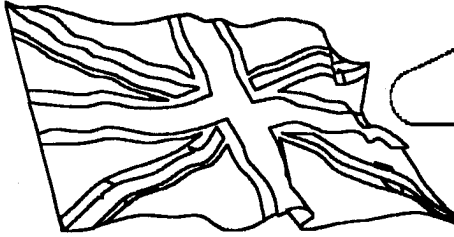
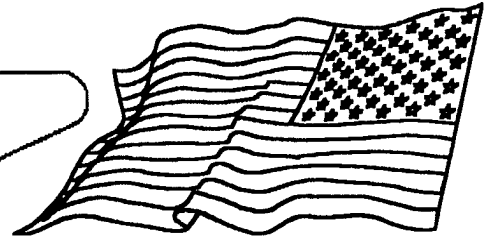
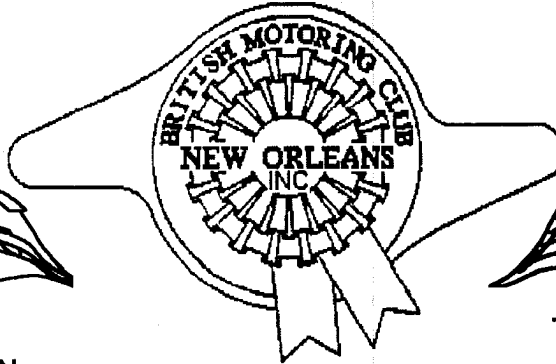


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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



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

Dues Due: 02/28/98

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

JULY 1997



North American MGB Registry Chapter



**CALL ONE OF YOUR CLUB OFFICERS NOW
TO DISPLAY YOUR BRITISH CAR AT THE
SOCCER GAME.
LIMITED TO FIFTEEN CARS!**

BMCNO CALENDAR OF EVENTS

Sun	Mon	Tue	Wed	Thu	Fri	Sat
AUGUST 1997					1	2
3	4	5	6	7	8	9
10	11	12 OFFICER'S MEETING	13	14	15	16 SOCCER EVENT
17	18	19	20	21	22	23 JACKSON EVENT
24	25	26 GENERAL MEETING	27	28	29	30
31	UPCOMING CLUB EVENTS					

JULY 29

GENERAL MEETING – New Orleans Hamburger & Seafood located at 817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM.

AUGUST 2

CAR DAY APPRECIATION – Pool party & free pizza for those club members who volunteered their time for the '97 Annual Car Day. Scheduled for the 7:30 to 10:00 PM at Kathy Greensfelder's house located at 5537 Berkley Drive in Algiers, La.

AUGUST 12

OFFICER'S MEETING – Anne Friloux,s place 7:30 PM

AUGUST 16

SOCCER CAR DISPLAY – Display your British car inside Tad Gormly stadium located in New Orleans' City Park and view a soccer game. 7:30 PM. Display limited to fifteen cars. You must let a club officer know, if you wish to attend!

AUGUST 23/24

JACKSON CAR DAY – The English Motoring club hold an exposition within the Scottish Games. No other information at this time.

SEPTEMBER 27 – Montgomery Car Show. See Last Page of Newsletter.

SEPTEMBER 28 – Dave Hayden's Funkana. More infomation later.

IN MY TRAVELS by Jim Jones

Wow, where do I start? Lots of things have been happening with my '60 Morris Minor 1000 Traveller. **Peter Brauen** came over to Covington and painted my engine compartment. That act launched a flurry of activity. The front shocks have been installed, completing the front suspension. The new wiring harness has been installed in the engine compartment along with almost everything that it connects to under the bonnet. The 1275cc MG Midget engine and transmission have been installed. The new brake lines have been installed with the exception of those along the rear axle. A little more work to be done in that area first.

I also have finished preparing and undercoating the bottom of the car. I sure am glad that job is completed. I have identified all the harness wires that run behind the dash and have connected them to all the appropriate switches. The speedometer worked, but the odometer did not.

I opened the speedometer up and found some loose parts inside, a clip, a spring, and a lever. I reinstalled all the parts and now the odometer is functioning. I put an extra bend in the clip so that all the parts will not fall off again. It will soon be time to use the battery from my MG 1100 or my battery charger for checking the Traveller's electrical system. It is too soon to purchase a battery for the Traveller, as it will be a while yet before it is drivable.

