

# The Morris Gazette

British Motoring Club - New Orleans

May 2001

Published Monthly

**BMC-NO is affiliated with:**

North American MGB Register (NAMGBR)

and

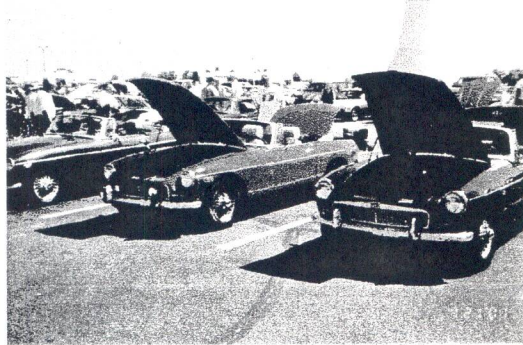
Vintage Triumph Register (VTR)

If you are member of these or any other national register or club, please let us know.

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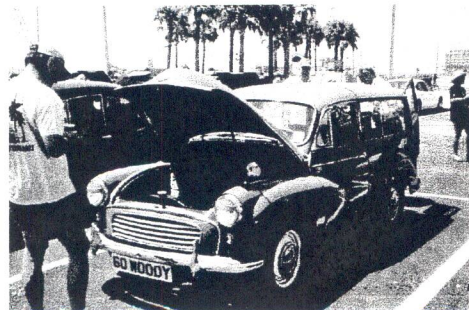
## Pensacola Car Show



Allen Bradley's 70 MGB

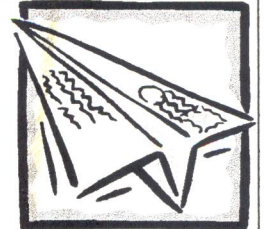


Anne Friloux's 74 TR6



Jim Jones 60 Morris Minor 1000

The President's message will reappear next month. We had minor "technical problems". Besides, we needed room for the pictures! Enjoy!  
Editor.



Bill Harris 80 MGB,  
Cathy Greensfelder 79 MGB



Butch & Cindy Frutos 93 Jag XJS



This was *supposed* to be Bill Breithoff's 80 TR8, but it isn't. Oops! What can I say? It was the right color!

# June 2001

**Sun      Mon      Tue      Wed      Thu      Fri      Sat**

		29 General Meeting	30	31	1	2
3	4	5	6	7	8	9
10 Catfish Charlie's	11	12 Board Meeting	13	14	15	16
17	18	19	20	21	22	23
24	25	26 General Meeting	27	28	29	30

**Tue May 29— General Meeting 7:30 pm.** New Orleans Hamburger & Seafood Restaurant.

**Sat Jun 2—American MGB Association's 24th Annual Meet, Houston TX.** For more information contact AMGBA, P.O. Box 11401 Chicago IL 60611, 1-800-723-MGMG, or [www.mgclub.org](http://www.mgclub.org)

**Sun Jun 10—Catfish Charlie's, Hammond.** Dinner at 5:00 pm.  
South Shore convoy leaves Kenner Welcome Center, I-10 at Loyola at 4:00 pm.  
North Shore convoy leaves from Mimi's across from Beau Chene at 4:00 pm.

**Tue Jun 12—7:00 pm.** Board meeting: Sheila Simmons 4739 Marigny St. 288-3765

**Tue June 26—General Meeting 7:30 pm.** New Orleans Hamburger & Seafood Restaurant.

## Future Stuff:

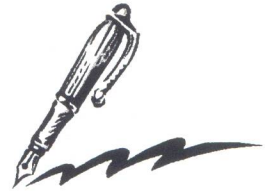
July: Sal's Seafood Restaurant, Boutte.

August: Richard Wolf UnShow. Stop waxing now! Get that project car running enough to limp it to Covington. Or at least rolling so you can tow it in.



