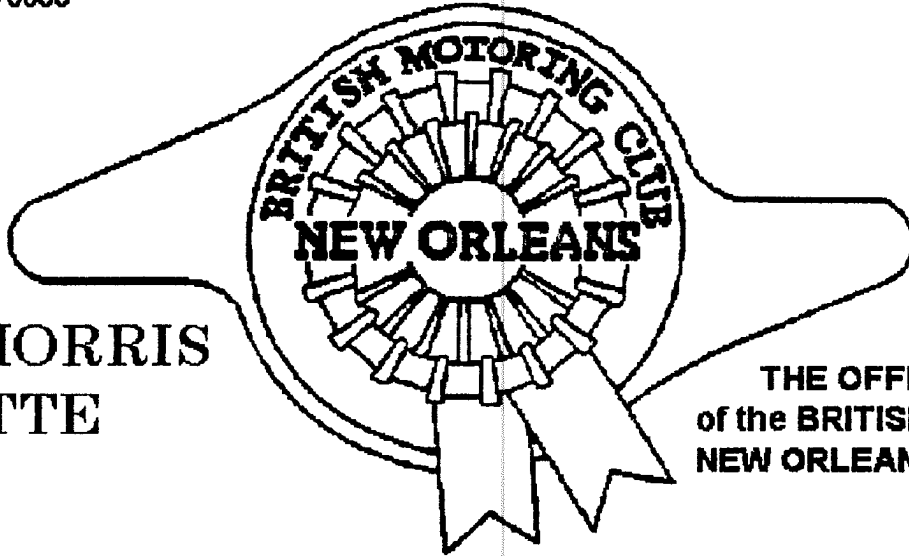


BRITISH MOTORING CLUB
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METAIRIE, LA 70033

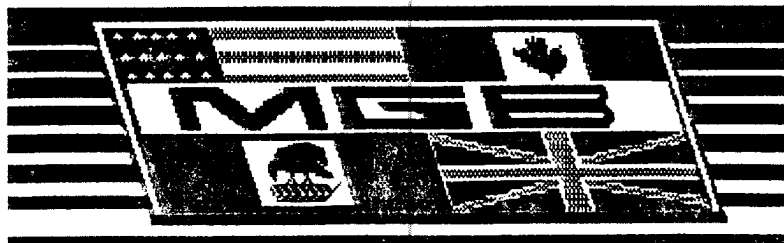
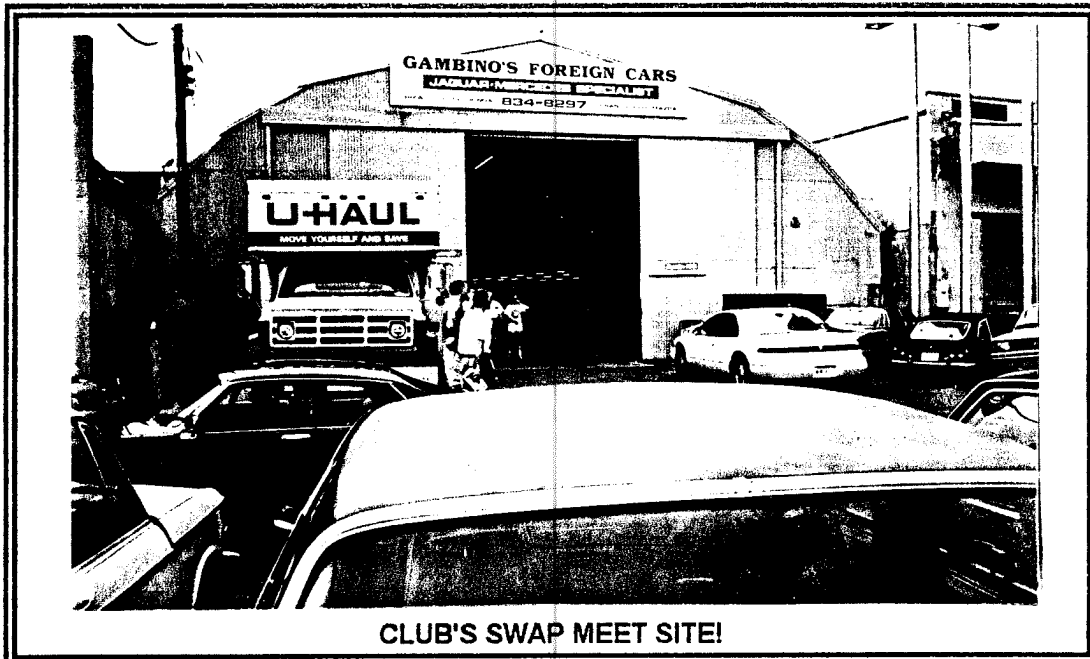


