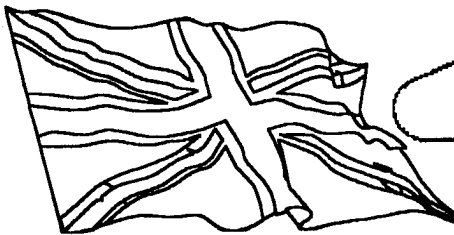
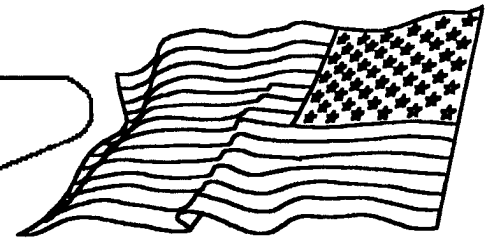
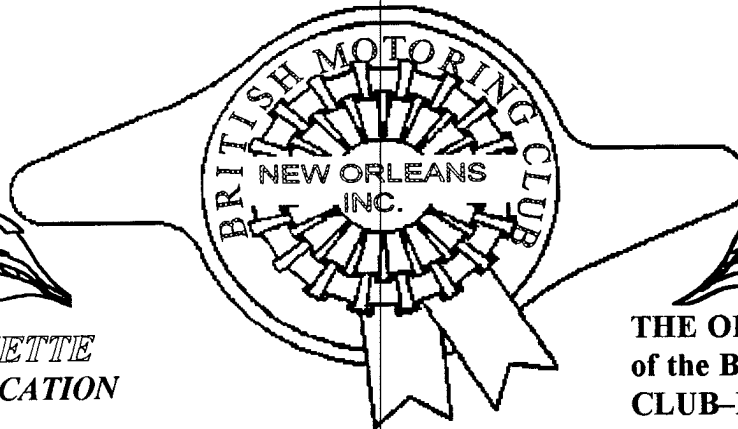


BRITISH MOTORING CLUB-NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



THE MORRIS GAZETTE
A MONTHLY PUBLICATION
by *Jim Jones*

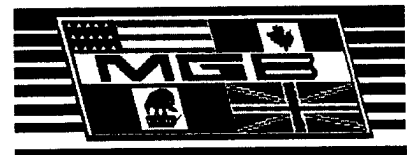


THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB-NEW ORLEANS, INC.

Dues Due: 02/28/97

James D. Jones
800 West 16th Avenue
Covington, LA 70433

MARCH 1996



North American MGB Registry Chapter

NEW ORLEANS 6th ANNUAL BRITISH CAR DAY!
MARCH 23rd, 1996!
CARS ON DISPLAY INCLUDE
NEW JAGS & ROVERS!
RECEPTION FRIDAY EVENING!
GIVE-A-WAYS, AWARDS, FOOD & DRINK,
AIR CONDITIONED PAVILION, REST ROOMS!
LAFRENIERE PARK, METAIRIE, LOUISIANA!

April 1996
BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16 OFFICER'S MEETING	17	18	19	20
21	22	23	24	25	26	27 PANHANDLE CAR DAY
28	29	30 GENERAL MEETING				

CLUB EVENTS - CHANGES IN BOLD TYPE

MARCH 16

GOODIE BAGS – Members are invited to help put together the goodie bags for the Car Day. Call a club officer for information.

MARCH 19

GENERAL MEMBERSHIP MEETING – New Orleans Hamburger & Seafood Restaurant, 817 Veterans Memorial Blvd., Metairie, La. **Date changed because of our British Car Day!**

MARCH 23

CAR DAY – NEW ORLEANS 6th ANNUAL BRITISH CAR DAY in Lafreniere Park . Fill out and sent in your registration form today! This is your Car Day. Enter your British car!

MARCH 24

STREETCAR RIDE – A chartered Streetcar has been reserved for Car Day attendees and club members on Sunday. Limited to 52 people. Adults – \$5.00, under – \$3.00. For transportation, meet in hotel lobby at 9:30 AM or drive yourself to the Streetcar barn on Willow Street in New Orleans for 10:00 AM.

