

# Morris Gazette

July 2005

Published Monthly



## President's Message

Your club has just participated in several events during the past month, not all being club sponsored.

I didn't attend the "Back To The Beach" festivities, but it appears that all had a good time.

The MGB car stripping adventure at Wayne Aucoin's house, sponsored by Keith Vezina, appears to have been quite successful.

We have several events planned for June, including the Jazz n Vines at Pontchartrain Vineyards, Final Friday in Covington, a road trip to Charenton, La. and MGB car stripping adventure Part 2: the engine compartment.

Please submit more car event ideas, as we are always open for suggestions.

Allen Bradley and I wrapped up the BMCNO sponsored scholarship discussions this past week with Delgado. All seems well, and every one is satisfied with the results.

See you later this month.

Cliff

**BMCNO is affiliated with**

**North American MGB Register (NAMGBR) and**

**Vintage Triumph Register (VTR)**

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

We strongly encourage all members to join the registry for their marque!

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### NOTICE:

Beginning with the August newsletter, those of you who have opted for "email only" delivery of the newsletter will no longer receive hard copies through the USPS.

Those members will receive an e-mail with a link to the on-line copy of the newsletter.

### CAR CASTING CALL

**Looking for 1960-1974 cars and extras to be in a feature movie "Local Color" being shot mid-June to mid-July, in the New Orleans & Covington area. Send a picture of yourself with your car to:**

**Wendy at LocalColorMovie@yahoo.com  
or Tom Staub Casting  
P.O. Box 55058 Metairie, LA 70055  
(504) 866-2175 Fax (504) 862-0254**

# July 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12 Board Meeting	13	14	15	16 Cruise to Charenton
17	18	19	20	21	22	23
24	25	26 General Meeting	27	28	29 Final Friday	30
31						

**Sat Jun 25 - Jazz `n the Vines**, Pontchartrain Vineyards Hwy 1082 north of Covington.

South Shore convoy from **Metairie Causeway toll plaza at 4:30 pm**, meet North Shore at **Rouse's, Claiborne Hill, Hwy 190, Covington at 5:15**. Concert by Wardell Williams (Blues band). Bring a picnic dinner, chairs & flashlight. \$8.50 admission. Wine (by glass or bottle) & soft drinks available for purchase. No pets or outside alcohol. [www.pontchartrainvineyards.com](http://www.pontchartrainvineyards.com)

**Tue Jun 28 - General meeting.** 7:00 pm Italian Pie, Jefferson Hwy .6 miles West of the Huey P. Long bridge.

Tue Jul 12 - Board Meeting -7pm Robert Rougelot 610 W. 23rd Ave Covington (985) 809-7007  
Car pool leaves back of Lakeside Mall at 6:15

**Sat July 16 - Dinner Cruise to Café Bayou** in Charenton, LA. Fantastic seafood dinners at great prices. Convoy leaves the Italian Pie on Jefferson Hwy at **5pm**, cruise across the Huey & down Hwy 90 on the West bank.

**Tue Jul 26 - General Meeting 7:00 pm** Italian Pie, Jefferson Hwy .6 miles West of the Huey P. Long bridge, across the street from Smilie's.

**Fri July 29 - Final Friday in Covington**, block party & informal car show. Covington between 5 and 10 pm on Columbia Street. Bands, shops, restaurants.

## Future Stuff:

August: Sun Aug 21—Richard Wolf Memorial Un-Car Show

September: early Sep—Hayden Funkana; Sat Sep 24— "Brits by the River" show (Natchez)

October: early Oct—Nashville Show; late Oct—South Alabama Show, Mobile AL

November: E.E. Reynold's Rallye; Memphis, TN and Montgomery, AL shows.

## May 31 Minutes

**Past Event:** Four couples took cars to the Sports Cars at Tannehill Show in Birmingham, MS. Bill & June Harris, Bill & Sally Breithoff, Cliff and Linda Hughes and Allen & Susan Bradley. Will Hall also attended, sans car. See article last month. The ice cream shop they visited has nickel juke boxes at each table!!

