

The Morris Gazette

Official Newsletter of British Motoring Club New Orleans
February 2024 Edition



British Motoring Club Cruise to Lynyrd Skynyrd Memorial





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Official Newsletter of British Motoring Club New Orleans

February 7, 2024

PRESIDENT'S MESSAGE by Colin McCormick



We are well down the road for our 2024 British motoring adventures. A group of 20 met in Montpelier in 10 British cars and a couple of others, and enjoyed the drive led by Milton Franklin and the Baton Rouge group to the Lynyrd Skynyrd Memorial near Osyka, Mississippi. Several of us have passed close by there many times on our way to shows in Natchez, but I never realized how close it was to our route. We also had a great lunch in Osyka and a tour of a private car collection in Roseland. If you missed this trip, the memorial is still there.

On Saturday February 25th at 11:00 we will gather at Middendorf's in Manchac. The restaurant does not accept reservations, but they make an exception for us and give us a whole room. Please be on time. This is always one of our most popular events. Check with your coordinator for the departure time and location for your group.

For a January activity I asked each group to visit the automotive technology program at their local technical school to demonstrate classic British car technology, to promote our hobby and to invite them to our show. We have had some difficulty scheduling with the program closest to the Northshore group. I hope your group has had better luck; keep trying. These visits can be done any time that works for you and the school.

Finally, I am sure all of us are eagerly awaiting this year's car show, the British Motoring Festival, on the streets of downtown Covington. This new venue will offer us a completely different atmosphere for our event and give us the opportunity to share our enjoyment of British motoring with the public. Additionally, this new venue has attracted interest from many out-of-town guests who had not attended our show for a while. Covington also offers a vibrant and interesting downtown with a multitude of dining and shopping venues, eating and accommodations if you'd like to stay for the weekend.

Check it out at <https://www.visitthenorthshore.com/towns/covington/>

If you haven't yet, please register your car for the show. If your car is temporarily not road-worthy, please send us a sponsorship of \$30 (the price of car registration) to help put on this event. Both registration and sponsorships are payable online via our reworked website thanks to Cathy Greensfelder and Dan McGovern. Finally, we need your volunteer labor the day of the show. Volunteer opportunities are available through your coordinator or from Cliff Hughes at 985- 966-0492. The more volunteers we have, the fewer hours each person has to cover to make the day enjoyable for all of us.

I am looking forward to seeing all of you at Middendorf's,

Colin McCormick
BMCNO President





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Official Newsletter of British Motoring Club New Orleans

February 7, 2024



YOUR BMCNO 2024 BOARD OF DIRECTORS

President: Colin McCormick ColinMcC65@GMail.Com
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2024 Area Coordinators

South Shore Coordinators:

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North Shore Coordinator:

Benny Stiegler BStieglerJr@GMail.Com

Baton Rouge Coordinator:

Rick Huber MLandRick@GMail.com

Motorcycles Coordinator:

Milton Franklin Densalprop@Cox.net



**Get in touch with your
BMCNO board members
anytime by phone call,
text, email or in person.**



BMCNO Upcoming Events

In addition to our regular Cars and Coffee gatherings and our monthly meetings, we schedule events that allow everyone in the club to participate. Here's a look at events coming up in the next few months. —Greg Roussel

Drive Your Triumph Day In honor of Sir John Black, **Saturday, February 10th** is International Drive Your Triumph Day. Black was chairman of Standard-Triumph and started the TR line of sports cars. Join thousands of Triumph enthusiasts by posting a photo of you with your car. And share it with club members in next month's newsletter. You'll find more information on page 24 of this newsletter.



Tech Session February 24th at 11 a.m. BMCNO members Richard and Brenda Gaudry are hosting a tech session at their home, 66 Cycas in Kenner. Drinks and lunch included, so send an email to let them know you're coming. richardgaury@gmail.com

Middendorf's Run **Sunday February 25th** we'll be making our annual visit to Middendorf's Restaurant in Manchac, a club tradition for about the past 30 years. Drive there in your British car with your club members. Your area coordinator will let you know where to meet your group. It's a fun road trip from wherever you are, and then we'll enjoy some good food together. The Middendorf's staff always does an amazing job of accommodating our large group. Plan to arrive by 11 a.m.



Automotive Technical School Visits

We're scheduling visits to local trade schools to share our British cars with the students, many having never seen cars like ours up close and in person. It's a great way to generate interest in our hobby with future industry professionals. Your area coordinator will be telling you where and when.



MORE BMCNO Upcoming Events



Covington St. Patrick's Parade on Saturday, March 16th.

The Covington Celtic Club's 6th annual parade, and we've participated every year. It's a fun event and the crowd loves seeing our cars. There's a big block party at the end. Contact Benny Stiegler or Colin McCormick if you'd like to participate.

British Motoring Festival, our club's 32nd annual show, is **Saturday, March 23rd** at the **Tammany Trace Covington Trailhead and Firehouse Events Center**. All BMCNO members are encouraged to enter one or more cars online now at bmco.org, and order a car show shirt. We'll have a Friday night reception at the Firehouse 6 p.m. the night before our show. Contact any board member if you haven't yet volunteered to help. Show information is on page 20 of this newsletter and on our website at <https://www.bmco.org/>.

Save the Date!

British Motoring Festival

Covington Trailhead

March 23, 2024





Third Annual
JACKSON,
LOUISIANA CAR SHOW
Cars-Art-Crafts Food & Music

APRIL 6, 2024
8AM-2PM
3312 COLLEGE STREET
Behind the Old Hickory Railroad
Model Train Museum



Jackson, Louisiana Car Show on Saturday, April 6th featuring arts and crafts, music, food, one of a kind awards, the Old Hickory Railroad Depot and the Model Train Museum. About 25 miles north of Baton Rouge on the western edge of East Feliciana Parish, the show benefits the Jackson Food Bank. Find more information and pre-register at <https://www.historicjacksonla.com/>.

Natchez Concours d'Elegance coming up on April 20th, Is open to all European cars and motorcycles 20 years and older and all Classic Car Club of America eligible vehicles. Hosted by Natchez' local Brit Richard Branyan and the Rolls-Royce Owner's Club. Register now and find information at <https://natchezconcours.com/>.



