

# Morris Gazette

August 2005

Published Monthly

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

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## President's Message



I missed last month's general meeting, but from what I understand, Keith Vezina took his responsibilities to heart, and ran a fine meeting. I attended several events before leaving on vacation late last month. The club had an excellent turnout for the Jazz N the Vines in Covington, considering it was a cool night for a late June event. And the Final Friday in downtown Covington was quite successful. For those who missed these 2 events, shame on you, as we enjoyed ourselves with good food, wine and spirits.

Your board members have compiled a list of activities for the remainder of 2005, and we hope that by publishing the events early enough in the calendar of events, that we will get better participation. We are attempting to keep drive times to events at a minimum, as the age of air conditioning has take its toll on many of our members (including me ), especially during the summer.

I just want to remind all members of the upcoming election for next year's officers. Elections will be held during our October meeting, with several positions available, and all members are urged to help out the club. The club is in the midst of its 28th year, and with some new blood, we should continue well into the future. Please speak with one of your club officers, privately if you wish, to volunteer for an office.

Next up on our agenda is Car Day 2006. We are attempting to have everything ready with volunteers in place no later than October. Some very important tasks should be completed by Sept. Thanks in advance to club members that have already volunteered for our largest event.

Lastly, we are looking for several volunteers to compile the 2006 calendar. Last year was the first year that we tried such a venture, and it was very successful. Since last year's car show our webmaster and other club members have taken photos at each event in anticipation that they will be published in next years official 2006 BMCNO calendar. I will be looking for volunteers at the meeting. Best, Cliff Hughes

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As per article 11 of the British Motoring Club – New Orleans By-Laws, I hereby petition the Board of Directors, Officers and Members to add the following:

**3. (e) Life Members: Life membership shall be open to all persons who qualify as Full or Associate Members. Life Members shall be subject to the same regulations and entitled to the same benefits as full members. Dues for Life Membership shall be a one-time fee of 10 times the Full Member annual renewal rate.**

T. Keith Vezina, Vice President & Webmaster.

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# August 2005

Sun      Mon      Tue      Wed      Thu      Fri      Sat

	1	2	3	4	5	6
7	8	9	10	11	12	13 Jazz n the Vines
14	15	16 Board Meeting	17	18	19	20
21 UnCar Show	22	23	24	25	26 Final Friday	27
28	29	30 General Meeting	31			

**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. Short meeting followed by a "Mystery Cruise" - These usually end in dessert of some kind!!

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

Sat Aug 6—Jerusalem Shrine Car Show and 50's Dance. 1940 Ormond Blvd, Destrehan. Registration \$25, noon-4, judging 4-5:30, awards 6:30, Dance 7-11. For more info call 800-262-1587

**Sat Aug 13 - Jazz `n the Vines,** Pontchartrain Vineyards Hwy 1082 north of Covington. Concert by the *Red Stick Ramblers* (Jazz & Cajun) and picnic. Bring a picnic dinner, chairs, flashlight. South Shore convoy from Metairie Causeway toll plaza at 4:30 pm, meet North Shore at Rouse's on Hwy 190 in Covington at 5:15 pm, Vineyard shortly before 6 pm. \$8.50 admission. Wine & soft drinks available for purchase. No pets or outside alcohol. [www.pontchartrainvineyards.com](http://www.pontchartrainvineyards.com)

Tue Aug 16 - Board Meeting 7pm, Roy Richardson, 1148 E William David Pkwy, Metairie, (504) 833-4840

**Sun Aug 21 Richard Wolf "Un-Car Show"** 4-7 pm at the Tap Room on the corner of Columbia and E. Gibson in Covington. South Shore convoy leaves Causeway Toll plaza parking lot at 3:00. Prizes awarded in an assortment of categories from oil leaks to bad paint. The club buys dinner for the driver of each entry, so drive, push or tow your "not show quality" British car and enjoy the food and A/C.

**Fri Aug 26 Final Friday** in Covington, block party & car show 5 to 10 pm on Columbia Street.

**Tue Aug 30 - General Meeting** 7:00 pm Italian Pie, Jefferson Hwy .6 miles West of the "Huey"..

## Future Stuff:

September: Sep 11—Hayden Funkana; Sep 24—"Brits by the River" show (Natchez)

October: Oct 8 —Nashville Show; Oct 15—Houston Show; Oct 29—Fairhope (Mobile), AL.; Oct 28—Final Friday.

