

British Motoring Club—New Orleans Morris Gazette

August 2008

Published Monthly

President's Message

*BMCNO is affiliated
with*

**North American MGB
Register (NAMGBR)
and
Vintage Triumph Regis-
ter (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!

Inside this issue:

<i>Calendar</i>	2
<i>Officers & Membership Info</i>	3
<i>General Meeting Min- utes, DeLorean Car Show & Funcana</i>	4
<i>Margaret and Wally's Big Adven- ture</i>	5-6
<i>Chef's Corner & Tributes</i>	7
<i>NAMGAR GT33</i>	8
<i>Classified</i>	9

By the time you read this, you should have already received a copy of the 2008/2009 BMCNO Membership Directory and your 2008/2009 membership card. Our club Secretary, Cathy, did a wonderful job on this; she managed the database, composed the layouts and coordinated the printing, collation and mailings. Thanks, Cathy!

If you have not received your directory and membership card, contact Cathy and she will investigate the situation. Obviously, you must have paid your membership dues to be on the mailing list. If you were omitted from the initial mailing because we haven't received your dues, don't worry. We will send out your directory and card when you do renew your membership.

If you find any errors or omissions in your personal data, please send an email to Cathy at secretary@bmcno.org so that she can keep the club database current.

In keeping with our tradition during the summer months, the July meeting will be another short one so that we can go and get something cold for dessert. We will return to The Creole Creamery to sample some of their unusual ice cream flavors.

While dodging the summer heat by sipping iced tea under the ceiling fan on the veranda, you may want to consider the LBC project opportunities that are best done when temperatures are near triple digits. This is a good time to install a new hood (convertible top) on your roadster; it is much easier to stretch taught when warm. Waxoyl rust preventative flows much better through its pump dispenser and black wrinkle paint wrinkles much better on a sweltering, sunny afternoon.

So get hydrated and get to work! Fall is just around the corner and you will want to drive your LBC instead of work on it.

Keith

August 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10 Richard Wolf "Un-Car Show"	11	12 B.O.D. Mtg. 7:00pm	13	14	15	16
17	18	19	20	21	22	23 Lafayette Area Cruise
24	25	26 Membership Mtg. 7:00pm @ The Italian Pie	27	28	29 Final Friday 5-10 p.m. Downtown Cov- ington	30
31						

Saturday, August 2 - 10:00 am - BMCNO Breakfast - Cancelled

Sunday, August 10 - UnCar Show, The Columbia St. Tap Room & Grill, 434 N. Columbia St., Covington. 4:00-7:00 p.m. Prizes awarded in an assortment of categories from oil leaks to bad paint. Stop waxing and relax. The club buys dinner for the driver of each car entry, so drive (or push) your "not show quality" British car and enjoy the food, conversation and A/C in the restaurant. Southshore convoy leaves south Causeway toll plaza at 3 pm.

Tuesday, August 12 - 7:00 p.m. Board Meeting - Allen Bradley, 4412 Sedan St, Metairie
(504) 888-6887

Saturday, August 23 - Lafayette Area Cruise - For more information, contact Dave Hayden at dandmhayden@cox.net

Tuesday, August 26 - 7:00 p.m. GENERAL MEETING - Italian Pie, 5650 Jefferson Hwy.
NOMINATION OF OFFICERS!

Friday, August 29 - 5:00 p.m.-10 p.m. Final Friday Covington, LA - A street party featuring all types of antique cars, including British cars. Four blocks of Columbia St. are closed for a car display. Most restaurants are open and live music at both ends of the street. Call Cliff Hughes (985) 845-8709

Friday and Saturday September 26th and 27th, "Brits by the River", Vidalia, LA

Club Officers – 2008

Board of Directors

President:	Keith Vezina	504-443-5056	president@bmcno.org
Vice President	Karen Murray	504-236-7509	karenmurray@cox.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	ronniep@cox.net

Members at Large

Wally Friloux	985-845-8216	twofrilouxs@bellsouth.net
Robert Rougelot	985-809-7007	rcrougelot@charter.net
Robert Phillips	504-896-2304	rp826union@aol.com
Harold O'Reilly	504-289-6982	haroldor@bellsouth.net

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	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

Newsletter Submissions - Electronic article submissions are greatly preferred. Email to ronniep@cox.net, bring to meeting, or mail to P.O. Box 73213, Metairie, LA 70033



LUBRIPORT LABORATORIES, INC.