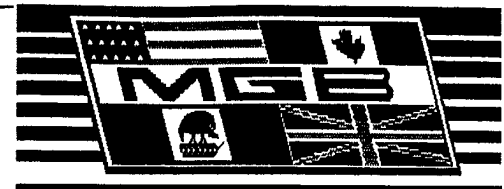
I retained the old metal three piece cooling fan on the Traveller (I love the school bus yellow color that it is painted.) and its use has caused me some problems. Its blades contacted the oil separator mounted on the front of the timing chain cover. I managed to locate a spacer which relocated the fan assembly forward away from the oil separator and yet not too close to the radiator to solve the problem.

I started replacing the light bulb assembly on the end of the turning signal stalk. I found two problems. First, the holder that contains the roller which applies return pressure for the turn signal arm was broken and the roller was jamming the assembly from entering the right hand signal position. These parts are not available, so I removed the roller and left the holder & its spring in position to provide some return tension. The turning signal assembly may not be self-canceling now. Secondly, the horn contact from the turn signal assembly was broken off and missing. It is also not available. I think that I can effect a fix for this problem. The complete turn signal assembly is available, but only for the low price of \$169.95. Ouch!

I have not purchased new tires for the Traveller as of yet. I am amazed that the old tires are still holding air. Only one has gone down and after refilling it with air, it has not deflated again. I am thinking about locating size 155 X 14" or their modern equivalent tires for the car. I now have the wooden pieces for the rear of the Traveller. I will have to sharpen my carpentry skills for their installation. The right hand pillar piece does not have any holes pre drilled, like the tail lamp hole. Just another thing that I will have to do myself.

I have fitted the left hand wooden pillar piece in place. I had to make a run to the hardware store for a wood rasp with which to shape the top of the pillar for mating under the rear roof. I cannot see under the roof when the pillar is in place and must judge by the marks made on the top of the pillar in order to know where wood must be removed for a proper fit. I must have had that sucker in place and out at least twenty times before I obtained a good fit. The new wood is white ash, is hard, has no aroma, and is bleached white in color.

Another newly received item is the clutch operating conversion kit by Mini Mania. The MG Midget transmission's throw out bearing lever exits the bell housing on the right hand side and was operated by a hydraulic slave cylinder. The Morris Minor's lever was on the left hand side and was mechanically operated with rods and levers. You could retain the Morris' bell housing and the original lever operated linkage, but the assembly is prone to rapid wear and the 1275cc clutch plate requires greater pedal pressure in order to release it. The kit allows the use of the stock Midget bell housing by utilizing a cable operated linkage. The only problem is that Mini Mania sent me an incomplete kit with no instructions and no cable assembly. I have been promised a complete kit.



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MORE IN MY TRAVELS

I have been told by a club member that Paint & Rust Removal Systems is open once again after receiving a temporary reprieve from the EPA. But, club member **Mike Schrantz** will be transporting his Austin Healey 100-4 all the way to Jackson, Mississippi for dipping due to the uncertainties in Kenner. Club member **Cliff Hughes** has already dropped off some parts from his Austin Healey and my Traveller to be dipped in Kenner.

Club member **Frazer Rice** has transported lots of new & refurbished MGA parts over to **Cliff Hughes'** building in Covington and has stored them in anticipation of the return of his freshly painted MGA. He and I will be reassembling the MGA at that location.

Club member **Jim Forsythe** is currently working on his MGB-GT to get it operating properly prior to its sale. You will probably see it offered for sale in the August issue of the Morris Gazette.

A lot of work is being done on British cars locally. However, their owners do not let me know about it and you never get to read about it in the Morris Gazette.

FLEXIBLE LINES by Mr. Goodspanner

Flexible hydraulic lines deteriorate inside. The outside of the line may look good, but inside they may be breaking and peeling. They flexible lines on many of our British cars have had lots of use and age on them. If they are cracked on the outside, you can just bet that they are breaking up on the inside. I have cut open old lines laterally and have been surprised at how badly deteriorated they were on the inside. The loose pieces can act as a one way valve, allowing fluid to pass only in one direction. This will cause a brake assembly on one wheel to not release after braking. Check those lines for safety's sake!

