

Morris Gazette

February 2006

Published Monthly

***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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President's Message



Dear Fellow British Car Enthusiasts:

No doubt many of you have heard the expression "We're going to do this come hell or high water." Well, we've had both here in New Orleans with hurricanes Katrina and Rita; and now we are going forward with our 16th annual British Car Day on Saturday, March 25th, 2006.

Due to the devastation from the storms and flood, we have had to make some changes in our traditional venue.

The Hampton Inn, which served as our host hotel last year and was reserved for this year, has been co-opted by FEMA, and FEMA employees are not leaving before March 25th, or anytime soon. So, we are canceling the Friday night reception because there are very few rooms in the City that aren't being used by locals or rescue and recovery personnel.

We are also canceling our awards banquet on Saturday night in order to let everyone get started for home at an early hour. We will present awards and prizes at 4:00 P.M. at the show site.

There are tentative plans to have an informal get-together after the show for those who may want to stay and tour the devastation, but nothing has been finalized.

Make your plans to attend, because we want to see you and your British car. We WILL have a show, come hell or high water.

Bill Breithoff
2006 British Car Day Chairman

*Member Jim Lilly's wife Elaine
passed away on January 18th, 2006.
Please join us in expressing our
deepest sympathy for Jim's loss.*

February 2006

Sun Mon Tue Wed Thu Fri Sat

			1	2	3	4
5	6	7 Board Meeting	8	9	10	11
12 Middendorf Run	13	14	15	16	17	18
19	20	21 General Meeting	22	23	24	25
26	27	28 Mardi Gras				

Tue Jan 31 General Meeting 7:00 pm Italian Pie, Jefferson Hwy .6 miles West of the Huey P. Long bridge, across the street from Smilie's.

Tue Feb 7 Board and Car Show Chairs Meeting – 7:00 pm Ronnie Palmisano 1900 Colony Road, Metairie, (504) 454-3461

Sun Feb 12 Middendorf's Run. Noon at Middendorf's restaurant on I-55 in Manchac.
Southshore convoy leaves the Kenner Welcome Center (I10 & Loyola) at 11:00
Northshore convoy leaves Beau Chene main entrance on Hwy 22 at 11:00
There is usually a group going to Ponchatoula for antique shopping after dinner.

Tue Feb 21 General Meeting 7:00 pm Italian Pie, Jefferson Hwy .6 miles West of the Huey P. Long bridge, across the street from Smilie's. Note the early date, due to Mardi Gras

Future Stuff:

Tue Mar 7 Board and Car Show Chairs Meeting – Cathy Greensfelder Algiers

Sat Mar 18 Goodie Bag party –4 pm Lubriport Labs, 1650 Airline Hwy by the airport

Sat Mar 25, 2006—New Orleans British Car Day, Delgado City Park Campus.

Apr 20-23—VTR South Central Regional, Jenks, Oklahoma. See article p. 7

Sat Apr 29 Panhandle British Car Association car show, Pensacola FL

Jun 21-25 MG2006 All Register MG Meet – Gatlinburg, TN. For more information
www.mg2006.com There are 6 host hotels. Bill Harris is registered at the Glenstone Lodge.

Jul 19-23 VTR National Dallas TX. More info: vtr2006.com or Jim Thompson (817) 562-1500

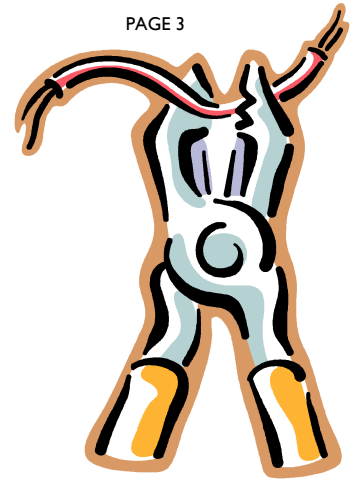
Headlamp Harness Tip by Jim Jones

New headlamp harnesses seem to be made as “one size fits all“. They are made long enough to fit most any British car and not for a particular vehicle.

So many times they are much too long for your application. The following is an easy solution to the problem. Slide the rubber grommet that fits into the headlamp bucket along the cable until the proper length for your car is achieved. Then just coil the extra length inside the rear of the bucket. No cutting of wires and no re-soldering of connectors.

This method was discovered by Peter Brauen of BMC Restorations when he was disassembling a car that was flooded during hurricane Katrina.

On cars where the harness's bullet connectors are positioned under the fender, make the cable long enough that the connectors can be repositioned in the engine compartment. §



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Plantation Tour by Cathy Greensfelder

Seventeen members in seven British cars (plus a Lincoln and a “designated Japanese chase car”!!) braved the weather on Sunday, January 22nd to take Keith Vezina’s plantation cruise. The British cars must have felt right at home in the heavy overcast, light mist and occasional patches of rain that let everyone test their windshield wipers and rediscover all the places where the top leaks!! (By the way, RainX works!)



