

# The Morris Gazette

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

October 1999

Published Monthly

## ***BMC-NO is affiliated with:***

North American MGB Register (NAMGBR)

and

Vintage Triumph Register (VTR)

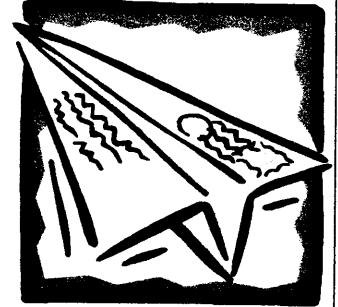
If you are member of these or any other national register or club, please let us know.

## **Inside this issue:**

Calendar	2
Meeting Minutes	3
Club Officers	4
SABCC Show	4
Driving the MGF	5
Hard to find parts	6
Jag Show	7
Y2K & Cars	7
Funkhana	8
For Sale	9
Membership Info	9

## **President's Message**

This is it! Election month is upon us and we are happy to say that all of the positions on the Board of Directors have been spoken for. Although the club doesn't have typical Louisiana elections, where several people are running for the same office, we do need your support at the meeting to validate the election--so come to the October 26th meeting.



Well didn't I tell you that the Funkhana would be fun! It was a beautiful day in Gonzales for the Third Annual Hayden Funkhana. The weather (while the event was going on) was windy and warm and the 11 British Cars and one Suburu ran the course breaking eggs and dodging cones. For more information on the good times, see inside the newsletter.

Now for the November events, the 22nd Annual E. E. Reynolds Rallye will be held on Sunday, November 7th, starting at the Tanger Outlet Mall in Gonzales at 1p.m.. Dave Hayden, (a.k.a. The Rallye Master) has prepared a challenging course for those who come out for the event. Be there! Convoy from the South Shore will leave from the parking lot behind the Kenner Welcome Center (I-10 at Loyola Dr.) The North Shore Convoy will leave from the Piggly Wiggly on Hwy 22 across from Beau Chene. See page 2 for details.

The second event for the month of November was to be a cruise around the lake. Roy Richardson had this idea about 2 years ago, but we never got around to it. Well Roy, we did it again! This event will take place in 2000, since 2 long driving events only 2 weeks apart may have poor attendance.

The Fairhope Show was great! The weather could not have been better and the turnout was good. Our club won an award for attendance and about 8 of our members won in their categories. For more on this, read the article inside.

Details of the other events from October can be found within the pages of the newsletter, so read on. And if you should get an idea for a future club event, either after reading something that gets you inspired or just a new way to do an old event, let someone on the Board know about it. You can talk about it at a meeting, call on the phone, write, E-Mail or FAX. But you will be doing something for the good of the club, and that's what makes a good club even better.

Bill Breithoff

# November 1999

**Sun      Mon      Tue      Wed      Thu      Fri      Sat**

	1	2	3	4	5	6 Pub Night
7 E. E. Reynolds Rallye	8	9	10	11	12	13
14	15	16 Board	17	18	19	20
21	22	23	24	25 Thanksgiving	26	27
28	29	30 Meeting				

**Tue Oct 26 – GENERAL MEETING** – New Orleans Hamburger & Seafood, 817 Veterans 7:30 p.m.  
(between West End Blvd & Bonnabel.) **Election of Officers** for 2000.

Sat Nov 6 – British Pub Night, Daughters of the British Empire. 6:00 – 10:00 pm British food & beer, bagpipers, games & more. Hellenic Cultural Center 1200 Robert E. Lee Blvd.  
Advanced tickets \$12. 367-4116 (VISA/MC) [www.dbeinla.org](http://www.dbeinla.org)

**Sun Nov 7 – E. E. Reynolds Memorial Rallye.** Dave Hayden, Rallye-Master. 1:00 Tanger Mall.  
South Shore Convoy leaves Kenner Welcome Center, I-10 & Loyola at 12:15  
North Shore Convoy leaves Piggly Wiggly Hwy 22 across from Beau Chene at 11:45

Tue Nov 16 – Board / Car Show Meeting– Charles Ake, 210 Parkview, Mandeville 7:00 p.m. Old and New board and all car show committee chairs. Show committee business comes first, so y'all can leave early! South Shore carpool leaves Lakeside Mall at 6:15 sharp.

