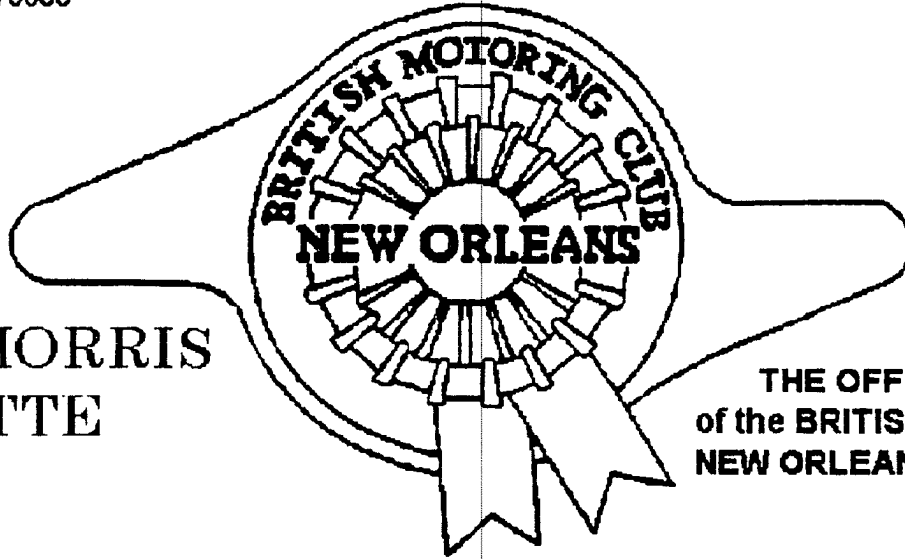


BRITISH MOTORING CLUB
POST OFFICE BOX 73213
METAIRIE, LA 70033

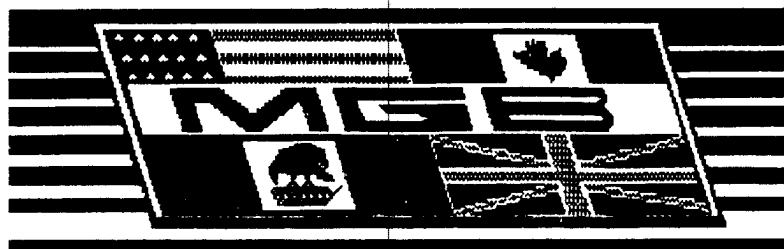


THE MORRIS GAZETTE

THE OFFICAL NEWSLETTER
of the BRITISH MOTORING CLUB
NEW ORLEANS

James D. Jones
800 West 16th Avenue
Covington, LA 70433-2424
Dues Due: 02/28/95

OCTOBER 1994



North American MGB Registry Chapter



November 1994

BRITISH MOTORING CLUB EVENTS



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5 JACKSON CAR DAY
6	7	8	9	10 6:30pm DAUGHTERS of the BRITISH EMPIRE TEA	11	12
13	14	15 7:30pm OFFICER'S MEETING	16	17	18	19 E. E. REYNOLDS RALLEY
20	21	22	23	24	25	26
27	28	29 7:00pm GENERAL MEETING	30			

