

# British Motoring Club—New Orleans Morris Gazette

November 2007

Published Monthly

## President's Message

So what have you been doing with your evenings and weekends? Have you just been sitting on the couch, watching the new fall line-up on TV and thinking to yourself "here's another program that won't make it?" Have you been just idling away the hours on the computer playing solitaire?

Well boredom doesn't have to be fatal – you can cure it with just one phone call. With my sure-fire, guaranteed program you can transform yourself from couch potato to student, advisor, helper, gopher, spectator or master tech.

"How can all of this be true?" you ask. Simple, just call one of several club members who have ongoing car projects and volunteer to give them a hand. Any one of them would love to have any level of participation from other members; all you have to do is ask. Heck, they would probably provide refreshments.

Some may accuse me of impersonating Tom Sawyer by trying to convince you how much fun we are having "whitewashing this fence" but we *really* do have a lot of great projects in progress and collaborating with others is a good way to learn new skills. Here are just some of the fun things we have going on.

Robert Rougelot has an MGB engine on an engine stand at the Car Palace (Oak Street) that we will be removing the head and oil pan to do an inspection. If everything is o.k. we will then install it in his car.

We have a member who is restoring a bugeye Sprite, another who is restoring a TR6 and yet another who needs to install a new top on his wife's MGB.

I'm still doing body work on the '67 MGB that I'm restoring; this entails body filler, sanding and spray painting. Later, I will be pulling the engine and installing a new wiring harness. I also have welding, sandblasting and painting to do on my MGB trailer project.

So act now, operators are standing by.

Keith

*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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# November 2007

	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4 E.E. Reynolds Memorial Rallye	5	6	7	8	9	10
11 <i>Veteran's Day</i>	12	13 B.O.D. Mtg. 7:00pm	14	15	16	17
18	19	20	21	22 <i>Thanksgiving Day</i>	23	24
25	26	27 Membership Mtg. 7:00pm @ The Italian Pie	28	29	30	

**Friday, October 26 - Convoy to SABCC Fairhope Show** - Southshore convoy leaves S&L parking lot across from the Plaza Mall (I-10 @ Read Blvd.) at 9:00 a.m. Northshore convoy leaves from Texaco Station (I-12 @ Hwy. 21) rear parking lot at 9:00 a.m. We meet up at the MS. Visitor's Center (Exit 2, "Stennis") at 9:45 a.m.

**Sat Oct 28 - South Alabama British Car Festival** - Fairhope, AL. Registration 9am till noon. Awards 4:00 p.m.

**Tuesday, October 30 - 7:00 p.m. GENERAL MEETING** Italian Pie, 5650 Jefferson Hwy. ***ELECTION OF OFFICERS!***

**Sunday, November 4 - E.E. Reynolds Rallye** - No calculator or stop watch needed. We start from CC's Coffee House across from Beau Chen in Mandeville at 1:00 p.m. Southshore convoy leaves south Causeway Toll Plaza at 12:15 p.m.

**Tuesday, November 13 - 7:00 p.m. Board Meeting** - Allen Bradley, 4412 Sedan St, Metairie (504) 888-6887

**Tuesday, November 27 - 7:00 p.m. GENERAL MEETING** - Italian Pie, 5650 Jefferson Hwy.

## Club Officers – 2007

### Board of Directors

President:	Keith Vezina	504-443-5056	president@bmcno.org
Vice President	Robert Rougelot	985-809-7007	rcrougelot@charter.net
Treasurer	Allen Bradley	504-888-6887	abmgbtr6@bellsouth.net
Secretary	Cathy Greensfelder	504-392-9261	secretary@bmcno.org
Editor	Ronnie Palmisano	504-454-3461	editor@bmcno.org

### Members at Large

Wally Friloux	985-845-8216	twofrilouxs@bellsouth.net
Karen Murray	504-454 3461	karenmurray@cox.net
Roger Nagy	985-845-8068	nagyrg@yahoo.com
Robert Phillips		Rp826union@aol.com

### Coordinators

North American MGA Register	Frazer Rice	504-314-1157	ricefrazer@yahoo.com
North American MGB Register	Henry Bourgeois	985 - 893-7610	bayouboo@hughes.net
Vintage Triumph Register	Harold O'Reilly	504-289-6982	haroldor@bellsouth.net
Webmaster	Keith Vezina	504-443-5056	webmaster@bmcno.org
Baton Rouge Area Coordinator	Rick Huber	225-926-6946	mlandrick@gmail.com
Lafayette Area Coordinator	Dave Haden	337-937-4929	dandmhayden@cox.net

## Membership Info



Club membership is open to anyone who owns or has owned, drives or is interested in British motor vehicles.