ATTENTION TRIUMPH OWNERS!

If you are not a member of the Vintage Triumph Registry, it is time that you were one. This is the very best national registry for you and your Triumph. The VTR is your best source of information about your Triumph. Your BMCNO is a "ZONE" of the VTR. Your local club could be an affiliated "CHAPTER" of the VTR, if we had more members of the BMCNO as members of the VTR. Locally, contact BMCNO club Treasurer, Harold O'Reilly, at 504-486-5837 home; 504-486-2424 Work; or Fax him at 821-7961 for more information on the VTR. See Harold's article in this newsletter on the VTR regional in Texas.

**IF YOU HAVE BEEN SOMEWHERE OR DONE SOMETHING
WITH YOUR BRITISH CAR,
SHARE IT WITH THE OTHER MEMBERS OF THE BMCNO.
WRITE IT UP IN ANY FORM
FROM SCRATCH PAPER TO COMPUTER DISC.
YOUR EDITOR CAN HANDLE IT!**

GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

The general meeting was opened by club president, **Mike Anderson**, at 7:30 PM. Mike discussed upcoming club events, the possibility of a Car Day site change, and the elections of club officers in October. Club member **Jimmie Brown** set up a monitor to enable all to view his video of this year's BMCNO Car Day. Club member **Karl Keiger** spoke about the SCCA autocross event at the Zephyr Stadium in Metairie, La. **Keith Vezina** gave a report on his inquiry into obtaining a Web Site for the BMCNO. The meeting was closed by Mike at 8:20 PM.

The 50 / 50 was won by **Roy Richardson** at twenty-five dollars.



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1-98

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 the month before and the month that your dues are due.

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

OFFICERS FOR CALENDAR YEAR 1997

BOARD of DIRECTORS:

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VICE PRESIDENT BILL BREITHOFF 504-288-4019.
TREASURER HAROLD O'REILLY 504-486-5837.
EDITOR JIM JONES 504-892-7774 VOICE & FAX.

MEMBERS at LARGE:

ANNE FRILOUX 504-464-1734.
CATHY GREENSFELDER 504-392-9261.
DAN MELESURGO 504-391-3227.
ROY RICHARDSON 504-833-4840.

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!

OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT GENERAL MEETING.



BRITISH CARS & SPARES

CARS FOR SALE

MGB – '77 Model, Running and in Good Condition. Repainted and New Interior.
Call Ray Jr. at 504-837-6121. (Metairie, La.)

AUSTIN HEALEY – Bugeye Sprite, '60 Model, New Paint, Rebuilt 948cc Engine with Flat Top
Pistons & Performance Cam. Some Assembly Required. \$2800. Pending
Birth Forces Sale. Call Peter Brauen at 601-467-0519. (Bay St. Louis, Ms.)

MOTORCYCLE

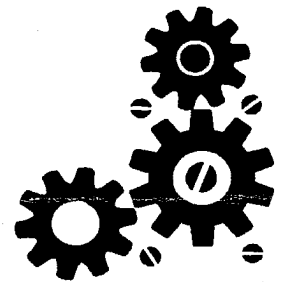
BSA-A65 – '71, Beautiful Condition, Total Engine Rebuild Last Year, Not Yet Run In.
Come & See It. You'll Love It! Call Pete at 504-468-3620. (Kenner, La.)

WANTED

MG MIDGET – Call Glenn at 504-893-5912. (Covington, La.)

SPARES

HARD TOP – Fiberglass, White, Fits Spitfire or Midget. \$100.
Call Tony at 504-866-9611.



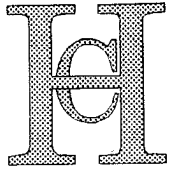
THE HOUSTON CAR SHOW by Laura Hayden

My husband Dave and I have been busy building a very necessary new 12 car garage, so this report is a bit after the fact.

The Houston Car Show was held on Saturday, May 31 & Sunday, June 1. They had a fun day and banquet on Saturday and the show itself on Sunday. The show was held at Trader's Village in NW Houston, which is about 200 acres of enclosed flea market. The cars were displayed under a 300 ft. X 150 ft. steel structure pavilion. The good breeze combined with the blocking of the sun kept the temperature very comfortable.

