

# The Morris Gazette

British Motoring Club - New Orleans

August 04

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

What a week coming up!!!

Three club events in seven days!

If you like breakfast, then you have to meet with the rest of your club friends at Taste of Bavaria this Sunday. Both convoys (North Shore and South Shore) leave for 10am so that we can get there before they start serving lunch at 11:30am.

This has always been a very popular event. If you have never been to Taste of Bavaria.... now is your chance to try it.

Susan and Allen Bradley have a "Mystery Cruise" planned for after the meeting on Tuesday July 27th. I promise the meeting won't last more than 30 minutes, so that we can cruise to have dessert. Try to bring your British car.

Friday will round out the week in Covington with the TGIF on Columbia Street.

The membership list has been updated from last month so check to see if your car collection is correct. If not, fill out the form in the back of the newsletter and bring it to a meeting, mail it to the club PO box, or email the information to Cathy.

We still need a few members on the board for the coming year, so if you can get more involved, do so. You will be surprised how much you get out of helping the club to function. New ideas are always welcome.

Don't forget to mark your calendar for the Un-Car Show on August 15th. This is the only place where a filthy, leaky, ragged, dented and rusted car with no engine can be judged best of show!!

See, there are all kinds of ways to do more in 2004!

Bill





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## June 29 Minutes

There were two guests/new members at the meeting.

**Past Events:** Cort Musgrave was the only member to attend the back to the Beach Show. He said that in spite of possible thunderstorms, the show had roughly 100 more cars than last year.

**Future Events:** The club is planning a cruise to Taste of Bavaria for July 25. The restaurant near Ponchatoula is under new management and they said they would love to have us and will have no problems handling the group. They stop serving breakfast at 11:30 so the convoy will be leaving promptly at 10 a.m. so we get there in time to order Belgium waffles.

Everyone is encouraged to attend the TGIF event in Covington on the last Friday of each summer month. There is a car show and live music. The event starts at 5pm and they close the street at 6pm. . There is no convoy, just look for members when you get there. (Wear your name tag!)

The “All Clubs Cruise” to Middendorf’s in Manchac is coming up September 5th. Convoys leave Kenner Welcome at 10:30. (Last year there was also a convoy from Regional Medical Center 10:15, but there the editor has no definite information on that for this year.)

**Member Projects:** Rogers Schupp recently went to Boston to pick up his new Lotus and found Bed & Breakfast through the local Lotus club. The owner of the B&B is a car collector with 58 cars all red, including 3 TVRs. Rogers has a web site address.

Floyd Friloux wants to know if anyone has heard of Austin C. McCarthy. He lives in Boone, N.C and has several Lotus, Healey and Ferrari cars. Floyd also reported that the noise in Anne’s GT6 that he had asked about at a previous meeting was being caused, as someone had suggested, by a worn rocker arm shaft . The part was \$60 and has been replaced.

Bill Breithoff reports that “Scarlet Rose”, (Sally’s pink MGB) is all painted and buffed out and he has begun reassembly. Bill also reported that he was in “Performance Radiator” regarding his TR8 and the kid behind that counter asked him “Who makes that?” Bill responded “Triumph”, to which the kid said “No, who makes Triumph.” Kids!!

The Bradley’s reported on their trip to Virginia Beach. (See article in July newsletter.) On the way back, the windshield wiper motor burned up on his MGB. Thanks to a fresh coat of RainX, he was able to keep driving. The stuff really works! Allen also lost the alternator recently and had to have it rebuilt. He said Danny Lemoine in Bridge City did a great job for a good price. See Allen for more information.

Dave Dupre has the body back on the chassis of his TR4.

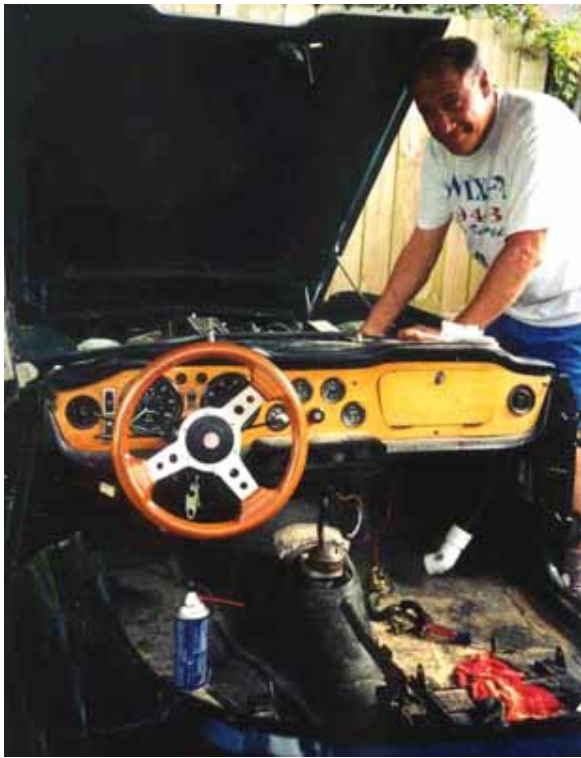
There was a discussion of Ronnie Palmisano’s offer to publish a calendar for the club (price as yet undetermined) with pictures of members’ cars. The board will examine samples and Keith Vezina will provide the pictures from the past show photos. Cliff Hughes joked that everyone could submit photos of

themselves with their cars a la the movie "Calendar Girls". Everyone laughed, but no one volunteered to pose nude with his or her car!!