CLUB EVENT DETAILS

<u>October 30th</u>	<u>Taste of Baravia</u> - Breakfast in Springfield, La. - Convoy from Picadilly Restaurant, Veterans Blvd in Metairie & from Piggly Wiggly across from Beau Chene in Mandeville both at 7:30am.
<u>November 5</u>	<u>Jackson Car Day</u> - No convoy details - I'll be going - Jim Jones Editor - 504-892-7774.
<u>November 19</u>	<u>Daughters of the British Empire Tea</u> - Hellenic Center in New Orleans - Robert E. Lee Blvd & St. Bernard at 6:30pm. An entrance fee is \$3.00 - Honoring 50th anniversary of D-Day invasion.
<u>November 15</u>	<u>Officer's Meeting</u> - Cort's house - 7:30pm.
<u>November 20</u>	<u>E. E. Reynold's Rally</u> - Esplanade Mall at Goodyear Store behind Dillard's in Kenner at 11:00am.
<u>November 29</u>	<u>General Meeting - Russel's Short Stop #1</u> - 119 Transcontinental, Metairie, La. at 7:00pm.
<u>December 3</u>	<u>Abita Beer Run</u> - Tour the brewery - Details in next month's newsletter.
<u>December 10</u>	<u>Xmas Party</u> - Bill Breithoff's house - 7315 Beryl Street, New Orleans 70124. 8:00pm to 11:30pm Map will be included in November's newsletter.
<u>December 27</u>	<u>No General Meeting</u> is held in December, Happy Holidays to All!
<u>January 14 or 21</u>	<u>Tech Session</u> - Fred Fabre's Carriage House Garage in Baton Rouge, La. Subjects electric fuel pumps & air conditioning. Actual date not yet set.
<u>March 25, 1995</u>	<u>BMCNO Car Day</u> - Make your plans now please register as soon as forms are available!

OFFICERS FOR CALENDAR YEAR 1994

CORT MUSGRAVE, PRESIDENT	504-394-3633.	MEMBERS	PETER BRAUEN	601-467-0519.
CLIFF HUGHES, VICE PRESIDENT	504-845-8709.	at LARGE	BILL BREITHOFF	504-288-4019.
ANNE FRILOUX, TREASURER	504-464-1734.		ALTON LAUSSADE II	504-537-4163.
JIM JONES, NEWSLETTER EDITOR	504-892-7774.		KEITH VEZINA	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.....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.

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.

Greg L. Gilbert
23 Trepagnier
Destrehan, La. 70047
504-764-8019
'69 Austin Healey Sprite.

Edwin "Win" Stoutz, Jr.
4132 Vendome Place
New Orleans, La. 70125
504-866-0389
'79 MG Midget.

OCTOBER OFFICER ELECTIONS

The election of club officers for the next year will be held at the October general meeting. 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, Bill Gieseler, Roger Talley, & Fred Mayer.

Nominations for officers are now closed. New officers begin their terms in January 1995.

CARRIAGE HOUSE GARAGE

OLD FASHIONED AND PROUD OF IT!

**3745 PRESCOTT ROAD
BATON ROUGE, LOUISIANA 70805**

BRITISH CAR REPAIR AND A FEW PARTS FOR SALE

FRED FABRE (504) 356-5466.

2-95

WHITE POST RESTORATIONS

ONE OLD CAR DRIVE
WHITE POST, VA 22663
CYLINDERS COMPLETELY REBUILT
AND BRASS SLEEVED!
LIFETIME LIMITED WARRANTY!
THE ULTIMATE SOLUTION TO
BRAKE CYLINDER PROBLEMS
CALL FOR INFO (703) 837-1140.

10-9

WHITE POST NEWS RELEASE #2 by Bob Hall

White Post Restorations continues to prove the old saying about the world beating a path to your door if you provide a necessary produce or service. For The White Post Virginia restoration facility, it's a service - the rebuilding of brake cylinders - begun 19 years ago. And one that continues to grow with each passing month.

Why? Because high quality and fast service remain hallmarks of White Post's brake restoration, even while the volume of work keeps increasing. Over 500 cylinders of every size, shape, and description arrive at White Post every week. So many that White Post craftsmen now do re-sleeving and rebuilding exclusively.

They disassemble the cylinders and glass bead clean them. Then they bore the cylinder oversize, press in the brass sleeve, and size it to original specifications. The cylinder is then rebuilt with whatever new parts are necessary and the proper finish is put on the outside. And with White Post's lifetime limited warranty, your brake cylinder problems are over for as long as you own your car.

Perhaps even more amazing is that all this happens in less than three days! If your brake cylinders arrive at White Post Monday morning, they'll be on the UPS truck on their way by Wednesday evening.