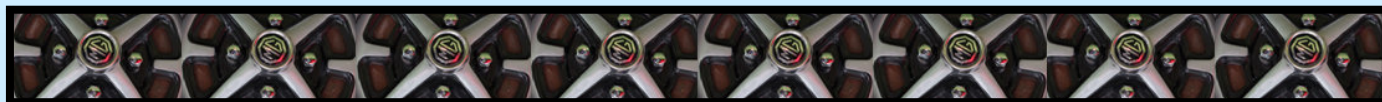


MORE BMCNO Upcoming Events



Brits on the Bay in Pensacola, also on **April 20th**. Many of our members participate in this All British car show in Pensacola's Seville Square just a few feet from the Gulf of Mexico. It will be the Panhandle British Car Association's 29th show. You can find more information and register now at <https://www.pbca1.com>.

BMCNO Crawfish Boil, another one of our club's long traditions, will be on Cinco de Mayo this year, Sunday, May 5th, at Fontainebleau State Park in Mandeville. And maybe we'll have crawfish! If not, it may be a shrimp boil or something else. We know it will be another fun drive in your British car from wherever you are, and it's expected to be the usual large turnout. We'll get more information to you as the date gets a little closer.





Monthly Club Meetings

Baton Rouge

2nd Tuesday of the month

Dinner at 6, Meeting starts at 7 p.m.

Cafe American, 7521 Jefferson Hwy at Lobdell, BR

Northshore

3rd Wednesday of the month

Dinner at 6, Meeting starts at 7 p.m.

Coscino's Italian Grill, 1809 N Causeway, Mandeville

South Shore

Usually the Last Tuesday of the month

March Meeting on Tuesday, March 19th

Dinner at 6, Meeting starts at 7 p.m.

Original Italian Pie, 5650 Jefferson Hwy, Harahan



BMCNO Cars and Coffee

South Shore

First and third Saturday of every month 8 a.m. Chateau Coffee Café, 139 Allen Toussaint Blvd, N.O.

NorthShore

Every Saturday at 8 a.m., Liz's Where Y'at Diner 2500 Florida St, Mandeville

Baton Rouge

Every Saturday at 7 a.m., The Warehouse Restaurant, 12328 S Choctaw Dr, Baton Rouge





February 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7 Board Meeting	8	9	10 N.O, NS & BR Cars & Coffee <i>Drive Your Triumph Day</i>
11	12	13 BR Meeting MARDI GRAS	14	15	16	17 Northshore Baton Rouge and N.O. Cars & Coffee
18	19	20	21 Mandeville Meeting	22	23	24 Tech Session Cars & Coffee BR & NS
25 Middendorf's Run	26	27 Harahan Meeting	28	29		

March 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 N.O, NS & BR Cars & Coffee
3	4	5	6	7	8	9 Cars & Coffee BR & NS
10	11	12 BR Meeting	13	14	15	16 NS BR and N.O. Cars & Coffee Covington St. Patty Parade
17	18	19 Harahan Meeting	20 Mandeville Meeting	21	22 Friday Meet and Greet at Fire- house Events Cntr.	23 BMCNO British Motoring Festival
24	25	26	27	28	29	30 Cars & Coffee BR & NS
31						



January Monthly Meetings



Our January meetings in Baton Rouge, Mandeville and Harahan were all very well attended, with a total of about 75 British car enthusiasts coming to hear and speak about British Motoring Club happenings, and to enjoy dining and hanging out with friends. The meetings were led by Rick Huber, our Baton Rouge area coordinator, Benny Stiegler, Northshore's coordinator, and in Harahan by our newly selected triumvirate of New Orleans area coordinators, Roger Jeffrey, Allen Bradley and Andrew Doran.



Official club business in Harahan included the introduction of new board members for 2024, and a vote to welcome Chad and Rachel Wicker back to the club and their board positions as secretary and treasurer. Mark and Cathy Greensfelder were thanked for temporarily filling those positions. Cathy was presented with a silver chain necklace with British charms to thank her for many years of service to our club and its board. She promises to continue her work on club data and our website. One other business item was the final vote on proposed bylaw amendments. All 18 proposals were defeated, the closest was 11 yes, 73 no. Club President Colin McCormick said we will work on any needed amendments after our car show.



Past and upcoming events were topics of conversation at all three meetings, and our British Motoring Festival in Covington on March 23rd. Show chairman Cliff Hughes was at all three meetings urging members to pre-register their cars, volunteer to help at the show and sponsor or solicit sponsor donations.





January 13th Club Cruise

by Chris and Michelle Savoy

This morning's BMCNO cruise through rural Livingston Parish began with breakfast at Yeager's Down Home in Denham Springs. Attending were Rick Huber, Harry and Debbie Landry, Chris and Michele Savoy, Larry and Cathy Kelly, and Darrell Damare. Milton and Annette Franklin met us at Yeager's just before we departed for the drive. It was a very chilly 32 degrees!



Our drive began with the beautiful sprawling farmland along Highway 1032, making a right onto Highway 16 toward Port Vincent. At French Settlement's Moonlight Inn, we took a left onto Highway 42 and followed the winding roads into the small town of Springfield on the Natalbany River, where we made two stops only minutes apart from each other. Our first stop was P-Maws Bait Shack and Antique Store. All of your fishing needs, plus there were many cool curios to enjoy seeing and and/or purchasing.



Our second stop involved some much needed coffee and a sample of pastries from Navarre's Pastries. After an enjoyable break, we were fortunate enough to meet the owner, Ernie. He took a few minutes to appreciate our LBCs, and stood with us for a group photo. Before departing for the second leg of the drive, those bold enough to brave the cold dropped their tops for better views of the stunning river vistas ahead.



We continued on Highway 22 through Killian and on to Head of Island and Maurepas, downshifting through tight curves and making several bridge crossings over the winding Amite River. Two of our cars, Darrell's Triumph TR6 and Michele's MGB, experienced braking loss on the second leg of the trip. Both cars made it home safely thanks to highly skilled driving and a keen eye on the handbrake. Causes TBD.

The loop wound back to French Settlement's Moonlight Inn where we said our goodbyes for the day, and what an excellent day it was!





New Orleans Cars and Coffee (and a little more) by Bob Gordon



On Sunday January 14th, when the weather warmed up nicely, Bryan Scuderi invited Chris Landry and myself for a get together with our British beauties at Second Line on North Bernadotte Street in New Orleans. Thanks a lot, Bryan. It was a blast!!



“Cold, Cars and Coffee New Orleans” this January 20th morning with 32° temps with 15 knot gusts at the lake! Breakfast was good and warm and seven members braved the frigid temps to attend. Four shivering members even showed up in their LBCs!

Too cold for an after drive and we only visited the show on the Lakefront for five minutes until members started peeling off seeking warmer locations. Thanks to the brave few who attended!