Annual Dues: \$24 per year (July 1st to June 30th).

Dues are prorated for the first year at \$2.00 per month.

Lifetime Membership: \$240

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 the Club Treasurer Allen Bradley for information.

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

Windscreen Transfer \$ 1.00

T-shirt \$10.00



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## September Meeting Minutes by Cathy Greensfelder

There were no guests or new members present.

**Past and Future events:** Susan Bradley reported on the Funkana. (See last month's newsletter for article). Plans for the Vidalia convoy were discussed.

**Car Show:** Karen Murray reported on the BMCNO scholarship program. We are granting five \$500 scholarships for the Spring 2008 semester from the proceeds of the 2007 Car Day. Application forms have been given to Delgado for distribution to the students. Applications are due by November 1<sup>st</sup> and the club will choose the five recipients by December 1. David Morgan volunteered to be on the judging committee. Karen Murray, Roger Nagy and Cathy Greensfelder are also on the committee.

The Hampton Inn will be the host hotel for the 2008 show and we have reserved the field at Delgado for March 29<sup>th</sup>. The show will begin at 9 am, with an awards ceremony at approximately 4 pm. We still need chairmen for the following committees: Site preparation, judging, parking and score sheet tabulation. Please volunteer!

**Club business:** Allen Bradley gave the treasurer's report. The following members were nominated for office for 2008.

	Nominee	Nominated by	Seconded by
<b>President</b>	Keith Vezina	Cathy Greensfelder	Ronnie Palmisano
<b>Vice-president</b>	Karen Murray	Cathy Greensfelder	Ronnie Palmisano
<b>Treasurer</b>	Allen Bradley	Cathy Greensfelder	Ronnie Palmisano
<b>Secretary</b>	Cathy Greensfelder	Ronnie Palmisano	Keith Vezina
<b>Member at large</b>	Wally Friloux	Keith Vezina	Cliff Hughes
	Robert Rougelot	Keith Vezina	Cliff Hughes
	Robert Phillips	Keith Vezina	Cliff Hughes
	Harold O'Reilly	Karen Murray	Cliff Hughes

Mike Anderson moved that nominations be closed. The motion was seconded by Robert Rougelot. The motion carried. If any member wishes to nominate additional candidates (members are permitted to nominate themselves), *please* contact any of the current board members. We really could use another nominee for member at large. Harold O'Reilly would gladly withdraw should someone else wish serve.

**Member Projects:** David Morgan went in with Keith on a one-ton engine hoist from Harbor Freight. They got it on sale, already assembled for \$100!!

Robert Phillips met a guy at a Saints game who said he wanted a British sports car but thought one would cost \$20,000 to buy and several thousand a year to maintain. Robert encouraged members to tell friends and acquaintances how inexpensive our cars are.

Robert Rougelot won the 50/50 drawing for \$12.50. Karen Murray, Harold O'Reilly and David Morgan won t-shirts.

The meeting was adjourned to "Morning Call" on 17<sup>th</sup> street in Metairie for coffee and beignets.

### Newsletter Submissions

Electronic submissions are greatly preferred. Email to [editor@bmcno.org](mailto:editor@bmcno.org) or bring to meeting. Bring written articles to meeting or mail to P.O. Box 73213, Metairie, LA 70033

# Vidalia Show, by Cathy Greensfelder

On Friday, September 28<sup>th</sup> Mark & Cathy Greensfelder, Keith & Karen Vezina and Ronnie Palmisano & Karen Murray left from the Kenner Welcome Center. They met up with Wally & Margaret Friloux, Cliff & Linda Hughes and Robert Rougelot & Chastity Harrison from the Northshore and Rick & Mary Lynne Huber of Baton Rouge and Bill & Elaine Karam of Lafayette in Baton Rouge. The group drove to St Francisville for lunch and a house tour at the Myrtles Plantation. The Myrtles has an entertaining tour centering on the ghosts who haunt the place. From the Myrtles, it was a straight shot to Vidalia but about 25 miles from their destination, Cathy's MGB quit.



The entire group pulled over to the side of the road next to a cotton field that was being harvested. Keith Vezina determined there were two wires off the starter. Once everything was reconnected, they found the battery was dead. About that time, Louis Guedon, the owner of the cotton, drove up to see if we needed any help. Louis, an LSU agri-business grad, had his truck stocked with everything he needed keep the harvesters running: tools, jumper cables, air compressor, even a welding rig! Even more important, the big "super duty" pickup had the ground clearance to drive through the grass and pull up next to Cathy's MGB to get jumper cables on the battery. None of our cars could have gotten close enough.



