

# Morris Gazette

June 2006

Published Monthly

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register, please let us know.

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

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## President's Message



It is only the end of May, and it's already hot so it is probably a good time to take care of those minor repairs on your LBC in anticipation of Fall driving and show season coming soon.

We have loaded up the calendar with events beginning with Final Friday later this week in Covington and the Taste of Bavaria run in Ponchatoula not too far behind, so check it out in this issue.

The club has been rather lenient about removing people from the membership list who have been late sending in their dues money. We granted everybody extra time because of the storm, but now it is time to look at the mailing label on your newsletter and "reup" your membership. PLEASE!!!!

In anticipation of the upcoming election in October, we are looking for a few good members to serve as officers next year. Cathy Greensfelder has been Newsletter Editor since 1999 and has told your board that she will definitely step down when her term ends this year. BMCNO members, we desperately need some help here. If you can help us, please contact an officer.

Delgado College, automotive group, will again offer the auto painting course this fall, and is looking for some BMCNO members to take the course, and learn how to paint their own LBC. Several of us took this course 2 years ago, learned a lot, had fun, and painted our own cars. George Torlich, instructor at Delgado, will be a guest at a future meeting to discuss course specifics. One of the items requested by Delgado upon registration, is a copy of your high school diploma, so dig it out and get ready. (They later waived the requirement when they realized that we were old men!!!!) If you have any questions about the course, ask anyone who took it last time. See you next week, Cliff

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### Fuel Line Warning for 1977-1980 MGB Owners by Charlie Ake

I've just read John Twist's column in the new "Classic MG Magazine" and learned that the original fuel line hoses can rupture length-wise without warning. John Twist said, "The original hoses are smaller and smooth on the outside, because they did not have any cloth braiding like regular fuel line hoses." All hoses should be inspected and replaced because these hoses can fail. §

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# June 2006

**Sun      Mon      Tue      Wed      Thu      Fri      Sat**

British Car Week →				1	2	3
4 Back to the Beach	5	6	7	8	9	10 Heartland MG Show
11 Taste of Bavaria	12	13 Board Meeting	14	15	16	17
18	19	20 Convoy to Gatlinburg	21 MGB2006 Gatlinburg→	22	23	24
25 MGB2006 ←Gatlinburg	26	27 General Meeting	28	29	30 Final Friday	

**Sat May 27—Sun June 4—National Drive Your British Car Week.** Get your British car out of the garage and *drive it!*. Let people see it and help spread awareness of these exciting machines.

**Tue May 30 - General Meeting 7:00 pm** Italian Pie, Jefferson Hwy .6 miles West of the Huey P. Long bridge, across the street from Smilie's.

**Sun Jun 4 "Back to the Beach" Car Show.** The Festival has moved from Lakeshore Drive to Lake Pontchartrain at the end of Williams in Kenner. We will convoy from Kenner Welcome (I-10 & Loyola) at 10 AM to form a British section. Food, drink and crafts available for purchase. Awards 3:00 pm followed by *Bobby Cure & the Summertime Blues, Bucktown Allstars, and Topcats.*

**Jun 9 -10th Annual Heartland MG Regional** show, Kansas City. More information at <http://www.heartlandmg.com/>

**Sun Jun 11 Taste of Bavaria**, 14476 Hwy 22, Ponchatoula, LA. Breakfast at 9:30 am. Southshore convoy leaves 8:30 am from Kenner Welcome Center I10&Loyola.

**Tue Jun 13 - Board Meeting**, 7:00 pm. Cliff Hughes 100 Chula Place, Mandeville (985) 845-8709 Southshore car pool leaving back of Lakeside Mall near Whitney Bank at 6:15.

**Tue Jun 20 - Caravan to Gatlinburg** leaves 7 am from the Plaza at I-10 & Read Blvd. Group is staying at the Gadsden Inn & Suites in Gadsden, AL. Call and ask for the BMCNO rate.

**Jun 21-25 MG2006 All Register MG Meet** - Gatlinburg, TN. More info at: [www.mg2006.com](http://www.mg2006.com)

**Tue Jun 27 - 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 Jun 30 - Final Friday**, Columbia St, Covington, 5pm Block party & informal car show.

