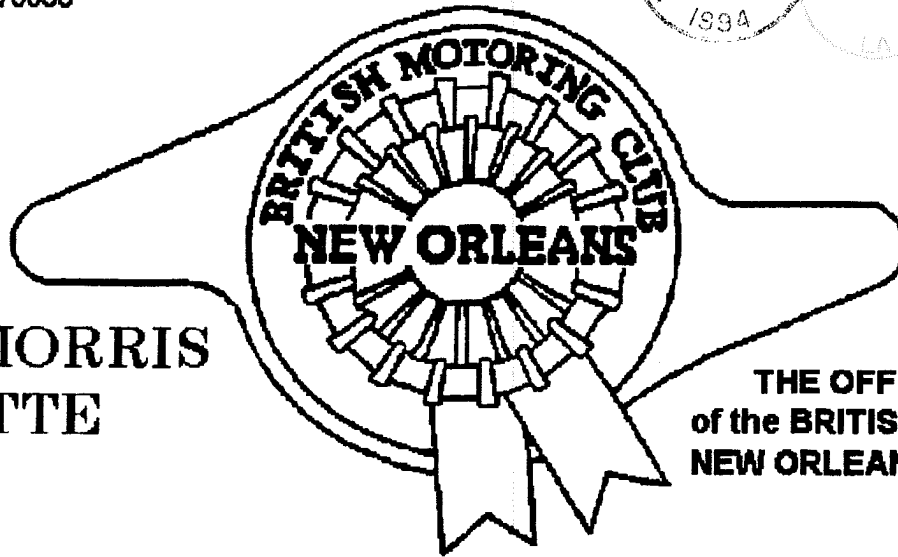
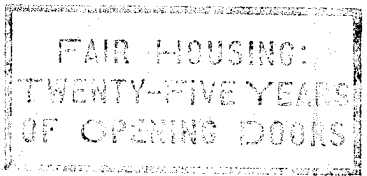


BRITISH MOTORING CLUB
POST OFFICE BOX 73213
METAIRIE, LA 70033



THE MORRIS GAZETTE

THE OFFICAL NEWSLETTER
of the BRITISH MOTORING CLUB
NEW ORLEANS

Alden J. Bienvenu Jr.
Rt. 2 Box 943G1
Reserve, LA 70084
Dues Due: Gratis

FEBUARY 1994


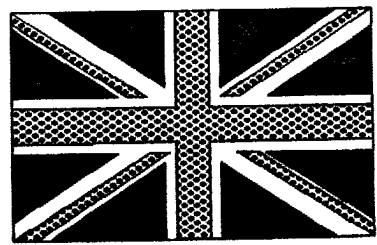






March 1994



BRITISH MOTORING CLUB EVENTS

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|--------|--|-----------|----------|---|----------|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | |  7:00pm OFFICER'S & SHOW MEETINGS | | | | |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 |  | |
|  10:00am FOUNTAIN BLEAU PICNIC | |  7:00pm GENERAL MEETING | | | | |

OFFICERS FOR FISCAL YEAR 1994

- CORT MUSGRAVE, PRESIDENT _____ 504-394-3633.
 CLIFF HUGHES, VICE PRESIDENT _____ 504-845-8709.
 ANNE FRILOUX, TREASURER/CORRESPONDING SECRETARY _____ 504-464-1734.
 JIM JONES, SECRETARY/NEWSLETTER EDITOR _____ 504-651-2937.
 PETER BRAUEN, MEMBER AT LARGE _____ 601-467-0519.
 BILL BREITHOFF, MEMBER AT LARGE _____ 504-288-4019.
 ALTON "CHIP" LAUSSADE III, MEMBER AT LARGE _____ 504-464-0955.
 KEITH VENZINA, MEMBER AT LARGE _____ 504-443-5056.