Northshore Cars and Coffee

by Benny Stiegler



Freezing temps and buckets of rain in January meant fewer British cars and not many tops down, but our BMCNO members keep showing up for Cars and Coffee at Liz's in Mandeville on Saturday mornings. The tables are usually full and weather permitting by eight o'clock the parking lot is full of LBCs. Even "the old Wally" came with talk of buying a new B. And he did! See more on page 27.



BLAST FROM THE PAST

From our February 2001 Morris Gazette Newsletter



WWL-TV is having us on the morning news again on Friday March 23. They prefer a convertible and a sedan (to give a nice contrast). The cars need to be in the studio by 5:30 am or in place on Thursday afternoon and left overnight. Allen Bradley will probably be bringing his newly restored MGB which definitely qualifies as the most improved car in the club. (It won the Goodwill Trophy at the UnShow in August.)



BMCNO CARS AND COFFEE

Meanwhile in Baton Rouge -

Our Saturday morning breakfast on February 3rd was nice! We had a good crowd at The Warehouse Restaurant and afterward Milton showed us a disassembled late model MGB carb as Les' Triumph TR8 needs some carb work.

Roving Reporter



New Orleans Cars and Coffee

Five members of British Motoring Club New Orleans braved the inclement weather threat and met at Chateau Cafe in Lakeview. Roger Jeffrey was a little sleepy still, Richard Gaudry brought his beautiful 1973 Jensen Interceptor!

Chris Landry





MORE BMCNO CARS AND COFFEE

In Mandeville February 3rd, although the weather threat kept most of our British cars garaged, Robbie Robertson came from Slidell with friends packed into his Morris Minor. Preston Marx came in his Jensen-Healey and Terry Lopez came in his AH 3000, both with tops down. Both tops were pulled up before leaving for home. Allan Maxwell wins the Attendee of the Week award for bringing pecan praline king cake for our breakfast dessert. Sweet!

Meandering Muckraker





February 4th 2024 Lynyrd Skynyrd Memorial Cruise

After meeting up Sunday morning at Bear Creek Western Store in Montpelier, Louisiana, our Baton Rouge group led us on an adventurous backroads trip about 10 miles into Mississippi to visit the Lynyrd Skynyrd Memorial. Google Maps says the address is Easley Road, Magnolia, Mississippi. The memorial is where the band's plane ran out of fuel and crashed in 1977 on the way to a concert in Baton Rouge.

Band members Ronnie Van Zant, Steve Gaines and Cassie Gaines, assistant road manager Dean Kilpatrick, Captain Walter McCreary and First Officer William John Gray all died while twenty others were pulled from the wreckage by local residents and survived.

After touring the site and getting photos while listening to some Skynyrd, we drove to Skinney's in Kentwood for a good lunch. On the way back south, we stopped to visit an amazing private car collection. The trip was postponed from Saturday due to bad weather, and that turned out to be a great decision. It turned out to be a great day and a sensational trip.



Lynyrd Skynyrd Memorial cont'd





Lynyrd Skynyrd Memorial cont'd





Lynyrd Skynyrd Memorial cont'd





Save the
Date!

British Motoring Festival

Covington Trailhead

March 23, 2024



**See the Covington Trailhead
and surrounding streets filled
with sports cars, antiques and
other cool British vehicles!**

Free and open to the public



Best public viewing 10 to 3

Valve cover races 1 p.m.



Awards ceremony 2:30



British Motoring Club New Orleans

Vehicle registration and more information at bmcno.org

**Friday night reception March 22nd 6 p.m.
at the Firehouse 432 N Theard St, Covington**



British Motoring Festival Official Entry Form

British Motoring Club New Orleans' 32nd Annual Show Saturday, March 23rd, 2024

Tammany Trace Covington Trailhead and Firehouse Events Center

432 N Theard, Covington Friday night reception 6 p.m. at the Firehouse

Name		
Address		
City	State	Zip
Cell Phone	Email	
Club Affiliations		

1 Car / Motorcycle entered \$30.00 early registration \$35.00 after 3-14-2024

	Year	Make / Model / Type / color	Entry Fee
1			

More than one car - \$40.00 for 2 or more cars. After 3-14-2024, 2 or more cars \$45.00

2			
3			
4			

Want a T- Shirt? \$20 each. Pre-order yours today. We won't have many extras at the show. Order by 3/7/24.

	Small	Medium	Large	XL	2XL	Amount due	Total
Number of Shirts						____ x \$20 =	\$
TOTAL AMOUNT DUE (Registration and Shirts)							\$

Paid by Check ☐ Cash ☐ You may pay by Credit Card and register at bmcno.org.

Make check payable to British Motoring Club New Orleans Car Show or BMCNO Car Show.

Mail BEFORE MARCH 12 to: Car Show P.O. Box 73213 Metairie, LA 70033

In consideration of this entry, I waive any and all claims for me and my heirs against British Motoring Club New Orleans, 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 pictures in any broadcast, telecast or any other account of this event.

Signature: _____ Date: _____

Vehicles enter the field from the Firehouse Event Center, 432 N Theard St, Covington 9 a.m. until noon



British Motoring Club New Orleans
P. O. Box 73213
Metairie, LA 70033
www.bmcno.org

2024 British Motoring Festival SPONSOR FORM

Thank you for considering sponsorship of our 32nd annual show, March 23, 2024 at the Tammany Trace Covington Trailhead and Firehouse Events Center. The Trailhead and surrounding streets will be filled with British cars and bikes of all kinds. British Motoring Festival is free and open to the public.

For your sponsorship or door prize contribution you will receive:

- publicity in our British Motoring Festival program
- publicity at the show site
- publicity at the awards ceremony
- publicity on our club's web site
- publicity in the BMCNO newsletter

Sponsorships also accepted on our website at bmcno.org/sponsors.

Class Sponsor: \$35, \$50, \$75, \$100 or more

Organization/Company _____

NAME as you want it to appear in the program: _____

Address _____

City/State/Zip _____

Contact Name & Phone _____

Car or bike class (if desired) _____

Make checks payable to "British Motoring Club New Orleans Car Show" or "BMCNO Car Show" and give to a BMCNO representative or mail it with this printed form to:

BMCNO Car Show
P O Box 73213
Metairie, LA 70033

DOOR PRIZE DONATION: We thank you for contributing items for our club to use as door prizes and offer to you the same publicity as Class Sponsors. Please list the items below..