While the MGB was charging, Mary Lynne, Chastity, and Karen Murray hiked down to the field to pick some cotton for souvenirs (they had never picked cotton before!) and the guys and Louis talked. Louis had already brought in a crop of soybeans and was in the middle of harvesting 7,500 acres of cotton. Last year some of us toured Frogmore Plantation's historic, early 1800's cotton gin and saw a film on the nearby modern cotton gin where Louis' cotton would be going. Karen Murray commented that she had a cotton picken good time. Every trip is not just fun but educational!



Tommy Boudreaux	1978 Triumph Spitfire	1 <sup>st</sup>
Margaret & Wally Friloux	2001 Jaguar XK8	2 <sup>nd</sup>
Menda & David Hayden	1980 Triumph TR8 1994 Jaguar XJS	1 <sup>st</sup> 2 <sup>nd</sup>
Mary Lynn & Rick Huber	1975 MGB-V8	2 <sup>nd</sup>
Linda & Cliff Hughes	1960 MGA	1 <sup>st</sup>
Elaine & Bill Karam	1973 Triumph TR6	2 <sup>nd</sup>
Ronnie Palmisano	1976 Triumph TR6	3 <sup>rd</sup>
Robert Rougelot & Chastity	2000 Mini Cooper	2 <sup>nd</sup>
Cathy & Blake Sonnier	MGB chrome MGB rubber	1 <sup>st</sup> 3 <sup>rd</sup>
Karen & Keith Vezina	1976 MGB	1 <sup>st</sup>
Cathy & Mark Greensfelder	1979 MGB	"Mechanical Entertainment"

After Cathy's car started, we thanked Louis for his assistance and finished the trip to Vidalia. We met up with Tommy Boudreaux of New Iberia, the Haydens from Abbeville and the Sonniers from Lake Charles at the Friday evening reception.

On Saturday, September 29, the English Motoring Club of Mississippi had 46 cars from all around the region on the grass at River-View RV Park and Resort. This year the wind was off the river so at least the guys weren't tortured too

much by the scent of the LA State BBQ Championship, which was being held right next to the show site!! What a shame – the best barbeque in the state and no one but the judges got to taste it!! Bill Silhan of Pensacola won best of show with his "new" Marcos. The Marcos is a totally hand build car with a marine plywood and steel frame, a fiberglass body and a 4 cylinder turbo-charged motor. Wow!

No one in our group trailered their car this year so the ladies were forced to call two cabs to take them all into Natchez for shopping. They were lucky. Natchez had only had one cab up until a few weeks earlier; they had just gotten a second one!!

Dinner on Saturday night was at the Eola Hotel. Unfortunately, we caught them with a new bartender in the bar and a trainee chef in the kitchen. They were a little overwhelmed by our group of fourteen but we had fun anyway. The waitress turned out to be an expatriate New Orleanian. She evacuated to Natchez after Katrina and stayed.

The return trip on Sunday followed the west bank of the Mississippi River along miles of shaded, remote, winding roads. We stopped for lunch in New Roads at Satterfield's Restaurant, a family style place overlooking the False River. All but one antique shop were closed, so after a much too short shopping spree, we headed home.



## The "Other Side" by Bill Harris

For the past two years my cars have been entered into the Concours judging at the last NAMGBR events, MG 2005 in Olympia, WA and at MG 2006 at Gatlinburg, TN. The entering into Concours was due to the urging of Paul Hanley, Concours Coordinator of NAMGBR who thought that my vehicle was worthy of being judged and of being compared to others using the very detailed scrutiny of the NAMGBR judging forms and judges.

My car, the 1980 MG Limited Edition won best of show in Olympia, WA and this made me want to enter the wife's 1979 MGB into Concours at Gatlinburg in 2006 just to see what others think of her "original" car. I didn't win, but scored a 930 out of 1000 which was higher than what I thought possible.

Being under close scrutiny by others is highly emotional and puts you under a mental strain as you try to second-guess the judges as to what they are looking for and hope that they don't see the faults that only the owner knows.

This year, I tried something ever more stressful. I went to the "other side" and was a judge, judging others. Filling out the judging sheets on the first car was fairly simple. The stress started to gain with each additional car judged.

Each car had to be judged equally, first to last, using the same scrutiny and eliminating all personal favoritisms. All judges seemed to be close in several categories, and scoring one higher than the other was challenging.

It's a very time-consuming process with a suggested time of 15 minutes per car per judge. Since I had the "originality" category, it closer to 25 minutes per car. As I found out later, all of the judges ended up scoring the "highest point" car several points higher than the rest of the entrants, proving that the most original car is not determined by one's judges' vote, but by a collective view of all of the judges.

