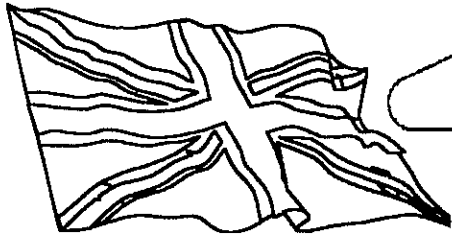
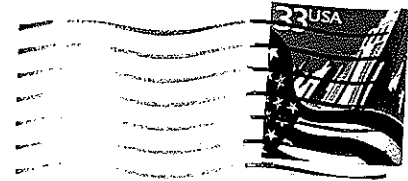
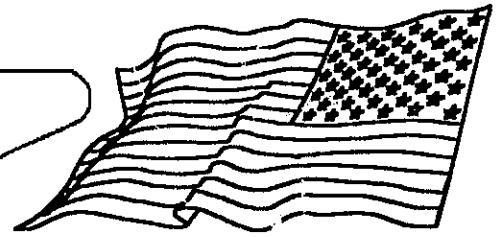
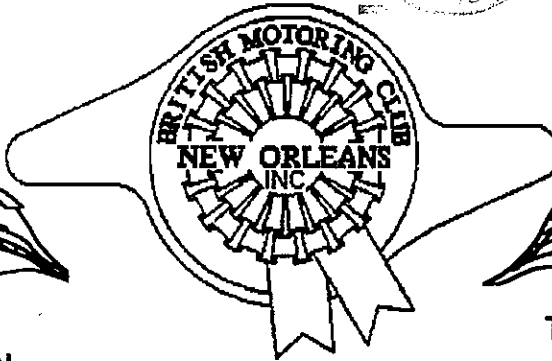


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



The **MORRIS GAZETTE**
A MONTHLY PUBLICATION



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

Dues Due:04/26/00

DAVID HAYDEN
9505 NORTH ROAD
ABBEVILLE LA 70510

70510+2433



MAY 1999



North American MGB Registry Chapter



VTR CHAPTER

JUNE 13
CATFISH CHARLIE'S

Sun	Mon	Tue	Wed	Thu	Fri	Sat
CALENDAR JUNE 1999		1	2	3	4	5
6	7	8	9	10	11	12
13 CATFISH CHARLIE'S	14	15 OFFICER'S MEETING	16	17	18	19
20	21	22	23	24	25	26
27	28	29 GENERAL MEETING	30	UPCOMING CLUB EVENTS		

MAY 25

GENERAL MEETING – New Orleans Hamburger & Seafood Company,
817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM.

JUNE 13

CATFISH CHARLIE'S – Hammond, La., South convoy Kenner Welcome Center 4:00 PM,
North convoy Piggly Wiggly 5:00 PM.

JUNE 15

OFFICER'S MEETING – 7:00 PM, Bill's.

JULY 17

SEAFOOD WORLD – Hwy. 190, Covington.



THE LAST OF "IN MY TRAVELS"

New news concerning the '59 Morris Minor convertible. Turns out is it a '61 model. Road Trip! Club member **Richard Wolf** and I left early on the morning of Sunday the 26th for Beaumont, Texas. The owner of the car went to visit his in-laws there and he transported the car to Beaumont. That sure saved me a lot of travel time as his home is in the Texas town of Red Oak south of Dallas.

The car is now sitting in my garage. It is rough and will require a complete restoration. I am sure that it will keep me busy for a year or two at least. However, I will be working on the car under ideal conditions in my "new" garage.

And speaking of my garage, club member **Wayne Aucoin** came over and installed the drop ceiling in my garage. He did it all in only one day. I spent much of the next day figuring out just how I could retain all three of the pallet shelves, have enough space left over to work on the Morris convertible, and have parking space my two other Morris Minors. With some extra brain power and brawn from club member **Richard Wolf**, I was able to work it out. This pretty much completes the garage's interior except for some more painting, framing in the two windows, and nailing up the strips between the wall panels.