And if you are really in a rush, one-day service is available through UPS Overnight. So, rebuilding your brake cylinders to "Better than New" condition won't delay your restoration or repair at all. It's this type of quick turnaround that produces lots of very satisfied customers.

"People call us back and say how pleased they are with our work, and that they can't believe their cylinders were renewed so quickly", says White Post owner Billy Thompson. "We tell them that we love to hear the compliments but, that we'd like them to tell others." And from White Post's ever increasing amount of brake cylinder work, it appears that lots of people are spreading the word.

Nineteen year of re-sleeving with brass have given White Post experience with every kind of brake cylinder imaginable - master cylinders too! They've come off literally hundreds of different makes of cars and trucks, many you've probably never heard of! But, it's this vast collective knowledge of cylinder problems or potential problems that enable the experience White Post craftsmen to end your brake cylinder problems forever!

White Post now provides the service of relining all kinds of brake shoes and brake bands.

So, they'd suggest to anyone who's experiencing difficulties in this part of their collector car or repair, "Take a Brake", and call White Post anytime, at (703) 837-1140. Find out how easily they can solve your stopping problems forever!

LUBRIPORT LABORATORIES, INC.

PROUDLY SERVING THE PETROLEUM & MARINE INDUSTRIES

- * Petroleum Laboratory Services
- * Used Lube Oil Analysis
- * Preventive Maintenance Analysis
- * Diesel & Residual Fuels Testing
- * New Lubricant Quality Assurance
- * Emission Spectrometer Analysis

504-464-1734 * 1650 Airline Highway * Kenner, LA 70062 1-85

ROGER GIBSON PHOTOGRAPHY

SPECIALIZING IN WEDDINGS

AND

FAMILY PORTRAITS

8304 SCHOUEST STREET, METAIRIE, LA. 70003 504-456-0125 2-85

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

The general meeting was opened by Cort Musgrave at 7:30pm. Guest were introduced. Candidates for the October club elections were listed. It was announced that the "Wash & Shine" event was a flop with only one car attending! The Mobile Car Day trip details were discussed. It was disclosed by one of the club's members that our friendly rival between the owners of different marques of British cars has been misunderstood by potential new members. Steps are to be undertaken in order to elevate this misunderstanding. The 50/50 was won by me, again for \$16.50!

IN MY TRAVELS by Jim Jones

After spending lots of time helping Cliff Hughes strip down 2 MGA's in order to assemble one salvageable car, Cliff sold the results to Bobby Brandstetter and bought a red Austin Healey 100-6 from Gene Van Norman! The car has had a lot of major work done already and should be on the road with out too much time or money invested. (That's the plan anyway.)

Saturday the 24th, after the correction of multiple problems, Peter Brauen resurrected the engine of Mike Schantz's Austin Healey 100-4. The first problem was the starter which had been repaired and mated up to the engine. A battery had been installed, borrowed from the Jaguar MKII, and placed where the passenger's seat normally mounts because of its' large size. A fuel pump was rigged into the fuel line and new plugs were installed in the head.

The time had arrived to see if the engine would crank. The starter button was pushed and ---- nothing happened! It was of no use to try and repair that problem, so a large screwdriver was employed to jump the starter solenoid terminals. Lots of sparks, but the engine would not turn over. The cylinders of the engine had been soaked with solvents weeks before but, something in the beast was stuck. The transmission was placed in gear and the car was rocked back and forth, but to no avail. The car was jacked up onto stands and a large Stilson wrench was fitted to the crankshaft pulley binding nut. No human power could cause it to move, not even a little bit! Peter employed a landscape timber as a lever against the car's frame and the crankshaft began to yield. This time the use of the large screwdriver produced results. More sparks and the beast of a four cylinder engine begin spinning. While this was going on, I knelt down to check the underside of the car. Stop everything! Fuel was leaking! Not just from one place, but from the rear of the engine to the fuel tank. There were too many leaks to handle, so an outboard motor fuel tank was used as a gravity feed tank. All this, of course, taking time to accomplish.