APRIL 27

PENSACOLA SHOW – Pandhandle British Car Association's Car Day & Beach Bash on the island. Call Keith Sanders at 904-478-3171 for more information.

MAY 5

CRAYFISH BOIL – **Location Changed** from the New Orleans Lakefront to the **Bogue Falaya Municipal Park in Covington, La.** Fee: adults \$5, Under 12 years \$3. Convoy leaving rear of Lakeside Shopping Center in Metairie, La. (N. Causeway Blvd. & Veterans Blvd.) a 10:15 am. **Remember, this change of location was necessitated by the New Orleans Levee Board not by your club officer's whims.** A map will be included in the April Morris Gazette newsletter.

IN MY TRAVELS by Jim Jones

Well, it was back to Pensacola, Florida for another week's work on **Keith Sanders** Triumph GT6. We installed a new Roto-Flex joint on the passenger side with much difficulty despite the availability of a special tool which enabled us to lift the transverse spring upward.

It was not until we began to install the Roto-Flex joint on the other side that we discovered that if we only threaded the three long bolts which affix to the hub shaft in part way, the job would be much easier. Sometimes, I wonder if my brain is always functioning properly!

Keith acquired a set of secondhand racing slicks and four used Triumph TR7 wheels. We bead blasted the wheels and Keith painted them bright red to match the color of the car. We changed the lug bolts to the proper larger size and used the stock lug nuts and wheel covers from the donor TR7. They looked real good.

Changing the lug bolts on the rear hubs was no problem as we had to remove the hubs to install the Roto-Flex joints anyway. The front hubs were another thing. They had to be separated from the brake rotors in order to install the longer lug bolts. Having an air wrench available sure was an advantage for this job.

We had just finished minimizing the electrical wiring when the ignition switch failed to supply voltage to the coil after releasing the key from the cranking position. Because the ignition switch in the GT6 is positioned in an awkward place anyway, and because Keith preferred easy to reach toggle switches, it was decided that I install two side by side switches on the dash. One for the ignition and one to supply voltage to the starter. We located a single pole, single throw switch for the ignition, but it did not have a light to indicate when it was in the "on" position. It would just have to do for now, as it was late, the night before the Solo II event. Next we found a spring loaded, double pole, double throw switch which was suitable for the starter.

Keith wanted the switches to work so that the starter would not be energized unless the ignition switch was in the "on" position. It took a little thought, but I soon figured a way to wire the two switches to accomplish just that. I extended the necessary wires and mounted the switches with a bracket to the top front of the dash. Not real neat, but it did the job.

Sunday, Keith completed two runs before the car had a major break down. Apparently, the center of the new stock clutch disc burst loose from the friction plate. The car rolled free in any gear and the starter would not turn. Some bits and pieces from the clutch plate must have jammed it.

I had been working on the car for six days straight and had obligations to attend back home (the club's general meeting for one.). Keith has not separated the engine from the transmission, so we still do not know what the malfunction was.

The **Schrantz's** '64 Jaguar Mark II looks like it will not be ready for the Car Day. The necessary work can be done by then, but things out of their control are in command. Like the guy doing the interior wood trim refinishing, and the guy doing the re-chroming work. If these jobs are completed very soon, the car might just make it for the show.

I received a phone call from **Cliff Hughes** the other day. He asked me if I would assist **Frank Berry** with a wiring problem with his Triumph Mayflower. The Colonel, as he is called, had installed a new wiring harness purchased from J. C. Whitney. These harnesses are economical, but follow American color codes and not British ones. Once I had aquatinted myself with the original wiring diagram for the car, I relocated some wires to their proper position at the ignition / headlamp switch and we were in business. Except that the keyed ignition switch was not transferring voltage. A toggle switch used as a jumper served as a temporary fix. The Colonel is trying to complete his Mayflower for the club's Car Day.