## March Minutes

The meeting was called to order at 7:32 by club president Charlie Ake. Guests present included Joy Watts who recently got custody of the Jaguar XKE 2+2 in her divorce and is looking for advice on who to work on it. Paul & Cathy Read have a red 64 MGB. Paul is a mechanic currently working for Benson Mercedes. (Both Paul Read and Joy Watts are British themselves.) Mike Gorbaty is the original owner of his 1980 MGB. Another guest, Dave, has a 77 MGB.



The BMCNO winners at the Pensacola show were announced and the trip discussed. The show was a big hit with around 120 cars. McGuire's Irish Pub for Saturday dinner and Hopkins House for Sunday brunch were also big hits with the New Orleans folks that went to Pensacola.

Charlie Ake and Cliff Hughes discussed their idea of selling club license plate frames. The all metal frames would cost around \$5 or 2 for \$9. They displayed a photo-copy of the text with "British Motoring Club" and "New Orleans" as it would appear on the frame. Around 30 people present said they would be interested in buying one at that price.

Plans for the Car Show appreciation Pizza Party on April 29<sup>th</sup> were discussed and a show of hands taken of folks that worked the show that were planning to attend.

Plans for the convoy to the VTR South Central Regional were discussed. (see articles p 5 & 6.)

The crawfish boil on May 20<sup>th</sup> at Bogue Falaya Park in Covington was discussed. Because of the high price of crawfish and the difficulties involved in serving food without a definite headcount (too little food or too much), those planning to attend the crawfish boil must pre-pay.

There was some discussion of the requirements for getting an "antique car" license. The basic requirement is that the cars be older than 40 years and used primarily for car shows to qualify. (Perhaps someone can do some research and write an article on the details?)

A member with a 76 Midget is putting in twin carbs and wanted to know what kind of needles to use. Several members recommended Jim Jones as the person to ask.

Anne Friloux announced she knew of a 60 Morgan 4 cylinder engine available for free and a 76 TR6 in excellent condition in Sorrento that is for sale. (See "For Sale" p. 9)

### Member Projects:

Shiela Simmons had two announcements: First, her car is running again after the spark plug broke off in the head. Second, she is expecting a baby! Everyone there offered congratulations on both events.

Richard Denneau's car has been painted is now RED after years of being multi-colored & pimer.

Dan Melesurgo won \$27 in the 50/50 drawing.

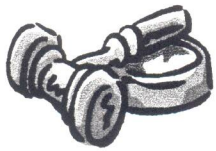
You know you've owned a British car too long when

You'd rather give the family pit bull a bath  
than tune your SU carburetors again!

# Club Officers – 2001

President	Charles Ake	504-845-4153	choochoo@neosoft.com
Vice President:	Bill Breithoff	504-288-4019	breithoff@tlxnet.net
Treasurer	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
Secty/Editor	Cathy Greensfelder	504-392-9261	cgreensf@bellsouth.net

## Board of Directors



Richard Denneau	504-279-5179	denneau@aol.com
Allen Bradley	504-888-6887	bradfirst@aol.com
Sheila B. Simmons	504-288-3765	sbsimmons@hotmail.com
Roger Gibson	504-887-2725	rgibson1no@aol.com

## Members at Large

## Marque Coordinators

North American MGA Register	Frazer Rice	504-314-1157	brice@gs.verio.net
North American MGB Register	Henry Bourgeois	504-893-7610	bayouboo@fastband.com
Vintage Triumph Register	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
Webmaster	Keith Vezina	504-443-5056	tkvezina@hotmail.com

## The Texas Experience by Sally Breithoff

(Email from Sally Breithoff to Cathy Greensfelder regarding the trip to the VTR South Central Regional on May 2-4. See article page 5 for more details. )

Let's just say the whole weekend was an ADVENTURE!

About 80 miles into the trip of 926 miles....the TR8 just goes dead.....we were going 75 mph down I-10 just on the other side of Baton Rouge and the engine just quits.....up goes the bonnet and Bill and Harold and Roy all start looking at the engine....the coil maybe?...Harold was trailer-ing the TR7 so let's switch the coils and see....no good....then maybe it's the rotor? or the distributor cap? (check all of the wires)....or the module?....taking too long, we have to meet the Hayden's at exit 100....let's put the TR8 on the trailer and drive the TR7 till we can stop to figure out what the problem is. (Chinese fire drill!)