PROUDLY SERVICING THE PETROLEUM & MARINE INDUSTRIES

PETROLEUM LABORATORY SERVICE – USED LUBE OIL ANALYSIS
PREVENTIVE MAINTENANCE ANALYSIS – DIESEL & RESIDUAL FUELS TESTING
NEW LUBRICANT QUALITY ASSURANCE – EMISSION SPECTROMETER ANALYSIS

(504) 464-1734 – 1650 AIRLINE DRIVE – KENNER, LA 70062
ANNE & FLOYD FRILOUX, OWNERS

General Meeting Minutes, June 2008

Guest included Denise Petit, guest of Pete Weber. Member Ham Ramsey was present after a long absence.

Past Events: Sue Bradley reported on the Back to the Beach show. Mostly, it was HOT!! Other members reported on the "Roberts' Run" Northshore cruise. The Friends of the Trefuncte Restaurant was excellent. Cliff Hughes reported on the "Final Friday" block party. Two BMCNO cars were there and it was really nice – a nice breeze kept it cool and the police had relocated their cruiser so there were no annoying flashing lights this time.

Future Events: Plans were discussed for the breakfast at Elizabeth's and the Delgado tech session. The Un-Car Show is coming up in August so it's time to stop

waxing and chill out. Leave the kitty paw prints and dust alone.

Mary Lynn Huber presented Allen Bradley with a yellow plastic, duck-bill shaped duck call. It was very funny!! (Will the duck jokes never end?!!)

Jim Anthony reported on his recent trip the DeLorean Car Show in Gettysburg. (See article below)

The 50/50 prize of \$18 was won by Cathy Greensfelder. Ronnie Palmisano and Floyd Friloux both won t-shirts. The meeting adjourned early to the "Queen of the Ball" snow ball stand on Oak Street. Keith Vezina gave "tours" of the Oak Street Car Palace garage which is rented by several club members.

DeLorean Car Show

Jim and Mitzi Anthony attended the DeLorean Car Show on June 17 – 20, 2008 in Gettysburg, PA. The event was held at the beautiful Eisenhower Resort Hotel. Jim and Mitze made the 2,400 mile round trip in the DeLorean.

This joint meet between the DeLoreans and the Bricklins is held every other year. The Briklen is another gull wing sports car. It was produced in New Brunswick, Canada from 1974 to early 1976. The Briklin was gorgeous but not very well built and the company went bankrupt after building just under 3,000 cars. The DeLorean was built for two years from 1981 to 1982, in Dunmurry, Northern Ireland. Just over 9,000 cars were built and parts are beginning to become rare and/or expensive.

During the Concourse, they took a beautiful panoramic photograph of all the cars with the DeLoreans circled around the Briklins. Several videos of the show are available on youtube.com. Each year, the DeLorean Car Show raffles off a restored DeLorean. This year, it was a 1981 DeLorean. At the awards banquet, several \$500 door prizes were awarded.

As a result of the DeLorean's starring role in the movie "Back to the Future", a number of Hollywood stars frequently attend the DeLorean show. Elizabeth Shue (Marty McFly's girlfriend), Marc McClure (Marty's brother) and James Tolkan (Vice Principal Strickland) participated. Actress Lee Meriwether (Miss America 1955!!) was also there.

10th Annual Hayden Funcana

You are invited to come join the Hayden's, and the Lafayette Area BMNCO group for a fun filled car weekend.