**Tue Nov 30 – General Meeting** – New Orleans Hamburger & Seafood, 817 Veterans. 7:30 p. m.

Sun Dec 5 - Christmas Party, Bill Breithoff, 6:30 – 9:30 Pot Luck dinner.

Tue Dec 7 – Board / Car Show Meeting, Bill Breithoff. Old & New boards, all show committee chairs.

## Minutes of September Meeting



Club president Bill Breithoff called the meeting to order at 7:35. New member Dave Golden was introduced.

Dave Hayden reported on the Funkhana. (see article)

The South Alabama British Car Club (SABCC) show convoy was discussed.

The south shore convoy would leave the Plaza shopping center at 6:30 a.m. and rendezvous with any north shore members at the "Awful" House at exit 13 in Mississippi. After breakfast, the convoy would leave, stop at the Alabama Welcome Center rest stop, then arrive around 10:30ish in Fairhope. Several members made arrangements to convoy over on Friday afternoon as well.

Mike Anderson brought his "Goodwill" trophy from the "Un-show" to the meeting so everyone could admire it!

Anne and Floyd Friloux reminded everyone of the Jaguar show on October 4<sup>th</sup>, the day after the SABCC show. The Jag show is concours show and had to be moved to that weekend to avoid a conflict with another Jaguar show.

Cliff Hughes and Harold O'Reilly reminded everyone of "Cruisin' the Coast". Last year, they had 600 cars registered and 1,200 cars showed up. They already have 1,900 car **registered** for this year! It should be a monster event.

Roger Gibson has agreed to set up a "poker rallye" for sometime in January. In a poker rallye, each car follows the route, picking up a playing card at each of several stops along the way. At the end of the rallye, whoever has the best poker hand wins. There is no time competition, just lots of driving around for fun.

Harold O'Reilly reported on the changes in the VTR publications. (See article last month).

Next month is election of officers and this meeting was nomination of officers. As of the meeting the following people had consented to run for office: President: Bill Breithoff. Vice President: Charles Ake. Secretary/Editor: Cathy Greensfelder. Members at Large: Harold O'Reilly, Richard Denneau, Robert Barback and Keith Vezina. Mike Anderson nominated the members listed above for those offices. Cort Musgrave Jr. seconded the nomination.

There is still no one running for treasurer. If anyone else is interested in running for this or any other club office, please contact any of the current board members.

(Editor's note: Since the meeting, Roy Richardson has consented to run for treasurer and Elmon Randolph has volunteered to run for member at large. Keith Vezina has withdrawn his name from nomination, saying being webmaster is all he can handle for him. Keith also does the scanned graphics for the newsletter.)

The Daughters of British Empire have invited us to participate in their British Pub Night on Saturday, Nov 6<sup>th</sup>, 6-10 pm. This charity event features British beer, food by area restaurants, music & games.



Member Projects: Harold O'Reilly is replacing the boards in his trailer and wants to know if anyone knows how to get the new boards under the angle iron. Any help or ideas would be appreciated.

New member David Golden won \$25 in the 50/50 drawing. Menda Ballard and Joe Rogers both won B.P. T-shirts and Mario Messina and Richard Denneau won goody bags.

The meeting was adjourned at 8:30

# Club Officers

President: Bill Breithoff  
 Vice President: Cliff Hughes  
 Treasurer: Harold O'Reilly  
 Secty/Editor: Cathy Greensfelder

Board of Directors  
 504-288-4019  
 504-845-8709  
 504-486-5837  
 504-392-9261

breithoff@juno.com  
 - - -  
 continen@gnofn.org  
 cgreensfelder@compuserve.com



Charles Ake  
 Richard Denneau  
 Frazer Rice  
 Anne Friloux

Members at Large  
 504-845-4153  
 504-279-5179  
 504-736-0452  
 504-464-1734

choochoo@neosoft.com  
 denneau@aol.com  
 brice@communique.net  
 lubriport@mindspring.com

### Marque Coordinators

North American MGA Register: Frazer Rice 504-736-0452  
 North American MGB Register: Richard Wolf 504-892-1574  
 Vintage Triumph Register: Harold O'Reilly 504-486-5837  
 Webmaster: Keith Vezina 504-443-5056

brice@communique.net  
 wolfmgb@yahoo.com  
 continen@gnofn.org  
 tkvezina@bellsouth.net

## SABCC Car Show by Bill Breithoff

The South Alabama British Car Club had a terrific location this year. The location was only surpassed by the weather, which was absolutely beautiful. So with all of this good stuff going for them, it stands to reason that their show had to be a success. There were about 88 cars sprawled out between the shady trees and picnic tables with baskets and ice chests and of course --people.