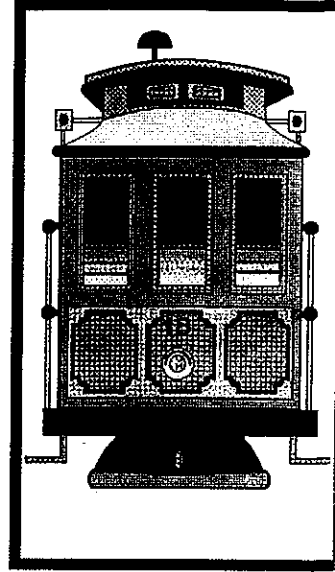
The following Monday I went over to **Wayne's** place in Kenner. We reinstalled the rebuilt transmission/overdrive unit, rebuilt by **Peter Brauen**, in his Austin Healey and removed the dead engine from his MGB which will be rebuilt by Peter.

The convertible needs a lot of parts. About two years ago, I was offered a '67 Morris Minor sedan by **Don Pritchard**, a member of the Mobile club. The car was still available. So, **Richard Wolf** and I took another road trip this time to Tillman's Corner, Alabama and picked up the vehicle. It will supply many of the missing parts that I need for the convertible. I plan to remove all of the parts that I want and dispose of the rest of the vehicle. Both of the front frames are rusted through making the restoration of the vehicle not practical. It is sad to see one go, but I cannot save them all.

The car will provide me with a differential of the proper ratio for the original 1098cc engine & transmission removed from my '67 Morris sedan which I intend to install in the convertible. The convertible's original engine was a 948cc. I will also recover the two rear end half shafts from the parts car for spares.

The left hand door on the convertible is not the original one and it does not fit well. It appears to be a door from an earlier model, as the window framing is painted and not chrome or stainless steel as is the right hand door which fits well and is original. I will find out if this is true after I remove the parts car's left hand door and fit it to the convertible. Quick measurements made by **Peter Brauen** after the club's crawfish boil indicate that the car's body is in proper alignment.

I stopped over at **Mike Schrantz's** today in order to return a borrowed item. Mike mentioned that **Mary D's** MGB was having trouble cranking at times. After diagnosing the problem it was determined that the starter solenoid was at fault and not the ignition switch or the starter relay. Mike then remembered that he had ordered a new solenoid when the old one was temporarily repaired. We set about to install the new unit when we discovered that the shafts which mounted the unit were metric. Of course, the nuts were also metric and so large that it was impossible make use of any ratchet socket or wrench for that matter. The starter housing extension and the nut flats were too close together. I suggest that you grind down the flats on the nuts to the next smaller size, standard or metric. It is happening more and more with new parts.



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!

OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT THE GENERAL MEETING.

PANHANDLE WINNERS

1ST PLACE – David Loeb, '52 MG TD
1ST PLACE – Micheal Sullivan, '74 MGB
2ND PLACE – Keith Vezina, '76 MGB
1ST PLACE – Harold O'Reilly, '72 Triumph TR7
2ND PLACE – Bill Breithoff, '80 Triumph TR8
2ND PLACE – John Boudreaux, '80 Triumph GT6
2ND PLACE – Jim Jones, '60 Morris Minor 1000 Traveller
2ND PLACE, Laura Hayden, '58 Morgan

EMBROIDERED CLUB LOGO

The ability to have an embroidered club logo sewn on any garment has been reestablished. Before the Car Day, Cliff Hughes' wife, Linda, went to "Stitch & Print" to have logos sewn onto several shirts. She was told that the company did not have our club's logo on file. I have been pretty busy for a while, Car Day, new garage, another British car, crawfish boil, etc. So, it took me a while to investigate the matter. I finally made time for it and there is the poop.

None of our members had a logo sewn on a garment for some time. To save available hard drive space, the company saves inactive files to disk. A new computer operator, unfamiliar with older accounts, could not locate the inactive file. A brought him a shirt with the club logo sewn on it so that he could see the design. He searched the stored files and found our logo.

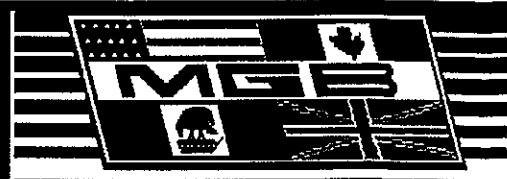
The logo is once again available to our club members under the name "British Motoring New Orleans". The company will still make just one logo at a time. However, the pricing has changed. As I remember, it is \$10 for one, \$7.50 for 2 to 3, and \$5.50 for 4 or more. The company's address is: 520 Hwy. 3228, Mandeville, La. 70471, 504-626-9903.