Sat. September 6th at 4 p.m. we will kick off the weekend with a poker run rally. This will start at the host hotel in New Iberia and end with eating dinner of course!

Sunday September 7th we will hold the Funcana at Arrow Aviation. The start time for this event is 10:30 a.m. This year there will be food added to the day. We all got real hungry last year and had no time to leave the event and go eat. We promise it will be yummy. And don't forget you get to see all the helicopters you want.

Below is the address for Arrow Aviation.
Arrow Aviation
1318 Smede Hwy.
Broussard, La. 70518

Our Host Hotel is Days Inn
611 Queen City Drive
Hwy. 90 at Hwy. 14
New Iberia, La. 70560
337-560-9500

When you call let them know you are attending the Funcana and are with the British Motoring Club of New Orleans to get a special room rate. Reservations must be made by August 31st for the rate.

We look forward to seeing you all that weekend and have planned tons of fun. Please drop us an e-mail or call to let us know you will be joining us. This will help us with timing of events and food reservations.

Contact Dave or Menda at dandmhayden@cox.net or 337-937-4929

“Margaret and Wally’s Big Adventure on a Small Island” or “Take My Money, Please!”

At the beginning of May this year we, together with our son Sean and Wally’s sister Faye, rented a self-catering cottage in the Mapledurham Estates near Newbury in Berkshire, Margaret’s hometown. Mapledurham is an Elizabethan Manor House surrounded by a small village with several cottages that have been renovated and are rented to folks like us who want to experience life as it was 300 years ago but with a few modern conveniences like indoor plumbing.

We quickly learned that the only way to reach our cottage was by driving two miles down a narrow, single lane surrounded by high hedgerows. It was a little nerve-wracking to encounter a car coming straight at us, and nowhere to go! These encounters were always accompanied by a squeal of fear from Wally’s sister in the back seat of our rented SAAB station wagon. Nobody slows down!

It’s difficult to choose highlights from the trip because we did so much. We went to Stonehenge, Oxford, London, Windsor Castle, Stratford-upon-Avon, and more gift shops, Pubs and fish & chip shops than we care to remember. Sean and Wally even managed to return unscathed from a London Irish Rugby match.

Two excursions do stand out, however. The factory tour at the Jaguar Assembly plant in Castle Bromwich, and a trip to Paris on the Eurostar through the English Channel.

At the Jaguar plant a very interesting and informative guide, who was a retired employee of Jaguar, showed us the new XF saloon and the XK8 assembly areas. It was fortunate for Margaret that we were able to visit yet another gift shop at the end of the tour.



Construction of this factory began in 1938 by the British Air Ministry to build the famous World War II Avro

Lancaster B.1 bombers and Mk Spitfire fighters.

In 1980 Jaguar Cars Ltd. took over control of the site to build the XJS, XJ, “S” Type and now the XK8 sports and XF saloons.

The Eurostar trip to Paris was wonderful. We left St. Pancras Railway Station in London at 6:30 am and arrived at the



Gare du Nord Station in Paris less than three hours later. Traveling at top speeds of 186 mph was incredible and surprisingly very stable. We were served breakfast on the journey to Paris, and dinner with champagne on the way back to London. We had arranged to have someone drive us back and forth to London, so even Wally could enjoy the champagne. This trip included a one-day, whirlwind guided tour of Paris, but we did get to see the major highlights: The Eiffel Tower, Notre Dame, The Arc de Triomphe, and the Louvre.

Tip: The Louvre is closed on Tuesday, so we didn’t get to see the “lady with the smile” but we did see the awful glass pyramid outside the museum.



It’s difficult to say where the traffic was worse, Paris or London. Despite the fact that petrol in England was the equivalent of \$8 a gallon (and rising), the city streets are filled with what can only be described as maniacal drivers: in cars & lorries, on motorcycles, scooters and bicycles. Only a few drivers give way to others, most drive inches from your rear bumper and you take your life in your hands on the roundabouts. Of course, we had to constantly remember that we were supposed to drive on the left side of the road and from the right side of the (continued on next page)

Continued from page 5

SAAB station wagon.