THE MORRIS GAZETTE

THE OFFICAL NEWSLETTER
of the BRITISH MOTORING CLUB
NEW ORLEANS

James D. Jones
800 West 16th Avenue
Covington, LA 70433
Dues Due: 02/28/95

SEPTEMBER 1994



North American MGB Registry Chapter



October 1994

BRITISH MOTORING CLUB EVENTS



SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

							1 BACC CAR DAY-MOBILE
2	3	4	5	6	7	8	
9	10	11 7:00pm OFFICER'S MEETING-N.O. SEAFOOD	12	13	14	15 MEMPHIS CAR FEST	
16	17	18	19	20	21	22	
23	24	25 7:00pm GENERAL MEETING	26	27	28	29	
30 TASTE of BARVARIA	31						

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.....NOW AVAILABLE!.....	\$ 5.50
+	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 GENERAL MEETINGS.		

CAR CLUB DUES

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 and that date will be highlighted in yellow two months before that date. If your dues are due, send them in now before you miss out on your next Morris Gazette!

WELCOME NEW CLUB MEMBERS

New members are entitled to a BMCNO T-Shirt and a name badge. These items will be shipped to new members free of charge as of September 1994.

- | | | |
|---|---|---|
| Cortland Musgrave
201 Broad Street
Belle Chasse, La. 70037
504-394-2095
Sunbeam - Alpine. | H. David Stanly
11533 Deveraux Avenue
Zarchy, La. 70791
504-281-8108
'79 MGB - White. | George E. Stilphen
1117 N. Starrett Road
Metairie, La. 70003
504-467-3415
'69 MGB - Yellow. |
|---|---|---|

ENCOURAGE OTHER BRITISH CAR OWNERS
TO JOIN YOUR CLUB!

SWAP MEET REPORT by Cliff Hughes

With BMCNO membership climbing past 100 members, it was only a matter of time before we outgrew a members' backyard for our swap meets. Several months ago, we approached Kevin Gambino about the possibility of hosting this event. He gave us an enthusiastic "yes." At that time, we also invited Chuck Slack of Import Parts to participate, and he readily agreed.

I've attended many of our swap meets during the past 7 years, but sometimes I wonder what exactly is accomplished. My other half seems to think that we exchange "good junk" for "better junk," but the pile never decreases. What does Linda know anyway?

We enjoyed an excellent turnout. One member not seen for quite awhile was Guy Foster. We are still not sure that it was him, because no one could make a positive ID. Mike Brown was last seen roaming around with his daughter, looking for that special part for his MGA. Bobby Brandtstetter arrived in his black beast (MGB), the first time I've seen his car in over a year..

The club managed to sign up several new members, and we enjoyed some publicity in the Times Picayune Automotive section. I hope that everyone found a few bargains. Kevin and Chuck will do this again in the spring, if the club is ready. Once again, thanks to both of you!



Talley says "What? I didn't do it!"



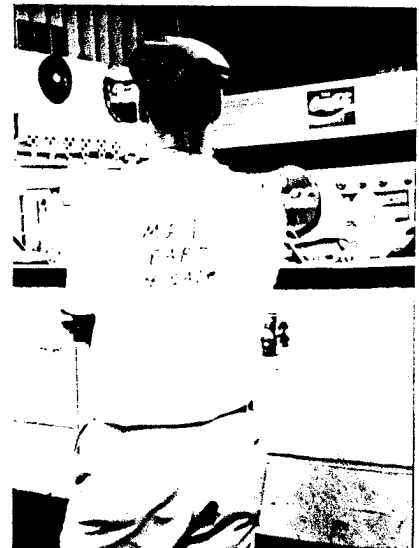
KEITH CHECKS OUT GOODIES!



