

The Morris Gazette

British Motoring Club - New Orleans

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BMC-NO is affiliated with:

North American MGB Register (NAMGBR)
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Inside this issue:

[Calendar \(click here\)](#)

[Minutes](#)

[Officers \(click here\)](#)

[The 710 Cap](#)

[Pensacola Show Results](#)

[Pensacola Show Pictures](#)

[DMV Time Saver](#)

[Brake Line Fitting Fix](#)

[For Sale](#)

[Membership \(click here\)](#)

[Club Regalia \(click here\)](#)

President's Message

As usual, due to deadlines, I'm writing this before an event, but reporting on what a great time we had. Of course, I'm talking about our annual crayfish boil at Bogue Falaya Park in Covington. This is easy to do as it is always a success. Shame on anyone that did not come, they missed a good time.

The club made a good showing at "spring break" at Pensacola Beach. We had 14 cars and lots of people. We overwhelmed McGuire's Restaurant Saturday night. I heard one table got a big break on their bill by complaining a lot, but that's another story.

We took three cars and five people to the VTR Regional in Granbury, TX and had a great time (except for my embarrassing personal problem). Don't ask Sally B. about Granbury history unless you have some free time.

May 25 - June 2 is the national 6th Annual British Car Week. All you have to do to take part is to drive your British Car. Let people see them on the road in in parking lots. You will enjoy using your car and probably strike up conversations with complete strangers.

June 9 is our cruise to Catfish Charlie's in Hammond, another popular event. Remember, if you drive your British car you will get a chance to win \$10.00 toward your meal.

Extra 50/50 tickets at our meetings if you wear your name tag and if you drive your British car. We had a large turnout of cars at our last meeting.

Harold O'Reilly

P.S. Turn out was light with only 33 people and 12 British cars attending. A lot of members said that they had conflicts with graduations. We usually have this event earlier in May but the pavilion at Bogue Falaya was already booked for that date.



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April 30 Minutes

President Harold O'Reilly opened the meeting with comments about our recent Car Day. The show site was beautiful and there were very few problems, especially considering that it was a new site. The primary problems were insufficient signs directing participants to the site, and lack of volunteers. The same group of people did most everything. More people helping would make the work easier for everyone. The one suggestion for improving the show mentioned by non-club members, other than better signs, was that we turn the last row of cars around. The cars on two outer rows were facing into the trees and many people didn't get all the way around to see them.

The Pensacola Beach Bash was also discussed. The weather was HOT! (see article p. 5)

The Breithoffs, Richardsons and Harold O'Reilly all attended the VTR Southwest Regional. They reported that there were two Stags at the show. (Roger Gibson responded with "What, they couldn't get a date?" British car humor!) It was an excellent show and Sally Breithoff said the TR8's air conditioning worked perfectly all the way there and back.

Karl Keiger attended a double-regional SCCA show in Corpus Christie, TX. He reported that it was an excellent meet and they broke several track records.

Plans for the crawfish boil were discussed. In light of lower crawfish prices, the price per #5 serving was lowered from \$10 to \$7.50. Numerous people paid during the meeting.

"Drive British" week is coming up May 25 through June 1. Please drive your British car everywhere you can. Let people see these fine machines on the road, doing what they were built to do.

Bill & Sally Breithoff reported that they were planning to go to the English Motoring Club's "Haunted Drive Through History". Roger and Carol Gibson was also planning to participate.

The club has made arrangements to have club golf shirts, with the club logo embroidered on the chest, made on a special order basis. The shirts have a black and white checkerboard collar and sleeve band. Harold, Bill and Roy all wore theirs, which they had made up in black. When questioned about black being a hot color, Roy responded that it was also considered "slimming"! If you are interested, please contact the club treasurer at the next meeting.

Martin Strata suggested that the club eat at B&C Restaurant in Gramarcy near Oak Alley plantation on our next plantation tour. They serve good Cajun food and have big picnic tables where we could sit as a group.

Member Projects:

Dave Dupre said that he had come to appreciate Harold O'Reilly's recent "KISS" article. His TR4A wouldn't idle right and after fooling with it for a while, he finally changed the air filters. It runs fine now.

Roger and Carol Gibson went the Pensacola show with one British car and came home with two! Carol Gibson now has a new black Jaguar XJ6.

Floyd Friloux has gotten the bumper for Anne's GT6 back from Epco chroming shop. He reported that the bumper looks great! He'll give a full report when they get it on the car and see how the chrome holds up.

