

The Morris Gazette

The Official Newsletter of the British Motoring Club – New Orleans, Inc.

January 2001

Published Monthly

BMC-NO is affiliated with:

North American MGB
Register (NAMGBR)

and

Vintage Triumph Register
(VTR)

If you are member of these or
any other national register or
club, please let us know.

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President's Message

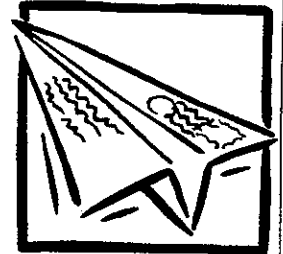
I have been a part of this club for just over four years. Two of these years I was a member of the board. Last year I served as vice president and now this. The main reason for me joining this club was to get assistance with my MGB. The fact that this club did anything more than meet once a month for dinner was unknown to me. I quickly learned there was more to do with this group than to eat and swap lies. Almost every month there are places, events and gatherings for all to participate in.

One of the jobs of a board member is to contact constituents in their calling area to let those people know of an up coming event. Sometimes I would be told things like "there is a problem with the car " or "my car is not ready for a trip". These excuses made me wonder if some people thought they must have an con-course class British automobile to participate in anything we do? WRONG! The first event my car was in I had to drag it in on a trailer, but it was there. The whole idea is to just be there in any car. As nice as it is to see your British car we would rather see you than nothing. At last year's car show, we had less than 30% turnout by our own club. What will it take to get YOU to come out this year?

Charles Ake

p.s. The entry form for the 2001 Car Day show is on page 7 of this issue. Or you can print one from our web site:

www.bmcno.org



Charlie Ake's MGB at the 2000 Unshow.

February 2001

Sun Mon Tue Wed Thu Fri Sat

				1	2	3
4 Middendorf Run	5	6 Board Meeting	7	8	9	10
11	12	13	14	15	16	17
18	19	20 General Meeting	21	22	23	24
25	26	27 Mardi Gras	28			

Tue Jan 30—General Meeting – 7:30 p.m. New Orleans Hamburger & Seafood Restaurant, 817 Veterans Memorial Boulevard, Metairie between Bonnebel and West End Blvd.

Sun Feb 4—Middendorf's —Thin fried catfish! Lunch at Noon at the restaurant.
SouthShore convoy leaves 11:00 a.m. from Kenner Welcome Center (Loyola & I-10)
NorthShore convoy leaves 11:00 a.m. from Mimi's (old Piggly Wiggly) across from Beau Chene

Tue Feb 6—Board Meeting—7:00 Richard Denneau's in Meaux. **CAR SHOW COMMITTEES!!!**
Car show business first so committee chairs can leave before club business.

Tue Feb 20—General Meeting: 7:30 New Orleans Hamburger & Seafood Restaurant.
NOTE DATE! Meeting moved up due to Mardi Gras.

Tue Feb 27 – Mardi Gras.

Future Stuff:

Tue March 6—Board Meeting, Harold O'Reilly. **FINAL CAR SHOW COMMITTEE MEETING!**

Tue March 20—General Meeting—moved up for show.

Sat March 24—11th Annual New Orleans British Car Day, Lafreniere Park

Sat April 21—9th Annual Pensacola Beach Bash and All British Car Show, Pensacola Beach.

Pensacola Beach Bash and Car Show

THE PANHANDLE BRITISH CAR ASSOCIATION presents the Ninth Annual All British Car Show on April 21, 2001, to be held again at Pensacola Beach, just a few feet of beach sand from the beautiful waters of the Gulf of Mexico. This lovely vacation or weekend paradise is only walking distance to restaurants and shopping.

Judging will be by "People's Choice". Each vehicle entered will receive a ballot and dash plaque placed in the car at noon. Voting closes at 2:00 pm and awards will be at 3:30 pm. There have been approximately 20 classes at past shows and classes will be determined by entries received for 1st, 2nd and 3rd place trophies. There also will be several special awards and some surprise awards. This is not a "concours" show, but a chance for British car lovers to get together, display their cars and have a good time. Any car may go home with a trophy. So bring your British "ride" and enjoy the camaraderie.

There will be valve cover racing. Must be a usable British valve cover with overall length no more than 24 inches and no propulsion other than gravity.