Future Stuff:

**Jul 19-23 VTR National**, Dallas TX. More info: [vtr2006.com](http://vtr2006.com) or Jim Thompson (817) 562-1500

## April 25 Minutes



Newsletters, car show trophies and ordered t-shirts were handed out. Once all the hubbub settled down, the meeting was called to order. There were 6 shirts left from the second printing of the 2006 "Flood Car" Show Shirt. Several of them sold during the meeting.

**New Members and Guests:** The 2006 show was Elaine and Alex Diaz' 2<sup>nd</sup> show and they decided to join the club. Elaine's parents bought her a new 1955 MG-TF when she was 16 but wouldn't let her or anyone else drive it for decades. They finally gave her the car a few years ago. The first time they started it, it blew sunflower seeds out the tailpipes. It won the Tourist Trophy Garage award last year. Another new member Tom Doughdrill recently bought a 1970 MG Midget from Fred Fabre's collection. He is enjoying driving it.

**Future Events:** Plans for the Pensacola show convoy, the Crawfish Boil and the Gatlinburg MG National were discussed. Eleven members are convoying to Gatlinburg.

**Past Events:** Bill Harris just returned from one of the Little British Car group tours. They went to Ireland and Wales. They stopped at Waterford Crystal in Dublin (an expensive stop!!). They went to many car museums, some literally in the middle of nowhere, where they had to walk to the place. Next year's tour to Paris is completely booked up and LBC is taking reservations for the 2008 trip.

Wally Friloux and Robert Rougelot entered their cars in the Oak Alley car show. This was the first show at Oak Alley and it was fairly small with 75 or so cars. The food was outstanding and the setting beautiful. Wally and Robert both took 3<sup>rd</sup> place trophies. Next year should be bigger and better with more classes.

**Club Business:** Nominations for officers for 2007 will be in August. Several serving officers will not be returning. Cathy Greensfelder has been Editor since June of 1999 and will not be returning. We will also need a treasurer and two members-at-large.

**Member Projects:** Robert Rougelot recently sold his green Mini Cooper to Dave Hayden. Robert bought a 77 MGB from Tilden Holiday and is having difficulty with the title. The title to Tilden's car show that the car was flooded even though Tilden's home did not flood.

Frazer Rice has sold his flooded MGAs. He now has a "new" 62 MGA at Peter Brauen's shop. The engine and transmission are done, the body is painted and all the parts are inventoried and ready. Peter has been reassembling the car and it may be completed this year. Fraser and Beverly's home on the Mississippi coast was completely flooded and they lost almost everything. Cliff Hughes gave Fraser an MGA Shop Manual and loaned him the parts manual until Fraser could get the `A running.

Brion Rose has two MGBs and two MGB-GTs. He is restoring the 65 MGB. Keith Vezina and Allen Bradley have been helping him part out the other MGB. And claiming a few parts along the way!!

**Other:** Delgado is offering another evening paint and body work class this fall. Seven BMCNO members took the class a year ago. If you want to paint your car yourself, all it will cost is 3 hours tuition and parts/materials. Plus a lot of effort.

EpcO chroming shop is going out of business. Their shop was out by Michoud and they will not be re-opening.

Roy Richardson won \$31 in the 50/50 drawing. The next prize was a bottle of chrome polish. The first ticket drawn was Cathy Greensfelder, who owns a rubber bumper MGB. Then Bill Harris, who has TWO rubber bumper `Bs, was drawn. The 3<sup>rd</sup> ticket drawn was Lee De Ramus who cheerfully accepted the chrome polish for his Jag's and Sunbeam. Cathy and Bill each received 2005 show shirts. Ronnie Palmisano, Fraser Rice, John Brown and Ford Lilly also won 2005 shirts. §

## Club Officers – 2006

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

### Board of Directors

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Ronnie Palmisano  
 Bill Breithoff  
 Wally Friloux  
 Robert Rougelot

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# 2006 British Car Day Donors, Errata

The following people / businesses donated items to the 2006 Car Day and were unfortunately forgotten in last month's Car Day Special Edition. Please accept our humble apologies for the oversight.