Frazer Rice won the 50/50 for \$27. Don Murphe, Dave Dupre and new member Tim Darley won t-shirts. §

The "710" Cap from the Internet

The other day I was in the local auto part store. A lady comes in and asks for a seven ten cap.

We all looked at each other and said, "What's a seven ten cap?"

She said "You know, it's right on the engine. Mine got lost some how and I need a new one."

"What kind of a car is it on," they asked? I'm thinking maybe an old Datsun Seven Ten, but no, she said it's a Buick. "OK lady, how big is it?" She makes a circle with her hands about 3-1/2 inches in diameter. What does it do?," we asked.

She said, "I don't know, but its always been there."

One of us gave her a note pad and asked her if she could draw a picture of it. So she makes a circle about 3-1/2 inches in diameter and in the center she writes 710. The guys behind the counter are looking at it upside down as she writes it...and they just fall down behind the counter laughing so hard in hysterics.



(If it's not funny yet, turn the page around upside down!) §

Pensacola Beach Bash & Car Show

The Pensacola Beach Bash was a fun weekend for a bunch of BMCNO members. Nine or ten cars left Friday morning at 9:00 am from the Plaza Shopping Center in New Orleans East. Sally Breithoff brought typed itineraries with directions to the NAS Aviation Museum marked, and Susan Bradley had maps and hand-outs on the Pensacola Historic District. So armed with directions, off we went.



Thirty seven miles out from the Plaza, Sheila

Simmons' MGB-LE started smoking from the right-rear wheel. The brake was dragging. Bill Harris saw the smoke & flagged them over. Everyone pulled over and piled out of their cars. Bill Harris produced a fire extinguisher (unneded, thankfully) and Allen Bradley produced a hydraulic jack (his car didn't come with the little screw-jack that MG's are supposed to have.) With plenty of help and tools and advise, the brake was quickly un-stuck and rolling. Not braking, but, hey, the car had three other wheels with good brakes and it wasn't trying to catch fire anymore! We were back on the road in under thirty minutes.

(This is why it's so nice to convoy. With a group of people, the chances are someone in the group knows how to fix any particular problem. Probably someone will have the right tools and maybe the right parts. And you have enough help to get it done quickly. If nothing else, you have company while waiting for a tow truck!!)

Upon reaching Pensacola, the convoy broke up into several groups for the afternoon. One group headed for the NAS Aviation Museum and another headed for Pensacola's downtown historic district. A third group just went straight to the hotel to relax. Friday evening was spent at the Panhandle club's reception. The red beans and rice were very good and the Panhandle club was proud that the New Orleanians thought so! Afterwards, we sat out on the deck near the beach and talked till late.

Member	Car	Place
Bill Breithoff	'80 TR8	2nd
Nicky Edrington	'76 TR6	3rd
Bill Harris	'80 MGB-LE	1st
Sheila Simmons	'80 MGB-LE	3rd / Ugly Duckling
Roger Gibson	'80 MGB-LE	2nd
Butch Frutos	'93 Jaguar XJ6	2nd
Harold O'Reilly	'70 TR7	1st
Caronado Giacona	'91 Bently Turbo R	3rd
Dave Hayden	'67 TR4 rolling chassis	1st (work in progress)

Saturday morning, however, it was discovered that a Jaguar belonging to a local PCBA member was missing from the hotel parking lot. It had been stolen late Friday night/ Saturday morning, taken for a joy ride, run into a sand dune and abandoned. (There was no word on damage, but the general feeling was that it wasn't seriously damaged.) A number of other cars that were in the parking lot that night showed signs of having

been rummaged through but nothing was reported stolen. Apparently, the perpetrators went through them looking for one they could drive. (Rumor has it the stolen Jag's key was in the glove box.) The Jag spent Saturday in police impound and the owner went home with the "Hard Luck" award. Tom Schmitz of PCBA has already spoken to the hotel management and there will be parking lot security next year.

The show on Saturday was HOT. Clear sky, lots of sun. In fact, it was so hot that the PCBA club leadership has decided that next year they will put up several shade canopies. Plenty of beautiful cars were on hand and plenty of beach-goers walked through the show and admired them. (Ask Bill Harris about the bikini-clad beach bunny who wanted to sit naked in his MGB-LE & have her picture taken. Bill responded "NO! Don't touch my car!")