Fifty-nine people attended the crawfish boil. The membership gave a hearty round of applause to Robert Rougelot for taking care of all the arrangements. (See article page 4)

Covington has changed the name of it's last Friday of the month block party from "T.G.I. Friday" to "Final Friday". Seven or eight BMCNO cars attended on June 24. Mike Baker drove in from Breux Bridge. Mike wants to do another Acadian Cruise this fall, like he did last year, with a meal at an historic restaurant and stops at some antique stores. The club is trying to work out a date.

**Future Events:** Two outings to Pontchartrain Vineyard's Jazz `N the Vines concerts are planned for this summer. Bring chairs, picnic dinner, flashlight, bug spray... but no pets or outside alcohol.

**Member Projects:** Wally Friloux related that in the past he has bought and restored several British cars, then sold them for much less than he had invested in them. This time, when he decided he wanted an LBC, he went out and bought one off the Internet that someone else had restored. He found a 1971 TR6 near Daytona, FL through the Vintage Triumph Site. After several phone calls, he arranged to meet the seller in Madisonville to buy the car. For an ex-cop, it was an enormous leap of faith.

There was a spirited discussion of the seat belt laws. Sally Breithoff and Frazer Rice reported that the law does not apply to cars built before 1980. Wally Messina reported that his 1965 Chrysler came without seat belts, but with mounts for them.

Tom Kronenberger has joined the club's growing list of "mixed marriages". He entered his MG Midget in the last show. While there, his wife spotted a red 1974 TR6 for sale. She sat down in it and asked "How do I look?" Typical man—he didn't realize the correct answer was "Great, dear!" But she wanted the car anyway, so several days later he snuck over to see it. It was spotless, impeccably clean, so he bought it!!

Roger Nagy went to a show at Carlyle, PA last month. The show was great but it was 50 degrees and raining the entire time. While there, his son hit a deer with his MG Midget - really messed up the Midget's front end. He didn't say whether they kept the venison!!

Wayne Aucoin is painting his car. See article p. 7 for coverage of the resulting tech session.

Anne Friloux has sold her white TR6. The new owner is in Morgan City, but moving to Luling and will probably join the club.

Jeannine Richardson was in the hospital and Bill Breithoff asked everyone to remember her in their prayers. (Jeannine is much better now.)

Keith Vezina won \$32.50 in the 50/50 drawing. He won a calendar, and gloves and hand cleaner. I think Keith has just displaced Bev Rice as the luckiest member!! Will Hall won a calendar and Harold O'Reilly and Wally Messina won Stoner "Tarminator".

The meeting was adjourned to Droopy's Sno Ball stand for desserts at 8:10 pm. §

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## Crawfish Boil



Eleven British cars and 59 people turned out for the BMCNO crawfish boil at Bogue Falaya Park. It was hot, but the rain held off and everyone had a great time.



As usual, several members brought deserts. Karen Murray (Ronnie Palmisano's wife) baked cupcakes. From scratch. With home-made frosting. She asked Ronnie to find a place in the TR6 for them, but he assured her they would be fine in the trunk. (Famous last words!!) The chocolate frosting melted. The cupcakes were very tasty but everyone had to scoop up frosting off the bottom of the pan, since it all slid off when it melted!! (See middle photo below.!)

Thanks to Robert Rougelot for making all the arrangements this year. Also Mandeville Seafood did a fine job on the crawfish. §





## Back to the Beach Show by Susan Bradley

The Third Annual Save Our Lake "Back to the Beach" Car Show (It's the 16th "Back to the Beach" Festival, but only the 3rd car show) started with our caravan at 11 o'clock with Allen Bradley (TR 6), Susan Bradley (MGB), Karen and Keith Vezina (76 MGB), Cathy Greensfelder (79 MGB), Ron and Sandy Williams (TR7), Robert Rougelot (99 Mini Cooper), JoAnn and Pat Bloodworth (MGB), and Ham Ramsay (Avanti). Another white Jaguar rolled in after us, and we talked to him about joining our club. Also, Will Hall and Adrienne came out just to visit and socialize with us. Then we met a new member, Leslie Oliver (80 MGB) and her husband Jim who have recently moved to Slidell from Boston. She is the original owner of her MG since high school. She did not bring her car because of the weather.... as some of our other members changed their minds about joining us at the lake.