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Offers all MGB, Midget, and MG 1100/1300
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Nonprofit, democratic, run by enthusiasts
for enthusiasts.

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Call toll free 1-800-NAMGBR1 and join today.

4th ANNUAL PENSACOLA BEACH ALL BRITISH BEACH BASH AND CAR SHOW APRIL 27th

The Panhandle British Car Association will present the 4th Annual Pensacola Beach All British Beach Bash And Car Show. The event is scheduled for April 27, 1996 and will again be held at Quietwater Beach parking lot on Santa Rosa Island's Pensacola Beach just 20 yards from the water.

For early arrivals, we've planned a "Red Beans and Rice" social from 6:00 to 10:00 Friday night at the Best Western on Pensacola Beach about 1/4 mile past the show site. Registration will be open Friday night and resumes Saturday at 8:00 AM.

The judging this year will be "People's Choice". A ballot will be given for each car entered. Presentation of awards will be at the conclusion of the day's events, around 4:00 PM.

Motor home and car trailer parking next to the show site is available for the night before and the day of the show only. Please arrive Friday after 3:00 PM or very early Saturday if you need oversize parking space.

For more information contact: Bill Snyder at 904-944-9548.

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE NO: _____

Registration is \$15.00 if registered before April 1st and \$20.00 if after April 1st.

CAR #1 _____ \$20.00/\$15.00 _____

CAR #2 _____ \$10.00 _____

CAR #3 _____ \$10.00 _____

Make checks payable to and mail to: Pandhandle British Car Assoc.

2704 Memphis Circle TOTAL _____

Pensacola, FL 32526 PH#904-944-9548.

There will be an after the show get-together for all participants at The Moorings, a renowned Pensacola Beach restaurant. Dinner will be from the menu beginning at 5:00 PM. Dress is casual. Please indicate below if you plan to attend. Yes, # in party _____ No, I will not attend _____

MIDDENDORF RUN REPORT by Jim Jones

The weather was excellent the day of the run to Middendorf's restaurant. Not hot, not cold, not a cloud in the sky, just perfect! Many members and their British cars came in with the southshore convoy. Although, not many with the northshore convoy. Just myself, the **Schrantz's**, and the **Brauen's**. The combined group was sizable, filling three and a half long tables in the restaurant.

If the facts and figures seem to be lacking, there is a reason for it. I was preoccupied with other things. We were late leaving the Piggly Wiggly parking lot because **Mike Schrantz's** MGA Coupe developed a coolant leak. The problem was easily fixed. Then, when we approached the Madisonville draw bridge, it was not passable. This caused us to backtrack to the I-12 at US 190 losing even more time. Then, my MGC-GT began to lose power. I had experienced this before in other cars and thought that it was either a clogged fuel filter, or a small break in the fuel line between the fuel tank and the fuel pump (sucking air). After I finished eating, I jacked up the "C" on the passenger side, removed the tire & wheel in order to access the fuel filter and the fuel pump. The filter is located between the tank and the pump. Not the easiest place to get to, but the proper place. Sure enough, small cracks were visible in the line at the connector on tank side of the filter. I cut off about two inches of the fuel line and reconnected it to the fuel filter. **Keith Vezina** had given me a new fuel filter, so I replaced it (I am not always right, but I am no dummy) at the same time. I fired up the "C" and she again purred like a kitten (no sound like a good running six). The trip home confirmed that all was well with the "C".

PS. The baked flounder with butter and garlic sauce was great!

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THE ULTIMATE SOLUTION TO YOUR BRAKE CYLINDER PROBLEMS
 CALL FOR INFO (703) 837-1140.

10-96

WELCOME NEW MEMBERS

New members are entitled to a BMCNO T-Shirt and a Name Badge with Holder. The T-Shirt & Badge Holder will be shipped to new members free of charge by the club treasurer.

The Name Tag will be included with their first copy of the Morris Gazette.