The 50/50 was \$39 and was won by Wayne Aucoin. Sally Breithoff won a water blade. Dawn Gonzales won a Mini Cooper Model. Sally, Wayne and Beverly Rice won goody bags from the last show, and Sue Bradley, Cliff Hughes and Cort Mustgrave won T-shirts.§

### Work Day at Allen's

Allen Bradley & Jim Roberts got together to work on both of their cars in July. Looks like Allen's TR6 is still a contender for the UnShow. It was Jim's first oil change on his "new" 74 MGB. §



Allen Bradley's TR6



John Roberts' 74 MGB

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### Jazz n the Vines

On May 22, a group of members made a trip to one of the Pontchartrain Vineyard's "Jazz `n the Vines"



concerts, featuring the Wardell Williams Blues Band. This concert series has been a favorite activity of the Bradley's and we had planned to include it as a club event, but details were finalized too late to make it into the May newsletter. A group of members attended anyways and enjoyed the music and picnic.

The club has scheduled another "Jazz n the Vines" for September 11. That show will feature the Pfister Sisters, who sing swing-era jazz harmonies. Bring a picnic dinner, flashlight (it's DARK in the woods) and chair or blanket. Wine and soft drinks are available for purchase but bring your own glasses if you don't want to drink your wine from a plastic cup. (Sorry—no pets & no outside alcohol allowed.)



Cliff Hughes' Healey, George Barton's MGB-GT



Bill Breithoff's TR8, Allen Bradley's MGB



Cliff Hughes, Sally Breithoff, Linda Hughes



Wayne & Joyce Aucoin, Dawn Gonzales, Ray Williams



Ray Williams, John & Deryl Lynn Roberts

**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 NAGMBR, 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.

**A Dangerous Leak by Jim Jones**

While installing older, but louder and better sounding, Lucas horns on my '67 Morris Minor sedan, I made several discoveries. I had always thought that my '67 sedan only had one horn. The wiring diagram for the later cars only showed one horn. But, in fact, my left hand drive exported to America model had two. The later cars have the fresh air blower assembly in the engine compartment and not under the dash as in older cars. I had assumed that with the assembly mounted at the right hand front portion of the engine compartment, that there was no room for a second horn. Wrong again! It was tucked under the blower assembly. It just had never worked since I owned the car.

After removing the blower assembly in order to gain access to that horn, I discovered that the 3 1/2" diameter vent hoses were cracked. The cracks in the hose behind the blower assembly reduce the amount of air delivered into the interior of the car. No big deal. But, the cracks in the hose in front of the blower assembly allowed engine compartment fumes to enter the hose and be delivered into the car's interior. Very Big Deal!

These hoses are available through catalog, but they are expensive and I would have to wait for their delivery. So, I went looking for replacements locally. It turns out, that they are hard to come by. After much searching, I finally found what I needed. Not the exact same thing, but close enough.

The product is supplied by Advance Auto Parts and manufactured by Mighty Flow (part # 96086) and Dorman (part # 708-041). They are made and look a little different, but are black in color. The diameter is just a little larger than the originals. 3-19/32" (metric?) compared to 3-1/2", but it will do.

Remember, no part for a British car shall be utilized until it has been properly modified!

The new units have plastic clamps at their ends. These will not do. Cut them off and use the original nut & screw metal clamps. The metal clamps can be improved by bending the metal tab above the nuts down over the nuts. Tighten the screw down fully when doing this to prevent distortion of the clamp. This will keep the nuts from turning when tightening the clamp down.

If your British car has fresh air hoses in the engine compartment, check them out now and replace them if

necessary for your own safety and that of your riders! §

## For Sale

**64 MGB** rolling restoration. Running and brake tagged but needs work. Chrome wire wheels, new tires & fuel pump. Weber carb/header \$2,000 obo. Paul (504) 881-0281 (8/04)



**65 TR4A** Frame off restoration in progress. Frame & all suspension blasted, primed & painted. Frame assembled with new parts. Body, panels blasted & primed. **NO rust.** Overdrive rebuild by Peter Brauen. Engine disassembled. Wire wheels & leather. 64 TR4 parts car included. \$1950. pictures avail by email.  
[joe.daquila@trussco.com](mailto:joe.daquila@trussco.com) (337) 898-3691 (7/04)

## 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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