Convoy line up at Kinko's

We did have some rain and heat, and we all huddled underneath the club tent for a short while. There was a pleasant breeze coming off the lake that helped keep us cool. Then we enjoyed walking along the lakefront looking at all the beautiful cars. We were at the end of the car show, because we go later than most, but we all parked together and they looked great. People are really interested in our British cars wherever we go. Some even know what kind of car it is!



We enjoyed lunch from the various vendors while listening to music during the day. The awards were at 3:00 P.M. There were the TOP 100 given out, and it was announced there would be special categories and awards after the "100". There were about 280 cars for this show. None of our little British cars made the top 100, but Susan and Allen Bradley's 1970 MGB won a special award for the Best Sports Compact Car. What a nice surprise!

The best of show was a heavily modified Morris Minor. We talked to the owners as they were leaving and invited them to our car show. They asked if the car would be qualified to enter. We told them most definitely—in the modified class!



Zu Zu Mud performs a tribute to ZZ Top



Then we moved our chairs down to the stage area to hear the Bucktown All-Stars. They were fantastic! We showed off our British flag umbrellas when the Bucktown All-Stars played a Beatles song (just for us, of course). It was Ham's first time listening to this band. He loved them, as did we all. It was a very nice day. Some of us left early, before the fireworks and the Top Cats, but a few did stay till the end. §

## BMNCO Scholarships to Delgado by Cliff Hughes

As a result of the successful 2005 BMCNO CAR DAY, your club has sponsored three scholarships to the Automotive Technology Department at Delgado College, beginning January 6, 2006. Three scholarships will be awarded: one in Body and Fender and two in Auto Mechanical.

Any Automotive Technology student who has completed 24 credit hours and maintained a 3.2 GPA is eligible. (The Automotive Technology degree is a two year program so 24 hours represents half of the degree requirements.) Eligible student must apply for the scholarships, and the three recipients will be selected from the eligible applicants by Department Head Joe Cruthirds and two other instructors.

BMCNO has donated to the scholarship fund since we moved CAR DAY to Delgado College several years ago. The 2004 monies received by the Automotive Department have not been disbursed. As a result, Allen Bradley, myself, and Joe Cruthirds agreed to use those funds for the 2007 spring semester, when BMCNO will sponsor three more scholarships.

Many thanks to the Automotive Technology department, Joe Cruthirds, and Delgado College for allowing us the opportunity to display our British cars. This has been a win-win relationship for BMCNO and Delgado College, and as our CAR DAY continues to be successful in the future, I would hope that we could continue this program in conjunction with Delgado College. §



Susan Bradley's 1972 MGB  
"Back to the Beach" Best Sports Compact



"Back to the Beach" first place winner—a  
*heavily* modified Morris Minor!



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## Paint Prep Tech Session by Cathy Greensfelder

A couple of weeks ago, Wayne Aucoin asked Keith Vezina if he knew a glass company that could install a new windshield on Wayne's MGB after he stripped the car for painting. Keith decided to do Wayne one better: at the May general meeting Keith announced a couple of tech sessions for MGB owners interested in a practical demonstration of prepping a late model MGB for painting. Six people—Keith Vezina, Cathy Greensfelder, Bill Breithoff, Ham Ramsey, Will Hall and Jeff Jarosinski—joined Wayne at his garage



for the first session. Between 6pm and 10pm, they removed the windows, windshield, lights, exterior trim, door hardware, bumpers and the convertible top's frame & fasteners. Keith had several tips:

