

# The Morris Gazette

British Motoring Club - New Orleans

November 03

Published Monthly

***BMC-NO is affiliated with:***  
 North American MGB Register (NAMGBR)  
 and  
 Vintage Triumph Register (VTR)

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

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## President's Message

The October 28 meeting is our election night. All members are **REQUIRED** to be there. If you don't show up we might not tell you the time and place for our spectacular Christmas party.



Many of our members have been busy attending events with their British cars. A large group attended the EMC show at Vidalia/Natchez and had a great time. They also brought home the club attendance trophy. A few were seen at the Antique show at the Treasure Chest Casino. We have the Reynolds Rally on November 2nd, and the Fairhope AL show the following week. Lets try for the club trophy in Alabama also.

Some work has started on our big show in March. We will be asking for volunteers for various committees soon. Remember the more people work, the less each person has to do.

Keep those British cars running.

Harold O'Reilly

The Board of Directors present the following nominations for the 2004 year:

President	Bill Breithoff
Vice-President	Cliff Hughes
Treasurer	Allen Bradley
Secretary/Editor	Cathy Greensfelder
Members at Large	Bill Harris Charlie Ake Harold O'Reilly Rogers Schupp

Rogers Schupp was nominated from the floor for Member at Large at the September 30 meeting . Roy Richardson has withdrawn from candidacy for Member at Large. Nominations from the floor will be received before elections at the October 28 meeting. Additional nominations are encouraged.



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## September 30 Minutes

**Past Events:** Harold O'Reilly reported on the "All Clubs Cruise" to Middendorf's. Eight different clubs were represented, with a half a dozen Brits and 2 T-Birds representing BMCNO. Middendorf's was ready for the group and served in record time and the food was, as always, excellent.

The Funkana was wonderful in spite of the rain. Louisiana Z Club (LAZC) members attended and were amazed by the Hayden crew's course. (See article p. 6) About a dozen British cars and half a dozen Zs ran the course.

For additional pictures check out <http://public.fotki.com/RubberBumper/funkana>

**Upcoming Events:** Cruising the Coast was Oct. 5-12. Dave Dupre was planning to take his British car. Oct 10th the Friday convoy to Vidalia for the EMC-MS show was planning to leave at 10:00 am from the Kenner Welcome Center and stop for lunch in St. Francisville. Several members were driving up individually on Saturday. Bill Harris was attending the Houston MG show on Oct 18 and that same weekend several members were planning to take their cars to the Treasure Chest show for all vehicles over 25 years old. Around 10 cars were planning to attend the Jazz N the Vines event on Oct 25. It is also the day of the Custom Cruisers show & cruise night at Elmwood Center.

Member Joy Watts passed out flyers and encouraged everyone to attend the British Pub Night on Saturday Nov 1. This event benefits Mountbatten House retirement home.

Nov 2 will be the E. E. Reynold's Rallye. Rallye Master Roy Richardson reports that it will be an easy but somewhat long route from the New Orleans Lakefront to the North Shore. (Odometer check on the Causeway?!) It will end up a Pepe & Claudia Merrick's home for dinner.

**Guests/New Members:** Bob Hughes, a long time member, attended his first meeting in 15 years. He stopped attending when his MGB broke down, figuring the car would be fixed & he'd be back in 6 months. Bad guess! Bill Gross, owner of a Jag XJ6 is a new member. Steward McKendric, owner of a brand new Mini Cooper has also recently joined. Steward was "weaned" on an MG-TD.

**NOMINATIONS:** Nominations for 2004 officers were read as posted in last month's newsletter. Rogers Schupp was nominated from the floor for members at large.

**Member Projects:** The "Magnificent Seven" members taking George Torlage's paint class at

Delgado start painting soon. They have started prepping Allen Bradley's TR6 and Keith Vezina's MGB.

Roy Richardson's clutch has been stuck. Again. Roy and Harold O'Reilly pushed it for 45 minutes, stomping on the brakes, until clutch broke loose and the accelerator cable broke. After mending the cable, the car is now shifting fine.

Cort Musgrave Sr. is replacing the springs in his Land Rover to give it a more comfortable ride. He said the vehicle currently rides "like an empty dump truck"!! The stock springs are composed of 20 leaves in front and 12 leaves in back. They look like railroad rails!