Once again, the large screwdriver was used to get the engine spinning. Spinning, but not firing up. A check at the spark plugs found no spark. I asked Mike to hold the high tension wire for a test, but he declined. The problem was found using other well practised techniques. (Not as much fun as having someone hold onto the high tension lead, but it works.) The negative coil wire was found to be defective.

Another attempt was made to start the engine. The engine turned over just fine, but it would not fire up. Moving the distributor housing some produced a few puffs through the carbs, but little else. It had to be a timing problem. The valve cover was removed, number one piston positioned at TDC with both intake and exhaust valves rocking. A check of the distributor rotor showed that it was pointing not to the number one distributor lead, but a 180 degrees away from that position. The Healey distributor shaft is not keyed. It simply has a gear on it's lower end allowing the shaft to be positioned just about anywhere. The shaft was properly positioned and another attempt to start the engine was made.

Success! The beast was alive! And although the exhaust system had more holes in it than the fuel lines and tank, it was pure music to my ears. Peter wanted to try and drive the Healey, at least up and down the drive. (Peter likes a little excitement in his life!) But, I do not know if that happened, as I had to leave before any such craziness was attempted!

WASH & SHINE EVENT A FLOP! by Jim Jones

Well, here is one event the club will not schedule again! After all the preparations Floyd & Anne Friloux made, including some home made bake goods, only one British car was on hand for the event. Of course, your editor failed to change the date from Sunday to Saturday after the Frilouxs had to reschedule, but nobody showed up on Sunday either! Maybe the weather was too nice and members coming to the event just kept on driving instead of attending the event. Who knows? The one thing that is known is that we will not plan another Wash & Shine for the future! It's no fun when you throw a party and no one shows! Sorry, Anne & Floyd!

IMPORT PART CENTER

2727 N. CAUSEWAY BLVD.

METAIRIE, LA. 70002.

AND

2424 WILLIAMS BLVD.

KENNER, LA. 70062.

FOREIGN CAR PARTS AND
PERFORMANCE ACCESSORIES

CHUCK SLACK 504-835-8526/464-6004. 1-85

JUDY'S UPHOLSTERY

128A EAST AIRLINE HWY.

LAPLACE, LOUISIANA 70068

OPEN MONDAY THRU FRIDAY
SATURDAYS BY APPOINTMENT

AUTO / BOAT

SEATS, PANELS, ETC.