STUFF ON THE NET

I was going through ebay.com, an internet auction site, when a came across a link to a site that sells reproduced metal signs. The company's name is "Tin Signs USA". It takes you a long time just to view all the signs that they have to offer. I was interested in the automotive related ones and clicked on that button. I wound up ordering a number of the older style oil company signs for the walls of my garage. The painted on metal signs that I ordered are only \$8.95 each. Porcelain on metal signs are more expensive at around \$18 to \$25. Almost whatever your interest, they have signs that will interest you. Give their site a look at <http://www.tias.com/stores/tsusa>. You may find something that you will want to purchase.

CLUB MEMBER'S ROTISSERIE

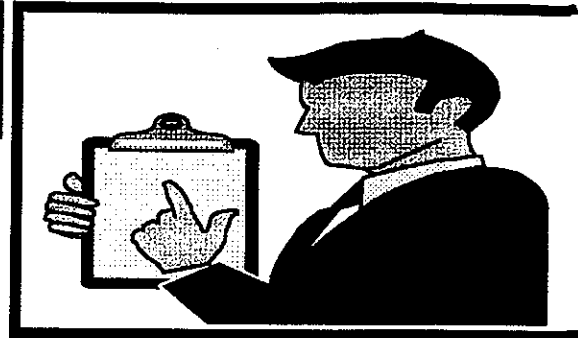
Before the officer's meeting, club member **Richard Denneau** passed around some photo's of his MGB project car. They showed just how extensive the work that he has done on the car has been. The most interesting photograph was the one showing the "roisserie" he designed and built. It appears to be constructed mostly of wood and allows him to rotate the car body so that any portion can be positioned for easy access. I know of a number of club member's who would love to have such a device. Maybe, we can talk Richard into making a set of plans available to us.



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MINUTES OF THE GENERAL MEETING

Bill Breithoff opened the General Membership Meeting at 7:30 PM. Guests were introduced. Discussed were: the Panhandle show, the upcoming club crawfish boil, etc. Registration and payments for the boil were received. The 50/50 winner is unknown. The meeting was closed at 8:15 PM.



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. Send your dues to the address on the newsletter's cover page.

NEW AMGCR STANDARD HOLDER

The American MGC Register's helm has been taken over by Keith Sanders a member of the Panhandle club. Keith will continue to compile the register's newsletter "C Notes". Running the register is no small job, but I am sure that Keith will impart his normal enthusiastic personality into the register. I envision many changes for the betterment of the "Beast". (Whoops! I expressed an option!)

OFFICERS FOR CALENDAR YEAR 1999

BOARD of DIRECTORS

PRESIDENT	BILL BREITHOFF	504-288-4019.	
VICE PRESIDENT	CLIFF HUGHES	504-845-8709	chughesjr@i-55.com
TREASURER	HAROLD O'REILLY	504-486-5837	continen@gnofn.org
EDITOR/SEC.	POSITION OPEN		

MEMBERS at LARGE:

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RICHARD DENNEAU	504-279-5179	denneau@aol.com
ANNE FRILOUX	504-464-1734	lubriport@aol.com
FRAZER RICE	504-736-0452	brice@communique.net

COORDINATORS:

NORTH AMERICAN MGA REGISTRY	-	FRAZER RICE	brice@communique.net
NORTH AMERICAN MGB REGISTER	-	RICHARD WOLF	wolfmgb@yahoo.com
VINTAGE TRIUMPH REGISTER	-	HAROLD O'REILLY	continen@gnofn.org

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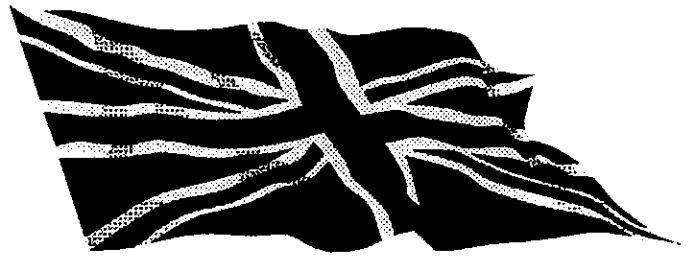
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BRITISH CARS & SUCH