Stephen D. Klein	David Polhemus	Elmon & Debra Randolph III	Karl & Penny Rettenmaier
1208 Vintage Street	515 B Milan Street	1856 Shirley Drive	4901 Bissonet
Kenner, La.	New Orleans, La.	New Orleans, La.	Metairie, La.
504-567-8892	504-895-7275	504-367-7306	504-454-2061
'39 MGTB, BRG.	'76 TR7, Green.	'80 Spitfire, Red.	'74 TR6, Green.

NOTE: Supplies of larger sizes of club T-shirts are very low. New T-shirts are being ordered.
 There may be a delay before you receive yours.

BRITISH CARS IN RESTORATION by Jim Jones

Three club members British cars, of which I know, are currently under major restoration. They are **Frank (The Colonel) Berry's** Mayflower, **Cliff Hughes' Austin Healey** and **Frazer Rice's MGA**. The Austin Healey and the MGA are at **Peter Brauen's** shop in Bay St. Louis, Mississippi. Peter no longer does complete restorations or complete paint jobs, but has decided to concentrate on full frame and body panel restoration. Of course, he still does most all mechanical work from complete engine rebuilding to brake jobs. If you need to avail yourself of Peter's services, call him at 601-467-0519.

IMPORT PARTS CENTER HAS MOVED

Chuck Slack's "Import Parts Center" has moved to a new location. Chuck has relocated his business from its long time Causeway Blvd. address in Metairie, La. to 2424 Williams Blvd. in Kenner, La. The new phone number is 504-464-6004. The old phone number, 504-835-8525, will work as well. Chuck has been very supportive of our club's Car Days. Support his business for needed parts on your British or other foreign cars.

OFFICERS FOR CALENDAR YEAR 1996

BOARD of DIRECTORS:

PRESIDENT	KEITH VEZINA	504-443-5056.
VICE PRESIDENT	MIKE ANDERSON	504-466-2717.
TREASURER	ANNE FRILOUX	504-464-1734 FAX. 504-464-1292.
EDITOR	JIM JONES	504-892-7774 VOICE & FAX.

MEMBERS at LARGE:

BILL BREITHOFF	504-288-4019.
CATHY GREENSFELDER	504-392-9261.
KARL KEIGER	504-737-2086.
HAROLD O'REILLY	504-486-5837.

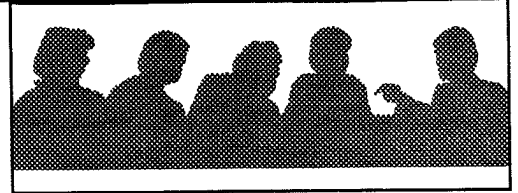
CAR CLUB DUES

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 the month before and the month that your dues are due.

If your dues are due, send them in now before you miss out on your next MORRIS GAZETTE!

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

The General Membership Meeting was opened by **Keith Vezina** at 7:40 PM. Keith presented a plaque to **Cliff Hughes** in recognition of all the positions he has held in the club. Cliff has held the offices of Newsletter Editor, Vice President, and President.



Guest speaker **Tim Spiker**, owner of "Paint Removal & Restoration", spoke about his special process of stripping metal. He is one of a few who uses an Alkaline Electrolytic Immersion process to strip metal and not abrasive or acid methods. See article for more information.

Keith spoke on the upcoming Car Day, The Middendorf Run, and the Goodie Bag Assembly. 1996 Car Day T-shirts and a few Golf shirts were available for purchase by club members at reduced price.

Jim Jones spoke on the upcoming Crawfish Boil and the reasons for the location change for this year's event.

It was **Cort Musgrave's** story time again. Cort talked about a Formula I race held in Italy between British Jaguars and American Indy 500 cars.

The 50/50 (not the 20/20, Patricia) was won by club member **Patrica Gonzalez** at \$20. Several other members won Goodie Bags.

Keith closed the general membership meeting at 9:30 PM.

CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER		\$ 1.00	

GET THESE ITEMS WHILE THEY LAST! ORDER FROM CLUB TREASURER ANNE FRILOUX AT GENERAL MEETING.