Being involved in Concours, either as a judge or participant means that you will not have time to see much of the car show, but the experience for me was well worth it. It was an experience that I will never forget, and even though it sacrifices the rest of the show, I am willing to do it again. It gives you a feeling of accomplishment to know that in a small way. I have helped others to make their cars more "showroom" perfect by pointing out the areas that need correction as seen by myself and the other judges.

I know when I read the judging forms that I received after NAMGBR 2005 and 2006, the first thing that I did was to compare the judges notes and points awarded to my vehicles and make corrections. Some things I will not correct, I will take the points loss for my personal conveniences and tastes.

I would recommend that everyone that has a vehicle that is close to showroom condition try Concours; It's a very rewarding experience. For the others, be sure to take a close look at the Concours cars, it's actually much harder to maintain a car in it's original state than it is to modify and "make better", especially with the technology that is available today.

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## Chef's Corner by Karen Murray

This month's recipe was another wonderful dish, provided by **Joy Watts**, at the Friday night Gala before the Annual Car Show. We can always use another great recipe for shrimp or crawfish. Don't we live in a wonderful section of the country with our abundance of seafood? ENJOY!!!!!!!!!!!!

### Shrimp / Crawfish & Eggplant Casserole

1 large eggplant peeled and diced  
 1- 12 oz. package crawfish or 1 lb. peeled shrimp  
 Few shakes of hot sauce / Creole seasoning (optional)

½ stick of butter	Dash of sherry (optional)
1 medium chopped onion	½ cup fish/shrimp stock
½ chopped green bell pepper	½ cup breadcrumbs
2-3 chopped stalks of celery	Parmesan cheese
2-3 crushed cloves of garlic	



Sauté onions, green pepper, celery and garlic in butter for 5 minutes or so. Add diced eggplant and more butter as necessary. Cook until vegetables are softened. Add crawfish / shrimp, sherry and stock. Add salt and hot sauce to taste. When seafood is warmed, add breadcrumbs and turn into greased casserole dish topped with parmesan cheese.

## A few lines about my 66 B project, by Rick Huber

In September, I spent a couple more days at Peter Brauen's place working to get Della, our Chelsea Grey 1966 MGB, ready for the car show in March. In July, two days were devoted to turning a rolling body shell into a running car, which we accomplished - fuel system, cooling system, electrical system, and oil system all put together after dropping in the engine and transmission, and it started right up.

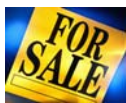
Since then a few of those "parts car" parts I had accumulated and been dragging around for years started failing on me, like the starter, the radiator, and the exhaust header. For two days in September at Peter's, we put on a new starter and exhaust header, installed the pedal box and the clutch and brake master cylinders but the real challenge was to install the windshield and dash. It took us much too long to get the windshield put together, but once it was, the installation on the car was relatively easy. No secrets learned to pass on about putting the windshield together, but the secret to installing it is to have the dash out. It's so much easier to get those bolts started when you can see the holes!

After the windshield was in place, we installed the dash. I stripped and primed the dash the weekend before and Peter did the honors with the wrinkle finish paint. We picked the best instruments, switches and knobs, cleaned them up and put it all back together and were ready to install it once the windshield was in place. Peter is a whiz with the electricals, one of my weaknesses, and we got the dash installed and all the lights and switches working before finishing up another very productive two days.

Back at home, I'm working on putting more pieces on the car. My "parts car" bumpers looked too bad to use so I ordered new ones. My "parts car" parking lamps/turn signals weren't useable, so I ordered them too. Out of my six salvaged headlights, I didn't have all the parts needed to put together two good ones, so I had to order a few clips and adjuster screws. I broke out the panel kit I bought several years ago and installed the cockpit rail to add a little red color to the interior. Slowly but surely she's coming together and at this point I can still say that we'll drive her to the show in March.







**1974 TR6** for sale, 42,000 miles. Runs and drives, but needs a muffler and other work. Body is in good shape; it does have some dents, no rust, needs a new top. \$3500 obo. Tim Switzer 504-495-7966

**Car storage space** in new metal garage on Freret St., New Orleans. Private and locked. \$ 150.00 per month. Call Martin Strayka, (504) 866-5131 (4/07)

**Original MGA FACTORY Workshop Manuals.** Yellow three ring binder. Have several to choose from, including MGA 1500, 1600, and Mark II. \$40.00 ea. Cliff Hughes 985 966 0492 (9/07)

**Misc parts for early Mini's** including front bumper, grille, new floor pans & 1275 **engine & transmission** parts. David Morgan,

**1959 Morris Minor** Body Parts for sale— 504-466-4895 Louis Roussel

## CABLES & THINGS, By Jim Jones

What we generally refer as cables are composed of a number of parts. i.e., the cable itself, the cable holder, the sheath, the sheath holder, and the knob. Cables are used for operating throttle valves, chokes, heater controls, etc.