CAR CLUB REGALIA



| | | |
|---|---|---------|
| + | BMCNO T-SHIRT.....Sm, Med, Lrg, & Xlrg..... | \$ 7.00 |
| + | BMCNO GOLF SHIRT.....Lrg only..... | \$15.00 |
| + | BMCNO WINDSCREEN TRANSFER..... | \$ 1.00 |
| + | BMCNO JACKET PATCHES.....Coming Soon!..... | \$ N/A |
| + | BMCNO BASEBALL CAP..... | \$12.00 |



GET THESE ITEMS WHILE THEY LAST! THEY ARE ORDERED IN LIMITED QUANTITIES AND WHEN THEY ARE GONE , THEY ARE GONE! CONTACT ANNE FRILOUX AT 504-464-1734 OR AT GENERAL MEETINGS.

B CAR CLUB DUES *B*

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire. If your dues are due, send them in now before you miss out on your next newsletter!

BMCNO CAR DAY UPDATE

Our upcoming Car Day has been listed in MG Magazine's January 1994 issue #51. We are receiving quite a few out of state registrations and expect to see many more with these national listings. We also have a large promo in "News on Wheels"!

MINUTES of the GENERAL MEMBERSHIP MEETING of JANUARY 1994

The meeting was called to order by Cort Musgrave at 7:30pm. Thirteen British cars were driven to the meeting. A progress report on the upcoming Car Day was given by Cliff Hughes, our Vice President. Registration Forms will be included in this month's Morris Gazette newsletter. Registration Forms have already been sent to non-club members who have attended past Car Days. Anne Friloux, our Treasurer, has begun receiving forms in the mail from these folks already. Car Day sponsors, so far, are: the Friloux's, Roger Gibson, Cliff Hughes and Mike Glore. These are all club members. Speedy Oil is interested and in the works as a Car Day sponsor.

Cort spoke on "old car legislation" at the Federal level and passed around a letter to Senator Johnson for attending members to sign.

The owner of "Southern Tire" was our guest speaker for the night and he spoke on all the special equipment which his shop has to service tires. He is the owner of a '73 Silver Cloud and interested in servicing British cars. It sounds as if his shop is the well equipped to handle our frame, suspension and tire needs. A future tour of his business is in the works.

Ed Helsing resigned as Member at Large due to a change in job responsibilities. The club officers appointed Alton "Chip" Laussade III to fill the position. Welcome, Chip!

The 50/50 drawing of \$18.00 was won by Bill Breithoff, Member at Large!

The general meeting was officially closed by Cort at 8:30pm and members moved out to the parking lot for lots of British car talk.

IN MY TRAVELS

I have just returned from Pensacola, Florida where I assisted Keith Sanders, Editor of the Panhandle British Car Association, install the engine for his '68 MGC Roadster. The engine had been rebuilt but we had to clean, repaired, painted and locate everything else under the bonnet. We got it in and got it running.

The Gilding brake system on the "C" was a mess! Keith had rebuilt the front calipers and the rear wheel cylinders. But one of the brake servo's was missing and the condition of the master cylinder was unknown.

Keith was not concerned with originality, so, I suggested converting to the single servo system used on the later MGB's. He thought it was a good idea and I knew it could be done. John Twist, of University Motors, Inc., stated it was possible and if he could make the conversion, so could Keith and I. Keith had two late model MGB's which were wrecked and rusted beyond any hope of restoration. So, with two source cars for parts, we decided to take on the project. A big thanks to John Twist (MG Guru) for the idea that it could be done!

I removed the pedal box as a complete unit with servo and brake master cylinder intact from one of the donor MGB's while Keith removed the pedal box asm. from his MGC. The only modification to the "C" was the enlargement of the hole through which the brake and clutch pedals extended. A saber saw did the job.