We had a great time, and our club won an award for second place attendance (14 cars).- good participation on our part. Of course 8 of the cars that went came home with awards.



(Left to right) Anne Friloux, Sally & Bill Breithoff, Richard Wolf, Fred Mayer



Photos by William Wolf

### BMC-NO winners include:

#### First Place:

- Tom Page MGA
- Mike Sullivan MGB

#### Second Place:

- Fred Mayer TR6
- Harold O'Reilly TR7
- John Boudreaux GT6

#### Third Place:

- Richard Wolf MGB Chrome Bumper
- Wayne Aucoin MGB Rubber Bumper
- Anne Friloux TR6
- Bill Breithoff TR8

The site and the weather were only enhanced by the good fellowship that we enjoyed from our Brother Brits on the Bay. Good show I say! Already looking forward to next year.

## Driving the MGF in Britain by Tom Bonner

News that the MGF would never come to the United States disappointed many followers of the marque. When I learned that I would be lecturing in Britain during the summer of 1998, I realize that the opportunity to drive this latest version had arrived. The MG Owners Club in England recommended Four Wheel Drive Hire as the rental agency. We made contact by phone and fax to arrange a one-day use of the MGF (approximately \$110).

On a July morning, Judith and I took the train from the Liverpool Street Station in London to Stowmarket in the English midlands. After an hour and a quarter, we exited the train, crossed the parking area, walked behind a former pub, now a pet shop, and there in a small lot sat the deep blue-green roadster (license R419VHK) with its top down and two camel seats open to the grey skies. The office had the marks of a used car lot kiosk, but the staff of two was most welcoming and helpful. After the usual passport, international driving permit, and credit card presentations, a staff member briefed us on the MG's instruments and operating procedures. We were ready to leave the lot, drive through town, and find the highway to Cambridge.



A light rain and temperatures in the upper 50s added excitement to this adventure of driving not only a new vehicle but also driving on the opposite side of the car and the road. Judith, a navigator from rallies and autocrosses in our first MGB (1964-71), read the map and gave me driving cues when I drifted left ("Center the car"). American drivers in Britain often have broken left read-view mirrors, crease on the left fenders and lost left hubcaps. Thinking replaces instinct in this driving environment.

We entered the A45 driving west towards Cambridge. After 15 miles, we exited at the town of Bury St. Edmunds to see the local church. We maneuvered through the first full "roundabout" (the British version of an intersection) into town, toured, photographed our car, and returned to the A45. With the heater on and scarves wrapped tight, we by-passed Newmarket. At about 45 miles, we took the A10 south the few miles to Cambridge, our first introduction to exceptionally narrow streets and truly tight parking condition. After parking in the lot of the Cambridge Council Building with the aid of a friendly guard, we had a pub lunch and walked about this old university town.

Weather conditions grew colder so we finally had to raise the top as we drove back towards Stowmarket to recover my forgotten passport at the agency. Fortunately, it was there. Then heading southwest on the B1115, we found the road getting more like a driveway but with two-way traffic. As the light began to fail, we arrived in the medieval town of Lavenham. Except for the cars on the street, one would think that it was



in a time warp. The old wool town had Tudor-like structures shoulder-to-shoulder along the main street. Its church rose above an overgrown cemetery near the edge of town. On the return to Stowmarket, we took an unnumbered and unnamed road, on which we had to "pull left and stop" to allow several approaching cars to pass. For a time we drove patiently behind a tractor moving at tired farmer's speed.

The MGF's small steering wheel and suspension

*(Continued on page 7)*

## THOSE HARD TO FIND PARTS by Jim Jones

Not all the parts for our British cars are readily available as new. However, most can be obtained used. You just have to know where to look for them.

