A GRAND PRIX du MARDI GRAS – BRITISH STYLE!

On Sunday, November 12th, British cars will storm into the countryside of St. Tammany Parish for the Annual E. E. Reynolds Memorial Ralley competition. This year's event will be a time-speed-distance (TSD) contest geared to beginners on the twisty, hilly roads of the Northshore.

This will be a good introduction to TSD ralleying for those who have never done one and veterans will enjoy the scenery and the drive as well. Each driver-navigator team will receive a set of instructions which will lead them through the course by noting turns, distances, and average speed to follow. The winning team is the one which completes the course closest to the official time. The instructions will be straightforward, not cryptic, and the Rallemaster will not intentionally trick anyone.

Competitors should bring a watch with a second hand (a stopwatch is best) a calculator, and a clipboard with some scratch paper. A working odometer will help and a map of St. Tammany would be good for possible emergencies.

Again, this is a novice TSD ralley, So don't let any of this bother you – calculations will be simple. The idea is to have fun driving our British cars on the open road. We usually have good weather in November with Fall foliage plentiful and the chosen roads were made for British sports cars. So, get out that leather helmet, polish those goggles, and come out for a stirring drive.

Meet behind Dillard's at Lakeside Shopping Center in Metairie on Sunday, November 12 for 10:00 am. We will convoy to Mandeville where the ralley will begin. Northshore residents can meet the convoy at the Winn Dixie parking lot on Causeway Blvd. adjacent to Blockbuster Video near the Shell station at 10:30 am.

A FUN FILLED WEEKEND at the 6-PACK TRIALS '95 by Anne Friloux

It was the first showing of our '74 TR 6 after the rebuild and with much enthusiasm to see a lot of other TR 6's and TR 250's, we were off at 7:20 am, Friday 9/29. We arrived in Biloxi in time for the end of a body restoration tech session and the guessing of unknown car parts. From there, we joined in a Funkhana (Putting car, driver, and passenger through their paces) and then on to cruise aboard a Biloxi schooner for 4 hrs. of great sailing, eating, and Champagne consumption. We ended the day with a bonfire on the beach, homemade Jambalaya, and cake.

Saturday, we were up at 6:00 am cleaning and polishing (Toothbrush required for concourse judging). We had hoped to see about 40 cars, but only 28 showed. There were 25 TR 6's and 3 TR 250's. It was picture perfect at the Holiday Inn Coliseum. The show lasted from 10:00 am to Noon. Fred Mayer and Randy Lemoine were the only other BMCNO members to register, but we were visited by Peter Brauen, Jim Jones, and Chip Laussade.

At 1:00 pm, we entered a road rally (Time-speed event with questions) which Floyd, my husband, later called the "Divorce Rally". We finished in just over two hrs. being hot, grumpy, and with a clutch that didn't want to clutch anymore. Our reward was a first place trophy!

After a much needed shower, we were off to the Awards Banquet at Mary Mahoney's. After having an excellent dinner with a choice of 7 entrees, including lobster and prime rib, we ended the evening with the awards presentation. The winners were:

CLASSES
 Early TR 6's
 Late TR 6's
 TR 250's
 Modified
 Best of Show

CONCOURS
 Bill Cravens, Memphis, TN.
 Steve Collins, Jackson, MS.
 Bill Sysman, Houston, TX.
 Steve Collins, Jackson, MS.

PEOPLE'S CHOICE
 Mark Story, Memphis, TN.
 Joe Fazio, Pittsford, NY
 Paul Little, Lillburn, GA.
 Fred Mayer, Mandeville, LA.

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