Name of BMCNO Member who contacted you: _____



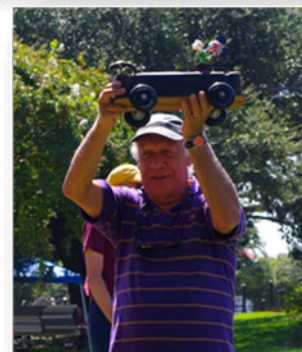
Build a Valve Cover Race Car and run it down the track at our British Motoring Festival at the Tammany Trace Covington Trailhead. Join the fun on March 23rd!



British Motoring Club of New Orleans Valve Cover Raceway

BMCNO Race Rules

- The Valve Cover Race Cars:
 - No engines or propulsion.
 - No moving weights.
 - Wheel can be attached to the car in any manner, but must not extend beyond the front of the valve cover.
 - Nothing can extend beyond the front of the valve cover.
 - Cars shall be based on an actual rocker cover from a British automobile engine.
 - Cars must have four wheels, each no more than six inches in diameter.
 - Wheel must have a non-metallic surface contacting the track.
- Critical Dimensions:
 - 30-inch maximum overall car length.
 - 15-inch maximum overall car width.
 - 10-inch maximum overall car height.
 - 10 pounds maximum weight by official scales.
 - The front of the car should have a contact point approximately 2 ½" high.



Track Dimensions

- The Course:
 - The course shall consist of a launch incline ten feet long, followed by a level run of sixteen feet – all plywood surfaces.
 - The launch incline shall be divided into two lanes, each 18 inches wide. The incline shall be about three feet high at the rearmost part.
 - The official "Starting Line" is two feet from the rear edge of the incline.

Running the Race

- The Races:
 - Double elimination brackets in heats of two cars each. (Each pair will race in each lane – 2 out of 3 if a tie)
 - Cars will advance in "winners" and "losers" brackets, and the final race will be between those two top cars.
 - NOTE: The starting gate is 3.5 inches tall. Racers should have a surface flush with the front of their car approximately 2 ½ to 3" high to contact this metal tab.
 - Individual starting via push buttons by each racer, following an electronic "Christmas Tree" lighting system.
 - The finish line shall be marked sixteen feet from the front edge of the launch incline.





Rye Livingston of the Triumph Travelers Sports Car Club in Northern California is again organizing Drive Your Triumph Day. Some years ago Rye encouraged members of his club to drive their Triumphs on February 10th to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after WW II and went on to make the cars we enjoy driving today.

Begun in 2016, Drive Your Triumph Day has grown to include participants across the globe: England, Scotland, Ireland, Wales, New Zealand, Australia, South Africa, Uruguay, Netherlands, Germany, Switzerland, Finland, Canada, Holland, Czech Republic, and the USA.

Participating is easy – on February 10th, take your Triumph or Standard out for a spin. Whether it's to Cars and Coffee, a solo drive on a scenic country road, or a leisurely outing to have lunch, seize the moment. Bring along your spouse, friend, child, grandchild, or even your furry companion, and take a photo. The focus should be on the car, ideally with the owner or passenger situated against a cool backdrop, landmark, scenic vista, or even in your driveway. If the car is in hibernation, or in the middle of a restoration, take a photo of it in the garage. Embrace creativity and have fun with it!



Once you've captured the moment, email a high-resolution photo to driveyourtriumphday@gmail.com, along with these details:

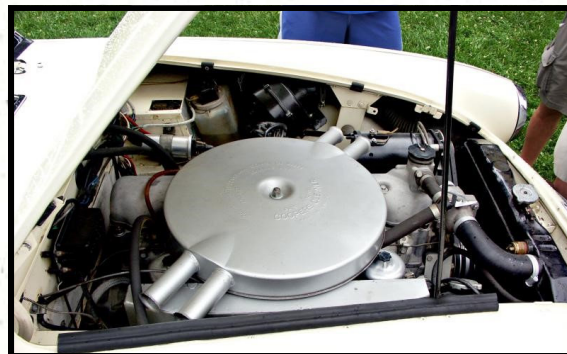
- owner's name
- year and model of car
- place photo was taken (city, state, country)

The photos will be published in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day Facebook page. And share your photo with your BMCNO Newsletter Editor.

The Archival Vault by Lee H. Matthews

The BIG Big Healey

You want a BIG Healey, not that Austin-Healey 3000. This is the car that never was, although 3 of them *were* built at the factory, but never named officially. So call it a Mk IV, Princess Healey, Rolls-Healey. The bulkhead says "Healey. Chassis no. ADO 24/1002. Engine no. F41." The name that stuck is not completely true, Austin-Healey 4000. It looks a lot like a 3000, but to open the wider bonnet with a power bulge, you have to reach over to both sides at the front to push the two side mount safety catches.

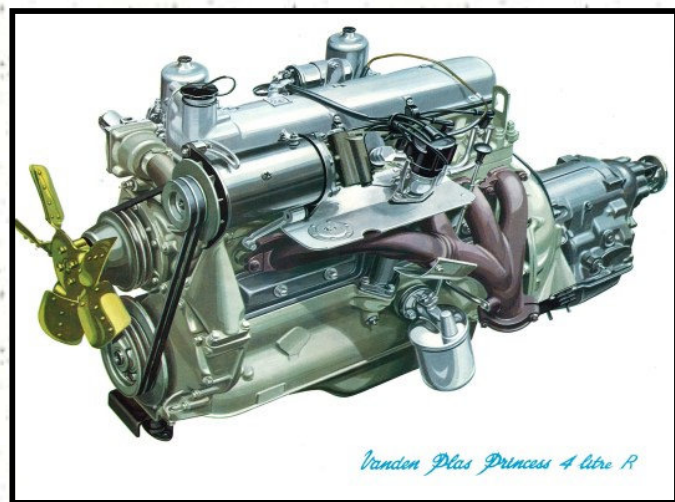


What is this RR badge on the engine?

The Rolls-Royce 6 cylinder inline engine from the Vanden Plas Princess R was used, a 4-litre, all aluminum with hydraulic valves, seven main bearings, 175 horsepower, and some 100 pounds lighter in the front than the 3000.



How do you make a 4000? Split a 3000 down the middle, weld in a 6-inch wide patch the entire length of the car, to fit the RR engine and Princess rear end, modify the chassis. At least one with an automatic transmission, one with a Jaguar manual.