You might wonder why anyone would want to rent a station wagon in England, the land of sport cars, Jags and Bentleys. Good question; we thought it might be a good idea to do so, since one of the many planning assignments for this trip was to make sure we could actually squeeze four adults and all their luggage into a rental vehicle and then transport everything and everyone from Heathrow Airport in London to our Cottage. It had to be large enough to carry the luggage and people and also narrow enough to navigate the one lane roads and narrow village streets we found ourselves on daily.



At Heathrow, we all held our breath when we first looked at the SAAB and then looked at all our luggage. After cramming the luggage in and persuading the rear passengers to balance their carry-on bags on their laps, we finally were then able to gently pull out of the parking lot into a most interesting two weeks of “demolition avoidance”. Amazingly, we managed to avoid serious driving issues except when we backed into a farmer’s cattle gate and the occasional running up and into the “hedgerows” near our cottage.

Another interesting observation was that during the entire two weeks in England, we only saw three Classic British Cars on the highways and one beautifully restored Austin saloon used to transport a bride and her parents to a wedding in Windsor just outside the castle grounds. We did see about a million “modern” Minis – including one perched on top of a building at the BMW Mini plant in Cowley outside of Oxford.

As explained by our retired Jaguar factory worker at

Castle Bromwich, one of the main reasons for not seeing too many classic British cars on the road was because of the rather stringent emission and inspection laws in England. Apparently, all autos - including classic ones - have to pass most of the road safety and environmental standards as new ones. Every year, all cars and motorcycles had to be examined for lighting equipment, steering, suspension, brakes, tyres, seat belts and other general items like fuel systems, load security, doors, structural integrity & corrosion, exhaust systems, windscreens, etc. On top of this, the examination cost an average of 50 pounds annually.

One can only imagine how many classic cars fail this examination each year?

We also managed to squeeze in another whirlwind trip, and this time it was to London. Since most locals and tourist alike quickly learn to avoid driving into the congested city of London if at all possible, we decided to drive to the nearby train station in Reading, catch another very clean and efficient express train to London and then to a reserved “Hop-on and Hop-off” double decker bus waiting for us outside Paddington Station. We then were able to see most of the interesting landmarks in the city. During this one day tour we managed to see Buckingham Palace, The London Eye, Big Ben, The Tower of London-including the Crown Jewels, and Trafalgar Square.

In conclusion, this was a wonderful vacation and we would recommend it to anyone. We would also recommend getting as many things as possible arranged and paid for on the internet before you go – it saves a lot of time. Lodging, air fares and car rentals are obvious but we even booked – and paid for – bus tours, the Eurostar trip to Paris, and even the Rugby game before we left.

Margaret & Wally
Friloux

June 2008

(See more pictures
on page 8.)



CHEF'S CORNER by Karen Murray

This month's recipe is submitted by Ronald Palmisano for his famous Shrimp Mold.

Boil Shrimp – let stand for weeks until mold grows and then serve. JUST KIDDING!!!!!!!!!!!!!! Ronald did give that recipe at a party when he claimed to have prepared my Shrimp Mold. My real recipe is.....

Shrimp Mold

- 1 can cream of mushroom soup
- 2 pkg. (3 oz.) Philadelphia cream cheese
- 1 envelope unflavored gelatin, softened in 1 Tbsp. hot water
- 1 bunch shallots, minced
- 3 lb. shrimp, cooked, peeled and coarsely chopped
- 1 cup finely chopped celery
- 1 cup mayonnaise
- 1 tsp. lemon juice
- Tabasco sauce to taste
- Mold 1 quart size

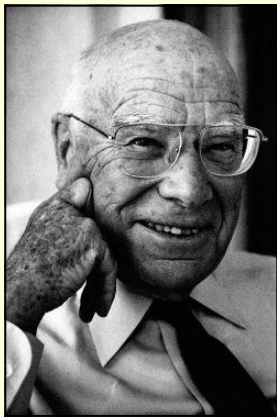
Heat soup and mix in cheese until melted. Remove from heat and stir in softened gelatin until dissolved.