Bill Breithoff / Hall of Frame  
 River Ridge, LA  
 (504) 737-3677

Will Hall  
 805 N Bundicks Lake Ct  
 Slidell, LA

Wink Companies, LLC  
 120 Mallard, St Rose, LA

Eastwood Automotive Tools and Supplies  
[www.eastwood.com](http://www.eastwood.com)  
 (800) 345-1178

Winn Dixie #1406  
 South Williams, Kenner, LA

## Crawfish Boil by Sally Breithoff

The weather threatened rain so there were not quite as many people as there were crawfish and far fewer British cars than American and Japanese, but everyone had a good time. The rain held off until almost everyone was in the pavilion at Bogue Falaya Park so no one got soaked, and it didn't last long. It made the afternoon much cooler than usual.

A big "Thank You" goes to Robert Rougelot for making arrangements with the park, renting the tables and chairs and ordering the crawfish. §



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# Pensacola Car Show by Sally Breithoff

Once again the Pensacola show was well attended by BMCNO members. Leaving Friday morning, were the Wally Frilouxs, the Bradleys, the Breithoffs, the Vezinas, the Hubers and the Palmisanos.

On the way to Pensacola, there were 2 day trips that were offered ... one was to the Naval Air Museum on the Pensacola Naval Air Station. The Frilouxs and the Vezinas opted for that trip. The rest of us, Bradleys, Breithoffs, Hubers and Palmisanos went shopping at Fairhope. After which we drove Highway 98 to Pensacola, with a side stop in Foley for sundaes and malts and sodas (oh my!) The flowers were in bloom all over Fairhope and the picturesque town did not disappoint any of the shoppers. Even the guys had fun in the hardware store!

The Panhandle Club had a hospitality night with Red Beans and rice, cold cuts, goodies, and a giant cake! YUM!

We awoke to a very windy Saturday morning. Some nomads would have stayed indoors and called it a vicious sandstorm, but not us!! We all made our way to the parking lot by the Pensacola Beach Ball water tower. All of the entrants were told NOT to raise the bonnets because of the wind. The entire day we were pounded with all of that beautiful white sand that the State of Florida paid to have replace the beaches that were washed away by Ivan. Many felt that the cars were being "sand blasted" and could be damaged. Some of us felt that it was our only chance at a free "micro-derm abrasion" facial. (ha ha!) Several more BMCNO members joined the group at the show, having driven in late Friday afternoon or early Saturday morning, including the McKendricks, the Lillys, Dawn Gonzales and Ray Williams, Paul Hornsby, Bill Moseley and Joe D'Aquila.



Saturday night many of us gathered for a great dinner at Hemingway's, where Ronnie Palmisano participated in a Trivia contest sponsored by the table next to us. The winning answer was "tight end". Congratulations, Ronnie!

It is really hard NOT to have fun in Pensacola....plan to join us next year. §



Allen Bradley & sea gull "present"

Ancient Age & First Place	Mike Lewis 1950 MG Y-Type
First Place	Bill Moseley 1980 TR8
First Place	Joe D'Aquila 1975 TR7
First Place	Keith & Karen Vezina 1976 MGB
First Place	Wally & Margaret Friloux 1971 TR6
Second Place	Allen & Susan Bradley 1971 TR6
Third Place	Sally & Bill Breithoff 1977 MGB
Third Place	Paul Hornsby 1960 MGA
Third Place	James Dougherty 1948 MGTC
Third Place	Rick & Mary Lynn Huber 1975 MGB V-8
Third Place	Jim & Ford Lilly 2005 Lotus Elise
Stuart & Ann McKendrick 2003 Mini Cooper	
Dawn Gonzales & Ray Williams 2006 Range Rover	
Ronnie Palmisano & Karen Murray (2001 Ford Explorer)	

## Keeping It Cool by Jim Jones

I recently worked on a late model MGB with engine cooling problems. It was running hot. I checked out all the things that I normally check for this problem to no avail.