Line up at Kenner Welcome Center



Wally Friloux’s 1971 Triumph TR6

Keith and Karen Vezina had mapped out a route up the Eastbank River Road to Destrehan Plantation and San Francisco, on to lunch at the Cabin Restaurant near Burnside, back to Houmas House, then across the Sunshine Bridge to Oak Alley and Laura Plantation on the Westbank River Road. The plan was for the group to stop for roughly 30 minutes at each plantation’s gift shop. Those who wanted to take a tour could stay for the tour then catch up to the group at the next stop.

Seven of the group took the tour at San Francisco while the rest of the group went on to lunch. The tour group caught up at the Cabin just as everyone was finishing up appetizers. The time difference worked to the club’s advantage. While they waited, the early group folded and labeled the pre-registration flyers being mailed to non-members who attended last year’s car

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(Continued on page 5)

Plantation Tour

(Continued from page 4)

show. Note—the buttermilk pie at the Cabin is excellent and you can buy the recipe for \$1.00!

The tour was running a little later than Keith had planned, so the group pretty much broke up after lunch. Some members headed straight across the river to Laura Plantation so they wouldn't miss the last tour. A few others went on to Houmas house and others just headed home. But despite the weather, at good time was had by all. §



Keith Vezina's 76 MBG at Destrehan



Parking at Destrehan Gift Shop



The whole group at San Francisco



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The Moral of the Story is... by Robert Phillips

Like many others, my Austin Healey was left behind in New Orleans when we evacuated for Hurricane Katrina. My wife, 2 week old baby, and dog all fled to Amelia Island in North Florida in the middle of the night Saturday before the storm. Since I had been invited to show the car at the Hilton Head Island Concours d'Elegance in South Carolina, retrieving my car was extremely important. Presenting at this show was an honor and a privilege, one that I did not want to miss. Unfortunately, my trailer, which was stored in Bogalusa, was trapped behind approximately 60 pine trees that were blown over by the storm. Luckily the trailer was not harmed, but using it was out of the question.

One phone call to a fellow Healey owner in Atlanta and I had myself a trailer that would do the drive. After driving to Atlanta to pick up the trailer, then to New Orleans to retrieve the car, then to our temporary home in Amelia Island, FL to drop off the car, the journey was almost completed and the Healey was back in the game!

After having some minor fitment work done on the doors and bonnet at BMC Classics in New Smyrna Beach (near Daytona Speedway, highly recommended for restoration and body work), it was time to head to Hilton Head. I had returned the trailer to Atlanta, so I decided to drive the car to Hilton Head, only 2.5 hours away. The car was running great so the trip was going to be a breeze! Forty-five minutes into the drive the Healey started to sputter so I headed for the exit at St. Mary's, Georgia where the car came to a silent stop.

After trying to get it started again, I gave up and found out a U-Haul store was a ½ mile away. Despite the warning from LBC owners "that our cars won't fit on U-Haul trailers", I rented one, loaded the Healey without a problem, and was on my way to Hilton Head. The 2 ½ hour trip only took 7 hours!

On Saturday, I spent 6 hours trying to get the car started again. I even had a British car mechanic in Atlanta on the phone for 90 minutes trying to figure out what was wrong. We had spark, we had fuel, and the distributor did not appear to be mal-adjusted. The 6 hours were not successful despite the phone calls to mechanics and fellow Atlanta Healey club members. Needless to say, the Healey was being very stubborn.

On Sunday morning, we were loading the car back on the trailer at 7:30 am, as the show started at 9:00 am. I quickly learned why "our cars will not fit on U-Haul trailers!" On our second attempt to roll the car on the trailer, we knocked the exhaust system off the car. Obviously it was early in the morning because we rolled the car off the trailer and reinstalled the exhaust! We got a little more of a running start and attempted to put the car on the trailer again. This time, we not only knocked the muffler off the car, it was 10 feet behind the car with two 90 degree bends in the tail pipe. As Homer Simpson would say, "DUHH" This was not good but with a non-running car, the exhaust noise wasn't going to bother anyone and the car was now 10 pounds lighter and easier to push! We put the exhaustless car on the trailer and hauled it to the show.

Upon our arrival at 8:50 am, we had to explain why they had to let my truck and trailer on the show grounds, since my car was not running! You would have thought this was a first, but surely they have had British cars in their previous shows! They were very understanding as soon as I told them I was from New Orleans! At 8:55 am, we pushed the car off the trailer, made sure it was not going to hit another show car on its free roll, and turned around for The National Anthem! Yep the show had started, and I was proudly displaying a 1956 Austin Healey, a 2005 Chevy Avalanche with an Austin Healey tailpipe hanging out of the back window, and a beautiful orange and white U-Haul trailer!

The show was incredible with my category, British Sports Cars, having the most cars on display, 16. A sampling of the cars in my category: 1932 MG F type, 1950 Jaguar XK 120 OTS, and a 1934 MG PA/B. The 34 MG actually was one of the cars that won its class at LeMans in 1934. My car, although it could not be judged because it did not run, got a lot of attention and praise. Bobby Rahal,

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The Moral of the Story is...