After the show, everyone got cleaned up, and the BMCNO crowd went to McGuire's for dinner. Since they don't take reservations, we split up and were seated in two groups: one large

table in the “wine cellar” and two booths in the next room. Dinner was wonderful, even if there was a major mix up with the order. They reversed the two sets of orders and delivered everything to the wrong room. Once things were straightened out and a couple of steaks re-cooked to the ordered doneness, everything was excellent. §

Pensacola Show Pictures



Harold O'Reilly, Sandro Pieri & guest Ann, Floyd & Anne Friloux

Vincent & Sheila Simmons, Cliff Hughes' son-in-law Jeremy & daughter Laura, Linda & Cliff Hughes, Susan Bradley





Sally Breithoff, Bill & June Harris, Paul & Cathy Reed, Cathy Greensfelder, Roy & Jeannine Richardson

Cathy & Mark Greensfelder, Roy & Jeannine Richardson. Bill & Sally Breithoff, Bill & June Harris, Paul and Cathy Reed



Allen Bradley's 70 MGB



Anne Friloux's 74 TR6



Bill Breithoff's 80 TR8



Butch Frutos' 93 Jag XJ6



Roger Gibson's 80 MGB-LE



Sheila Simmons's 80 MGB-LE



Coronado Giacona's 91 Bentley Turbo R



Roy Richardson's 81 TR8



Bill Harris' 80 MBG-LE



Harold O'Reilly's 70 TR7



Cathy Greensfelder 79 MGB



Dave Hayden's 67 TR4 rolling chassis

DMV Time Saver by Jim Jones

For those of you that do not already know, you can renew your Louisiana vehicle license tag via the Internet at: www.expresslane.org (Making a toll free call is another option that you have, but can you imagine how long you will be "on hold"?)

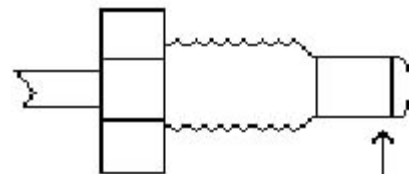


Payment must be made by credit card and there is a \$1.00 "Convenience Fee". But, it is really less than that amount because a postal stamp is currently \$.34 and counting upward.

It is a simple five step procedure. You just fill in the information from the renewal notice that the State of Louisiana mails to your address in order to access your account, fill in your credit card information, and the job is done. A screen printout of the final web page will act as your receipt. You can renew another car license tag, if you need to, without leaving and reentering the site. §

Brake Line Fitting Fix by Mr. Goodspanner

If you take a brake line fitting loose and find that it is impossible to reinstall, here is what you can do to resolve the problem.



Chances are that the unthreaded portion at the end of the fitting (ARROW) has been flared out due to over tightening and its diameter is now too large to pass through the threads of the item that you are trying to insert it into. The clue to this is that you had to pull hard on the fitting in order to remove it.

The best repair method is to replace the damaged fitting with a new one. The second best method is to reduce the outside diameter of the end of the fitting. This can be accomplished with a file, but it is awkward working under the car with the fitting on the end of the hydraulic line. A Dremal tool equipped with a small grinding wheel is much easier to use. Hold the tool steady and turn the fitting as you



grind away. It does not take much grinding. Now the fitting will fit into the wheel cylinder or whatever. §

For Sale

74 1/2 MGB-GT (rubber bumper) runs good. \$4,500 George Barton (504) 469-7221 (5/02)

76 Midget. 61,000 miles, new top, tire, clutch, runs great. Original paint & body. Andy Cicero, Perdido Key (Pensacola) (850)455-5206
cicero111964@aol.com (5/02)

77 MGB rolling chassis, good floors and rockers, with title, \$100 John Roper, 985 893 2413,
vscjohn@huntnet.net (5/02)

92 Jaguar XJS V12 31,000 miles. Winner of "BEST IN SHOW" 2002 Concours d'Elegance \$15,000 (504) 400-7760 (4/02)

77 MGB Black. Overall a good, nice looking car. Some minor things need attention. Clutch, tires, brakes and carburetor have less than 1K on them. Guaranteed to leak oil ;-). \$2,850.00. Call (504)887-9826 before 7pm. Email: jfbrown@cox.net for a picture. (4/02)

PARTS: MGB front fenders, rust free, LH \$65, RH \$85; RH door \$50; MGB lambswool seat covers \$25. TR7/8 seat covers, heavy cord material, \$20. John Roper, (985) 893 2413,
vscjohn@huntnet.net (5/02)

Newsletter Submissions

Electronic submissions are greatly preferred. Email to MorrisGazette@cox.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

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