BRITISH CAR CLUB-NEW ORLEANS' CAR DAY MARCH 23RD, 1996 REGISTER NOW!

PLEASE PRINT:

NAME: _____ ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: () _____ CLUB AFFILIATION: _____

FIRST CAR \$20 - AFTER MARCH 10th \$25 - ADDITIONAL CARS \$10 EACH ANYTIME.

(EXAMPLE: MG B GT) JUDGING CIRCLE ONE

YEAR: _____ MAKE: _____ MODEL: _____ BODY STYLE: _____ POPULAR OR POINTS

YEAR: _____ MAKE: _____ MODEL: _____ BODY STYLE: _____ POPULAR OR POINTS

YEAR: _____ MAKE: _____ MODEL: _____ BODY STYLE: _____ POPULAR OR POINTS

FEE: _____

FEE: _____

AWARDS BANQUET - ADULTS \$7.50 - UNDER 12 YRS \$ 5.00

T-SHIRTS - \$10.00 EACH PRE-ORDERED (\$12.00 ON CAR DAY)

SIZES : SM ___ MED ___ LRG ___ XLRG ___ XXLRG(\$2.00 EXTRA) _____ FEE: _____

SUNDAY CHARTERED NEW ORLEANS STREETCAR RIDE-LIMITED TO

52 RIDERS, TRANSPORT PROVIDED BY BMCNO

ADULTS \$5.00 - CHILDREN UNDER 12 YEARS \$3.00

FEE: _____

MAKE CHECK PAYABLE TO: **BRITISH CAR DAY**

MAIL TO: **POST OFFICE BOX 73213, METAIRIE, LA 70033.**

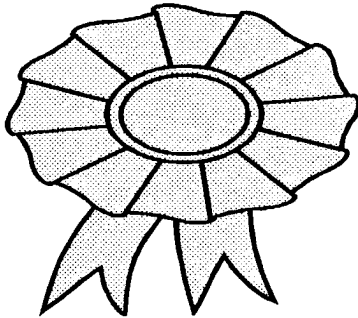
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THE SOLO II EVENTS ARE ON! by Jim Jones

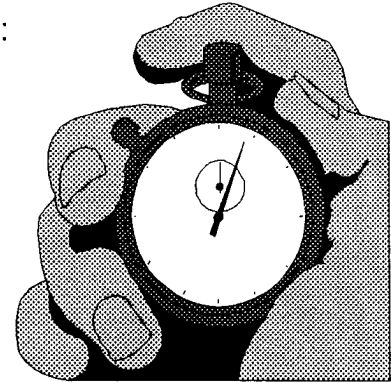
Last year I attempted to make Solo II events part of the BMCNO. I wanted to give BMCNO members who like to compete with their British cars an outlet for just that. It looked as if the idea would work, but it was too late in the season. This season I am right on top of things, thanks to some of our members who participate in local Solo II events.

I intend to include an article concerning automotive competition, in which our British cars can run, in each Morris Gazette published during the racing season. That is, if I cannot talk an interested club member into doing so. Which would be a good thing because I am not a racing enthusiast myself. Any takers? I would hate to go outside of the BMCNO membership to find a willing article writer.

The Delta Region SCCA (Sports Car Club of America) Solo II schedule is:



03/31 Swampland PCA	06/16 Delta Region
04/28 Mardi Gras PCA	06/23 Swampland PCA
05/05 Delta Region	07/07 Delta Region
05/12 Swampland PCA	07/28 Swampland
05/19 G.N.O.C.C.	08/04 C.C.C.C.
05/26 Mardi Gras PCA	09/01 Delta Region
06/02 Delta Region	09/22 Swampland PCA
10/06 Charity Event (All Clubs)	
11/03 Delta Region (Hammond)	



Events are held at the Naval Air Station in Belle Chase unless otherwise indicated. For more information call **Sid** or **Gail deLeon** at 504-486-5471 work, 504-892-7272 Home, or Fax at 504-488-3939.