November: E.E. Reynolds' Rallye; Memphis and Montgomery shows.

## June 28 Minutes

VP Keith Vezina called the meeting to order. (Club president Cliff Hughes was out of town.) Thirty-eight people were in attendance. New member Michelle and Brion Rose were introduced. Michelle has a 77 MGB.

**Past Events:** Susan Bradley reported on the Back to the Beach show. Her MGB won "Best Compact Sport". (see article last month) Keith Vezina reported on the MGB tech session. (See article last month) Two more sessions are planned to pull the engine and tranny, heater, brake and clutch hydraulics and as much of the wiring as practical. Seven to nine BMCNO members attended the Final Friday in Covington on June 24th. (See article page 6.) Keith added that members should definitely check out the hardware store / museum. There were several exotic cars including a Volkswagen beetle made up to look like a German Shepard dog (very bizarre!) and a pink and white Metropolitan.

The North Shore cruise before the Jazz n the Vines concert was well attended and enjoyed by all, even Rogers Schupp who was having electrical problems and decided to go home while it was still daylight rather than attending the concert. They covered 100 miles. (See story p 5.)

**Future Events:** The up-coming dinner cruise to Charenton was discussed and a short "Mystery Cruise" was scheduled for after the next general meeting on July 26th. Past meeting-night mystery cruises have ended up at sno-ball stands, coffee shops and ice cream shops, so something sweet will probably be at the end of the cruise.

The club is going back to Jazz N the Vines for an encore performance of the Red Stick Ramblers on August 13th. We went to see to them last summer, but the band's van broke down and they were 2 hours late starting the concert. Hopefully we will have better luck this summer.

The All Club's Cruise to Middendorf's is coming up again on September 4th. Several car clubs will be attending.

**Car Show:** The 2006 British Car day will be on March 25. The club needs new people to help with the show, particularly to chair some of the committees. Keith read down the list of committees and several people volunteered. Sally Breithoff will chair the Promotions committee. Promotions must be done this month in order to get announcements in for the quarterly and bi-annual publications. Karen Murray will chair the Friday Night Reception committee. Carol Weiner volunteered to chair the Score Sheet Tabulation committee.

**Member Projects:** Sally & Bill Breithoff were having trouble getting the hood frame back on Sally's MGB. They called Keith Vezina for help. Keith said he could help, but they would have to bring the car to him in Kenner as he was busy barbecuing ribs. They got the top on and the ribs were excellent.

Keith reported that he had replaced all his dash lights with Radio Shack bulbs that were much brighter but they burned out in only 2 months. He has ordered some LED bulbs and will try those. He reported that there are LED bulbs available for tail lights. They are much brighter and don't have the heat problem of the halogen bulbs but there can be a problem with your flashers not working with them.

The 50/50 was worth \$32.50 this month and was won by Karen Vezina, to much good natured teasing about the "fix" being in!! Gene Graham won a certificate for a tire rotation at Duckworth Tires. Stuart McKendrick donated a set of wiper blades to be raffled off then he won them!! He traded them for some Quick Detailer spray. Roy Richardson won the wiper blades on the next draw.

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## Club Officers – 2005

President: Cliff Hughes  
 Vice President Keith Vezina  
 Treasurer Allen Bradley  
 Secty/Editor Cathy Greensfelder

### Board of Directors

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### Marque Coordinators

North American MGA Register	Frazer Rice	504-314-1157	brice@intu.net
North American MGB Register	Henry Bourgeois	504-893-7610	bayouboo@charter.net
Vintage Triumph Register	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
Webmaster	Keith Vezina	504-443-5056	webmaster@bmcno.org

## Dorset Update by Jim Jones

Restoration work on my '49 Austin of England Dorset (larger than a Morris Minor two door sedan) continues at Peter Braun's BMC Restorations in Kiln, Miss. and at my garage in Covington, La. The car was found to have more sheet metal deterioration from rust than thought at first. No sheet metal replacement parts are available for this vehicle. Peter has created all the necessary replacement parts from flat sheet metal, including the complete engine compartment firewall, the floorboards, running boards, etc.