Returning member Bob Hughes won \$30 in the 50/50 drawing. Roy Richardson, George Barton and Butch Frutos won t-shirts. §

### **Brits by the River Show** by Cathy Greensfelder

Six cars (Allen & Sue Bradley, Bill & Sally Breithoff, George & Karen Barton, Mark & Cathy Greensfelder, Bill & June Harris and Roy & Jeannine Richardson) left the Kenner Welcome Center on the morning of Friday October 10th, in a nice steady rain, headed for Vidalia, LA for the English Motoring Club of Mississippi show. It would have been a lovely drive, except for the rain. Everyone except the Richardson's and the Harris's had their towels out in the car, plugging leaks and trying to keep the windscreens defrosted. Roy & Jeannine in their Lincoln and Bill & June in their Jeep were cruising along nice & dry with their LBCs in tow behind them!

The rain let up shortly after lunch at the Magnolia Café in St. Francisville, and everyone was just about dry by the time they reached Vidalia.

The show was held at the Comfort Inn Suites. The hotel backed onto the river and the gang spent the afternoon on the patio watching the river and visiting. The original plan had been to visit a local winery on Friday afternoon, but we arrived later than planned due to weather and by the time everyone got checked in, dried off, and back together the winery had closed for the day. Maybe next year.

The Friday social was fun with the EMC-MS guys providing food & drinks. Everyone visited & talked cars with the folks from other clubs that we only see at shows.

By Saturday morning Wayne & Joyce Aucoin, Dave & Menda Hayden, Paul Hornsby, Cliff & Linda Hughes, David & Chesney Loeb, Nicky & Cindy Edrington and Fred Fabre had arrived with their British cars. Roger & Carol Gibson and Jimmy & Barbara Bruno came up in Roger's lovely new motor home and visited but didn't bring their British cars.

Saturday morning the hotel provided access to a hose and lots of car washing ensued. At 10:00 a.m., many of the entrants lined up for a brief driving tour of Natchez. While it wasn't an official parade as in years past (no police escort—we all had to stop for traffic signals) it was still a nice drive and we got plenty of attention from local residents and tourists as our several dozen antique cars rolled through town in a line.

Turn out for the show was very good with around 50 cars on the field. The bad weather on Friday and threatening skies early Saturday were undoubtedly responsible for the reduced

number of entries. There were a few stray sprinkles like it might rain, but actual rain never materialized and the show went really well. EMC-MS switched to popular choice judging this year, after years of points judging. (It just takes too long to points judge that many cars.)

A number of the BMCNO ladies drove into Natchez in the Richardson's Towncar for an afternoon of antiquing and came home with lots of goodies from jewelry and Christmas ornaments to hand-made fudge. Everyone else hung out at the show. It was nice having the show at the hotel so people could go back to their room to get things.

Almost all the BMCNO members who attended came home with a trophy. We had 13 cars entered and 2 more members attending without cars.

The BMCNO crowd went out to dinner after the show at "Biscuits and Blues" in Natchez for barbeque, biscuits and Dr. John on the TV for entertainment! Imagine going to Natchez to see a New Orleans blues artist!!

The only blight on the weekend was a couple cases of stomach virus. Susan Bradley was sick Saturday night and rode home Sunday feeling miserable, then Cathy Greensfelder came down with it Sunday night shortly after arriving home. Oh, well.

Never-the-less, it was a great show with lots of really wonderful cars and car people. §

Place	BMCNO member, Car
1st MGA	Paul Hornsby, 60 MGA
2nd MGA	Cliff Hughes, 60 MGA
1st MGB (chrome)	Allen Bradley, 70 MGB
1st MGB (rubber)	Bill Harris, 80 MGB-LE
2nd MGB (rubber)	Wayne Aucoin, 78 MGB
3rd MGB (rubber)	Cathy Greensfelder, 79 MGB
1st early TRs	Dave Hayden, TR4A
2nd TR6	Nicky Edrington, 75 TR6
1st TR7	Roy Richardson, TR7
1st TR8	Bill Breithoff, 81 TR8
1st MG-T series	David Loeb, 52 MG-TD
2nd RR/Bentley	Fred Fabre, Bentley
<b>Special Awards</b>	
Fire Chief's Award	Paul Hornsby's red MGA
Mayor's Choice	David Loeb, 52 MG-TD
Hard Luck	Nicky Edrington's busted wipers in the rain.

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**Austin Healey Fuel Troubles** by Jim Jones

A recently restored Austin Healey 3000 began having engine problems. It ran just fine when it was first put on the road. Later, the car would start fine and run well for a while, but after a short time the engine would begin to stumble. The engine would only continue to run if the

accelerator was held down and then very poorly.

After the owner and I transported the car to my garage, I began to try and figure out the problem. It quickly became obvious that it was a fuel supply problem and that is where I concentrated my efforts.