PAUL GETS TECHNICAL!



CHUCK SETS UP!



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READY OR NOT, HERE IT COMES by Jim Jones

For those of you who never read a newspaper or car magazine, take note! If your British car (Or any other car you own '68 or later) still has its emission gear, start to get it in working order. If yours is missing it's emission gear, you had better start locating it! Emission Check Stations are on their way to your state! These emission stations will not be incorporated into your state's existing inspection stations, but be separate and operated by God only knows who! The stations will be limited in number (long lines for service) and the inspection will cost you as much as \$25.00! Louisiana has not opted for the stations, but some other undisclosed plan in order to meet Federal air quality standards. This may just be a delaying move by the State of Louisiana. Who knows? No one seems to know just how the rules set by the Feds will apply. Maybe only areas of the state with emissions above the Fed limit will be hit hard. These Fed agencies don't always know what the hell is really going on in a certain area and just take the easy way out and apply the highest standards to all the areas of a state.

Take this personal example: Denver, Colorado gas stations were still selling leaded fuel for private automobiles in 1990. This is a city with very highly polluted air because of it's density of population and the fact that it sits in a bowl hemmed in by mountains to the west and high plateaus to the east. Air quality alerts were being issued on radio and TV stations all the time in summer! I drove back to Louisiana with an MGB which I had purchased only to find that there is not a drop of leaded fuel to be found anywhere in Southeast Louisiana! Why didn't the Feds ban leaded fuel in an area with the problems that Denver has? Who knows? The South always seems to be the test area before anywhere else in the country! Maybe Denver politicians had more pull with the Feds than those from Louisiana!

What all the forgoing is about, is that some form of emissions standards are a comin' to your state. Be prepared! As it stands now, your car will only be held to the standards for emissions that were set at the time of it's manufacture. I have noticed that emissions gear is slowly becoming available through catalog suppliers. Some of it is new like gulp valves and some is rebuilt like air pumps. None of it is cheap! Some of it requires that you have an old core for exchange. Don't throw things away as you may need to repair them or send them in as cores.

I have read articles by those in the know that your car will not pass emissions inspection if it is not equipped with a working air pump. If you are not interested in originality, a GM air pump will fit up to many British cars. I have heard some British car owners state that they will only fit an air pump to their car for the inspection, lean out the carbs and remove it afterwards. I am sure that some will indeed do this but, I am likewise sure that it will not be legal!

Be forwarned, it's coming to your state sooner or later!

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FOR INFORMATION

MEMPHIS CAR FEST UPDATE from Wyres & Tyres

The 11th Annual British Car Fest (Oct 14th & 15th) has had to change the show site to the rear parking area of the Wilson World Hotel. Quick thinking by the British Sports Car Club of Memphis, Ltd. has turned a potential disaster into a plus! This is the host hotel anyway. The banquet is held there and no travel will be necessary to get to the show site. Sometimes, things just work out for the best.

OCTOBER OFFICER ELECTIONS

The following is a list of club members who have thrown their hats into the ring for club officers:

President - Cliff Hughes Vice-President - Keith Vezina, Treasurer - Anne Friloux Newsletter Editor - Jim Jones
Members at Large - Mike Anderson, Bill Breithoff, Roger Talley, & Fred Mayer.

Members can nominate themselves or another member for club office. Just let any current club officer know.

IN MY TRAVELS by Jim Jones

September 18th was the big day for the Schrantz family. Mike & Mary's MGA Coupe was declared finally restored with the affixing of its' new Louisiana antique licence tag! It was a happy day for Peter Braeun, as he had spent many hours on it's restoration along with Mike. I had spent time helping out with the car so, it was an event for me as well. The MGA Coupe was taken out on the road a number of times being driven by Peter, Mike, and then by Mary. Mary was surprised, that in spite the fact that she had not driven an MGA for many years, that it all came back to her so easily! Of course, Mary does drive an MGB Roadster regularly. Just a few minor glitches showed up on the test runs and were taken care of quickly by Peter.