I have decided to install a MG Midget 1275 cc engine and transmission in my '61 Morris Minor 1000 convertible project. Yes, I know - So what else is new! I have done this conversation to both my '67 Sedan and my '60 Traveler.

I have a '69 engine and tranny obtained from a salvage yard. The set up will go right into the Morris with no cutting or welding. That is because the Austin Healey Sprite and the MG Midget had their drive trains based on the Morris Minor's drive train. Sports cars with a family vehicle's power train!

What is new is that I do not want use the dual HS2 carburetors that are normally installed on that engine and I had none of the parts necessary to do so. I like a single HS4 setup. It looks more like the stock single HS2 arrangement used on the original 948 cc engine and it takes up much less room in the engine compartment than the dual setup. Also, I think that the engine runs stronger with the single larger carburetor.

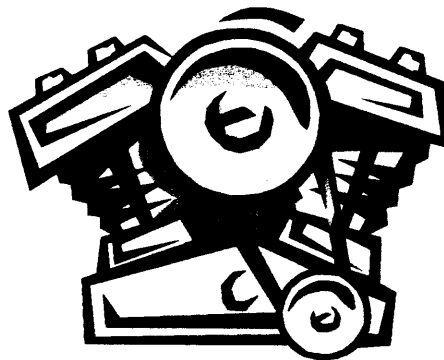
In order to accomplish this, I needed an intake manifold that would fit up to a 1275 cc "A" series cylinder head and accept a single S.U. HS4 carburetor.

I began my search by placing a message on Mini Mania's web site message board. I received an answer from Doug with Mini Mania informing me that they had a used Austin America one piece intake/exhaust manifold for \$35.

This part satisfied all my needs. It fits the 1275 cc cylinder head, accepts a S.U. HS4 carburetor and the exhaust manifold to exhaust pipe fitting was correct for the stock Morris exhaust system. The '69 Midget exhaust fitting was not. I only needed one more part other than the carburetor itself to complete the assembly.

I needed the bracket that holds the throttle and enrichment cables as well as provides an anchor for the throttle valve return spring. I guess that this part has a name, but I do not know what it is called. Mini Mania did not have the item new or used.

I called Mini City and inquired about the part. They not only knew what I was talking about, but they had a used one available. Now I only have to obtain a used S.U. HS4 rear carburetor. The rear carburetor is necessary as it has a vacuum hose fitting for the distributor advance.



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

- You call the parts store and they recognize your voice.
- You call AAA and they recognize your voice too!

What all the above shows is that those unavailable parts can be obtained. But, you have to deal with the "smaller" suppliers. These people are not just suppliers. They are British car "nuts" as well. As such, they absolutely hate to throw stuff away. Many of them have company junk yards or space in their warehouses for old parts. These parts will not be found in their company catalogs. You will have to ask for them even if you do not know the part's proper name.

## Jaguar Show by Anne Friloux

The Tenth Annual Jaguar Concours was held October 3, hot on the heels of the Saturday show in Fairhope. This reduced participation from our club, as anticipated. The show as a whole was pleasant, but poorly attended since an incorrect date was published in one national magazine and another listed the site as Burnside, Los Angeles, not Burnside, LA.

Lubriport Labs again sponsored the non-jaguar open class. Three trophies were available. The beautiful MGB of John Pearson was chosen unanimously as First Place. The pair of TR-6's of Fred Mayer and Anne Friloux took second and third. Visits by David Loeb in his MG and appearance on the grounds by a Bugeye Sprite, and an MGA were also spotted. Only a couple dozen Jaguars participated, but the quality & variety of entries was impressive, as was the nice weather and good food provided the entrants.

## Driving the MGF in Britain

*(Continued from page 5)*

provided controlled handling on the tightest of turns. The five-speed gearbox with its short throw lever, full synchronization, and quick clutch made the engine work effectively in high and low torque ranges. With the F cruising above 100 miles per hour, the engine still had more to give. The controls and instruments were better than adequate, even as I got used to shifting with my left hand and searching for the rear view mirror on the left. The top operates manually, simply sliding back or forward and attaching or detaching by clips to the windscreen. Despite its advances in technology, the MGF is a wind-in-your-face, forget-the-parachute British sports car.