OK now Roy is driving Harold's truck and Harold is driving the TR7 and Bill and I are passengers. We now begin talking about the possibilities all the way to College Station. By midnight it is definite...it is the rotor! (a \$10 part) However, the Aggies in town did not even know what a Lucas distributor was....much less have a part that would fit it! (Who makes Triumphs?) The short of it all...the closest place that MAY have the part was Houston. We borrowed a rotor from another TR8 at the show to start the car to park it at the show. The rest of the time it went on the trailer....but it did not miss an event! (the autocross was rained out) We provided the topic of conversation for the weekend...it really does not matter if the a/c is fixed and cooling like crazy if the car does not start...it really does not matter if the 21 year-old hoses and belts were just replaced if the car does not start! Moral of story....carry an extra rotor with you....it is cheap and will fit in the glove box.

Bill does plan on writing a little something on the experience for the newsletter. But I just wanted you to know the story...I'll let Bill or Harold or Roy give you all of the details.

Sally §



Vintage Triumph Register



## VTR South Central Regional by Harold O'Reilly

A few of the Triumph faithful made the trip May 4, 5, and 6 to College Station, TX, for the Vintage Triumph Register South Central Regional. Meeting at my house for 8 AM (which we mistakenly thought early enough) we took off with Sally and Bill Breithoff in their TR8 followed by Roy Richardson and me in my truck with trailer and TR7 following. Our travel plan included calling the Haydens as we passed through Baton Rouge and meeting them at an exit in Lafayette.

After a stop for coffee at the LaPlace exit, and much conversation on the CBs about old people in Buicks, we called Dave Hayden as we approached the B.R. bridge. All was going well until about 10 miles past the Bridge on I-10 when Bill's car decided to slow down and stop. Some time passed as we tried to diagnose the problem but we finally agreed it was a distributor cap or rotor problem and we didn't have either.

Decision was made to put the TR8 on the trailer and drive the TR7. We continued on to Lafayette and met up with Dave and Menda Hayden with their TR8 coupe, who had been patiently waiting, not knowing what had happened.

The rest of the trip to College Station was fairly uneventful except for a missed turn and a lot of school zones on the back road we had decided to take. Arriving a little late, but still daylight, we pulled into a motel parking lot full of Triumphs. The sponsoring club, Texas Triumph Register of Houston, had arranged for a washing area in the parking lot with lots of hoses, buckets, and supplies. This was a popular area.

Near the swimming pool our hosts set up a barbeque with lots of good food and FOUR kinds of home-brew beer flowing freely. Needless to say, I spent a little time there. Unfortunately Bill borrowed a rotor and confirmed this was his problem. I then had to leave the barbeque and BEER to visit every auto parts store in town only to confirm a rotor for a TR8 did not exist. None of the other TR8s at the show had a spare either, but one man said he had a one back in Houston and would have a friend bring it up on Saturday.

The concours show was at 8 AM Saturday on the Texas A&M campus. We pushed Bill's car in place and went about enjoying a very nice field of Triumphs. Cars of special interest included a 1935 Gloria Roadster and a TRS4 Dove, a TR4 with a fastback hardtop similar to a GT6 or MGB-GT. During the show the rotor from Houston arrived and the TR8 started once again.

At Noon we had to take part in a moving event. All three cars passed on the Ralley and decided to try the autocross and funkana. These two events were taking place at an old air base, now a part of A&M, about 10 miles away. Roy wisely decided to follow with the truck and trailer as we only made about five miles before Bill's car quit again: same problem, rotor grounding out. Put TR8 back on trailer and continued on our way.

Dave Hayden and I took a turn at working a corner for the first group and then walked the autocross course. Now it was our turn to run as we lined up under an approaching black cloud. Sure enough, the rain came down, large buckets of it. After watching the airfield flood, we returned to the hotel and watched as cars finished the ralley in the rain. TR3s without side curtains, Spitfire with top down, the beautiful Gloria Roadster, it's hard to believe that these perfect show cars would be running around in this monsoon, but Triumph owners love to drive their cars.