Then I drained the radiator. The water was very rusty in color. I suspect that the coolant/water mixture may never have been changed over the engine's 176,000 mile lifespan. So I flushed the radiator with plain water (heater turned on) until it ran clear. Then, I added water & a Dupont flush compound. I ran the engine for about 20 minutes and repeated the process all over again.

After re-filling the radiator with water & fresh anti-freeze, the engine temperature was now within limits and easily controlled. I say "controlled" because a modern 12" electric pancake fan with adjustable thermostat was installed as a puller fan on the rear of the radiator. The two stock electric fans were removed as one did not work anyway and the other was noisy.

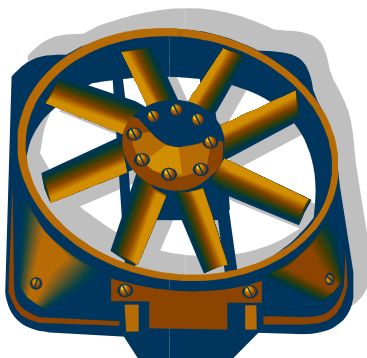
Now, I could adjust the thermostat control unit to turn the fan on at a lower radiator temperature and cause the engine to actually run at a lower temperature than normal. This would be very helpful when driving in very high altitude areas of the country to prevent boil over.

Further adjustment caused the engine to run at a normal temperature of halfway on the dash gauge. Note: Running the engine at lower than normal temperatures for long periods of time can cause damage to the engine.

The control unit was of a better type than I have seen in the past. It had a built-in relay which allowed the thermostat probe to be operated with a low current carrying wire & still operate the fan with a high current (large gauge) wire. With this setup, there is no drop in voltage when the fan turns on. (Seen this happen before?)

I connected the control unit's large gauge wire directly to the starter solenoid. This is a much better source than the original wires that supplied the stock electric fans. The small gauge wire for the relay can be connected to any wire that is hot when the ignition key is in the on position. (white or green wires)

Another feature of this unit is a temperature probe which does not utilize a capillary tube which cannot be shortened. The new style probe uses wires which of course can be shortened. The negative part about the probe is that it is larger in diameter than the old style probes. Do not try to insert it into the radiator core as instructed. It is too large for a double row radiator core and may rupture a tube when inserted. Mount it near the top rear of the radiator below the top hose with a metal clip. Hold the clip in place through the radiator core with one of the same mounting type devices that secures the pancake fan in place. (Remember, no part shall be used until it has been properly modified!)



The point of this article? When was the last time, if ever, that your LBC's cooling system was serviced? Keep'm running! §

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# 5 Boys, 5 Days, 1501 Miles

by Dave Hayden

Thursday April 27<sup>th</sup>, my 53<sup>rd</sup> Birthday, Fred, Paul, Lucas, Zach, and myself (Dave Hayden) left Abbeville for Road Atlanta and the 2006 Walter Mitty Challenge.

Fred, Lucas, and Paul are Datsun Z owners. Fred's 6-month mad dash to complete his 1970 240Z had ended the night before with a rebuilt but leaking brake master cylinder, so he drove his Miata instead. Paul's 1977 280ZX left this area proudly only to crack a fan blade and eat his radiator at the Louisiana-Mississippi State line. We left it in the weigh station to be collected up on the return trip. Lucas's 2 280/300ZXs are both off the road so he drove his Nissan Sentra. Zach owns 4 MG's and a TR7, none of which are on the road, so he rode with Fred. I planned to drive the recently completed 1988 Lotus Esprit Turbo, but after some anomalies with the fuel injection system the week before, I chose to drive the 1967 TR4A.

Other than the Z fan radiator mishap the trip over went well. 670 miles at 70 to 80 miles an hour netted me 33 MPG. We arrived in Atlanta in time for a 30-mile rush hour crawl up I-85 to Braselton. The TR4 has a stiff clutch and a thousand pushes of it about left me lame.

We set up camp before dark. The weather was cool, but no rain until Sunday night.

This years' feature was Sports Cars of Japan. There were examples from all the Japanese makers. Very early Honda, Mazda, Toyota, and Nissan, and close to 300 Miatas in the show area Saturday. Nissan was next best covered with maybe 150 1600, 2000 Roadsters and 240, 260, 280, 300, and 350 Z and ZXs. The British were also well represented with about 200 of all makes. French, Italian, German, and US marques were also well represented.