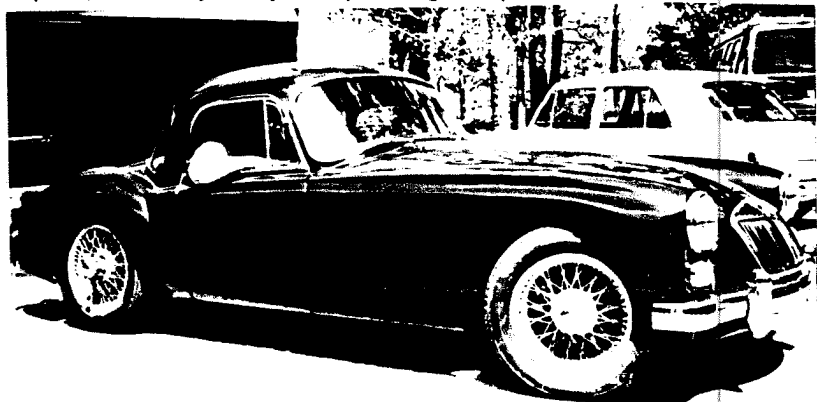
The front end still needs to be aligned and an inspection sticker must be obtained. The only part of the car that is still missing is the dash mounted manual washer squirt pump and that is on back order and soon to arrive new set of spoked wheels.

The MGA Coupe is dark green in color and gleams with lots of chrome. The interior, headliner included, is done up in a golden tan and really brightens things up. It's a good looker for sure with a nice exhaust tone. The sound of which is enhanced by the street cam Mike had installed.

With the MGA Coupe completed, attention turned to the lonely Austin Healey four cylinder that Mike and Mary own. Thoughts quickly turned to getting the engine cranked up. Alas, the starter was dead. Mary has done a lot of running around to parts store and such during the restoration of the MGA Coupe so, she already knew just the place to get it repaired. She will make the run Monday.



ANTIQUE PLATE GOES ON!



BETTER THAN NEW!



FINIAL TRIM WORK

AUSTIN 8 UNEARTHED by Peter Brauen

When my father first met my mother, he bought an Austin 10 sedan so he could drive his future wife home rather than drop her off at the train station after a date. The couple spent much of their courtship traveling around England in their "Passion chariot." It continued to give dependable service well after they were married. Many years later, before going to sea, my father sold the car to a close friend, with the understanding that he be given first opportunity to buy the car back should his friend decide to sell. Upon returning home on leave, much to his chagrin, dad discovered his friend had already sold the car when it failed to pass the MoT.

Many years later, those events but a memory, my father was haunting the Blue Ball (his favorite pub), when a friend asked for a ride home. Upon driving down the friend's street, he caught a glimpse of a familiar silhouette; it was an Austin 8h.p. coupe sitting derelict in a field. His friend said that the owner of the car lived in the adjacent house. He took my father 'round and introduced him to the car's owner. The man indicated that he had plans to restore the car, and that it was not for sale. (How many of us have heard that before?) Thus began a pattern; every time my father was in the area, he would badger the guy about selling the car.

Eventually, his persistence paid off. The man agreed to sell the car for the princely sum of seventy Pounds (\$140 at that time). Arrangements were made for the former owner to have the tyres aired up.

My father arrived on the next sunny day with a can of petrol, a freshly charged battery, a basic set of tools, and a large hammer. The former owner wanted to know where the tow truck was. Dad said that one wasn't called, and that he was planning to drive the car home. The man looked unconvinced. My father cleaned the points, distributor cap, rotor, and plugs. He then removed the carburettor float bowl, scraped out the varnish, blew out the jets, filled the bowl with fresh petrol, and reinstalled it on the engine. The remainder of the petrol was poured into the tank which had been determined to be empty. A pull of the choke, and a few turns of the crank handle was all it took to start her up. The man was flabbergasted as the engine settled down to a nice even tickover. A few solid belts with the hammer was all it took to free the reluctant brake drums. A cheerful wave and dad was away! After an uneventful three mile drive home, the "old banger" was washed down and stored in the garage.