(Continued from page 6)

the show's guest of honor even stopped by and had a 45 minute conversation with my Dad about the car. Of course, I missed the whole conversation and my dad did not know who Bobby Rahal was until five minutes after he left and my dad saw his picture and bio in the show program! What a day! Many spectators, of all ages, wanted to talk to us about the Healey, because of the usual "my brother's wife's, sister's boyfriend had one!" I was also told by many spectators that they love Healey's even more because they are still affordable.

After the show, I had a nice talk with one of the Head Judges who recommend I petition to re-enter my car for judging next year. The letter is already written.

Upon returning to Florida, a British mechanic discovered the distributor clamp had loosened and when at high speed, the distributor lifted out of its groove. Upon deceleration, it re-set itself two teeth off top dead center, and would not run any longer. This is one problem I never would have detected or imagined.

The trip was a success, overall, and we had a lot of fun. And after all, my year-old muffler needed to be replaced, right? So the moral of the story is: when you have an important event, trailer your car because Murphy's Law will strike when least expected.

I would like to thank Healey Surgeons Harold Brander of BMC Classics, British Car Specialists John Homoneck, Robert Handshuh and Tom Jenkins. Without your help, my car never would have made the show, and there would be no reason to write this article! §

VTR South Central Regional

This year, the Green Country Triumphs of Oklahoma will be your hosts for the **VTR South Central Regional Convention on April 20-23, 2006 in Jenks, Oklahoma**. This charming little town, just across the river from Tulsa, is famous for it's downtown antique shop district, where we will take over the main street for the Saturday car show. Jenks also makes an excellent hub for scenic driving tours around the area. Just a short distance over the hill is historic Route 66, where you may want to get a photo of your Triumph under a highway sign. The Autocross will be held at the Tulsa Fairgrounds, where you will want another shot of your car next to the Golden Driller, or on the way back, in front of the Praying Hands.

Other convention activities include a Funkana, rallye and awards banquet. The show will feature both Concours and Popular Choice competition.

The Best Western Aquarium Inn & Suites (918-296-7300) is holding a block of rooms for this event. Mention the Green Country Triumphs and book before April 1st to get the special rates:

For Information: Green Country Triumphs, 13415 S. 127th E. Ave. Broken Arrow, OK. 74011-7444
e-mail:gctok@cox.net or phone (918) 455-8993 [Sam] §



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Robert Phillips (504) 270-5292 (2/06)

WANTED

Right front fender and luggage rack for 1978 MGB. Harold Hunt (504) 458-1151 (12/05)
Boot (trunk) lid & factory hard top for TR6.
Ronnie Palmisano (504) 319-8506 (2/06)

Newsletter Submissions

Electronic submissions are greatly preferred.

Email to 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

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)

Windscreen Transfer \$ 1.00

T-shirt \$10.00

(Please pick up regalia at the regular meeting. Shipping extra.)



official entry form

16th Annual British Car Day

Please print

Name		Guest (for name tag)	
Address			
City		State	Zip
Telephone		Email	
Club Affiliations (used to calculate club participation award)			

Cars entered

	Year	Make / Model / Type	Entry Fee	Total Fees	\$
1					
\$10.00 each additional car					
2					
3					
4					

In consideration of this entry, I waive any and all claims for me and my heirs against the British Motoring Club New Orleans, Delgado College, their officers and any sponsor of this event for injury or illness which may result directly or indirectly from my participation. I also give my permission for use of my name and / or pictures in any broadcast, telecast or any other account of this event.

Signature: _____ Date: _____

Make check payable to British Car Day

Mail to: Car Day, P.O. Box 73213, Metairie, LA 70033

Pre-registered cars will be admitted beginning at 8 a.m.

On-Site Registration is from 9 a.m. to Noon.

Voting will be from 12:30 p.m. to 2:30 p.m.

Due to Hurricanes Katrina and Rita, our host hotel has been co-opted by FEMA to house emergency workers and we will **not** be able to have a Friday night reception. Hotel rooms *are* available at other hotels around the city and the situation is changing daily, so please call around. Also, we will be unable to have an awards banquet on Saturday night after the show. Awards will be given out in the afternoon as soon as the votes can be tallied and engraved plates for the winners will be distributed at a later date. This is a temporary situation and we plan to be back to normal for 2007.

For more information visit our web site: <http://www.bmcno.org>

Or call:

Cliff Hughes: (985) 966-0492

Keith Vezina: (504) 722-5777

The Morris Gazette

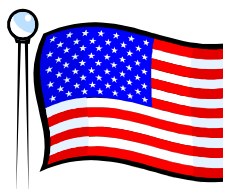
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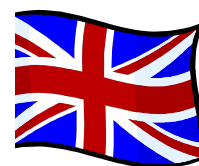


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February 2006



Feb 12—Middendorf's