Vanden Plas Princess 4 litre R

February 1967 the first prototype was shown to Austin and approved for production. Then in April 1967 the project shutdown. Lots of reasons for the shutdown. The Princess was scheduled to be phased out, as they were not selling, only 6,555 cars in four years, and so there should have been a surplus of engines, as Rolls-Royce was prepared originally to produce 6,000 engines per year. But Rolls-Royce had suspected BMC wouldn't be taking its full allocation of engines, and had got rid of a lot of tooling, so could not start immediate production of the engine. Sir William Lyons also apparently did not want a competitor for his Jaguar.

If you have an interest in British car history, consider contributing some information yourself, or ask me to research what I hope will become a regular part of our Newsletter.

Lee Matthews

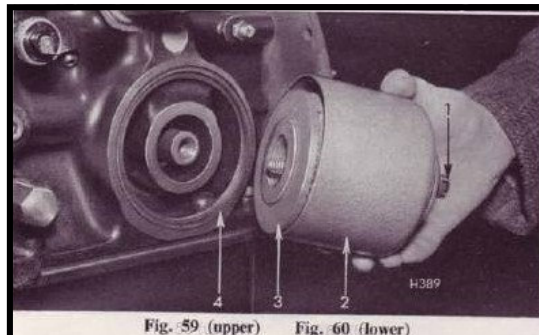


My First TR6 Oil Change

by Lenny Dunn

Let me share with you, my fellow British Car Club members, something I experienced when changing the oil in my 1974 Triumph TR6. First, always have a slew of absorption material handy in your garage because (naturally) things unexpectedly could happen. My car is basically 90% mechanically original except for the two Weber down draft carburetors. I'm trying to keep my car "original," so the method of changing the engine oil and the old school canister is how it came from the factory. So right now, converting to the after-market screw on is not what I want to do. I'm trying to keep it original.

A couple of months ago the TR6 needed an oil change. How difficult could it be to remove the canister and replace the oil filter?



Pay close attention to step 2 in the shop manual: Place a suitable receptacle under the oil filter to prevent oil leakage onto the floor.



Get someone with small hands and long nails to put the gasket in the right place.

As you probably realize, British Leland engineers didn't think changing the oil in your TR6 should be easy, and they succeeded. Getting to the center bolt that holds the canister in place is located at the bottom of the engine block, but you can't get to it from underneath the car. That would make sense, because the drain plug is under the car. No, you must access it from the top of the car. Once you disconnect a couple of lines, cables, and get one hand around and past the steering shaft, you are able to get one hand holding a stubby 9/16 wrench to access the canister bolt. Damn! What a feat in and of itself! Now, the bolt is loose, and the canister is free from the engine, but the canister cannot come out completely, it just hangs out waiting for me to decide the next step. It's too big and basically must stay in place. You can only position it enough to remove the small rubber gasket and oil filter.

After attempting this process **three times** continually resulted in the TR6 spewing oil out the bottom of the car onto the driveway.

Frustrated as hell, I made my way back to the garage. My wife, hearing my frustration, walked outside and asked, "Can I help?" She suggested that I completely start over from the beginning...remove the canister, remove the oil filter, remove the gasket and then she made the usual female grumblings of "Can I get my hand in there?" Am I going to get dirty? Is it hot?" So, I proceeded with her suggestions. When I got to the point of re-installing the gasket, I noticed that the orange mark on the gasket was not positioned to the left, as was the other one, so I turned the gasket around. She then simply used her thumbnail and positioned the gasket in the narrow groove, ran her thumbnail completely around the circle a few times, making sure it was not twisted and pushed the gasket all the way in, smoothly and evenly. Bingo! It worked! No more oil spilling into the driveway. Those wives' fingernails are good for something!

In conclusion, I am not giving up on this car and the canister. I am learning the ins and outs and accepting the challenges. Hopefully, another TR6 enthusiast can learn from this.



Wally's New B

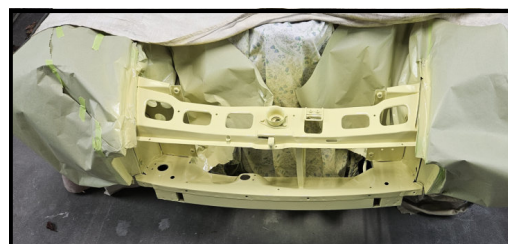
If antique bonnets and boots could talk, Wally Friloux's recently acquired MGB could probably hold your interest for hours. The last weekend of January, Wally and Hugh picked up and trailered home from Baton Rouge a "New Racing Green" 1971 MGB with help from Hugh's puppy "Mercy." According to Wally, this new 53 year old "B" may be available for inspection and admiration at our car show next month in Covington.



Hugh's CGT Project



Last coat of primer. Now block with 180 and wet 400. Some fender repairs left to do on the passenger side and rear decklid.



Earlier with the front cut in
\$700-a-gallon Pale Primrose Yellow.



More on LED Light Bulbs

by Dan McGovern



In the December 2023 Morris Gazette there was an article, "LED Light Bulbs by Bob Gordon." I thought we could use a follow up article. I won't say this is technically all 100% correct, but will quote some references as I go along.

As y'all may know I have all LED bulbs in my 1977 MG Midget. I also have a set of old H4 Halogen headlight fixtures with cheap direct fit LED bulbs in them. Total current draw with my headlights on is 5 amps. I am all for LEDs and recommend them highly. BUT...

You really need the LED bulb to be the same color as the lens you put it behind. Why you ask???

Let's start way back at the beginning of LEDs. I will get to the point eventually, so here we go...

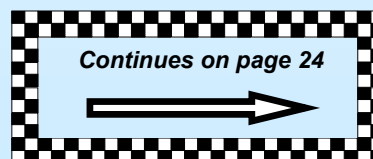
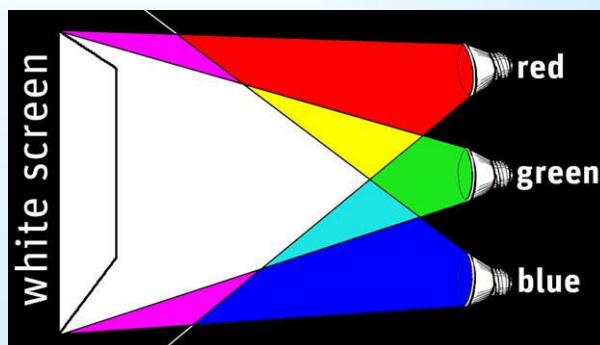
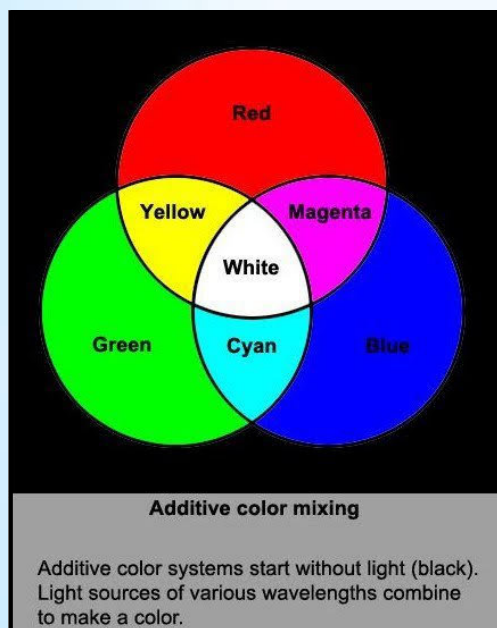
From: History of LEDs, ShineRetroFits.com <https://www.shineretrofits.com/lighting-center/lighting-resources/history-of-led-lighting>