The restoration, which was to begin the next time my father was on leave, was postponed indefinitely, due to a promotion, and subsequent transfer to New Orleans. Fortunately, my dad was lucky enough to be able to ship the car to the States. It should be mentioned that the Austin was driven from Sidmouth to Torquay (of *Fawley Towers* fame). It was then put aboard a train to Newcastle; where my father picked it up once again and drove to Smith Docks in the Tyne. The car was placed on board m.v. "FORTHBANK" for the journey to New Orleans.

Once situated in our new home, the restoration began in earnest. But that is another story.

NOTE FROM THE PRESIDENT by Cort Musgrave

Our club's elections for officers will be held during the October general meeting. Please plan to attend this general meeting. Your vote is important.

OTHER CLUB'S CAR DAYS

- October 1st 4th Annual British Car Day - Hosted by the South Alabama British Car Club at the U.S. Alabama Battleship Park on Mobile Bay. Contact: Ben Cadell, 6441 Doubletree Court, Mobil, AL 36695 Phone: 205-661-9388.
- October 14-15th 11th Annual Memphis British Car & Cycle Fest - Hosted by the British Sports Car Club, LTD. Contact: Jim Hofer at 1-800-344-8883. *NOTE: Site changed to host hotel!*
- November 5th Jackson Mississippi Show - Hosted by the English Motoring Club of Mississippi at Jackson, Mississippi's Agriculture & Forestry Museum in conjunction with the Scottish Highland Games. Contact: 4305 Woodside, Vicksburg, MS 39180.

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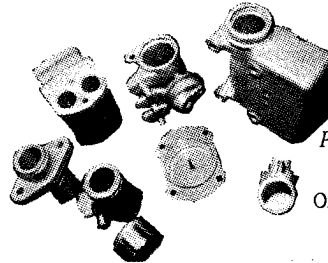
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CLUB EVENT DETAILS

- Sept 25th Wash & Shine - Wash dem up outside/Shine dem up inside! Get dem ready fo So. Ala. British Car Day! Lubriport Labs - 1650 Airline Hwy (between Air Port & Williams Blvd.) - entrance on cross street (Marie) - from 10:00am to 1:00pm.
- Sept 27th General Membership Meeting - Russell's Short Stop #1, 119 Transcontinental, Metairie, La. at 7:00pm.
- Oct 1st SACC Car Day - Battleship Park, Mobile. Call Cliff Hughes or Keith Vezina for convoy details.
- Oct 11th Officer's Meeting - New Orleans Seafood Company, Vets at Martin Behrman at 7:00pm.
- Oct 15th Memphis Car Fest - Call Jim Jones for north shore departure night of the 14th. Minimum speed 65 MPH via I-55!
- Mar 25th 1995 BMCNO Car Day - Make your plans now please register as soon as forms are available!

BRITISH CARS & SPARES

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

- CAR WANTED** Austin Mini Moke - Call John Roper at 504-893-2413.
- CAR FOR SALE** '59 British Ford Anglia - 2 door, Original interior, Body in excellent condition - \$1,800 OBO. Call Helen at 504-486-8243.
- CAR FOR SALE** '74 MG Midget - Chrome bumper, Wire wheels, All original, Garage kept & covered, Gold in color, Black interior - \$1,000 Call Carl 504-767-1128.
- PARTS FOR SALE** Four wire wheels for Triumph Spitfire, \$5.00 each - Lh front fender for '75 to '80 MGB, no rust, \$40 - Doors with glass, '65 to '66 MGB, \$40.00 each. Call Peter at 601-467-0519.
- CARS FOR SALE** '70 MGB - Split bumper type, Wire wheels, Runs, Good candidate for restore - \$1500. Call Cliff at 504-845-8709.
- CAR FOR SALE** '70 MGB-GT - Primrose yellow, Wire wheels, Fresh paint Ordinal color - \$2,000. Call Brian Marcuzzo at 504-645-8654, Slidell area.