The rain finally stopped, and everyone proceeded back to the A&M campus for the awards banquet. Food was good with an all you can eat buffet. Many nice prizes were raffled and, as trophies were presented, photos of the cars were shown on a giant screen. My TR7 won third place in a very nice field of Modified class.

After a late breakfast, we hit the road and almost made it back without incident. Near Lake Charles the TR7 rolled to a stop. After a brief check we found a burned coil wire. Bill DID have a spare, and after a little work on the distributor cap, we made it home with no more problems. §

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## Ready for MG 2001, an Odyssey by Barbara Wolf

The Big Event this summer will be, without a doubt, MG 2001 AN MG ODYSSEY, to take place in Minneapolis, July 2-6, 2001. This special event is only held once every Five Years. This event is expected to draw well over 2,000 MGs. The week long event will offer Popular Vote Car Shows and Concours (by Register), Rallies, and Driving Tours, Tech Sessions, Social Events, Vendors, an Autojumble, Contests, Prizes, MG Races, Rocker Cover Races and MUCH, MUCH MORE!!! Now that sounds like an awesome event. The special theme for this event celebrates the storied racing history of MG motorcars for nearly 100 years. MG racecars from around the world have been invited. If you have some time in early July, it would certainly be worth the trip to attend this event. For further details, and reservations check out the web site: [www.MG2001.com](http://www.MG2001.com) or call direct to (614) 899-2394.

Most activities at the event will be based in "Abingdon Village" (the Minnesota State Fairgrounds). The registration fee (\$60) will include full registration and admission for the 5 days, a dash plaque, a welcome kit, tours and rallies, tech sessions, vendor demonstrations and some parties. WHAT A DEAL!!!! Plus there will be separate Register specific functions. This event is a combined effort of The North American MGA Register, North American MMM Register, North American MGB Register and the American MGC Register and the New England T Register. I would love to go, as it sounds like a really great week. British Car enthusiasts are always interesting and fun to be around. I know I won't be able to make this event, but hopefully some of our membership will and can give us a full report upon their return. And some photos too!!! §



## Pensacola Show by Cathy Greensfelder

The Panhandle British Car Association had their biggest and best show to date. Over 120 cars came out for a beautiful day on the beach. The event kicked off with a "Red Beans & Rice" social on Friday night and proceeded on to a perfect Saturday of bright sun and cooling breezes. The Panhandle folks there really knocked themselves out. Each entrant received a nifty Polaroid picture of their car for a name tag (and souvenir) *upon arrival!* And pictures of *all* the cars entered are posted on their web site! Wow!  
<http://www.geocities.com/MotorCity/Pit/9977/>

A group of BMCNO members drove in early on Friday morning and took in the Naval Aviation Museum on Friday afternoon before checking into the Best Western right on the beach. The Aviation museum is *really* worth a visit. The 2 1/2 hours we had wasn't anywhere near enough time!

We had red beans & rice with the Panhandle crowd Friday night. Saturday morning, after an hour or so in the parking lot with the ArmorAll & spray cleaner (and lots of talk) we all headed down the beach to the

(Continued on page 7)



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## Pensacola Show

*(Continued from page 6)*

show site. The cars were gorgeous and the beach was just a stone's throw from the show site.

Saturday, after the show, the gang headed over to McGuire's Irish Pub for steak. Then Sunday morning we stopped at a great little place called Hopkins House that serves all you can eat home cooking, family style at a big tables seated with whoever else shows up when you do. It's a little like having dinner at your great-aunt's with all the cousins you don't know: Fried chicken, potato salad, biscuits, greens, and more. And the total stranger at the end of the table used to own a British car!