The first LED with practical use was infra-red LED, invented by American electrical engineer and inventor Robert Biard in 1961 at Texas Instruments.

Red LEDs were invented by Nick Holonyak, Jr. in 1962 at General Electric. Nick earned the title of "Father of the Light-Emitting Diode." The first digital wrist watch that was affordable was from Texas Instruments and you pushed a button for the red numbers to light up in the 70s.

Then in 1972, M. George Craford of the Monsanto Company improved on the red LED and managed to make a green LED. Combining the two colors together we could make yellow LEDs. They were also about 10 times brighter than Nicks. In the 1980s they kept improving LEDs and they managed to have bright red, orange, green and yellow LEDs.

Now think back to the old tube type color televisions. They all had red, blue, and green guns in the back generating three separate colors combined together to make white. Blue LEDs were the hardest ones to make, and many large companies were trying to create them. We simply had to have blue LEDs to create white light. See color light combination charts below.

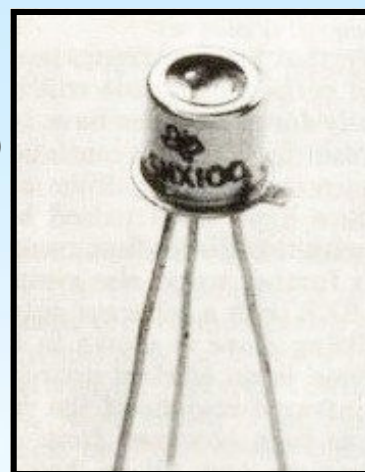




more More on LED Light Bulbs

Finally in 1994 Shuji Nakamura invented a bright blue LED using Gallium Nitride. In 2014 he was awarded the Nobel Prize in Physics for inventing blue light-emitting diodes. (<https://www.britannica.com/biography/Shuji-Nakamura>) Shuji worked for a small company called Nichia Chemical in Tokushima, Japan. It is an interesting story in itself, but the bottom line is now we had red, green, and blue LEDs and could make white light with them.

White LEDs are made in three ways, phosphor conversion, in which a phosphor is used on or near the LED to convert the colored light to white light. Color-mixed systems, in which light from multiple monochromatic LEDs (e.g., red, green, and blue) is mixed, resulting in white light, or a hybrid method, which uses both phosphor-converted (PC) and monochromatic LEDs. <https://www.energy.gov/eere/ssl/led-basics>



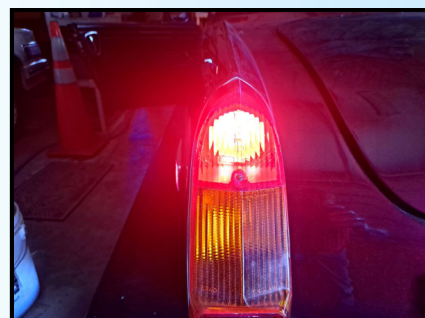
The first commercial LED was TI's SNX-100. \$130 each in 1962.

No matter which method is used, they are combining colors to make white light. This is the same way the old cathode ray tube type TVs worked and it just tricks our eyes in seeing whatever color they mix with the red, blue, and green guns in the back of the picture tube. That is one of the reasons that white LEDs appear somewhat blue to our eyes, too.

Incandescent light bulbs, in this country, were rated all in watts, which was totally incorrect. Light is measured in lumens not watts, as most of us know nowadays. Watt is a unit of power.

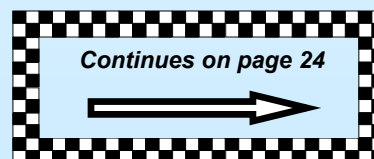
After all that we finally get back to my point...

Let's pick easy numbers and say you get a white LED bulb that puts out 900 lumens. You stick that bulb behind a red taillight lens. That lens will filter out most of the blue and green light, not all of it, but most of it. So, in reality you will get around 300 lumens of red light and a few lumens of the other colors. The light will also appear pink or at least not true red. If you had bought a 300 or so lumen red LED bulb it would appear red and be almost the same brightness as that 900-lumen white bulb.



The same is not exactly true for white LED bulbs behind a yellow lens. Yellow light is closer to white light on the spectrum, and more of the other colors from the LED will get through. A white LED bulb behind a yellow lens will actually appear a little brighter than a yellow LED bulb, but it will not be true yellow, instead it will be pale yellow in appearance. Even though a yellow LED bulb would not be quite as bright it can be seen better because it will be true yellow.

Bottom line, you really need the correct color LED bulb that matches the lens you stick it behind.





More on LED Light Bulbs

Every car is somewhat different, but I have the following in my 1977 MG Midget:

Red LED, 1157, for rear brake and running light (Phinlion Super Bright 3014 72-SMD 1157 2057 2357 1034 7528 BAY15D Red LED Light Bulbs for Brake Tail or Turn Signal Blinker Lamp Lights) They are 1,400 lumens each.

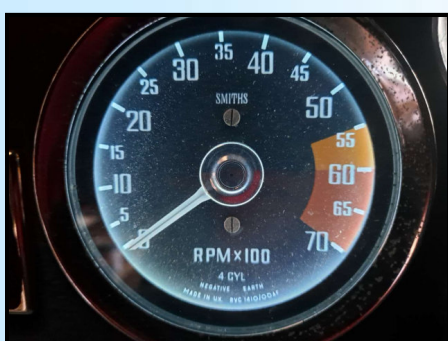
Yellow LED, 1156, for rear turn signal (iBrightstar Newest 9-30V Extremely Bright 1156 1141 1003 BA15S LED Bulbs Replacement for Turn Signal Rv Lights, Amber Yellow) They are 1,000 lumens each.