GUEST SPEAKER OFFERS SERVICE

The guest speaker at April's general membership meeting, the owner of "Paint Removal & Restoration", is offering a service that is hard to beat. The following is taken from his company's literature:

NONDESTRUCTIVE DERUSTING SERVICE

This process is sheer magic. It's called alkaline electrolytic immersion, and does away with acid dipping, sandblasting, shot blasting, and other destructive procedures for derusting.

Our exclusive process causes rust to "float" off steel and other ferrous metals, leaving surfaces bright and clean. The solutions include safe formulations for derusting parts with attachments made of rubber, plastic, wood, glass, etc.

Of particular importance to those concerned with metal fatigue problems is the fact that the process removes no metal, and cannot cause stress cracks, etching or embrittlement. Yet the process thoroughly derusts every pit, crevice and cavity, and releases "frozen" threads.

With immersion tanks ranging up to 20 feet long, this process can derust anything from a pin to a punch press, in any quantity from one to infinity. Machine tools, hardware, **car bodies and sheet metal** products are just part of the wide variety of items derusted every day.

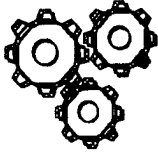
And rust doesn't come back. A protective residual film remains on all surfaces, eliminating the need for expensive greasing and degreasing. When ready for use, the parts are simply water-rinsed and dried.

All things considered, it's a derusting process you can't do yourself, and can't get anywhere else.

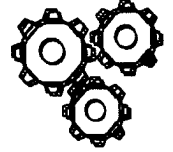
Editor: Tim also does coating and paint removal, as well as, cleaning and degreasing. They are located in Kenner, La. at 2311 Marietta Avenue. Phone: 504-468-9364.

BRITISH CARS & SPARES

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



SPARES FOR SALE



TOP (HOOD) – Canvas, Fits TR4, New still in box. \$125.
Call Cliff Huges at 504-845-8709. (Mandeville, La.)

PARTS CARS – Gambino's, many different British marques, those not sold are going to crusher.
Call Kevin at 504-834-8297. (Metairie, La.)

BATON ROUGE AREA CAR POOL

Club member **Fred Fabre** has suggested that a car pool be organized from the Baton Rouge area to the club's general membership meetings held in Metairie, La. If you have an interested in joining this car pool, call Fred at the Carriage House Garage at 504-356-5466 during normal business hours.

TWO '67 MORRIS MINORS FOUND! by Jim Jones

This will be shortened, because I have so little "white space" left in which to relate the story. **Peter Brauen** and I have acquired '67 two door Morris Minors from Bessimer, Alabama. Mine is black in color and Peter's is light blue. These cars were first time owned and stored for about 20 years in an enclosed garage.

The amount of "garage dust" on these cars was unbelievable, but the paint turned out to be in good condition and the rubber parts were not bad either. The tires aired up, as the cars had been stored on blocks. I have the engine running on my Morris Minor and have given it a good washing. The paint needs to be compounded and some early rust needs to be attended to before it gets any worse. The floor boards are in great condition.

The bonnet, grill panel, and both wings on Peter's Morris Minor had been removed for a restoration that never occurred. Peter has been concentrating on cleaning the interior of his Morris Minor and has found that it is, in general, in good condition.

Peter and I had to move a life time of junk from around the cars before we could even move the cars and conduct a search for all the bits and pieces that had been removed from his car. It seems that we found all of them. Unfortunately, the keys are missing. We had them, but some how we misplaced them.

I now own three British cars, a '64 MG 1100, a '67 Morris Minor, and a '69 MGC-GT. I seem to be stuck in the "Sixties" again! The "C" is for sale! Parking space around my house is at a premium. It's getting that way around Peter's place, despite the two storage containers he has. Can a person have too many British cars?

I borrowed two rigs with which to acquire the cars, the **Schrantz's** and **Keith Sanders** (of Pensacola). We had no surprises on the trip. The van / trailer combinations worked just fine.

I like this car and I am sure that I will enjoy working on it and driving it.

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