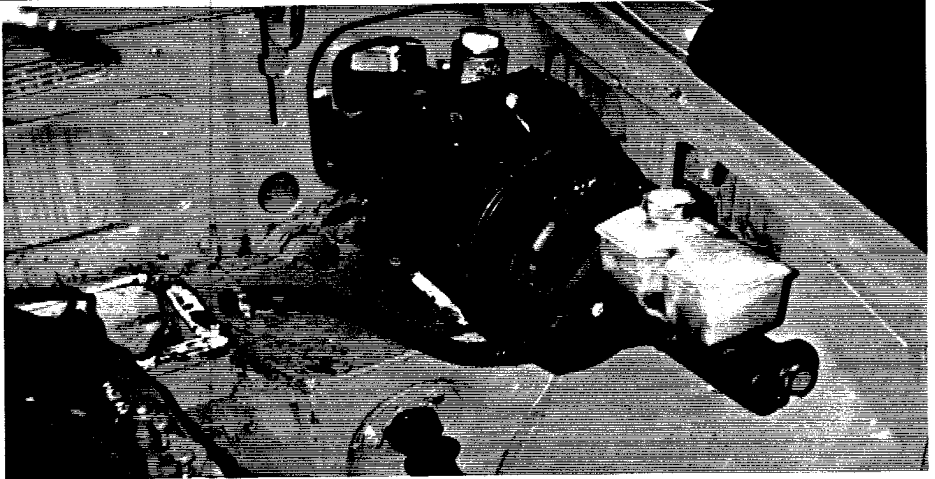
Both of the pedal boxes mounted to the rear firewall in exactly in the same fashion. This gave us a point of reference from which to drill the horizontal mounting holes for the base of the newer pedal box. Another easy job! I went back to the donor car and removed the brake and clutch lines. The lines fit on the "C" in the same way as they did on the donor "B". The same clamp mounting portions could be used. The brake line on the "C" running from the brake failure switch cross over unit to the left hand caliper was removed, as well as, the brake failure unit itself. The brake failure switch is built into the master cylinder of the later unit and the brake line for the left hand caliper comes directly from the brake master itself to the left hand caliper.

The brake system is really simplified on the "C" with the conversion to the later "B" system. Two large brake servo's, the brake failure unit and a lot of brake lines are eliminated.

Some reforming of the brake lines is necessary for the "C" at the front calipers as they are routed differently. But this is no big deal as the fittings are of the same type.

We decided to leave the clutch master cylinder from the "B" in place. We did not know what problems would arise with the "C" Girling brake master cylinder and the master cylinder from the "B" had been replaced with a new unit just before it was wrecked. The clutch line mounted in the "C" just fine. However, it was of a larger diameter and did not fit the connection of the flexible hose to the clutch slave cylinder. The flexible hose on the "C" is 14" long, so one from the "B" would not do. Later, after some thought, we discovered that two hoses from the later "B" model connected together would work! Another problem solved! The stock carb. air filter canister had to be tossed because of space requirements. Pancake filters were used. All in all, the conversion to the later MGB single servo pedal box unit was not difficult. I really enjoyed having the opportunity to do the conversion. The conversion from a late model "B" to an early model "B" should be even easier than the conversion from a late model "B" to a "C" model. If any of you guys or gals would like to convert your car, I would be happy to assist you with the job. Just give me a call any time at 504-651-2937 or see me at one of the general membership meetings.