- Have a box labeled for each side of the car, Left (Driver) / Right (Passenger), and put everything in the box on the side it came off. Get some large & small zipper bags (the kind with the big plastic zipper slide that 's easy to close with greasy hands) for small parts and permanent markers to label the bags. Several members have reported the permanent marker comes off plastic bags, so they recommend writing on a piece of paper and putting the paper in the bag with the parts.
- "Pad" a small and medium screwdriver and pry tool by wrapping all but the very tip of the blades with electrical tape to protect the paint when prying off parts like the door panels and headlight trim rings. Just because the car is being painted is no excuse to be careless. Every scratch and gouge added to the car is one more the paint shop has to smooth out before they can paint.
- Side trim: there is one screw per trim piece, at the front of the front trim, back of the back trim and in the middle of the doors. After that screw is removed, that section of the trim is loose. You can either slide the trim forward or back to slip it off the mounts, or slip a padded screwdriver under the trim at the loose end and very gently work the blade down the trim strip until the next mount is reached. Then rotate the screwdriver up *on the side closest to the mount* to pop the trim off the mount. Drill out the rivets to remove the trim mounts.
- The easy way to remove the screws from the rear hooks for the top is to lie down inside the trunk. Cathy Greensfelder got nominated for the job, being the smallest person there.
- To pull the gas cap and filler tube, remove the big hose inside the trunk. (Stuff a large clean rag in the gas tank opening until you can reassemble the hose, filler tube & gas cap inside the trunk.) Spray lubricant between the rubber gasket and metal filler tube. Gently run a screwdriver all the way around between the metal tube and the gasket, loosening it completely. Spray a little more lubricant between them and you should be able to push/pull the metal tube out of the trunk with only a moderate amount of effort and without bending the sheet metal.
- Door Panels: Use a padded "panel tool" - looks like a mini-pry bar with a forked tip. If you plan to reuse the panels, position the fork around each clip and pry the panel up just until it pops off the clip. Do NOT grab the panel and pull—the fiber board breaks very easily.
- There is a relatively easy method to remove the side windows and mechanism described in the Haynes manual, but no one remembered to bring theirs. Without directions, it was just flat hard!!
- The antenna is reached from the wheel well. There are 3 bolts along the back of the well and a screw under the car. The MGB's fender had been pushed in at some point and was covering the screw, preventing us from removing it. Keith removed the top trim from the antenna and just dropped the antenna into the fender. The part that still sticks out will have to be masked off !!

A second session to pull the engine, tranny, brake & clutch master cylinder and heater box will be scheduled at a later date. §

## Rotor Problems by Jim Jones

I recently agreed to do a Weber carburetor conversion on a late model MGB. The owner told me that the car would not start and that the fuel pump was not clicking. I had to solve these problems before I started on the conversion.

I checked out the fuel pump. It was getting voltage and had a good ground, but it was not running. Bad after market pump. I replaced the pump and everything was fine, but the engine still would not start.

I checked all the normal things and all seemed O.K. However, I found that I had no spark to the plugs. Peter Brauen has been complaining about faulty new stock distributor rotors lately. They evidently develop microscopic cracks that dump the high voltage from the coil to ground. These cracks are "no see'ems". The rotor will look just fine upon inspection!

I located an old stock rotor of similar design to the one that I was replacing and installed it in the distributor. The engine started right up on the first attempt!

Conclusion: You better start carrying one or two spare rotors with you in your little British car!

Oh, yeh: the Weber conversion, complete with a new exhaust system, has been completed. Now I just have to get the carburetor adjusted properly! §

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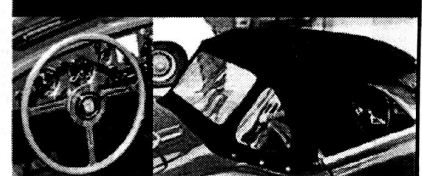
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## Newsletter Submissions

*Electronic submissions are greatly preferred.*

*Email to [editor@bmcno.org](mailto:editor@bmcno.org) or bring to meeting.*

*(MSWord or plain text please.)*

**Bring written articles to meeting or mail to P.O. Box 73213 Metairie LA 70033**

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## 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) available outside Greater NO area.

New members receive a name tag and either a club license plate frame or T-shirt at their first or second meeting. (shipping extra). All members receive the monthly club newsletter.

Your membership expiration date is printed on your newsletter mailing label. Please pay your dues



## Club Regalia – Contact Treasurer Allen Bradley for information.

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# The Morris Gazette

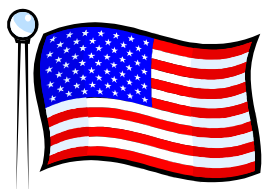
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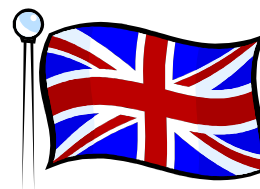


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## July 2005



**Sat June 25 - Jazz `n the Vines**  
**Sat July 16 – Dinner Cruise to**  
**Charenton, LA**