Directions: Follow "British Car Show" signs. Entrance: On left, 100 yards west of Stoplight at road to Ft. Pickens. For early arrivals the PROTOADS* will again offer a "Red Beans and Rice" Social from 6:00 pm to 9:00 pm Friday, April 20, in the party room of the Best Western Motel, Pensacola Beach. Registration will be open Friday night and from 8:00 am to noon on Saturday.

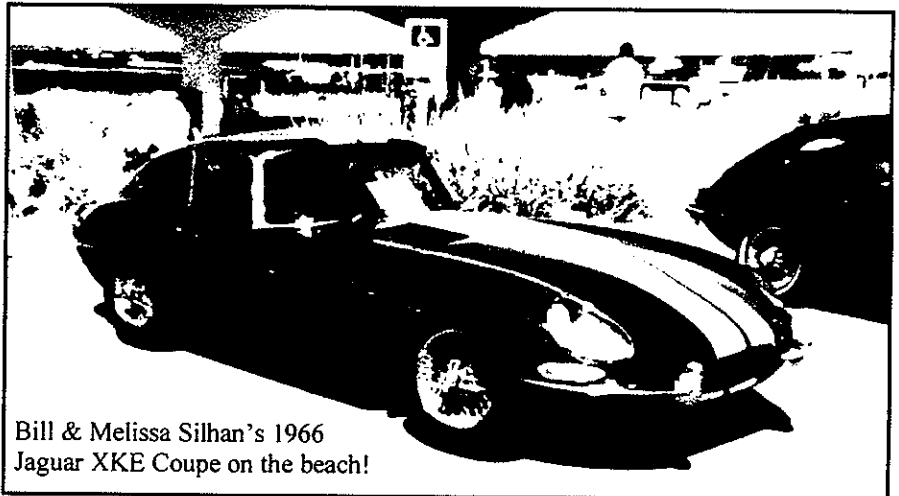
* Procrastinating Triumph Owners And Driving Society

Accommodations are available at the PENSACOLA BEACH BEST WESTERN MOTEL, (800) 934- 3301, at \$79.00 off beach and \$89.00 beachfront. Please make your reservations by March 15 and tell them you are with the British Car Show for the reduced rates.

For more information, assistance, or to become a sponsor, contact Tom Schmitz, 9609 Soldiers Creek Dr, Lillian, AL, 36549 (334) 961-7171, tschmitz@ametro.net, or Gus Fell, (850) 994-0123.

There is a registration form on our website at: www.geocities.com/pbca/. Major Sponsor: Jaguar of the Gulf Coast.

P.B.C.A. is affiliated with The North American MGB Register.



Bill & Melissa Silhan's 1966 Jaguar XKE Coupe on the beach!



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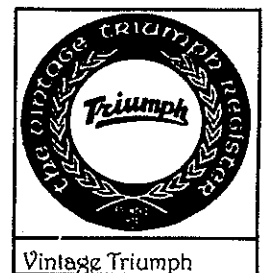
Club Officers – 2000

	Board of Directors		
President	Charles Ake	504-845-4153	choochoo@neosoft.com
Vice President:	Bill Breithoff	504-288-4019	breithoff@tlxnet.net
Treasurer	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
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	Members at Large		
	Richard Denneau	504-279-5179	denneau@aol.com
	Allen Bradley	504-888-6887	bradfirst@aol.com
	Sheila B. Simmons	504-288-3765	sbsimmons@aol.com
	Roger Gibson	504-887-2725	rgibson1no@aol.com
	Marque Coordinators		
North American MGA Register	Frazer Rice	504-736-0452	brice@communique.net
North American MGB Register	Henry Bourgeois	504-893-7610	bayouboo@fastband.com
Vintage Triumph Register	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
Webmaster	Keith Vezina	504-443-5056	tkvezina@hotmail.com



Poker Rallye

Sunday January 21st was a bright, beautiful day for a drive in a British car. Seven British cars and 2 non-British cars participated in the Poker Rallye. For those of you who couldn't make it, in a poker rallye, everyone visits locations on the rally list and at each location, they draw a playing card from the deck at that location. In this case, we were visiting area coffee shops. At the end of the rallye, everyone gets back together, and whoever has the best 5 card poker hand, wins. Winning is strictly luck, although you do have a better chance of getting a winning hand the more places you visit, since you get more cards.



Everyone rolled out of Clearview shopping center promptly at 1:30 and almost everyone visited all 7 coffee shops. There were no breakdowns, nobody got lost, and most of the crowd bought something at most of the shops. The folks at the coffee shops remembered us from last year and were glad to see us again. At 4:30, everyone met back at the new Cafe du Monde on Veterans.