Yellow LED, 1157, for front turn signal and running light (Phinlion 2057 1157 Orange Yellow LED Bulbs Super Bright 3014 72-SMD 1034 2357 7528 LED Bulb for Turn Signal Blinker Parking Side Marker Lights, Amber Yellow) They are 1,400 lumens each.

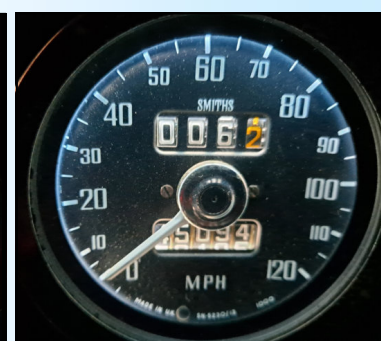
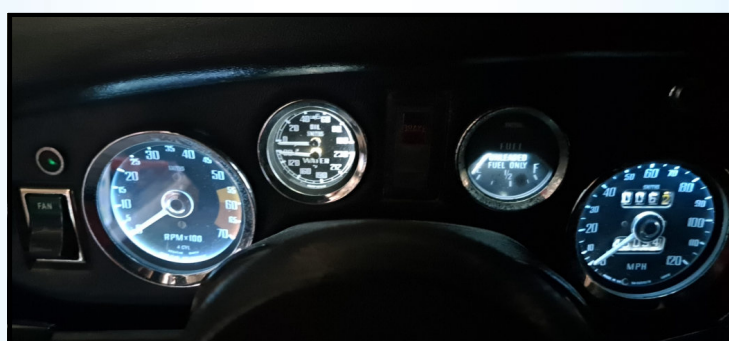
And yes, you have to have electronic flashers, so I have two of these:

Flasher, Electronic, Dewhel 12V 0.02A-10A 2-Pin CF-12 Electronic LED Flasher Relay Fix For Turn Signal Light Fast Hyper Flash. These electronic flashers do not make any noise so I added two sonar alerts under the dash connected to the front bulbs.

My headlights are: OXILAM H4 9003 LED Headlight Bulbs, Mini Size 6000K White Super Bright Hi/Lo Beam Plug and Play HB2 LED Headlamp Replacements for High Beam and Low Beam, Pack of 2 was \$31.99 on eBay.



MG Midget Tach LED Lights



Speedo LED Lights



MG Midget LED Rear Parking Lights



LED Headlights



TECH TIP(S)

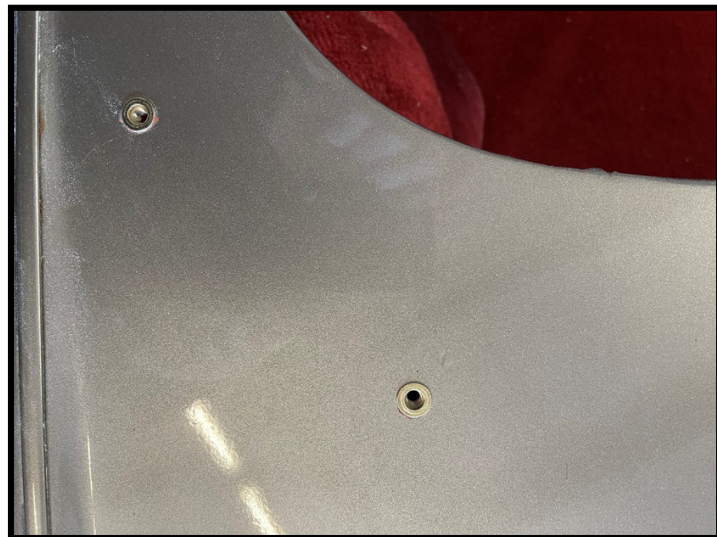
with Danny Weil and Lee Matthews

Technical Adviser: Keith Vezina



What is Tech Tip(s)? Danny and I hope this will become a regular part of our British Motoring Club New Orleans newsletter. We invite all members to submit ideas. You may get one, two or even three tips. These two tips involve preparation for a body repaint.

MGB Lift-The-Dot Post: Rivet Nuts or Rivnuts. They are like a rivet, but an internally threaded insert, that creates a strong thread in thin sheet metal. Here is one application: the lift-the-dot posts holding down the convertible top (hood) consist of the stud, washer and a nut. Many of these nuts are easy to access to remove, but depending on the car, some nuts are extremely difficult to access. To re-install the posts using a nut-washer method, you have to remove the convertible top frame, rear kick panel and rear bulkhead panel. However, if you unscrew the posts where the nuts are not reachable and just let the washer and nut fall inside the body cavity, you can install a blind Rivet Nut Fastener in the holes in the body. You will have to slightly enlarge the holes in the body to accommodate the Rivnuts. You need a special installation tool. The internal size of the rivnut is 10-32. See the example above.



MGB Removing Trim Rivets and Clips: After you have removed the side trim (molding), you want to remove the rivets and in this illustration the disks (clips) that held the trim. You need an 1/8 inch drill bit. But what to hold the disk without the rivet spinning when trying to drill it out or without denting or damaging the body? Use flush cut diagonal side pliers (snips across the pond). They will grip the disk easily without putting excess pressure on the body panel. The result is a quick and clean removal.





Milton Franklin

Calling all British Motorcycle Owners



We've been working with others to increase the number of British Motorcycle owners. If you or anyone knows someone who owns a British Motorcycle please contact them about participating in our club. Milton Franklin, Baton Rouge, would like to organize motorcycle events for owners of British Motorcycles. Harley groups are always cruising the roads so we would like to start British motorcycle cruises. We would also like to increase the number of motorcycles at our Annual Car Show. So... Continue to look for British motorcycles to tell them about our club, and give out our business cards or direct them to our website. If you need more please contact Milton Franklin at densalprop@cox.net.