Jim Jones



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EVENT DETAILS

- February 22nd ✓ General Meeting-held at Russell's Short Stop #1, 119 Transcontinental, Metairie, AT 7:00PM.
- February 27th ✓ Middendorf's Cruise & Lunch - Two groups will convoy, one from Pickadilly Cafeteria on Veterans Blvd in Metairie and another from the Piggly Wiggly on Highway 22, across from Beau Chene in Mandeville, La. departing both at locations at 10:30am.
- March 15th ✓ Officer's Meeting - Will be held at the Times-Picayune office building in Metairie at 7:00pm.
- March 27th ✓ Fountain Bleu State Park Picnic- A group will convoy from the rear of Lakeside Shopping Center in Metairie ,La. at 10:00am. The Park levies a charge of \$2.00 a car up to 4 persons in each car. Bring your own food. The club will supply the cold drinks. More details later.
- April 8th & 9th ✓ 4th Annual British Car Day! Friday pre-registration at the Holiday Inn. Later that evening, the reception next door with great food locally prepared by some of the best cooks in the south! (Club members, Wives, Mommas, Etc.) Saturday will be the Car Day itself at beautiful Lafreniere Park just a few blocks from the host hotel! After 3 years of the same food, the banquet will feature something different! The awards plaques will be changed to a more modern design also! A larger number of cars is anticipated at this Car Day. The club's event has been listed with several national publications this year.
- April 16th ✓ Pensacola Beach Car Day - A well organized show with a lot of friendly people! Located just off the beach.
- April 23rd ✓ Gulf Coast Cruise & Picnic - Held on the grounds of a private home in Mississippi over looking the beaches of the Gulf of Mexico. No interstate run this, cruise old highway 90 past fishing camps in Louisiana and the beautiful beaches of the Gulf Coast of Mississippi!
- April 24th ✓ Annual Crayfish Boil - AAAEEEE! Lets go suck some heads and eat some tails! Location of the event is at one of the shelters on Lake Shore Drive (it's a first come-first get deal) over looking beautiful Lake Pontchatrain in New Orleans. It's plenty cheap, too (half of the cost to be paid by your club-price per person to be announced later)! The club will provide all the mudbugs you can eat and Barqs Root Beer you can drink! It's a full day of family fun, don't ya just know it. Bring ya mama and dem to pass a good time! Be sure to drive your British car. Safe parking right on the lake front! If you stay all day long, you'll get to help pick up the tables, too!
- May 14th ✓ Abita Springs Cruise and Tour - A cruise to Abita Springs for a picnic and a tour of the local brewery located there! And a visit to the possible site of a future Car Day! Details later.

⌘ BRITISH CARS & SPARES ⌘

Ads will be run only once, unless a request is received each month.

- FOR SALE '60's Austin Healey Sprites (2) and '60's MG Midget for restoration. \$1200 for all three or will sell separately. Call David at 504-845-2268 or 504-845-3330.
- FOR SALE 3 Morris Minors - not running - all for \$300.00
 4 Alfas - not running - all for #300.00
 4 Triumph Spitfires - not running - all for \$300.00
 '69 MGB-GT - not running - complete with wire wheels - \$300.00
 '74 1/2, '76, '77 MGB's - complete - but no titles - \$300.00 each.
 '71 & '75 MGB's - complete with titles - \$300.00 each.
 '64 thru '75 MGB's - make offer - must sell.
 Lots of spares - engines, etc. Bruce Rogers Geismar, La. 504-673-3011.
- FOR SALE '65 Jaguar Mark II - right-hand drive - overdrive - wire wheels - 3.8 engine - \$8,000.
 Call Keith Sanders at 904-478-3171 days Monday thru Friday.
- FOR SALE '75 MGB - new paint - new top - new tires - runs great - \$2295.
 Call 504-261-6656 or 504-383-5801.
- FOR SALE '71 Triumph Spitfire IV - needs engine work - \$1000.
 Call 504-748-6977 or 504-222-6740.
- FOR SALE '76 Triumph TR7 - All original except weber down drafts - needs cosmetics - \$1650 Negotiable.
 Call 504-929-6957.
- SOLD! '64 MG-1100 Sedan - runs great - good car - many extras - \$1000. Call 504-383-5801 or 387-3313.
- FOR SALE '58 MGA 1500 - 85% restored - wire wheels - Sea Blue color - \$7000 firm! Call 504-272-8685.
- FOR SALE '62 Triumph TR3B - TCF686L - Signal Red and Black - 500 miles since off body restoration in 1991 - All numbers match - Factory build record - \$10,500. Call Frank Berry at 504-845-7041.

CARB REBUILD TIP

I rebuilt my S.U. carbs over a year ago. They have work fine, that is except for a problem with a changing idle. I check for vacuum leaks, sticking or maladjusted throttle / enrichment linkage, etc. It was all to no avail. Sometimes, the idle would be right at specs and at other times it would go as high as 1500 rpm's. When the idle was at it's highest down shifting in order to slow the car down did not work too well. If I was going slow, it would actually speed up. It was a small problem but it was driving me crazy. Recently, while once again attacking the problem, I removed the damper rod assemblies and with a screwdriver pushed down lightly on the piston damper shafts. The idle dropped way down! Were the pistons binding, the needles bent or were the damper springs weak? Finding no other cause I considered the springs to be at fault! Not having any information, as to what their length or tension should be, I stretched each spring until it was about an inch longer than it was before. I was now able to adjust the idle to the rpm I wanted and it remained consistent. However, the fix was not permanent. The 25 year old springs could not hold their tension. I ordered 2 new springs and since their installation, the problem has not reoccurred. The whole point of this is that it's a good idea to replace these springs when you rebuild carbs as they are not included in the rebuild kits.