KENNER # 504-466-6758

JUDY BURKS 504-651-0255 1-85

MK II JAGUAR by Mary Schrantz

Mike's (my husband) network was successful again. From a fellow in his office, he heard of a fellow in Houston who had a Mk II in his carport and maybe it was for sale. After many telephone calls, Mike finally got a roll of undeveloped film with pictures of the car. Of course they were developed within an hour of arriving in Mandeville. After study by us and every other car person who happened through (Cliff Hughes, Peter Brauen, James Coronato, Jim Jones) we decided it was worth a look in person. So began an adventure to Baytown, Texas. After many more telephone calls, we set a date to go see the car. Child and dog were lent out and we left for Baytown pulling the car trailer with the Mercury Grand Marquis (should have taken 3/4 ton van) in mid-June. We took the Mercury because you can see the trailer when it's empty. Driving the van, you can't see the trailer at all. We assumed that we would return with an empty trailer. We left Friday afternoon, spent the night near Baytown and pulled up to the Mk II at 8:30am Saturday. After inspection, we decided to take it home. It took two and half hours for Mike to remove all the wheels to free the brakes, free the clutch and get it off the blocks (the tires were aired up the day before). With reluctance . . . the car rolled for the first time in seven years. So we secured loose trim strips and backed the trailer in the driveway, which had one of those dips/drain ditch at the street. We attached the new winch to the trailer, the cable to the car, said a prayer and pushed the button. The car came onto the trailer very neatly. We secured it and pulled out of the driveway scraping the bottom of the tongue jack on the concrete. Now, the fun began. We had NO CLUE about how heavy a Mk II was. Still don't know, but it definitely is more than a Mercury Grand Marquis can pull easily. With air shocks at maximum pressure, the Mercury was squatting in the back. Of course, being July, we had the a/c on . . . for about five minutes, until the hot engine warning light came on. We turned off the a/c, slowed, and the warning light went off . . . for about 30 minutes. We pulled into a service station, doused it with water and continued toward Mandeville. We progressed eastward in 30 minute spurts for the next four hours. We passed Lafayette and were considering the advisability of crossing the Achafalaya Basin with our overheating problem when a trailer tire blew out. After Mike stopped on the side of I-10 in one piece, he said, "This does it . . . we're going to Breaux Bridge." He changed the tire (luckily on the right side of the trailer) and we pulled out to "drop in" on our old neighbor, who has an airplane hangar. So, five o'clock, and we pulled into Ronnie's driveway to see if he was home. He was, and an hour later the car and trailer were locked in the hanger and we were on our way to Mandeville . . . again. This time with a/c and cruise control. We got home, retrieved child and dog and went to bed. The next morning, Sunday and Father's Day, we loaded the van, returned to Breaux Bridge, hooked up the trailer and drove home uneventfully with a/c and cruise control.

MORE TRAVELS by Jim Jones

I am in the process of selling my home in Laplace, Louisiana and I am told that one of things that needs doing is the replacement of a window screen. So, while at the hardware store buying a kitchen sink faucet which likewise needs to be replaced, I asked if they knew of anyone locally who makes up aluminum window screens. They give me the business card of just such a person. I give him a call, and with a screen off another window for sizing, I headed off to his place of business. (Bear with me, this does have something to do with automotives.) y

Once there, I commented on the hydraulic car lift he has installed in a concrete slab. The beginnings of a three hour conversation based on auto mechanics, air conditioning systems, and computers is on!

John Young of Laplace repairs washers and dryers, manufactures aluminum window screens, and develops and sells computer programs! But, like an artist who needs to eat, John only does these jobs so that he can follow his real love - inventing!

One, of those inventions, is a pre-lube system for automobile engines. While the idea of pre-lubricating an engine before start-up is not new, his two systems for doing it sure seem to be so. John does not use an expensive electric pump to get the lube to flow through the engine, but one of two accumulator devices to do the job. Electric pumps must take time to build up pressure. In an accumulator, the pressure is stored, ready, and waiting!

The accumulator is pressurized by the engine's oil pump at the highest pressure it achieves and is maintained in the accumulator by a electrically operated solenoid valve. The whole system operates automatically. The solenoid valve can even be picked by a micro switch when the engine oil is changed, so that, the dirty oil in the accumulator can be replaced with clean oil during the next start-up of the engine.

John can supply complete systems, instructions, or any parts that you may need in order to build your own system. This is a well thought out system and it works well!

Contact: John Young at 504-652-1756 or write to: SOS Automotive, P.O. Box 608, LaPlace, LA 70069.

TECH TIP by Mr. Goodspanner

Hi, guys and gals. Mr. Goodspanner has not been in the newsletter for a while but, I got a good tip for you to make up for my absence.

Sometimes, an engine core plug (Freeze Plug) can be almost impossible to change without major disassembly of parts from the engine or removal of the engine from the car. The ones that come to mind are located at the rear of the engine block or at the rear of the cylinder head. Mike Schrantz had such a problem with the rear core plug in the block of his Austin Healey 100-4. Once again, Peter Brauen came up with a solution to the problem.

Peter used an expandable rubber plug of the proper size! You've all seen them at the auto parts stores. They are most often used as a replacement for an oil pan plug when the threads in the oil pan have been stripped out. They have a bolt in the center of the plug which, when tightened, expands the plug's diameter. Heat should be no problem as the rubber material is of the type designed to hold up under high temperatures.