Friday is practice and qualifying. Everything from 50's to late 90's from under 2 liter and modified street to massive IMSA, INDY, NASCAR, TRANS AM, CAN AM, and F1. Friday ends with a multi class one-hour enduro. Saturday and Sunday are some qualifying but mostly 10 lap, 30 minute, and 1 hour races. We pitched our tents on the long backstretch and the action was continuous. The pits are open to all, the crews are friendly, and the cars are awesome.

Other activities include Kuhmo Minis to auto cross all day Saturday; and Lotus Elises to auto cross all day Sunday. Demos of all things automotive take place all three days. A large vendor area with tons of neat stuff is available to all. Track drives are available Sunday 10 am to noon as no open pipe cars can run during "quiet time". I took the 4 around a couple of times, what a rush.

Sunday night comes way to quickly, but it has to stop sometime. Rain drove us away from the campfire about 10 pm, but helped us sleep.

We broke camp about 5 am and the rain had stopped shortly before. The return trip was fun and uneventful. Paul had bought 5-minute epoxy, radiator stop leak, and water to patch up his car. It slowed the river to a trickle, and with stops every twenty miles to add water he made it back home.

As my trip odometer rolled over 1500, about a mile from home I picked up a severe miss. As I pushed in the clutch to turn into my driveway it died. I coasted to a stop in the turnaround; a quick look around showed an empty fuel filter. The new fuel pump is on order. Not bad for a 40 year old car.

This is a really cheap, really fun, long weekend. I highly recommend it to you all. Four day admission is \$35.00. Camping and infield parking is another \$25.00. For those who prefer motels they are \$69.00 a night and up. Anyone interested in going in 2007 get in touch with me—we are going again next year. §





## For Sale

**78 MGB** new top, good interior, runs well, 49,000 original miles, \$3,995 Josie Hunt, 504-443-1447 (5/06)

**2005 Car Trailer.** 5" channel frame, 12 ga. steel deck, tandem axles, electric brakes. 16' flat deck, 2' dovetail, 5' steel ramps store underneath and lock. Conduit for all wiring. new spare tire. only used about 4 times. \$2,500 Tom at warrentb@bellsouth.net or 205-823-6302 (Birmingham, AL) (6/06)

### PARTS

#### Rebuilt MGB overdrive transmission.

4 synchro. All new bearings, synchros and seals. \$1,000. Installation available. Peter 228-586-0187 or pbrauen1@bellsouth.net (6/06)

**78 MGB parts.** Car flooded in Katrina. Good fenders, doors, trunk, bumpers, any part you care to cut off shell. Peter at 228-332-0926 or pbrauen1@bellsouth.net (4/06)

**MGB Rostyle wheels.** 20 to choose from, some with tyres. \$25 for a good one, \$10 for a dinged or rusty one. Peter at 228-332-0926 or pbrauen1@bellsouth.net (4/06)

### WANTED TO BUY

**Two (unused and undamaged) BMCNO** car show coffee mugs. My Bugeye was down and I was unable to get a goodie bag. Offering \$5 each for the 1<sup>st</sup> two mugs brought to me at next meeting. Thanks - Rodger Talley(6/06)

**Tow dolly for little British car.** Harold Hunt 504-458-1151 (5/06)

**Boot (trunk) lid & factory hard top for TR6.** Ronnie Palmisano (504) 319-8506 (4/06)

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## 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

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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.

Lifetime Membership: \$300

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.)



The Morris Gazette

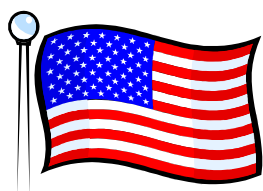
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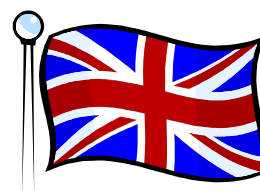


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June 2006



Back to the Beach-Sun June 4

Taste of Bavaria-Sun June 11