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ROGER GIBSON PHOTOGRAPHY

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MINUTES of the GENERAL MEMBERSHIP MEETING of JUNE 1994 by Jim Jones

Cort Musgrave opened the meeting at 7:30pm. Guest were introduced. Cort Musgrave's son, named Cort also, finally is the owner of a British car - a Sunbeam, Alpine. An award plaque was presented to Alden "Snubbs" Bienvenu in appreciation for all the years that he has handled the traffic control committee for the club's car day. Cliff Hughes gave a report on the Pool Party event and I gave a report on the Bush Seafood run. Roger Talley tossed his hat in the ring for Member at Large and Keith Vezina for Vice President in the upcoming club elections. Frazier Rice stated he will be unable to run for Vice President as classes he is attending will prevent him from attending meetings on Tuesday nights. Terry Rayborn, a former member, announced their move to Arkansas necessitating the sale of their '60 Austin Healey Bugeye. The 50/50 raffle was won by Keith Vezina at a value of \$22.00! Cort closed the meeting at 8:15pm.

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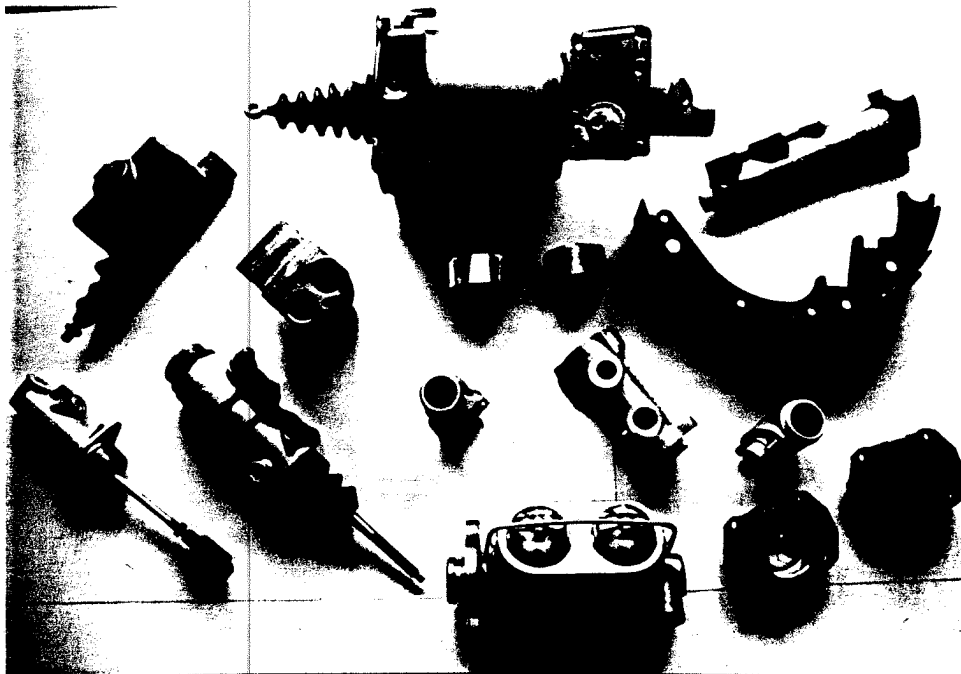
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1-85

WHITE POST NEWS RELEASE #1 by Bob Hall

White Post Restorations continues to offer high quality re-sleeving and rebuilding of brake cylinders with a lifetime warranty for as long as you own your car. After 19 years experience with brass re-sleeving of untold thousands of cylinders, from hundreds of different makes of cars and trucks, there probably isn't a brake problem that White Post's staff of craftsmen hasn't solved, or a type of cylinder they haven't seen. Their standard 3-day turnaround means practically no delay in schedule. And if time is really critical, one-day service is available through UPS Overnight service. For details, "Take a Brake", and contact White Post President Billy Thompson at (703) 837-1140.



NOTE FROM THE PRESIDENT by Cort Musgrave

Our club's elections for officers will be held during the October general meeting. Please plan to attend this general meeting. Your vote is important.