The plug can be installed with only a inch or so of clearance. The only trouble you may have is removing the leaking core plug. At worst, you can just knock the core plug into the engine block or cylinder head. It won't cause any problems there and, in time, it will just dissolve into the coolant. This method of replacing a leaking core plug could be a life saver on the road! Thanks to Peter for another great idea!

BE A PART OF YOUR NEWSLETTER from THE EDITOR

You all have a story or two to tell about your experiences with British cars. Share those tales with all the members of your club! This is your club's newsletter and, as it's Editor, I would be very happy to publish your article. Write it up by hand, by typewriter, or computer disc. I can handle it any way I get it. The software that I use is Windows Microsoft Works, but any PC based program should do as well. I have received disc programmed on other systems and I have slowly learned how to make them usable on my system. I am thinking of hooking up the modem in my computer pretty soon and listing the phone number, info, and time that my system will be turned on to receive your data. A fax machine may be available to you in the future! For now, just mail your article to me at 800 W. 16th Avenue, Covington, Louisiana 70433 or give it to me when you attend the club's general membership meetings.

Our most interesting newsletters have been those containing articles written by many different club members and not just by the Editor alone.

Once you stop procrastinating and write your first article, you may get the writing bug and become a genuine rich author. It will all be thanks to your writing that BMCNO newsletter article!

SOUTHERN INSURANCE SPECIALISTS

ANTIQUE / CLASSIC AUTOMOBILE COVERAGE PACKAGES AVAILABLE!

DEAL WITH A LOCAL AGENT NOT BY LONG DISTANCE! BILLY BACHEMIN CAN HELP YOU PERSONALLY!
HEALTH, DENTAL, LIFE, HOME, FLOOD, BUSINESS, WATER CRAFT, RETIREMENT PLANS, GENERAL LIABILITY, WORKER'S COMP, BONDS.
7609 W. JUDGE PEREZ DRIVE, ARABI, LOUISIANA 70032.

OFFICE PHONE 504-277-4056

FAX: 504-277-4591

1-95

BRITISH CARS & SPARES

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

PARTS FOR SALE

'72 MGB Roadster & GT - Parting for spares - Call Lionel at 504-785-8285.

CAR FOR SALE

'79 MG Midget - 25,000 miles - Many new parts - Runs good - \$2,000 or OBO.

Call Dave at 504-466-5174 home or 504-522-9888 beeper.

CAR FOR SALE

'66 Jaguar 3.8S - Automatic - White with red interior - Excellent condition - \$7,000.

Call Michael Keller in Lulling, La. at 504-785-0245.

PARTS FOR SALE

2 - New Pirelli tires to fit MGB - \$40.00 each. Call Cliff at 504-845-8709.

CAR FOR SALE

'60 Bugeye Sprite - Mid-Restoration - Many new parts - \$1500 - Call 504-456-2990.

SABCC CAR DAY BMCNO WINNERS

1ST PLACE

Annette Heyman - '74 MGB Chrome

Jim Jones - '69 MGC-GT (Premier Class)

Lovan Thomas - '32 MG J2

Mike & Mary Schrantz - '60 Mga Coupe

2ND PLACE

Frank Daniel - '47 MGTC (Premier Class)

David Hayden - '58 TR 3

3RD PLACE

Randy Lemoine - '76 TR 6

Fred Mayer - '72 TR 6

OTHER CLUB'S CAR DAYS

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.

April 29th. 1995

Panhandle British 3rd Annual Beach Bash & Car Show - At Penscola Beach. Florida.

WESTERN BATTERY & ELECTRIC COMPANY

534 SOUTH CLAIBORNE AVENUE, NEW ORLEANS, LA 70112 - 504-523-8225 & 3577.

3221 25TH STREET, METAIRIE, LA 70001 - 504-833-8856.