Add remaining ingredients and mix thoroughly. Turn into a greased mold and chill until firm. Unmold onto a serving plate. If the mold is hard to remove let it stand in warm water for a few minutes to loosen the sides. Have fun with different molds for this recipe.

We are still in need of recipes and pictures for our cookbook. Come on ladies and gentlemen this club isn't called the Big Meal Club –New Orleans for nothing. Please submit to Menda Hayden at dandmhayden@cox.net.

This book will be the best when finished.

Tributes as ex-BL boss dies aged 94 - By Daily Echo reporter



The former chairman of British Leyland, Lord Stokes, who died earlier this week at his home in Poole at the age of 94, will always be a contro-

versial figure in the history of the nation's car industry.

While some blame him for the decline of British motor manufacturing, others see him as a talented businessman whose efforts to run the fifth largest car manufacturer in the world profitably were wrecked by trade unions and the government.

Donald Stokes was regarded as an eccentric at public school because he wanted to study engineering and work in a factory.

He served his apprenticeship with bus and truck manufacturers Ley-

land during the 1930s and became export manager after serving in the Army during World War Two.

He was made a director in 1954, then chairman in 1967.

Great names such as Triumph, Rover, Austin, Morris, Daimler, Jaguar, MG and Land Rover were brought under the company's umbrella through a series of takeovers and mergers.

But with BMC - which made Minis and MGs among others - the company inherited financial and management problems. There were also constant strikes and some clunky designs, such as the Morris Marina and the Austin Allegro.

In a 1989 interview with the Daily Echo, Lord Stokes recalled: "Whatever move my management made to try and improve a product or facility, the unions called a strike.

"We should have been fighting with the unions, not against them. We should have been united against the Japanese.

"We also had endless interference from the government.

"For example, we were instructed to build factories in places that were obviously uneconomic."

He and his first wife Laura, who had one son, bought their cliff-top Branksome Park flat as a weekend home in the 1970s and moved there permanently after he left British Leyland, which was nationalized under the then Industry Minister Tony Benn.

Lord Stokes became a well known figure in the town, presenting the Poole edition of the BBC programmed "All Change For" back in 1979. He became founding chairman of 2CR and branch president of the Ferndown Muscular Dystrophy Group in 1980. A keen sailor, he also actively supported the Sea Cadets.

Knighted in 1965, he became a life peer four years later and was a cross-bencher in the House of Lords. Following Laura's death in 1995, he married the current Lady Stokes, Patricia, in 2000.

NAMGAR GT33 in Pennsylvania by Frazer Rice

There were 2 tech sessions devoted to “drivability” at the NAMGAR GT. I took some notes and the following is for our general consideration. Most of this applies to any British car. Please note I take no responsibility for these recommendations, and am only passing them along. I did check and all of the products or brand names are correct and come up on Google.

Always convert to negative ground.

Facet brand fuel pump for a back up or the Facet “interrupter” pump has a fuel filter and is a direct bolt on replacement on the MGA.

Pertronix electronic ignition was discussed, or –

Pertronix distributor which has electronic ignition built in.

Install 8 watt dash lights for better illumination.

Zinc is being removed from motor oils. Castrol makes a Syntec 20W50 for classic cars with added zinc if you can find it. Also, Valvoline VR1 was mentioned.

Mr. Molly products were recommended for break in on the engine.

Use polyurethane bushings in the front end not V8 rubber bushings. Use urethane grease to install.