Third place winner, with a flush, was Fran and Rodger Talley. Second place, with a full house, was Harold O'Reilly. And first place went to Richard and Susan Denneau who came back with a full house "Kings over Jacks" (3 Kings and 2 Jacks).

The First Place prize was a blue gift bag with a king cake, coffee mugs, English tea, coffee, a deck of playing cards and set of poker chips. The red, second place prize bag and white, third place prize were the same, only without the king cake.

You know you've owned a British car too long when

You get excited about a nifty new tote bag - because it fits between the bulkhead and the back of the seat and will just hold all your spare electrical parts!

Rally Master Roger Gibson did a wonderful job of putting the event together and the club thanks him and his wife Carol, for all the time they put into it. And as we like to say, "A good time was had by all"!

Hydraulic Lines by Mr. GoodSpanner

We tend to forget about the hydraulic lines on our British cars. That can be a costly mistake! Many years have passed since they were newly installed and we rely on them so much. Road conditions eat away on them on the outside and moisture absorbed in the hydraulic fluid eats away on them on the inside. Sooner or later one of them is going to get you.

You can delay the harmful effects that water has on the lines by bleeding the hydraulic fluid out of the brake/clutch systems until fresh fluid appears at all the cylinder bleeders. It is recommended that this be done every one or two years. Stir up the black and brown sediment that you will find in the bottom of the master cylinder reservoir before doing so and rid the system of that as well. The black stuff is rubber particles and the brown is dissolved rust.

One fellow that I know tops off his reservoirs with a small amount of silicone brake fluid. The silicone fluid floats on the surface of regular brake fluid. Silicone fluid does not absorb moisture and it theoretically forms a seal over the regular brake fluid preventing moisture from coming into contact with it. Sounds good to me, but I have no proof that it works.

I do not recommend changing to silicone brake fluid unless you renew the whole system, including all cylinders, flexible hoses, and steel lines. Firstly, the two different types of hydraulic fluids do not mix and have different characteristics. Secondly, you cannot ensure that you be able to remove all of the old fluid. Thirdly, silicone fluid will swell rubber parts that have been in contact with hydrostatic brake fluid and this will cause problems like covering cylinder vent or return holes. The British car manufactures have typically used natural rubber as opposed to synthetic or vinyl in their hydraulic cylinders. I utilized silicone fluid for both the brake and clutch hydraulic systems in my '69 MGC-GT and never have any problems. However, everything in both systems had been replaced with new or NOS parts.

In order to replace the hydraulic lines on your British car, you can order a kit from most all suppliers of British car parts. Not everything that you will need is included in these kits. Do not be surprised to find that the new lines are coiled up and that you will have to first straighten them and then shape them to fit your car. Purchase a tool made for forming steel lines. No one tool will form the lines into all the shapes that you might need. You may have to purchase two different tools.

If you are more industrious, you can make up your own custom hydraulic lines. You will need the above-mentioned tools plus a flaring kit. Be sure that the flaring kit is capable of producing double bubble flares, as that is the most common flare used on British cars.

The steel lines can be obtained from NAPA either by the foot from a roll or straight with American fittings and flares already in place. These lines come in different lengths. With the made up lines, you just cut one end off, slip the American fittings off, slide on a British fitting down to the flared end (proper way around), slide another British fitting on (the other way around) and make your flare. Or just use the NAPA lines as they are, utilizing a coupling provided by Victoria British. The coupling has a British Standard male thread on one end and American Standard female thread on the other end. (Whoops, I think they refer to those as "jack" and "plug" now days, but I cannot remember which is which!) The adapter couplings do cost around \$5 American each and you will need quite a few.

The British Standard fittings can be purchased from any British parts supplier, unless what you need is Whitworth fittings. Do not laugh! Morris Minors, early MG Midgets, AH Sprites, to name just a few, all had Whitworth hydraulic line fittings. You may be surprised at just how many early British cars did. The Morris Minor's flexible brake line hoses are threaded British Standard at the wheel cylinder end and Whitworth at the steel line end.

Keep Them Safe and Running!