NEW & REBUILT STARTERS, GENERATORS, AND ALTERNATORS.

TONY MORILLARO

7-95

NOTE FROM THE PRESIDENT by Cort Musgrave

Please, make a sincere effort to attend the October general membership meeting. This is our election meeting and your voice needs to be heard. Two important items will be on the ballot:

1) You will be voting for new club officers. Under Members at Large, we have five candidates running. VOTE FOR 4 ONLY.

2) You will be asked if you are in favor of moving the club's general membership meeting to a new location.

Cast your ballots and be counted. Your vote is important. If the vote is in favor of changing our meeting location, your club officers will pursue it.

JAGUAR STEERING WHEELS by Mary Schrantz

When we acquired our Jaguar Mk2 sedan it was equipped with every option available in 1964 including a Derrington wood steering wheel. This wheel was 17 inches in diameter with a wooden rim one inch in diameter . . . big and skinny. In addition, the wood laminations were split on one side so it was very flexiable. So, I began the search for a new steering wheel. In talking with British Auto/USA, a superlative Jaguar parts house, I found that the wheel was prized by some (not me) and might be saleable! Steve Bordelon, Jaguar restorer in Covington, said many people put on E-type wooden wheels but they were still big and skinny. I decided to order a 15-inch Motolita and hub, ignoring Steve's opinion. The parts arrived, I tried them in the car and they were tacky. So, I sent it all back. I found a good buy on a Motolita E-type wooden wheel, 16 inch diameter, so I ordered that one, as Steve suggested. It arrived, looked good in the car AND we could use the nifty horn ring. BUT (there always is one), it wouldn't fit the hub in the car. The bolt pattern was wrong and the hole in the middle of the wheel was too small. No problem . . . I call machine shops to find someone who can enlarge the center hole. I find one and off I go with wheel and the hole template. An hour and a half later I am back with the modified wheel and Peter Brauen and Mike take over to drill the new holes. So, shortly, the wheel is installed and looks appropriate. About a week later, Tom from British Auto/USA calls me with the number of a fellow in California that wants to BUY my Derrington wheel. So, I sell it and pay for part of my new wheel! Sometimes it DOES all work out.

REVERSAL OF FORTUNE by Peter Brauen

In these days of Japanese dominated automobile markets, one may ask how they managed to understand our needs and desires so instinctively. The answer is simple; we taught them.

Immediately following World War I, the Austin motor company, suffering the effects of a post-war recession and high inflation, released a car for the common man. This car, the Austin Seven, appeared in 1923 and was an immediate success. It was, in all but size, the English Model T. The Bavarian Motor Werken subsequently decided to produce the Seven as the BMW Dixi, predating the German "people's car" by some twenty years. The Seven was also produced under license by the American Austin Company for sale in the United States. The world-wide popularity of this model did not go unnoticed in Japan either. The car was taken to Japan where it was dissected, duplicated, and re-emerged as the first Datsun motor car.

World War II brought the British motor industry to the brink of bankruptcy once again. The term "Export or Die" was coined and adopted by the major automobile manufacturers. Sheet steel allotments were tied to the amount of export. U.S. sales returned prosperity to Austin, now B.M.C. Cars like the MGA, Austin-Healey Hundred, and later the MGB and Austin-Healey 3000 once again showed the world how motor cars should be built.

The new trend towards sleek, sporty, and economical cars did not escape the attention of the ever vigilant Japanese. In the early 1960's, Datsun hired German designer Albrecht Goertz to draw plans for a new sports car. This car, the 240-Z, appeared in 1969. It was remarkably similar in basic layout to the Austin-Healey 3000, right down to the identical bore of the large six cylinder engine. Is the reason the 240-Z never appeared as a convertible that Datsun feared stiffening U.S. safety regulations would outlaw them? The 240-Z and its descendants occupied the "Big Healey's" old market niche right through the seventies, virtually unchallenged- even the MGC had disappeared in 1969. The Japanese had put their finger on the pulse of the world market; and they have yet to let go.