Use synthetic grease and 80W gear oil in a 50/50 mix for the steering rack. This provides enough thickness to keep it in but easier movement.

On fuel lines, the use of 10% ethanol is a serious problem. Avoid using regular rubber fuel lines.

On transmission conversions, the Ford Sierra T-9 fits right in an MGA and is “reversible” no frame altering. I still like the short throw of the BMC transmission.

The use of synthetic 30W oil in an overdrive transmission was recommended.

Insulation was discussed. One product called “Lizard Skin” was recommended. This is a spray on ceramic based coating passed down from the custom car business. It was noted that it is a mess to apply and probably not suitable to an assembled or mostly assembled car. Also mentioned was a company called Southgate British. They make a mat insulation called “Koolmat” which comes in bulk or pre cut to fit the car.

Finally, spray on truck bed liner was recommended as an undercoating as being super tough. It was mentioned that MGA's had some sort of coating on the underside of the body from the back of the car, under the gas tank, and maybe up to the battery cut-out.



Frazer

More pictures from page 5, Margaret and Wally's Big Adventure on a Small Island



Classified

For Sale—1960 MGA 1600. 300 miles since bumper to bumper rebuild.. Also Classic Roadster DUKE. Replica of 1937 Jaguar SS-100. 2.3 liter all ford mechanicals. Too many cars and not enough space!! John Wells 985-345-1166

1974 Triumph TR6 Project Car for sale. Has all parts to restore the vehicle. Retired. Must pick up outside of Baton Rouge, LA. Price negotiable. Asking \$1000. Call Bill at 225-567-3035 for details.

Classified Submissions

Electronic article submissions are greatly preferred. Email to ronniep@cox.net, bring to meeting, or mail to P.O. Box 73213, Metairie, LA 70033 . There is no charge. The add will run for three months.

Note from Maury Drummond!

Just wanted to pass along to the other members this offer. I recently had Todd Clarke, of Clarke spares and restoration, remanufacture an early MGB part that has been NLA for many years. It's the bracket and clamp that goes from the rear of the generator to the oil cooler hose. If anyone in the club has an early pull handle MGB and wants a clamp and bracket, have them email me (maury@charter.net) as he made 6 free copies for me for letting him use my master set as the templates.

Maury

Shop Online at www.VictoriaBritish.com or Request Your FREE Catalog Today!

Choose From These Parts and Accessories Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free 7 Days A Week
1-800-255-0088

Shop Online ... Fast, Simple & Safe
www.VictoriaBritish.com

24 Hours a Day Orders • Catalog Requests • Sites



OUR SERVICE PUTS US A-PART FROM THE REST.

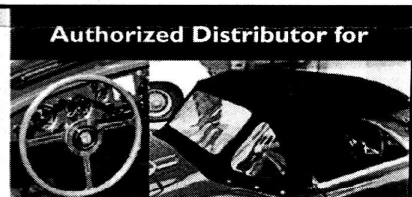
At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company, we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast. Log on to www.LBCarCo.com and see why we excel at what we do.



Little British Car Company
www.LBCarCo.com

Jeff Zorn • 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 • Toll-free: 800-637-9640
Fax: 248-489-9665 • Email: LBCarCo@LBCarCo.com
Major credit cards accepted



Authorized Distributor for
Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus many others!



The Morris Gazette

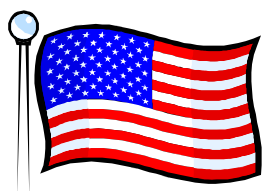
POST OFFICE BOX 73213

METAIRIE LA 70033

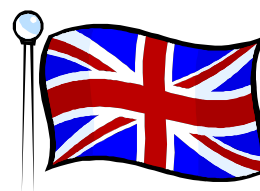


Visit us on the Web

www.bmcno.org



August 2008



Sunday, August 10, UnCar Show

Tuesday, August 26

GENERAL MEETING

NOMINATION OF OFFICERS!