There were about 100 cars of good variety, including a '37 Rolls Royce that carried President Franklin Roosevelt and his wife Eleanor for the dedication of the San Jacinto Memorial. It has been owned since '47 by the father of the man who restored it. He purchased it from his son for the sum one dollar. Also on display, was a '34 Bentley Coupe which became a Cabriolet after a rollover accident. There were 5 Lotus and 20 British motorcycles. Balloting consisted of nine pages of 1st, 2nd, and 3rd place votes in 3 categories. No classes were combined if they were not full.

Really a very enjoyable event for us to see, because most of these cars do not cross the Texas / Louisiana border for shows. We would like to see more BMCNO members at the Houston show next year. Come convoy with us.



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10-97

MY HAPPY FATHER'S DAY by Dave Hayden

I was able to sleep a little late this morning. I had not taken pictures of my wife Laura's Morgan along with our other cars yet, so I thought this might be a good day for it. Shaun, my son, and I washed the TR6 and the Miata. Close inspection of the Morgan and the TR3 revealed no dirt, thus no wash was needed. I checked out the grass in the yard, a little too tall, so I mowed the front two aches while Shaun barbecued. After we all ate, we started moving the cars into position and began taking pictures of them. A couple of Shaun's friends helped by doing some of the driving. Then came the fun part!

Shaun challenged his old dad to couple of hot laps around the freshly cut yard. We set up an almost 1/4 mile (450' X 150') oval. We started at opposite ends of the track so there was little chance of contact between the cars. Then we simply tried to catch the other car in a set number of laps. We began with Shaun in the Miata and myself in the TR6. After three 10 lap heats, we switched cars for a couple of more heats. After 40 or so laps, the grass was giving away to dust and the cones were no longer needed to mark the corners. Experience won out over youth in each heat regardless of the car that was being driven. Laura, our two daughters, and some friends had now gathered on the front porch to watch the activities. Cara, one of our daughters, wanted to try a few laps in the Miata, so she did and learned a whole new meaning of driving and control. She had a great time in doing so. Then Laura surprised me by asking me to take the Morgan around the track a few times so she could see it in a four wheel drift. (Who am I to say no!) After a short run down the road to bring it up to temp, I took it to its limits on the short course. After all comers had had their fill and I had thrown dirt into my own ears during a donut & drift demo in the TR6, the girls magically retreated into the air-conditioning. Shaun and I washed the cars again and put away our toys. Gotta be the best Father's Day I've had in a long time!

By the way, due to its gearing and torque range the TR6 proved to be the best of the three cars for this short track. What is the point of all this? Drive and enjoy your British cars. That is what they were made for. And with a little luck, There won't be quite so much grass to mow next time.

Editor's Note: It sounds like your kids are the lucky ones, Dave. They sure have a fun dad.

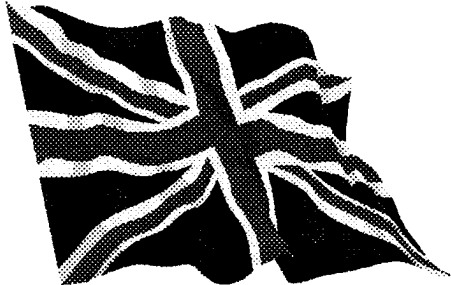
BUSH RUN REPORT by Jim Jones

As usual for this time of the year, it had rained the afternoon of the Bush Run. But, by the evening, all was dry at the Covington shopping center where we were to met the south shore convoy. The attendance by north shore club members was disappointing, only **Cliff & Linda Hughes** and myself. The total number of club members and their guests came to about thirty-five. We had made reservation for forty people, so that worked out well.

The group convoyed to the Abita Brew Pub and sampled some of their many different brews and their "Root Beer". Then, we all drove to the Bush House of Seafood. Within five minutes of arriving, we were invited into the building and seated as a group. Advanced planning by club vice-president **Bill Breithoff** made this possible. The other people waiting in line outside the building must have wondered just who the heck we were to obtain such service! We were waited on quickly and I think that all of us ordered the buffet. I eat, as usual, boiled shrimp, boiled shrimp, and more boiled shrimp with one pause for some chocolate topped ice cream. We all had a good time of it.