MR. GOODSPANNER

LOUISIANA ANTIQUE PLATES

If your car is 25 years old or older and has been restored to original condition, you can obtain an ANTIQUE PLATE from the state of Louisiana. With an antique plate, you will no longer be required to pay a renewal fee every two years or to display a Motor Vehicle Inspection sticker on the windscreen. You must, however, have a current sticker, carry it in the vehicle and show it to any police officer upon their request for you to do so. The antique plate is good for life and you will only have to pay a one time fee to the state of Louisiana.

Here is a list of things which the Louisiana Motor Vehicle Department requires in order to issue an antique plate:



- 1) Application Form - DPSMV 1799 (R 10/92) properly filled out and signed. Obtainable from any Louisiana Office of Motor Vehicle Dept.
- 2) Antique Form - DPSMV 1911 (R 9/92) notarized, properly filled out and signed.
- 2) A photograph of the car. (Color, I assume)
- 3) A copy of the car's registration form (Pink Slip). Not required, but it could not hurt to send it.
- 4) A copy of the car's Title. Also not required, but it can answer any questions the department may have.
- 5) A personal check for the amount of \$20.50 (\$15.00 for the plate and \$5.50 for handling).

Mail all of the above to:

Louisiana Department of Public Safety and Corrections
Office of Motor Vehicles
Post Office Box 64886
Baton Rouge, LA 70896-4886

To the attention of:

Title Registration Support Services
Section Manager - Lena McGee
Prestige Plate Unit

In a week or two, you should be experiencing the prestige which comes from displaying an antique plate on your vehicle! You will also receive the new style plate. It has a white back ground, dark blue numerals, *LOUISIANA* written in red script at the top and the word ANTIQUE at the bottom in dark blue block letters. A much better looking plate than the old one! Come to the general membership meeting this month and get a look at it!

MR. GOODSPANNER

NOTE FROM THE PRESIDENT

You may already be aware of this. January 31st BMW confirmed it's purchase of Rover from British Aerospace. This purchase makes quite an impact on the British automotive industry. Included under the Rover name are the old British marques such as Austin, MG, Triumph, Mini, Riley and Land Rover. Britain now has only a few solely owned British car manufactures left. Those remaining are Rolls Royce, Morgan and TVR. These marques are producing a very limited number of highly desirable specialty cars. BMW broadens their production line with the Rover purchase, their gain is the addition of economical vehicles and a large off- road production.

What will happen with the old famous marques that lie dormant under the Rover name? We always had a glimmer of hope that some day we would see the return of these cars to the production line. One such hopeful is the new MGR-V8 that Rover introduced. Sadly, it's not available to the U.S. market. BMW is a contemporary company that produces highly technical vehicles. Imagine a new MG or Triumph as the "Ultimate Driving Machine". It would be awesome. (Watch out you Mazda owners.) We can still look forward to that slim glimmer of hope. There were some very good BMW / British hybrids in the past.

THIS DEAL WENT THROUGH

Last month I tried to buy a British car and the deal went bad. This month I successfully purchased one. I am now the proud owner of a new car! Well, new to me. It's a 1964 MG 1100 four door sedan. Club members in the Metairie area may recognize this car. It was twice owned by club member Michael De La Cerda. That's correct, he sold it to a friend and bought it back and then sold it to him again!

It's a driver, but it has kept me busy fixing lots of little things like the brake lights. The stop light switch drove me crazy! It measured good using an ohm meter, with a voltage meter and I got 12 volts at the brake light sockets. Still, the bulbs would not burn. My neighbor supplied me with a more sensitive ohm meter and we found that the switch measured 110 ohms when closed instead of zero ohms! A new replacement switch from Chuck Slack's Import Part Center fixed the problem.