The body interior, the body underside, the engine bay, and the boot interior all have been painted a light green. A freshly rebuilt & painted MGB engine & custom transmission have been installed. A far cry from the 40-HP stock engine! Peter assembled the custom transmission from parts of three different British units in order to retain the car's stock floor mounted long gear shift lever. The rear axle assembly has been replaced with a unit from an early MGB. The rear shocks have been replaced with modern tube type units.

The original through-the-floor brake, clutch, & accelerator pedals have been maintained. The brake pedal now operates a late model MGB dual circuit master cylinder. The clutch pedal now operates a hydraulic master cylinder. Both are mounted to a bracket added to the car's frame under the driver's seat. All out of sight! The gas pedal now operates a modern Weber carburetor.

The brake system has been further updated with MGB rear drum brakes and Austin Healey front disc brakes. Because MGB front hubs were utilized to match the hubs of the early MGB rear axle assembly, a search had to be made to find rotors which would be thick enough and properly off set. It turned out that MGB-GT V8 rotors did the trick!

We are getting the air conditioning system installed. More modifications! I am going to use R-12 refrigerant. I like it cold!

How long will it been before anyone gets to see the completed item? I would like to say in about another year, but do not count on it. Proper restoration takes time and lots of it! §

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## Jazz `n the Vines by Robert Rougelot

The Jazz `N the Vines pre-cruise was a motoring success. Five BMCNO members and spouses gassed up their LBCs and exercised their driving skills on a 100 mile jaunt through southeastern Louisiana. The group consisted of Robert Phillips ('56 AH 100), Keith & Karen Vezina ('76 MGB), Robert Rougelot ('78 Mini Cooper), Stuart and Ann McKendrick ('03 MINI Cooper S), and Rogers Schupp ('02 Lotus Esprit).



The motoring crew met at Claiborne Hill in Covington at 3:00, and departed for the first leg of the trip on Hwy 21 bound for Bush. It was soon discovered that the drivers were intent on exercising their drive trains as well. "Spirited" driving ensued for much of the entire course. Bogalusa was the next slowing point, but the pace picked up again on Hwy 10. Rain clouds began to appear and tops had to be raised, which required a stop. The first sign of automotive distress arose then, with the Lotus requiring a jump start from the "new" MINI.



Other roads traversed were 16 and 437, plus a few mystery paths. The terrain changed nicely from flat to hills, and most surfaces were smooth. A consistent

factor in the scenery was a plethora of "No Reservoir" signs dotting the landscape. Overall the course was a fine one for motorists that want to spend part of a day behind the wheel of a sporting auto or pleasure cruiser.

The motoring crew met back at the starting point with the others bound for Pontchartrain Vineyards, save the ailing Esprit. Both Roberts (Rougelot and Phillips) are to be congratulated for their efforts in planning the pre-event event.

The South Shore convoy left the Metairie end of the Causeway at 4:30. It consisted of Cathy and Mark Greensfelder (79 MBG), Karan and George Barton (74 TR6) and Kathy Grant and Ham Ramsey (82 Avanti). At 5:30, they met up with the pre-cruise group and Linda and Cliff Hughes (58 Austin Healey) and Margaret and Wally Friloux (71 TR6) at Claiborne West Shopping Center. (It's one of *those* places – no sign there says Claiborne West – that's the name of the grocery store that



*used to be there!!*) A very nice lady from the pet store at Claiborne West came over to admire the cars and reminisce about the British Sports car she had in high school.

The group was joined at the concert by Donna and Roger Nagy. (They brought their non-British car.) Everyone enjoyed music by the Wardell Williams Blues Band, especially the Bartons, who managed to "cut a rug" quite nicely, even if the rug was actually grass! §





## Final Friday by Susan Bradley

Final Friday in Covington on June 24th was very enjoyable, as it was a cooler night due to rainstorms earlier. It was quite a scary drive across the causeway for Susan and Allen Bradley and Keith Vezina. The winds were very strong along with heavy rain which caused us to slow down. When we arrived at Linda and Cliff's house to head to Covington, it was completely dry. Later we heard that the causeway had been closed in both directions. We all arrived safe and sound and met at our usual parking places with our Northshore club members. (Pat Bloodworth, Robert Rougelot, Roger Nagy, and Jim Jones)



These car gatherings are really interesting...so many different and unusual cars. Last month there was a million dollar plus Ferrari and a neat Viper. This time there were two beautiful 1930 Packards...one a convertible and the other a 4 door sedan. Both cars were converted to street rods and painted the same colors--exterior and interior (same owner). Our British cars are always a hit wherever we go. Allen and I bring the MGB one month and TR6 the next time. BMCNO had 7 cars there (see the pictures on our website).