The cable is a solid wire if it is to be used as a push/pull device and stranded if used only as a pull device that is returned to rest by a spring.

The stock cables installed on our British cars are not the best available. Most replacements are no better and can be expensive.

Here is an alternative; try your local bicycle shop. Their cables can be purchased by the foot, come with an internal plastic tubing for ease of operation, and an external vinyl tube to exclude dirt and moisture.

To mount the new sheath, simply unscrew the old one and screw in the new one. To mount the new cable, drill out the dimple in the cable holder, remove the old cable and secure it by creating a new dimple. If you are not quite sure about doing this job, send me an e-mail at: [jdj15@bellsouth.net](mailto:jdj15@bellsouth.net).

Your local bike shop will also have other items such as cable holders. Check them out!

## BRITISH CAR DAY HAYDEN STYLE:

The Challenge: Drive all 9 LBC's 20 miles each in one day.

6:45 a.m. put charger on TR4 cause I know it hasn't started lately. Move TR8 and 92 Mini. Check engine oil ok. Get the TR3 out of the shop. I just replaced the water pump. Move Fred's 240Z. Put the TR3 on the lift and add a pint of oil to the leaky transmission. Check tires. All about 3 pounds low, add air as required. Gas gage says less than 1/8<sup>th</sup>. First stop put in \$35.00 gas. Now take a 25 mile cruise. Got home in one piece.

9:00 a.m. check oil and water, ok. Start the TR4 and let it warm up while I check the tires. All about 2 pounds low. Add air. Gas gage says full. Get in and go 22 lovely miles. Home again in one piece.

10:30 a.m. Move the 240Z because I put it behind the TR6. Start the TR6, a little slow to crank but it starts. Check the tires. Left front looks low. It is (15 psi). The rest are all about 2 pounds low. Add air, now it's time to go. Cruise about 25 miles. Back home in one piece. I'm three for three so far.

11:30 a.m. Put the charger on the Europa, just to top it up. Start the 92 Mini. Plenty of gas. Tires all ok. Drive 42 KM. Do the math, yes that's more than 20 miles. Four for Four.

12:15 p.m. Lotus Esprit, tires ok, fuel ok, battery ok. Let's go. 22 miles into it, about 5 miles from home the engine dies. No restart. Coast to the grass between the road and ditch. No obvious problems. No restart. Call Fred to go get my trailer and come get me. Back home and unloaded about 2:15 p.m. Now it's 4 for 5. Lesson learned; one must look good even in a broken Lotus. No fewer than 6 cars that passed me on the side of the road waved, one even gave me a "Thumbs Up".

2:45 p.m. 73 Europa next. Water, oil, and tires checked. All good. It's getting hot outside, good thing this is the last one without a/c. Wow, what a ride, 23 miles in a go-cart. What a thrill. Home again in one piece, that makes it 5 for 6.

4:00 p.m. Load up Menda, Fred, and myself into the 99 XJ8. Don't check anything. All ok. Drive to Chinese Buffet for thank you dinner for Fred's and Menda's help with the Esprit. Darn the a/c is cold. Eat like pigs, then back home in one piece. Not quite 20 miles, but it still counts. Now it's 6 for 7.

5:15 p.m. crank up the TR8. No need to check anything, I've been driving it a lot lately. Fred will ride along in the Europa. Stop and fuel up both cars, then cruise 37 miles and back home. No problems. That makes it 7 for 8.

6:45 p.m. last but not least the 94 XJS. Again no need to check anything, just turn the key and go. Did I mention cold a/c? 26 miles and back home. 8 for 9. When I took the TR3 out of the shop this morning I wondered if I should bring the 67 Mini in to start the restoration. I guess the Esprit answered that question.

# The Morris Gazette

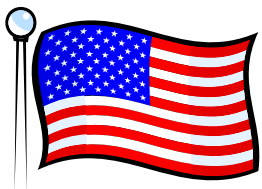
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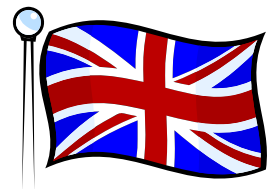


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## November 2007



**Friday, October 26 - Convoy to Fairhope, Alabama**

**Sunday, November 4 - E.E. Reynolds Rallye**