The MG 1100 is a fun car to drive and it will keep me busy for a while! I had to wash the dishes just to get my finger nails clean and it wasn't even the end of the month yet!

Jim Jones, Editor.



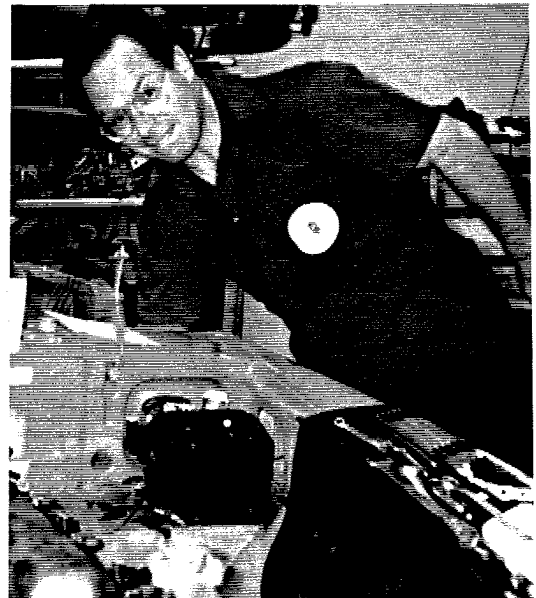
North American MGB Register

Offers all MGB, Midget, and MG 1100/1300 owners a great deal for your money. Non-profit, democratic, run by enthusiasts for enthusiasts. Super 56 page magazine—"MGB Driver". Technical advice, 37 local chapters, National and Regional Conventions, all for \$25.00 per year. The only official MGB Register in the US recognized by the MG Car Club. Write P.O. Box MGB, Akn. IL 62805 or call toll-free 1-800-NAMGBR-1.



LOST & FOUND

The club member, who's distributor was serviced at Fred Fabre's Tech Session in Baton Rouge this past January 15th, did not get all his parts back after the session. Fred has the advance knob, spring and clip for the distributor at the Carriage House Garage and he does not know to whom they belong. Will the owner of said parts give Fred a call at 504-356-5466 for their return.



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ROGER GIBSON PHOTOGRAPHY

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BRITISH MOTORING CLUB NEW ORLEANS'
4th ANNUAL CAR DAY
APRIL 8th & 9th, 1994.

OFFICIAL REGISTRATION FORM

NAME _____ MILES TRAVELED TO SHOW _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE(_____) _____ CLUB AFFILIATION _____

ADDITIONAL NAME TAGS FOR _____

CARS ENTERED: (IE: 1962 / MG / B / ROADSTER)

1)YEAR/MAKE/MODEL/BODY STYLE _____ CLASS _____ @ \$20.00 _____

(AFTER MARCH 26th) _____ @ \$25.00 _____

2)YEAR/MAKE/MODEL/BODY STYLE _____ CLASS _____ @ \$10.00 _____

3) LIST ADDITIONAL CARS ON BACK _____ (COMMENTS) _____ @ \$10.00 _____

"NEW ORLEANS" STYLE BANQUET PER ADULT _____ @ \$ 7.50 _____

BANQUET DRESS IS CASUAL. PER CHILD UNDER 12 YRS. _____ @ \$ 3.00 _____

INSIDE & OUTSIDE SEATING WILL BE UTILIZED. MAX SEATING IS FOR 200 GUESTS.

CAR DAY TEE SHIRTS AVAILABLE AT SITE ONLY \$10.00 TOTAL _____

INDICATE CHOICE: ___ SM ___ MED ___ LRG ___ XLRG ___ \$12.00 XXLGR ___

MAKE CHECKS PAYABLE TO: NEW ORLEANS BRITISH CAR DAY

POST OFFICE BOX 73213, METAIRIE, LA. 70033

FOR MORE INFORMATION CALL:

CLIFF HUGHES (504) 845-8709 OR ANNE FRILOUX (504) 464-1734.