- AUSTIN** – '73 Marina, 4 Door, Needs Mechanical & Body Work. Make Offer.
Contact Roland Brown at 850-438-5088, 438-8038 message, or e-mail buzzard@seii.net
(Gulf Breeze, Fl., 4/99)
- MGB** – '65 Model, Restored '91-'92, Wire Wheels, New Michelins, Rear Fender & Trunk Damaged.
Contact Henry Teller @ 601-261-2122 or henry.teller@usm.edu (Hattiesburg, Miss.)
- MGB** – Early 70's GT Model (Chrome Bumper), Good Body Shell with Doors, Etc. Front Damaged.
Great for Swap Out. Make Offer. Contact Peter Brauen at 288-467-0519
(Bay St. Louis, Miss.)
- MGB** – '72 Model, Restoration Started, Stored for Nine Years. \$1500 or Offer.
Contact Dave Hitchcock at: 850-327-4053 or e-mail at hitch@frontiernet.net (Bratt, Fl.)
- MGB** – '80 Ltd. Edition, Black, Alloy Wheels, 96k Miles, '86 2nd Owner, All Three Tops! \$5,000.
Contact David Woodward at 504-726-0625 or cwoodw1775@aol.com (5/11/99 Slidell, La.)
- MG TD** – '51 Model, Maroon with Black interior, Equipped with American Six Cylinder Engine. \$6500.
Contact Tim at 504-892-3127. (Covington, La., 4/26/99)
- MGTF** – '54 Model, Complete, Needs Full Restoration. \$3500.
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)
- ROVER** – '80 3500 SDI, Good Condition, Runs Great, New Tires & Battery. Make Offer or trade for
Unusual British car. (Austin Peanut, Wolseley Weary, Etc.)
Contact Michael Delacerda at: 504-887-5756 or e-mail at: mdelac@lsumc.edu (Metairie, La.)
- PARTS** – Pair of 1 3/4" S.U.'s with Linkage, Big Healey Bolt Pattern. \$160.
Contact Bill at: 716-482-6715 or wtelod@aol.com (Roch, NY)
- PARTS** – Hard Top, Fits '75 to '80 Spitfire, Excellent Condition. Make Offer.
Contact Ben Beaugy at 318-991-0097 or bizzo@mindless.com
- PARTS** – MGA, 1500cc Head \$100, Crank (Never been turned) \$100, Five Wire Wheels with Tires
\$20 Each, RH Door \$25, Frt. Valance (Fiberglas) \$25.
Contact Mike Brown at 504-785-8245. (Lulling, La.)
- PARTS** – Spitfire: MK IV - 4 Cylinder Racing Engine & Transmission, 4 Mag. Alloy Made in England Racing
Rims, Completely Restored Rear End, 2 Reworked Front Rotors, Wiring Harness, Miscellaneous
Electrical & Metal Spares.
MK III - Hard Top.
Contact Laurence Langlois at 225-752-4794 Home, 225-387-4483, llangl@tlxnet.net (5/14/99)
- WANTED** – Enclosed Trailer Suitable for Small British Cars or Motorcycles.
Contact Anne or Floyd Friloux at: 504-464-1734 or lubriport@aol.com (Kenner, La.)
- WANTED** – TR6, Running or Not! Cheap!
Contact Dana Courville at 318-406-0087. Lafayette, LA. (4/27/99)

CRAWFISH BOIL REPORT

What a great day! We could not have wished for any better weather conditions. Full sun, gentle breezes, and mild temperatures. It was just the kind of day that makes you want to drive your British car and many club members did just that. Big changes were initiated this year. Members were required to pre-register for the event, utilize tickets, stand in line to obtain their food, and the crawfish were cooked on site.

I thought that the pre registration requirement would keep some members from attending the event. Boy, was I ever wrong about that! (Take note of this statement. You will not heard it very often from me.) We had 110 members and their guests show up for the event including 13 MGT's club members and 19 Rolls Royce/Bently club members. There were 22 no-shows. We had guests from the countries of England, France, New Zealand, and Belgium making this year's event an international affair. Club members **Mark and Cathy Greenfelder's** exchange student from Germany had to return home or we could have added yet another country to the list. Club members did not mind using tickets or standing in line for their crawfish. All thought that the system worked very well. The tickets ensured that everyone received their fair share of crawfish (5 to 6 pounds, excluding corn & potatoes). Tearing the tickets in half gave us control over second helpings as well.

Club member **Charlie Ake** collected the tickets throughout the event as he does not eat mud bugs. **Richard Wolf** helped me set up the rental tables and chairs that morning. **Cliff Hughes** obtained and iced down the free soft drinks. **Elmon & Debra Randolph** operated the serving line.