WELCOME NEW MEMBERS

New full members will receive a BMCNO T-Shirt, Club Membership Card, Name Badge, and Holder. New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge. The Name Tag will be included with their first copy of the Morris Gazette Newsletter.



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10-97

HOMEMADE GASKETS by Mr. Goodspanner

When you receive that new water pump, for example, it does not always come with a new gasket. What to do? You could order a new one and wait for it to arrive, but the shipping cost will make that an expensive way to go. You could make your own gasket. Tried that, you say and it did not turn out too well?

Here are some tips for you to use. Place the old gasket, if you did not destroy it removing it, on a piece of paper. Spray paint the gasket and the area surrounding it using a fast drying paint such as primer. Lift up the old gasket and you have a pattern of it on the paper. Carefully cut away the painted area around and within the pattern and you have a template for making a new gasket. Gasket papers of varying thickness and material are available at your local auto suppliers. Choose the proper one for your application. Rubber gaskets can be made from an old inner tube.

Next comes the more difficult part, cutting out the bolt holes. The best way to accomplish this task is to use a tool designed for this job. Hole punches can be obtained from catalogs or tool supply houses and come in various diameters. When utilizing these punches, always place your work on top of a piece of hard wood (like oak wood) or the results will not be as desired. Never place your gasket material on a piece of metal. That will work just fine, but will dull the tool. Not having the proper tool, use a single edge razor blade or a razor knife to remove the gasket material.

If you did destroy the old gasket, and the surface of the component can lay flat on a copier's glass, you can copy the surface requiring a gasket and the copy will act as your template. Check the copier's scale accuracy by placing a flat ruler on its glass and making a copy. Use the same ruler and compare it to the copy of that ruler. Do this with the ruler in both the horizontal & the vertical position. If the scale reproduction of the copier is off, a repair person must be call out to make adjustments.

ROAD TRIP TO VTR NATS by Harold O'Reilly

When I heard that the Vintage Triumph Register Nationals were to be held in Fort Worth, Texas, I immediately started making plans to attend, because the location was nearby and I had such a good time at the Regional in Tallahassee last year.

Three members of the BNCNO attended, **Dr. Mark Milan** of Lafayette, La. with his Stag, **Steve Wilson** of Pass Christian, Miss. with his TR6, and myself with my TR7. Total attendance was about 170 cars, somewhat less than expected.

Two of our club members received trophies at the Saturday night awards banquet. Congratulations to Dr. Mark Milan for his First Place in a very tough Stag class and to his daughter **Sarah** for her Second Place in the children's coloring contest.

Staging a VTR event is a major undertaking involving three days, plus. The VTR stresses driving the cars and you must enter at least one driving event to be judged in the concours. The Red River Triumph Club did a marvelous job of scheduling a wide choice of driving events, tech sessions, banquet, and car show. Twenty-nine happenings in all in the three days.

I arrived Wednesday afternoon at about 4:30 PM and after unloading the TR7 and registering, I watched the last couple of cars running the Funkhana and had my car inspected for the Autox races.

While visiting with some old friends in the parking lot, looking at cars arriving, and practicing holding round containers, the heavens opened in a deluge. There was a lot of action as tops were raised, cars covered, and some cars moved out of the way of the tidal wave that flowed through the parking lot. The RRTC quickly arranged to move the pool welcome party into a hotel ball room. This was the last rain we would see that week, but the heat would make people hope for more.

The next couple of days I kept busy with Tech Sessions, Autox, VTR meetings, an auction, a Ralley, a trip to the Stockyards, a Panaramic photo shot, Internet pool party, visits to vendor rooms, and cleaning my TR7 for the show. Ask me and I'll talk for hours.

Saturday started early with cars lining up at dawn. At 9 AM, the judging began. It was amazing to see so many perfect cars, many of which had been driven hundreds of miles to get there. The VTR uses a 400 point judging system that stresses originality and driving. You will lose points for shiny new unoriginal parts than for faded, but clean original, ones.

I didn't win anything except a good time, guess I'll have to try harder next year.