Sponsored by the Divine Mercy Men's Club

Date: Saturday March 2nd, 2024

CarShow: 11am–2:30pm

Cook-Off: Noon – 4:00pm

Enjoy delicious food as teams compete for the awards of "Best Tailgate Dish" &/or "Best Cajun Comfort Dish"

Live Music by The Benchwarmers

Event Location: Divine Mercy Parish, 4337 Sal Lentini Pkwy, Kenner, LA 70065

Corner of Joe Yenni and Sal Lentini Pkwy (Loyola Drive) in Kenner

Registration and more online at <https://www.divinemercyparish.org/cookoff-carshow>





All Car Club Picnic

Hosted By: New Orleans Model A's



Date: April 13, 2024

Place: Wally Pontiff Playground, 1521 Palm St, Metairie, LA 70001
Shelter # 5 (Same Spot as Previous Year)



Time: 11:00am – 3:00pm Rain or Shine (Food served at Noon)

Menu: Hot Dogs and Chili, Hamburgers, Beans, Chips, Soft Drinks and Bottled Water



Bring:

- Show Off Your Vintage Car
- Chairs
- Desserts to Share with Group



50/50 Raffle picked at 2:30pm



Hopefully No Rain

Affiliated Clubs: New Orleans A's, Ford Performance Association, The Horseless Carriage Club of New Orleans, Early Ford V-8's, St. Bernard Antique Auto Club, and Acadian Thunderbird Club

Cost: \$150 per Car Club Donation

Make Payable To: New Orleans A's

Attention: Bobby Burwell
1460 Henry Clay Avenue
New Orleans, LA 70118

Individuals Donation Accepted



Contact Information for the Event: Bobby Burwell @ 504-400-4205



VTR South Central Regionals 2024

A Confluence of Triumphs



South Central VTR 2024 Regional May 30—June 1 2024



Your host: the St Louis Triumph Owners Association

Preparations are underway for the 2024 South Central region VTR convention. Mail-in and online registration forms are available now at www.sltoa.org/vtr24info.htm

Events

A variety of driving and enthusiast events are planned for the convention, such as:

- ◆ Breakfast and dinner runs
- ◆ Self-guided drives such as "The Confluence Tour"
- ◆ "Gearhead Drive" to local collectible/special interest auto dealerships
- ◆ Winery tour
- ◆ Poker Run
- ◆ Daily tech sessions
- ◆ Time/Speed/Distance Rally (Self-guided, using the Richta Rally App)
- ◆ Autocross
- ◆ Le Mans Start

Host Hotel/Triumph Central



The Sheraton Westport Chalet
191 Westport Plaza Drive,
St Louis, MO
(314)878-1500

<https://www.marriott.com/en-us/hotels/stlsi-sheraton-westport-chalet-hotel-st-louis/overview/>

When you call, mention the Vintage Triumph Register for the \$139 rate.

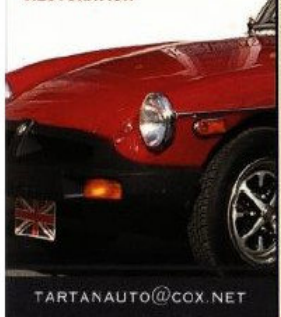


CLASSIFIED

Ads and Spares

My name is Harley Rabig. I am the vice president of the New Orleans horseless club. A widow I go out with is trying to sell her late husbands one owner TR 6 1972. It is a well equiped beautiful car.with under 68000 miles. If any one in your club is interested \$15000. Call me at 504 239 1186 or email timberlane2@bellsouth.net for more info.

MECHANICAL, PAINT, BODY &
UPHOLSTERY REPAIRS &
RESTORATION



TARTANAUTO@COX.NET

Tartan Automotive, LLC

1316 Fulton Street

T. Keith Vezina

Proprietor
Cell 504-722-5777

Restoration, Mechanical, Paint, Body and Upholstery Repairs, T. Keith Vezina Proprietor

1967 TR4A for sale. Hasn't been driven for about 5 years. It has been covered and garage kept. It needs work to get it on the road again. In Thibodaux. Email Robert Boudreaux at boudreaux42@gmail.com.



1976 TR6. Many improvements: valve cover changed to aluminum cover; aluminum radiator; transmission upgraded to Cilica 5-speed; positraction rear end; new Anza exhaust; new leather seats; new door panel covers; new rear panel behind seat; new wool carpet; new bushings and suspension; new tires. Please contact Anthony Smith
Phone: 504-289-6406
Email anthonyrsmith52@me.com





More Classified Ads and Spares For Sale



B. M. C. Restorations

Peter Brauen
 3895 Firetower Road
 Kiln, MS 39556
 pbrauen@gmail.com




1971 MG Midget, highly modified, digital gauges, new tires and brakes. Runs great, over 15k Invested. Make Offer. Call Rex 504-220-6988.

FOR NATIONAL SERVICE BUY THE

Overland

£225 COMPLETELY EQUIPPED
 READY FOR THE ROAD. ASK THE
 'OVERLAND' DEALER IN YOUR TOWN.



Willys-Overland Ltd.
100-101, Great Portland Street, London, W.1

1996 Jaguar XJS convertible, 51,000 miles, straight 6 engine. I purchased the car from original owner. Call Mancil Lemoine 504-343-2166







FIVE SLOWEST CARS OF 1972

We didn't make the list! 0 to 60
 According to Consumer Guide:



VW Super Beetle	19.5 seconds
Chevrolet Vega	19.0 seconds
Datsun 1200	18.4 seconds
Ford Pinto	17.8 seconds
Toyota Corona	16.6 seconds

Hugh Coleman British Cars

Quality First Call 318-664-5427



We welcome all new members Join our club using this form
or online at <https://www.bmcno.org/join-bmcno>.



BMCNO Membership Application

Print this form to submit your application.

Name: _____ Spouse's Name: _____

Address: _____ Birthday Month Only: _____

City: _____ State: _____ Zip: _____

Mobile: _____ Home Phone: _____ Spouse Mobile: _____

E-mail: _____ Occupation: _____

Where did you learn of BMCNO? _____

What other car clubs do you belong? _____

Include information in the Online Web Directory yes____ no____

Please list me as ICE, (In Case of Emergency) willing to render assistance to members who break down in my area. yes____ no____

BRITISH CAR INFORMATION				
<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Color</i>	<i>Body Style</i>

Membership - \$25 per year due July 1st.

Payable as follows:

⇒ On Line: <https://www.bmcno.org/join-bmcno/>

⇒ Check payable to "British Motoring Club New Orleans (BMCNO)" and return to:
British Motoring Club New Orleans, P.O. Box 73213 , Metairie, LA 70033

⇒ Cash or Check at any monthly meeting.

All payments need to be accompanied by this completed application form. It is imperative that we have your correct and active email address because this is how all communication is processed.

"I agree to abide by the rules and regulations as set forth by the Club Officers under The British Motoring Club New Orleans, Inc. [Charter and By-Laws](#)."

Name _____ Date _____