Besides walking and looking at cars, lots of shops are open. There are antique shops, an old hardware store (not air-conditioned), furniture store, women's apparel, food, wine, etc... This time a book store had a local author signing his book. Ladies, it is really nice shopping on Columbia Street. Hope to see more of you next month. Of course, we do eat dinner. We have eaten at different restaurants



Cliff Hughes, Robert Rougelot, Roger Nagy, Jim Jones, Allen and Susan Bradley

every month. All of the food has been delicious....from gourmet, to pizza, to Cuban sandwiches.

We have really enjoyed these evenings with our club members. Hope to see new and old club members along with their little British cars the last Friday of the month in Covington.. §



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## Late MGB Suspension Modifications

by Terry Dempre

The pre-1974 1/2 MGB has a well deserved reputation for outstanding handling characteristics. The later cars had their suspensions raised 1 1/2 " to comply with federal bumper height regulations and while the cars still handle decently, they are noticeably inferior to the chrome bumper models. The situation was improved somewhat by the addition of front and rear swaybars from '77 on. Fortunately there are ways to make the later cars handle just as well or even better than the early ones.



I've owned my '77 since 1982 and the only suspension work done until recently was the replacement of the A arm bushes with the up-rated V8 type for longevity reasons. Everything else was original and past the 120,000 mile mark I knew the steering and handling were not what they should be with noticeable free play, sloppy cornering, and even the odd clunking noise. My tires were also wearing in a rather peculiar fashion. A total suspension rebuild was needed and I decided to tackle the job in two phases to ease the pocketbook pain. First a new steering rack and tie rod ends were installed along with a set of rebuilt shocks all around. At this point I decided that I wanted my car to handle better than new and better than a stock chrome car. I wanted to get as near race car handling as I could while still keeping the car compliant enough for street use. So for phase two I ordered lowered stiffer front springs and new stock rear springs with a kit to lower rear ride height, new king pins, all new assembly hardware including wheel bearings, and a complete front and rear set of polyurethane bushes including those for the swaybars. The bushes came from the Energy Suspension Company and will last longer than even the V8 ones while giving less, thereby further tightening up the handling. To top it all off I splurged on a set of 6" wide alloy wheels with new Yokohama 185/70 tires.

Now a rebuild on the order I'm talking about here is a daunting task even to someone who has enough spare time and all the right tools. I have neither so I took the whole mess over to Cort Musgrave, Jr at Gambino's and I'm glad I did. Cort really knows his way around British cars.

And the results? At first I had mixed feelings. The looks were great as the lowered springs and new alloys filling out the wheel wells gave the car a more aggressive stance. Everything was level and the car sat beautifully. But it just didn't feel right on the long drive home, becoming decidedly "jouncy" and harsh on the Causeway bridge. When I told Cort about this he suggested getting some miles on it and adding a bit of weight to the boot which turned out to be good suggestions as my boot was totally empty and I was running less than a quarter tank of gas. Putting the spare tire back in and filling the tank gave instant improvement to the ride which did get even better after a couple hundred miles and I could begin to appreciate the improved handling. I drove to the nearest "test track" (actually a new subdivision with paved streets but no housing starts yet) and cut loose. Wow. The car went into a perfect four wheel drift on sweeping bends with little body roll. The steering was very accurate with absolutely NO free play and the lowered springs gave a bit of negative camber to the front, making turn-in precise, but the most impressive thing was transient response through multiple turns (esses)-I drove as fast as I could and the B stayed balanced and easily controllable.