TAD GORMELY EVENT RSVP

Tad Gormely Stadium can only accept fifteen cars for display at the soccer game. Because of this, club members must submit their names to club officers for identification purposes upon entering the stadium. If you intend to display your British car

at the stadium the evening of the soccer games, inform one of the club officers before the event. Your British car will be displayed inside the stadium and the possibility exist that we may be able to drive our British cars around the track before the soccer game attendees. Bring your British cars for display and enjoy the soccer game!



**YOUR BRITISH CAR WILL REQUIRE LESS REPAIR IF YOU
JUST DRIVE IT OFTEN. A CAR THAT JUST SITS,
BREAKS JUST SITTING THERE!**

THIRD BRITISH CAR DAY

At the Alabama Highland Games
September 27, 1997

Early arrival registration and hospitality will be Friday September 26 from 6-10 PM at the South Trust Bank building. Show site registration will begin at 8 AM Saturday at the Shakespeare Festival Grounds in the Wynton Blount Cultural Park

Each registrant will receive TWO FREE tickets to the Alabama Highland Games

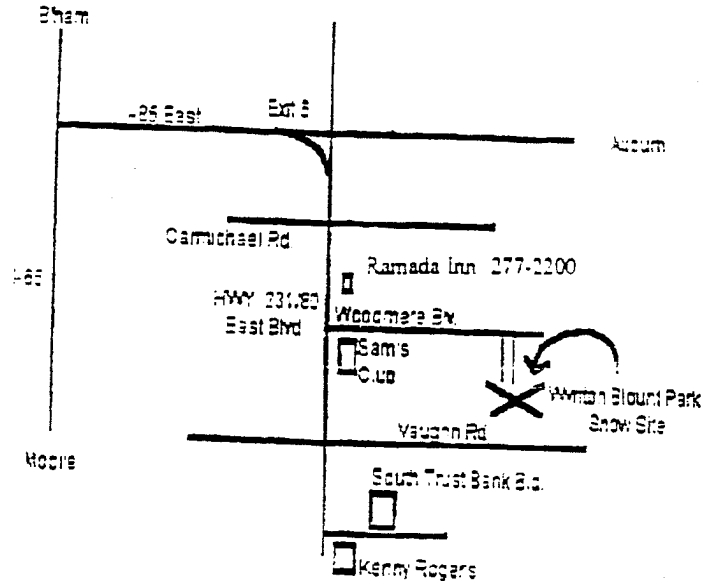
Judging will be by popular vote. Each entrant will receive a ballot sheet for voting. The ballot will include all classes as well as Ladies Choice and Best of Show awards.

Trophies will be awarded for the top three cars in each class. Classes will consist of at least three cars. Cars of the same marquee numbering less than three will be combined with similar cars to make a class of at least three cars.

Trophies and Door Prizes will be awarded at the Awards and Bar B Que Banquet at the Marks House in Pike Road. This is a 19th century home located approximately 15 minutes from the show site. The cost of the banquet is \$10.00 per person. (See map in registration package)

Also included this year will be a tour of a private collection of antique and classic cars that is regarded as one of the most prestigious in the Southeast. This collection is of exceptional quality with individual cars valued in excess of \$1,000,000.00. We will tour the storage area as well as the restoration shop.

Vendors are not allowed at the show. However, if you have a small collection of parts you would like to trade or sell, bring them along. You may set up a small area at your car.



The Ramada Inn has quoted a weekend rate of \$49.00.

REGISTRATION FORM

British Car Day at the 13th Alabama Highland Games
September 27, 1997

Registration: First Car: \$15.00 before September 1, 1997
\$20.00 thereafter
Additional Cars: \$10.00 each

Name: _____ Car Make Model Year _____
 Address: _____ #1 _____ \$15/20 _____
 City/State/Zip: _____ #2 _____ \$10 _____
 Club: _____ #3 _____ \$10 _____
 Phone #: _____ #Persons attending banquet _____ x \$10 _____
 Total \$ _____

For more information call at area code 334:
 Hamer Phillips 277-3645 David Price 244-6671
 Raymond Cooper 279-0971 Jeff Jeffries 277-1942

Please Make checks to:
 British Motoring Club of Montgomery
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