SCHEDULE OF EVENTS

FRIDAY, APRIL 8th

1:00PM - 6:00PM REGISTRATION

AT HOST HOTEL

7:00PM - 10:00PM RECEPTION

SATURDAY APRIL 9th

8:00AM - 11:00AM ON SITE REGISTRATION

11:00AM - 4:00PM JUDGING

7:00PM - BANQUET, DOOR PRIZES & AWARDS!

REGISTRATION INCLUDES:

A DASH PLAQUE ! A DOOR PRIZE CHANCE ! A CERTIFICATE OF PARTICIPATION ! A FRIDAY NIGHT RECEPTION FEATURING LOCAL HOME MADE FOOD ! AN AIR CONDITIONED PAVILION WITH SEATING & CLEAN REST ROOMS! GAMES FOR THE KIDS!

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AWARDS DETERMINED BY PEOPLE'S CHOICE & PRESENTED AT THE BANQUET!

HOST HOTEL

HOLIDAY INN VETERANS MEMORIAL BLVD. JUST WEST OF VETERANS I-10 EXIT (SEE MAP)
A BLOCK OF ROOMS HAS BEEN SET ASIDE FOR THE SHOW. BE SURE TO MENTION THE BRITISH CAR DAY EVENT! RESERVATIONS MUST BE MADE BEFORE MARCH IN ORDER TO ENSURE AVAILABILITY OF ACCOMMODATIONS. CALL 504-885-5700.

TRAILER PARKING

SPACE FOR PARKING TRAILERS WILL BE PROVIDED NEXT TO THE HOTEL IN THE CHURCH PARKING LOT EAST OF THE HOTEL FOR FRIDAY NIGHT AND JUST OFF THE SHOW SITE FOR SATURDAY. TRAILERS CAN BE PARKED AT LAFRENIERE PARK THE DAY OF THE CAR DAY, BUT THE PARK WILL NOT ALLOW TRAILERS ON THE GRASS!

SHOW SITE

AS FOR PAST SHOWS, LAFRENIERE PARK IS THE SHOW SITE. PROCEEDS WILL BENEFIT LAFRENIERE PARK. CARS WILL BE DISPLAYED ON THE GRASS. LIMITED EXCESS AND TRAFFIC CONTROL WILL BE IN EFFECT.

FRIDAY EVENING RECEPTION

FOOD COOKED AND SERVED BY MEMBERS AND WIVES OF MEMBERS OF THE BRITISH MOTORING CLUB NEW ORLEANS. THOSE OF YOU LUCKY ENOUGH TO BE ABLE TO ATTEND WILL BE SURPRISED AT THE VARIETY AND QUALITY OF FOOD MADE AVAILABLE TO YOU!

CLASSES OF CARS

THREE MODEL/STYLE VEHICLES REQUIRED TO CONSTITUTE A CLASS!
RECLASSIFICATION OF SOME CARS MAY BE NECESSARY!

- | | |
|----------------------------------|-----------------------------------|
| A - AUSTIN HEALEYS | M - TRIUMPH TR6s |
| B - MG MIDGET / AH SPRITES | N - TRIUMPH TR7 / TR8s |
| C - MGTC / PRE-WAR | O - JAGUARS |
| D - MGTD / MGTF SERIES | P - MG / MORRIS / AUSTIN SEDANS |
| E - MGA COUPES | Q - MORRIS MINI / AUSTIN MINIs |
| F - MGA ROADSTERS | R - LOTUS |
| G - MGB / MGC CHROME | S - ROLLS ROYCE / BENTLEYS |
| H - MGB RUBBER | T - EMPIRE SEDANS |
| I - MGB / MGC-GT CHROME / RUBBER | U - EMPIRE SPORTS |
| J - TRIUMPH SPITFIRE / GT6s | V - MODIFIED STREET / COMPETITION |
| K - TRIUMPH TR2 / TR3s | W - UNDER RESTORATION |
| L - TRIUMPH TR4 / TR4A / TR250s | |