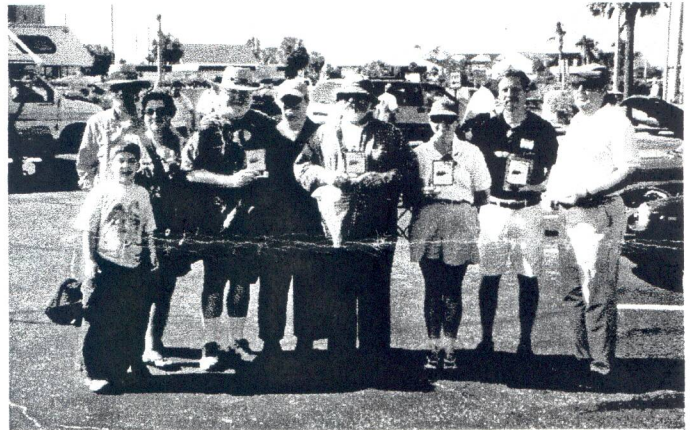
It was a great little mini-vacation, and my MGB made all the way there & back!  
Jolly Good Show, Panhandle!



Featured Marque: TR7 and TR8



McGuire's Irish Pub: Floyd Friloux, Sue & Allen Bradley, Roy Richardson, Menda & Dave Hayden, Cindy Frutos, Jeannine Richardson, Anne Friloux, Sally Breithoff



BMCNO Winners: Jim Jones, Menda & Ian Hayden, Roy & Jeannine Richardson, Bill Breithoff, Anne Friloux, Bill Harris, Harold O'Reilly

### BMCNO Members Results

1st place:

Harold O'Reilly, 1979 Triumph TR7  
Bill Harris, 1080 MGB-LE

2nd place:

Butch Frutos, 1993 Jaguar XJs  
Anne Friloux, 1974 Triumph TR6  
Bill Breithoff, 1980 Triumph TR8

3rd place:

Roy Richardson, 1981 Triumph TR7  
Jim Jones, 1960 Morris Minor 1000

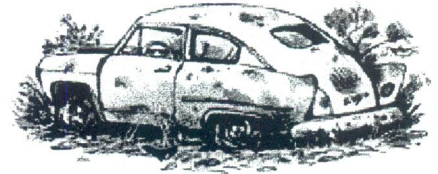
Also entered: Allen Bradley, 1970 MGB  
Cathy Greensfelder, 1979 MGB



Red Beans & Rice, Friday night: Harold O'Reilly, Cathy Greensfelder, Roy Richardson, Butch & Cindy Frutos, Mark Greensfelder and Bill Harris.  
(photo credit: PBCA web site!)



## **“The Green Slime”** by Jim Jones



First off, let me say that I have sold the four door Morris Minor that I purchased on E-Bay to Don Pritchard of Chickasaw, Alabama. Don has a project two door Morris that has a lot of frame problems, but is complete. The four-door is sound and the parts from the two-door will make it complete. So, I have room for one more British car in my garage.

When I was living in Laplace, LA, every time that I cut the grass in my back yard I would see a green British sedan behind the third house down the block. This must have been about late 1990 or early 1991.

I had spoken before to the old guy, older than me anyway, who lived in that house. So, I went to speak to him about the car. It turned out to be a 1949 Austin A40 Dorset (a two door version of the four door Devon).

Some years back, a deceased friend had left the car to him. He had stored it in his garage for many years, but his wife finally made him move it out into the back yard under a large oak tree. He was ready to sell the car.

I called Peter Brauen about the car and he was interested. The selling price was very low and Peter came over to pick it up. Guy Foster graciously brought his trailer to transport the car.

Here is where the nickname “Green Slime” came into being. It started raining shortly after Peter arrived. The car could not be accessed directly as it had been parked among a number of large trees. Moss had covered the surface of the car after sitting under the pecan tree so long and had turned into slime as the rain water soaked into it. Hence: “THE GREEN SLIME” nickname.