In Stowmarket after a pub supper at Capone's Bar, complete with Bogart gangster photographs, we drove the few blocks into the parking area and dropped the keys through the slot of the agency. In the old tavern yard, the MGF stood ready for a night drive as the train arrived for our return to London.

Four Wheel Drive Hire

Tavern Yard, Station Road East

Stowmarket, UK IP14IRQ

Tel: 01449 770022 or 616161 Fax: 01449 770546

MG Owners Club

Octagon House, Swavesey

Cambridge UK CB4 5QZ

Tel: Swavesey 01954 231125 Fax: 01954 232106

## Y2K & CARS

**by the Associated Press Portland , Maine.**

State government [in Maine] got its first Y2K surprise months early when owners of 2000-model cars and trucks received titles identifying their new vehicles as "horseless carriages". Despite millions of dollars spent to ensure state computers are ready for the year 2000, computers in the secretary of state's office got confused over the 2000 model year designation. As a result, some new vehicle owners or lien holders got titles to "horseless carriages" instead of cars or trucks in April. Since the computer thought the title model year was 1900, the titles were printed with the "horseless carriage" designation used for vintage vehicles produced before 1916.

About 800 passenger car titles and about 1,200 tractor-trailer titles were issued with the error. (This little gem was spotted by Mr. Goodspanner. Thanks, Jim!)

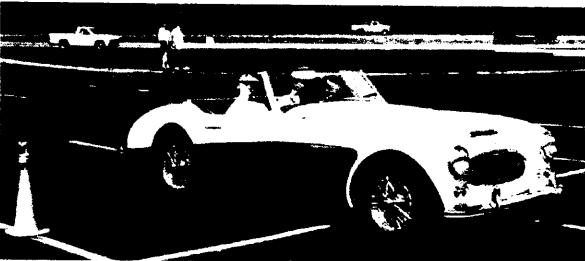
## 3rd Annual Hayden Funkhana by Dave Hayden

Thanks to all who came out to Tanger Mall for our third annual Hayden Funkhana. Y'all put the fun in funkhana. Eleven British cars and one Subaru took the challenge and I think everyone enjoyed the day.

Menda, our son Ian, and I arrived about 11:00 am to start roping off the 110 X 600 foot area needed for the games. Richard Wolf had volunteered to help us with this and he arrived shortly after 11:00. The sun shone brightly with a brisk wind blowing, and temp in the 80's. The only problem of the day came right off the bat. As we strung caution tape around the area, the wind destroyed the 16 standards I had nailed to the tarmac as fast as we tied caution tape to them. Needless to say I got a little nervous at this point. Luckily for us, Governor Foster's Harley Ride fund raiser has started at

Tanger the day before (Sat.) and the city's barricades were still there, piled up awaiting pick up by Gonzales utility workers. We scrounged 16 sets to tie caution tape to and these proved stronger than the wind. We hustled the set up of the course and finished five minutes before the South Shore convoy arrived. About the same time we got the clubs new EZ-Up canopy erected the clouds moved in but no rain fell until the last car had run the course. Talk about perfect timing.

Everyone pitched in to gather and disassemble all the stuff and load up for the trip home. As we finished, the rain fell harder and everyone gathered under the 10 X 10 canopy. Picture 30 people plus a card table and chair for our daughter Cara who was tabulating the scores, all gathered under the that little roof. Quite a sight I must say! After the announcement of winners a few people departed to try to beat the rain. The rest of us enjoyed dinner at Cracker Barrel. Thanks again to all those who helped to make this a perfect day for us.



Wayne & Alicia Aucion

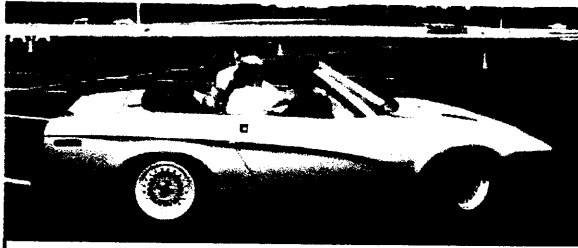
### Results: Driver/Navigator, Car, Time, Score

1ST: Keith/Karen Vezina, MGB, 4:36, score 3:46

2ND: Roy Richardson/Dave Hayden, TR8, 4:31, score 4:21

3RD: Terry/Becky Dempre, MGB, 4:24, score 4:24

(Editor: Bill & Sally Breithoff moved up from last place two years ago to second to last this year. This year's last place time was 5:20 with a score of 6:30 but the Greensfelder's record score for last year of over 9 minutes in their Ford pickup truck still stands!) (Photos by William Wolf.)