The after-market fuel pump was getting very hot to the touch. Apparently, so little fuel was passing through the pump that it was over heating. I used a hand operated vacuum pump to extract fuel directly from the fuel tank and obtained about a half pint of very dirty fuel. The fuel tank had been cleaned, but this car had set up a long time during restoration. Then, I cleared the fuel tank's supply line and internal strainer using air pressure. The pump now moved lots of fuel with a goodly pressure. However, the A.H. continued to have the same problems.

I moved to the front of the car and disconnected the flexible fuel line at the front carburetor. I turned on the ignition key and fuel flowed well into the container that I had provided. Next, I removed the copper line between the two carburetors and found it to be clear. Neither of the brass fuel screens at the carburetors were at fault as well.

Moving right along, I removed the fuel bowl tops on both carburetors and found that the rear fuel bowl was empty of fuel. Now I only had to figure out just why! I checked out the metal float and installed a new float valve assembly. The car still had problems! I gave up for the day and thought about the problem all evening. Maybe a good nights sleep would clear my mind.

Sure enough, I was not in the garage but for a few minutes and it came to me! What if the rear carburetor's overflow tube was plugged up? If air could not get out of the bowl, how could fuel get in? I removed the rear overflow tube at the carburetor and replaced its union with two large lock washers. This allowed the bowl cover to be held in place and still allowed air to pass in and out of the bowl. The car then ran just fine!

After a long test ride, I blew the rear overflow line clear in both directions using compressed air. I could not remove the line without removing half of the parts on that side of the engine, so I blew it out still attached to the heat shield. I cannot say if anything came out of the tube, but afterwards the tube was properly reconnected and the owner drove the car home with no problems.

Maybe, one of those little bee creatures that exist in this world only to pack any opening they can find with dirt was the culprit. Who knows! §

#### **NOTICE TO MGB OWNERS!**

Our club is affiliated with NAMGBR, the North American MGB Registry. This affiliation provides our liability insurance for events. BMCNO must maintain 8 registered NAMGBR members in our club to be affiliated. If you own (used to own, or would like to own) an MGB, please join

NAMGBR, then tell the newsletter editor, Cathy Greensfelder. (She's the keeper of the membership list.) NAMGBR dues are \$25 and the newsletter *MG Driver* is worth it. Cathy will have NAMGBR membership applications at the next meeting.







### ATTENTION TRIUMPH OWNERS!

Our club is a Vintage Triumph Register (VTR) zone. We need 10 VTR members in our club to become an affiliated chapter. There are insurance and other benefits to becoming a chapter. If you own (used to own, or would like to own) any type of Triumph, please join VTR, then tell the newsletter editor, Cathy Greensfelder. (She's the keeper of the membership list) or Harold O'Reilly, the VTR liaison. Cathy will have VTR membership applications at the next meeting.

### For Sale

**94 Jaguar XJS:** Flamenco Red, leather interior. 4.0 liter 6 cylinder. Rare car in excellent condition. 40,100 original miles. Leather and wood in perfect condition. Lattice sport wheels and new Michelin Pilot Series tires. New Alpine 6 Disc CD changer in trunk. Asking \$13,250. Dan at (504) 391-3227 (evening), (504) 728-4812 (office) or e-mail [DMKMMelesu@aol.com](mailto:DMKMMelesu@aol.com) (10/03)



**76 Austin Mini,** Commission # N205-331130A. All hydraulics rebuilt using DOT 5, new front seats, fog/rally lights. tires like new. 1275 engine runs great, new belt, new oil, filter, and flushed the radiator. Looks and drives good. [Schizophone@worldnet.att.net](mailto:Schizophone@worldnet.att.net) (10/03)

**61 MGA 1600.** Stored in garage, covered for 10 years. In fair shape, very restorable. Asking \$3,000 Bryan LaHaye, Opelousas LA, [blahaye@communicom-inc.com](mailto:blahaye@communicom-inc.com) (8/03)

**74 MGB (chrome bumper)** Ground up restoration. New paint, leather interior, wood dash, Mini-lite wheels, stereo, more. 106,000 miles. Asking \$8,900. Mike Swiber, Morgan City LA, 985-385-0482 (8/03)

### Wanted

**Radio** for Sprite/Midget/MGA etc. Must be positive ground or convertible polarity—prefer am /fm.

Fred Fabre (225) 356-5466 [ffabre8@cs.com](mailto:ffabre8@cs.com) (11/03)

**Dash plaque** for 9th annual - 1999 - BRITISH CAR DAY. needed for wall display. Fred Fabre

(225)356-5466 [ffabre8@cs.com](mailto:ffabre8@cs.com) (11/03)

### Newsletter Submissions

Electronic submissions are greatly preferred. Email to [MorrisGazette@cox.net](mailto: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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