MORE ON SILICONE BRAKE FLUID by Peter Brauen

Silicone brake fluid (DOT-5) has, for a long time, been thought of as the solution to many problems associated with normal hydroscopic brake fluid (DOT-4). However, in the last couple of years, it has become apparent that this is not necessarily the case.

The most common myth about silicone is that it eliminates problems due to water absorption by brake fluid. The absorption qualities of DOT-4 have a desirable effect; they keep water from condensing on vital metal brake components. The downside is that the fluid must be flushed clean periodically or else the fluid itself will corrode parts. Silicone absorbs no water whatsoever. The constant heating and cooling of the fluid under braking conditions allows water to condense on the walls of the brake components. Where does the water come from? Mostly it comes from the atmosphere, as almost all brake systems are vented. Some may be introduced to the system via the operation of working cylinders. I have also been told that microscopic amounts of water are able to filter in through flexible rubber brake lines; although I personally cannot substantiate this.

It would seem just as easy to flush the silicone periodically to eliminate this problem. The trouble is that water is heavier than brake fluid. As most bleeder nipples are located at the top of a cylinder to remove air, they are almost useless at removing water. This means a repeated teardown of the system is required to maintain its components. Somehow bleeding a DOT-4 system doesn't sound so bad.

An experience of Paul Calderera showed another unexpected disadvantage to silicone. It seems that the fluid does not provide sufficient lubrication between steel pistons and cylinders. These findings have been confirmed by Floyd Friloux of Lubriport. He indicated that silicone lacks the molecular composition to provide necessary lubrication in certain situations. Components damaged by wear must be replaced or re-sleeved. This is expensive, and some components cannot be replaced at any price.

Several club members have experienced problems due to silicone fluid swelling the natural rubber seals in their brake systems. As most new seals are made of rubber that is impervious to any brake fluid, this is not really a problem. If, however, you have just found the last remaining kit on the planet for your rare car, research carefully the fluid type for which it was designed.

Many show car owners prefer silicone because it does not damage paint. Modern paint formulations are extremely resistant to brake fluid and other chemicals. A quick hose down of the master cylinder area when washing your car should be all that is necessary to avoid the effects of DOT-4. In addition, silicone on paintwork can wreak havoc for your painter on what would otherwise be a simple repair job.

It is not my intention here to slander silicone brake fluid, merely to point out that it may not be the miracle cure all it is sometimes touted as being. I for one would rather flush my brake system once a year than replace the major components every five.

P.S. BMW, Mercedes-Benz, and other manufacturers have advised their owners NOT to use silicone fluid in their vehicles.

**BRITISH CAR DAY
&
SCOTTISH HIGHLAND GAMES
OF
MISSISSIPPI**

NOVEMBER 5TH, 1994.

SCHEDULE of EVENTS

Hospitality at host hotel
Nov. 4th, 6:00pm

Show Nov. 5th 9am - 5:00pm
Awards at 7:30pm

SPECIAL AWARDS

The Governor's Trophy
The Caledonian Society Trophy
Best of Show (High Point Car)
&
People's Choice (Popular Vote)

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**THE SHOW SITE IS LOCATED JUST OFF I-55 TO YOUR LEFT AT THE AGRICULTURE &
FORESTRY MUSEUM on LAKELAND.**

We would like to have all cars in place by 9:00am on the Show Day. There are two choices if you cannot meet this schedule: 1, You may leave your car on site overnight (The site is locked and guarded) or you may call John Simmers (601) 638-0968 / 634-2803 and make arrangements for late show arrival up to 11:00am. Of course, if you arrive on Friday, spend the night and enjoy the hospitality, you'll be there by 9:00am.

Your cooperation is requested since the show is in the midst of the Highland Games and there will be approximately 4,000 people on foot in the general area. We just can't get you in and out after the Games are underway. If you are in doubt, Please give us a call. We can work out some arrangement.

Our awards will be made during the Ceilidh (Party). There will be food, live entertainment, and a cash bar. Dress is Highland casual or casual to dressy for civilians. (The kilt is always appropriate).

Registration is \$20.00 for the first car and \$15.00 for each additional car.

An Official Photograph of each car is included.

NAME _____ ADDRESS _____

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