The tires were low on air or flat, had sunk down to the rims into the mud, the wet ground was soft, the wet grass was slippery, the trees were in the way, and the pecan tree moss on the car’s sheet metal made it hard to push by hand. How were we going to move the car to the street? As usual, Peter came up with a great idea. He placed the transmission in first gear, very low on this car, and used the hand crank to transfer manpower to the rear wheels. It was slow progress, but it worked!

After transporting the car to his friend Chip’s place, they worked on the brakes, carburetor, etc. and made the car drivable. They showed up for BMCNO’s first Car Day not only with Chip driving the Austin A40, but towing a restored Austin Healey frame on suspension behind him on a rope also used for steering! The A40 was dirty, the engine smoked a lot, the tires were cracked and they had big bulges protruding from their sidewalls. What a delightful sight to see.

Peter had no choice but to store the car outside for a while. So, he sprayed it with a protective coating. Later, he moved it inside his storage container. It just sat there for many years. More recently he moved it into his new metal building.

Every time that I saw the car, I told Peter just how much I liked it. He called it an “old man’s car”. The original owner had used it for police or volunteer fireman work and it was fitted with all sorts of gadgets. An outside spot light mounted on the driver’s side “A” post, numerous interior lights, extra rear lights, two round mirrors mounted high up on the interior “B” posts (the better to see any one in the back seat), the list goes on and on.

The last time that I was in Peter’s building, I again commented on the car. He told me that if I wanted do something with the car that I could have it. With that caveat, Peter said that if I ever wanted to get rid of it he would have “first refusal”. The “Green Slime” now sits in my garage. §



## For Sale

**MBG-GT '71** - asking \$4,000. also racing go-kart which took 2nd place a few weekends ago in Gulfport, Ms. Laurence Mair, rougie@hotmail.com (5/01)

**Triumph TR6 '76**—excellent shape, original. Kenny Allen, Sorrento (225) 675-5842 (5/01)

**Triumph TR6 '71**—great condition, no rust, BRG. Ply-bushing suspension & Koni shocks. Restoration started, still have original parts, some assembly required. \$1,500 Vic Raibstein NoGrip25@hotmail.com (4/01)

**3 MGBs**, years unknown. \$2,500 for set. Richard (504) 279-5179 (4/01)

**Triumph Spitfire '80**—hardtop, runs good, good condition. 90K miles. \$3,000 Carlos Lopez (504) 467-0447 or beii2121@aol.com (4/01)

**Jaguar XK6 '84**—runs, needs work, no rear window. Make offer. Dr. Bryan Pedeaux after 5pm (504) 488-0272 (3/01)

**Range Rover Country Classic '90**—red/tan leather 130K miles. Needs some work. \$6,700 OBO Cort Musgrave (504) 394-3633 (3/01)

### Parts

**1960 Morgan Engine**, 4 cylinder. **FREE!** call Nick (504) 283-3299 (5/01)

**MG Midget Top Frame**. Good Condition. \$100. Contact Jim at: bmcno@neosoft.com or (985)-892-7774 (new area code!) (4/01)



## Newsletter submissions

Electronic submissions are greatly preferred. Email to cgreensf@bellsouth.net or bring a diskette to the meeting. (MS Word or plain text preferred.)

Bring written articles to the meetings, or mail to P.O. Box 73213 Metairie LA 70033

## Membership Info

Club membership is open to anyone who owns or has owned, drives or is interested in British motor vehicles.

Annual Dues: \$30 first year / \$25 subsequent years.

\$15 corresponding membership (newsletter only) is available to persons living outside the Greater New Orleans area.

New members receive a club T-shirt, window decal and name tag. All members receive the monthly club newsletter. Your membership expiration date is printed on your newsletter mailing label.

Please pay your dues promptly to avoid missing any issues of the *Morris Gazette*.

Mail renewal checks to Treasurer, PO Box 73213, Metairie LA 70033 (payable to BMC-NO)



## Club Regalia

— Contact Harold O'Reilly (504-486-5837 or haroldor@bellsouth.net) for information.

T-shirt \$ 10.00

Golf Shirt \$ 15.00

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.00



# The Morris Gazette

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Bates



**Catfish Charlie's June 10**