So if you want your chrome or rubber bumper MGB to handle great the best thing you can do is replace/rebuild all the suspension components including steering rack, tie-rods, shocks, springs, and kingpins. Based on my experience I recommend polyurethane bushes for the front but stock rubber bushes for the rear. The bit of extra softness is good for the ride and I don't think handling would suf-

(Continued on page 8)



## Late MGB Suspension Modifications

(Continued from page 7)

fer noticeably. Polybushes do last much longer but changing out the rear ones is not a big job like the fronts are. Stay away from nylatron bushes as those are for track use only and much too harsh for the street. If you have a rubber bumper model, a big improvement comes from lowering it and the addition of swaybars if you don't already have them. The chrome cars are low enough already. Get good quality radials in the appropriate size- 185/70 for GT's and rubber cars with stock 165's and 175/70 for earlier cars with 155 stock tires. These sizes are the same radius as original so your speedometer will still be accurate. If you keep your present wheels have them checked for roundness before mounting the tires, as even a slightly out of round wheel can spoil other improvements.

Suppliers I used were Brit-Tek for suspension components and polyurethane bushes, MG Owners Club (England) for rebuilt shocks, Victoria British for the steering rack, Tire World for the Yokohamas, and Sears for the alloy wheels. All of these have websites. §

### 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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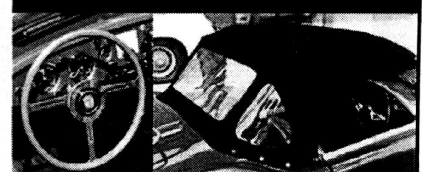
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## For Sale

**Spit-6 project** (TR6 engine) 69 GT6 chassis & bonnet with '69 Spitfire body and 74 TR6 2500cc engine. Was running a year ago. Body is rusted out in rockers and doglegs. Also **69 Spitfire**, good body and bonnet. engine removed and mic'd ok. with rebuild kit. Also has HARDTOP, new soft top on a frame, new GT6 trans tunnel cover, lots of extra parts. \$1500 package deal. Mike Cousins (504) 393-8486 home, (504) 957-5976 cell. (8/05)

**MGTF, RHD**, Disc wheels. Older restoration by Bill Nix. Low miles since rebuild. Solid car ready to drive. Red & tan interior. 15,307 on odometer. Feels to be a low mileage car. \$14,500. Offers welcome. Elliot Evans. (504) 891-3979 or (504) 256-5082 (7/05)

**75 MG Midget**, \$800 OBO, must sell, call Matthew Dobson (504)-914-4736 (7/05)

**79 MG Midget**, completely disassembled, \$200 OBO, must sell, call Matthew Dobson (504)-914-4736 (7/05)

## Parts / Parts Cars

**69 Spitfire engine/flywheel**, pulled from a running car, stored indoors (crank turns) w/ generator, water pump, exhaust manifold. **78 Spitfire engine**, 1498 cc - rebuilt with Zero Miles, chrome valve cover, oil pan and timing cover. Free engine stand with motor. Other parts available. Must sell engines, no reasonable offer refused, also fit Sprites/Midgets and go karts. Phillip Colwart, 985-542-8216 or [colwart@bellsouth.net](mailto:colwart@bellsouth.net)

**67 Austin Healy parts car**. rusty but complete minus the body. Complete engine, trans, rear end, carbs, accessories. Some of the bits on the car may no longer be available anywhere. Richard Jemison, Pensacola. (850)857-1184, cell (850)516-3847. (8/05)

**TR-6 wheels** with chrome rims hubcaps, hubcap emblems and lug nuts. Byron J. Casey III (504) 837-7660. (8/05)

**70 MG Midget**, great body! No engine or trans.- \$150. New convertible top - \$100. New top frame - \$50 Jim Jones. (985) 892-7774 [jdj15@bellsouth.net](mailto:jdj15@bellsouth.net) (7/05)

## 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 promptly to avoid missing any issues of the *Morris Gazette*.

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



## Club Regalia

– Contact Treasurer Allen Bradley for information.

License Plate Frame \$5.00 (2 for \$9.00)

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The Morris Gazette

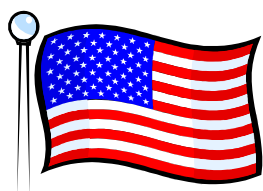
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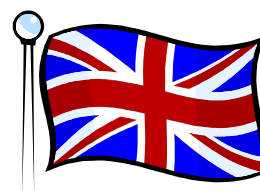


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August 2005



**Jazz `n the Vines—Sat Aug 13**

**Un-Car Show—Sun Aug 21**

**Final Friday—Fri Aug 26**