Ironically, the British now import Japanese cars, add sheet metal, interior, and rebadge the cars as Rovers and Sterlings for export. In 1992 Rover (Sterling) decided to withdraw from the U.S. market altogether. Now BMW has stepped in to buy Rover, a bitter irony for the company that designed BMW's first car. It would seem that in a market ruled by "Export or Die", the company that once led the way, the Austin-Rover group, has chosen to do the latter.

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!

Editor's Note by Jim Jones

After receiving continuous requests, (complaints, harassments, threats, etc.) your Editor has graciously consented to enlarge the type style generally used in the composition of the Morris Gazette newsletter. This means that I have less space for pictures and such. But, it is my thinking, that the articles are of the most importance and pictures are just an extra (Value Added). And no printer on the north shore has been able to give me the quality of picture reproduction which I need at the price I need, anyway. So I guess it is just as well. Here's to easier reading, enjoy!

MOBILE CAR DAY REPORT by Cliff Hughes

BMCNO received a trophy for the most cars entered by a single club.!!!!!!!!!!!!!!!!!!!!!!

The caravan leaving Mandeville hit ran after 5 minutes on I - 12. Tops were buttoned up, and we proceeded to Bay St. Louis. On more than one occasion, we exited the interstate to discuss the threatening weather.

At Bay St. Louis, we met up with the Metairie group, where we decided to drive, rain or shine. Since we had our tops up, the rain gods allowed us to continue in the dry all the way to Mobile. The show grounds at the USS ALABAMA were ideal for a car show. The entire day was overcast, until awards time at 3 PM, when the clouds opened up and rain proceeded to fall. All car owners were thankful that a tent was provided for the awards ceremony, as the rain lasted until the last award was given.

Special congratulations to the Vezina's, as they won the drawing for 2 nights at the Grand Hotel at Point Clear. Jim Jones also received a year's subscription to British Car.

SABCC hosted a fine show, with 90 plus cars in competition.

Hope to see these enthusiasts at our event in March 95.

MEMPHIS CAR FEST REPORT by Cliff Hughes

Jim Jones and I departed Mandeville @ noon Friday for the Memphis Car Fest. The trip was rather uneventful until Jim crept up too close behind a cattle trailer. At the precise moment that he realized he was too close, dark brown unidentified objects filled the air and splattered the nose of Jim's "C" model. We both assumed that we were OK until unusual yellow colored rain drops brightened up the nose and windshield. Ah!!! The culprit was the south end of the same cow in the cattle car.

We spent the night in Batesville, MS., about an hour from Wilson World Hotel, site of the Brit Car Fest.

After arriving @ 8AM, we were directed to the parking lot to our designated space for MGB's.

This was probably the best car event I've ever attended. Approximately 175 cars were displayed at his event, down considerably from 250 plus in years past.

All cars were judged on a point system of 100 being the maximum. All cars were required to pull into the judges' tent, where the auto was inspected by 10 judges for everything imaginable. Once this task was completed, the car was driven up approximately 60 feet for photos, with numbers placed on a bubble on the ground for later ID.

Vendors from a 4 state area were on hand for just about any used part needed. Food was in abundance, all day.

I was particularly impressed with the judging and caliber of British auto. There were a total of 6 Austin Healey 3000's with 100 points each, 3 in senior's class and 3 in open competition.

BMCNO was well represented at his event. The Schrantz's, Breithoff's, Mike Loden, and Jim and me, walked around approximately 165 British autos all day. Judging was completed at 3PM. Awards banquet was set for 7PM.

THE WINNERS ARE:

1st Place MGA Coupe: Mike & Mary Schrantz

1st Place MGC GT: Jim Jones

At the award's banquet, a slide of each car was projected on a screen as each winner was announced. NICE TOUCH!!!

The Memphis club hosted a first class event, and I wouldn't mind incorporating some of these ideas for our show in March 95.