The crawfish were cooked on site this year by club member **John Boudreaux** and his friend Bill. John supplied the crawfish (750 pounds from the swamp, not the farm), and everything necessary for the cooking including the seasoning, corn, potatoes, etc. That reduced some of the workload on our club members this year.

This year we used compressed paper trays instead of dumping the crawfish on the tables making the use of plastic and newspapers on the table tops unnecessary. I do think that we need to devise a method for draining the crawfish better next year so that the paper trays will hold up longer. Someone will work that out before next year's event.

A stroke of luck helped out with our capacity to more comfortably seat people. The Covington Recreation Department held an event on Saturday and did not pick up their tables and chairs. These items, added to the tables & chairs that the club had rented, gave us a larger seating arrangement than we needed.

Thanks to all of the club members who helped in the job of folding & stacking the tables and chairs after the event concluded. As I had to drive home for some more trash bags. We had not anticipated the huge amount of refuse created by the event.

OIL FILTER CHANGE

When you install that new oil filter it is dry. When the engine is started the filter must fill with oil before any of that oil reaches the bearings. You can speed up that process, whether or not you have a spin on type filter head.

With a spin on filter that is mounted on the bottom of the filter head, you can fill the new filter with fresh oil before you mount it. Wait a while for the air bubbles to surface and continue filling with oil until the filter is full. Then, screw the filter onto the filter head.

With a top or side mounted spin on filter, fill the filter with oil, then drain the excess amount, and install the oil soaked filter.

With any positioned canister type filter, soaked the new filter in fresh oil and then allow it to drain before attempting to mount the cartridge.

These procedure will reduce the amount of time it takes for the new filter to fill with oil after the engine has been started.

1952 DOUBLE DECKER BRITISH BUS by Keith Vezina

For those of you that I have not yet told (there can only be a few ears left that I have not bent with my enthusiastic ranting), the Irish-Italian Committee (TIC) wants to be rid of their 1952 Bristol Double Decker Bus. The TIC is offering it to BMCNO (or me, if the club chooses not to take it.) FREE OF CHARGE!

The only stipulation is that we drive it in the Irish-Italian Parade, always the Saturday after St. Patrick's Day. In the past, they have used it for excursions to the Strawberry Festival in Ponchatula, etc. and it has been the "float" for the spouses of TIC in the Irish-Italian Parade in Metairie.

The bus lost its sponsor when the local Miller Beer distributorship changed from the Corporate Office to Delta Distributing. With the loss of the funds and an indoor parking space that Miller provided, the bus is now beginning to fall in disrepair.

Last week I inspected the bus with the Chairman of the TIC and took a few measurements. The bus is 13' 6" high, 28' 3" long and 8' 0" wide. All of the tires were replaced about three years ago and appear to be in excellent shape. The 4 cylinder diesel engine was rebuilt just before the TIC purchased it 15 years ago for \$5,000 from a Grand Old Opry tour company. The engine is governed at 38 m.p.h. and has a relatively new 24vdc alternator. They estimate that they have driven it less than 1,500 miles since they bought.

One seat upstairs has been removed and a lavatory has been installed with the holding tank below the base of the stairs. The tank has a common RV clean-out. Two seats downstairs have been removed to install a counter and keg tap. Even with those seats removed, it still can seat 45 people. Installed is a cheap stereo system with lots of cheap speakers. However, this bus has no A/C.

There are several repairs that will need to be done. The after-market windows are all stuck. They are two large pieces of safety glass held in place by a common u-shaped felt and steel window channel inside of a large rubber gasket. The steel in the u-shaped channel has rusted and needs replacing (in my estimation, a very easy job). There are also a few window panes that are cracked. The body of the bus is constructed of steel panels attached to a wooden sub-frame. At the panel seams, a steel furring strip is screwed to the wooden sub-frame. Water has gotten behind the furring strips and has rotted the wood. This would be a major repair, but I think it could be done in stages.

The one day, one million dollar insurance covers the bus on that day. It is presently licensed as an antique automobile. As such, insurance costs are \$100 a year and driving it does not require a commercial or chauffeur's drivers license.

Well, now it's up to you, the membership and the Board of Directors, to decide if you want to take this bus. If you chose not to, I may. Whoever accepts it, we will need a place to keep it. An indoor location would be preferred, but a fenced and locked area would be acceptable. For my convenience, a south shore, east bank location would be better. Any offers would be greatly appreciated.