For Sale

MGB-GT '73—chrome bumper 94K original miles, asking \$2,000. Alan Hankel 283-3783 (12/00)

Parts: Car cover, Poly-cotton outer, flannel inner. Will fit TR-4,5,6 thru '73 or MGB '62-'74. Cost \$150 - selling for \$50. Will keep your car clean and dry in garage or under carport. Joe 893-3036 or (cell) 491-6166 (12/00)

Parts: Tubular steel exhaust header for MGB 1800, perfect, \$30, Four speed transmission for MGB, \$50. Jimmy Bruno 885-6849 jbruno3@hotmail.com (11/00)



Newsletter submissions

Electronic submissions are greatly preferred. Email to cgreensf@bellsouth.net or bring a diskette to the meeting. (MS Word or plain text preferred.)

Bring written articles to the meetings, or mail to P.O. Box 73213 Metairie LA 70033

Membership Info

Club membership is open to anyone who owns or has owned, drives or is interested in British motor vehicles.

Annual Dues: \$30 first year / \$25 subsequent years.

\$15 corresponding membership (newsletter only) is available to persons living outside the Greater New Orleans area.

New members receive a club T-shirt, window decal and name tag. All members receive the monthly club newsletter. Your membership expiration date is printed on your newsletter mailing label.

Please pay your dues promptly to avoid missing any issues of the *Morris Gazette*.

Mail renewal checks to Treasurer, PO Box 73213, Metairie LA 70033 (payable to BMC-NO)



Club Regalia – Contact Harold O'Reilly (504-486-5837 or haroldor@bellsouth.net) for information.

T-shirt \$ 10.00

Golf Shirt \$ 15.00

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.00

NEW ORLEANS 11TH ANNUAL

BRITISH CAR DAY

MARCH 24TH, 2001

LAFRENIERE PARK



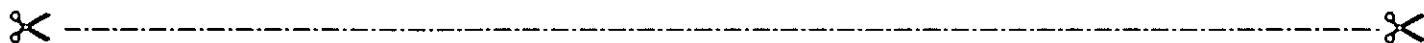
Popular choice judging. Show will be on the Foundation Pavilion lawn. Concessions available.

Lafreniere Park is located right off I-10 in Metairie, just 20 minutes west of downtown New Orleans and the French Quarter, Aquarium of the Americas, IMAX and Audubon Zoo. Exit I-10 at Veterans Memorial Blvd. (exit #225) Go west one block on Veterans, turn left at the light on Downs Blvd which leads into the park.

Schedule of Events:

Fri March 23	Pre-registration and Reception, Lafreniere Park Pavilion	5:00 pm – 8:00 pm
Sat March 24	Car Show – Lafreniere Park Pavilion Lawn	
	Registration and Line Up	8:00 am – Noon
	Judging (Popular Choice)	12:30 pm – 2:30 pm
	Awards Banquet – Lafreniere Park Pavilion	6:00 pm – 8:00 pm

Make check payable to: "British Car Day" P.O. Box 73213, Metairie LA 70033



Please Print

Name:		Guest(for name tag):	
Address:			
City:		State:	Zip:
Phone:		email:	
Club Affiliations:			

	Year	Make/Model/Type	Fee
1			
2			
3			

(Used in calculating Club Participation Award)

(\$20 Early / \$25 after 3-10-00)

(\$10 each additional car)

Car Fees: \$ _____

Awards Banquet:

Quantity	Adults \$9.00:	Under 12 YRS \$5
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Banquet: \$ _____

T-Shirts - \$10.00 each, pre-ordered (\$12 on Car Day)

Quantity	SM:	MED:	LRG:	XL :
	XXL (+\$2):	XXXL (+\$3):		

T-Shirts: \$ _____

Waiver:

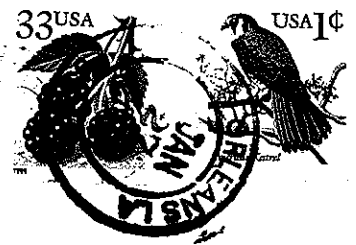
In consideration of this entry, I waive any and all claims for myself and my heirs against the British Motoring Club New Orleans, Lafreniere Park, their officers and any sponsor of this event for injury or illness which may result directly or indirectly from my participation. I also give my permission for use of my name and /or picture in any broadcast, telecast, or any other account of this event.

Total \$ _____

Signature _____ Date ____ / ____ / ____

The Morris Gazette

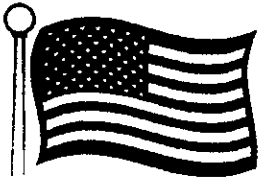
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www.bmcno.org

David Hayden
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Abbeville, LA 70510

4/26/01



January 2001



Middendorf's Feb 4