2nd place winners Roy Richardson & Dave Hayden



1st place winners, Keith & Karen Vezina



## LUBRIPORT LABORATORIES, INC.

***PROUDLY SERVICING THE PETROLEUM & MARINE INDUSTRIES***

PETROLEUM LABORATORY SERVICE – USED LUBE OIL ANALYSIS  
 PREVENTIVE MAINTENANCE ANALYSIS – DIESEL & RESIDUAL FUELS TESTING  
 NEW LUBRICANT QUALITY ASSURANCE – EMISSION SPECTROMETER ANALYSIS

(504) 464-1734 – 1650 AIRLINE DRIVE – KENNER, LA 70062  
 ANNE & FLOYD FRILOUX, OWNERS



## For Sale

**MGB 72-** Recently restored and painted (red). Engine runs good. Car is used daily. Needs right fender and carpet. No Rust. Car has been well taken care of. Asking \$3,700. contact Wayne (504) 394-8210 or fruckles@hotmail.com (10/99)

**Triumph Spitfire** - '76. Engine has less than 1,000 miles. Lots of chrome under the hood, Interior is 90% complete, parts car included, six time show winner. Mark Cross, Beeper 472-2021 Work 468-3200 Make offer. (10/99)

**MG Midget** - '78. New top, white. Hasn't run in 4 years. Jerri Magee 115 Stella St 833-1467 Make offer. (10/99)

**TR6** - '74. Stored since '85. Original owner 74,000 miles; good condition, no rust, needs some mechanical work after long storage. Sapphire blue. \$4,500 B.J Druse 456-0161 (Metairie). (9/99)

**MG Midget** - '73, Viper Blue w/Black Hardtop. 1275 cc Engine w/Kent Cam and Weber Carb. Many extra parts including spare head & transmission. Call Frank @

Home 758-1383 or Work 758-1753 (Luling/Boutte Area). (9/99)

**MG Midget** - '76. Real nice condition. \$3,500 Joy (504) 278-7457 (9/99)

**MGB PARTS-** Very good original aluminum hood for MGB \$100. Tubular exhaust header \$50. Complete A/C system \$50. Two D-style headrest \$5 ea. SU HIF complete setup: 2 carbs, linkage, intake and exhaust manifolds \$75. 18V head \$100. 18V block \$50. Luggage rack \$15 Jimmy Bruno 885-6849, jjbruno@msn.com (9/99)

**WANTED** - Rebuildable dual master cylinder from an MGA or Early Sprite / Midget. Contact Rodger Talley @ (504) 431-8053. (9/99)



North American MGB Register Chapter

## Newsletter submissions

Electronic submissions are greatly preferred.

Email to [cgreensfel@cs.com](mailto:cgreensfel@cs.com)

or bring a diskette to the meeting.

(Word 97 or plain text preferred.)

Bring written articles to the meetings, or mail to

P.O. Box 73213 Metairie LA 70033

or fax to (504) 392-9484

## 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 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 newsletter.

**Club Regalia** - Available from the Club Treasurer at most meetings

T-shirt \$ 7.00

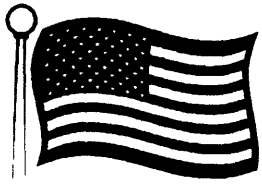
Golf Shirt \$ 15.00

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.00





October 1999



**Oct 2 – SABCC Show**  
**Oct 26 – General Meeting & Elections**

**The Morris Gazette**

POST OFFICE BOX 73213  
METAIRIE LA 70033



Visit our web site  
<http://go.to/BMCNO.ORG>  
( <http://208.22.201.17> )



JOHN & GINNY PEARSON  
8138 OAKBROOK DRIVE  
BATON ROUGE, LA 70810

1/6/00

