

The Morris Gazette

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

September 2000

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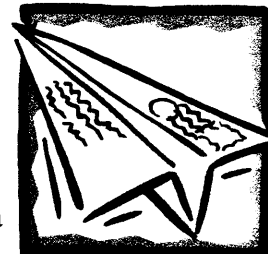
If you are member of these or
any other national register or
club, please let us know.

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President's Message

Well, the Bagheads had a great time at the fourth annual Shawn Hayden Memorial Funkana. You couldn't have asked for a nicer day to have an event. The sun was shining, the breeze was blowing and the drive to Gonzales was a pleasure. We even had members who came in their non-British Cars just to be spectators. Get the whole story on page 5.



The time has come to stand up and be a club officer. The Vice President's position, the Treasurer and a Member at Large have to be nominated Tuesday night. We have two new members who have agreed to run for office, but the above three offices have not been filled as yet. There is still time to come to the aid of your club.

The month of October offers so many choices that it's going to be a tough decision. If you want to go to Fairhope and you haven't registered as yet, it will cost you \$5.00 more for procrastinating.

But, there are still rooms to be had and there will be about 15 or more members from our club going. If you need to ask about the event, then talk to me or any of the officers at the monthly meeting. But if you would like to stay closer to home, you can "Cruise the Coast" in Bay St. Louis and Biloxi.

There are three events scheduled for the second weekend in October. The Treasure Chest Casino Antique Car Show, The Memphis British Car Show, and The "Brits on the Bluff" Show in Natchez. Any one of these will be enjoyable, but which one will you choose? Good Luck!

If you are a Jaguar Owner, then you are eligible to enter the Jaguar Club's Concours de Elegance, which will be held on Sunday, October 29th at Houmas House Plantation. In previous years, they invited other marques and they were in a separate judging group from the Jags, but not this year. We should have more on this by the night of our monthly meeting.

After the new officers are elected next month, we will again start forming committees for the 2001 Car Day, so be thinking about how you can contribute your time and expertise for the success of our 11th annual Car Day ----- do it for the good of the club.

Bill Breithoff

October 2000

Sun Mon Tue Wed Thu Fri Sat

1	2	3	4	5	6	7 SABCC show Mobile
8	9	10	11	12	13	14 "Brits/Bluff" Natchez
15	16	17 Board Meeting	18	19	20	21
22	23	24	25	26	27	28
29	30	31 General Meeting				

Tue Sept 26– GENERAL MEETING – 7:30 p.m. New Orleans Hamburger & Seafood, 817 Veterans
Nomination of Officers! Several offices are open. Be there to volunteer someone!!

Sat Oct 7 – SABCC show at Fairhope (Mobile), Alabama. Registration 8 till noon. Awards 3:00 p.m.
More info at <http://www.geocities.com/MotorCity/Track/1492/>
SouthShore Convoy leaves Plaza (Read & I-10) 6:30 a.m. Rendezvous with **NorthShore at Waffle House, I-10 Exit 13 in MS at 7:00** for breakfast, **leave Waffle House 7:30 a.m.**
Several BMCNO members are staying Friday and/or Saturday nights.

Oct 5-8 Cruisin' the Coast – Bay St. Louis through Biloxi MS
More info: <http://www.cruisinthe coast.com> or call 1-888-808-1188

Sat Oct 14 – Treasure Chest Antique Car Show (all makes, 25 years or older)

Oct 12-14 – Memphis show

Oct 13-15 – **EMC "Brits on the Bluff" Show** at Natchez, MS. For info: Terry Trovato at 601-442-8684
terryt@callon.com or <http://www.geocities.com/englishmotoringclub>

Tue Oct 17—Board Meeting, 7:00 p.m. Tippy Barback's. 3012 Judy Drive, Meraux.
Officers and 2001 Car Day committee chairs.

Tue Oct 31– GENERAL MEETING – 7:30 p.m. New Orleans Hamburger & Seafood, 817 Veterans
Election of Officers!

Future stuff: Sun Nov 5 E. E. Reynolds Rallye. Rallye-Masters Rodger Talley and Mike Brown

August 29 Minutes

The meeting was called to order at 7:37. There were 30 people and 20 British cars present. Guests included Dave Johnson, owner of a GT6, and Don Murphy, owner of a Jag XK8. New member Alan Harris was attending his first meeting.



Bill Breithoff explained to those who didn't attend the "UnShow" that the board had decided to name the event after Richard Wolf, who passed away this past April. Richard had been instrumental in arranging the first two UnShows. Barbara Wolf was very touched.

The club members were all invited to Fred Fabre's Carriage House Garage in Baton Rouge for a reception for the Morgan Owners of California who are on a cross-country tour.

Plans for the Funkana on September 17th were discussed. Keith Vezina explained how a Funkana works to all the new members. It was determined that the Northshore convoy would leave from Mimi's, (which used to be Piggly Wiggly!!) across from Beau Chene.

There are no BMCNO events scheduled during October at this time due to the large number of non-club events of interest that month. The South Alabama British Car Club show on Oct 7th in Fairhope AL (Mobile) was discussed. A number of members are planning to stay the night either Friday Oct 6 or Saturday Oct 7 or both.

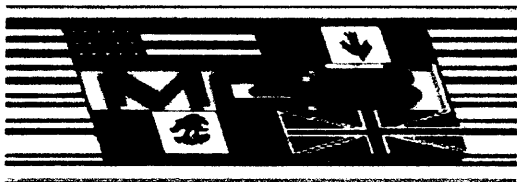
Allen Sacks of the Horseless Carriage Club spoke on the 23rd Annual Antique Auto Show which will be held on the lawn of the Treasure Chest Casino in Kenner on October 14th. (This show was held at Boomtown on the West Bank last year.) It is open to all makes 25 years old or older. There will be a display class for newer cars. This show benefits United Way.

That same weekend is the Memphis Show on the 12th - 14th and, closer to home, the "Brits on the Bluff" show in Natchez. A few of our members have attended the Natchez show and said it was great.

The New Orleans Jaguar show will be Oct 29th tentatively at Houmas House. It will be a "Jag only" show this year.

Allen Bradley was introduced. Allen has been appointed by the board to finish out Randy Randolph's term as Member at Large. (Randy had to quit the board due to work conflicts.)

Nomination of officers for 2001 will take place during the September meeting. President Bill Breithoff will be retiring as will our treasurer Roy Richardson. Charlie Ake will be staying on as Vice-President / Car Day Chair and Cathy Greensfelder will continue as secretary/editor. Allen Bradley, Richard Denneau and Harold O'Reilly will be returning as Members at Large. At this time, we need a President, Treasurer and Member at Large. If you are interested in getting more involved in the club, please contact any one of the officers. (The club post office box is in Metairie. One of the treasurer's duties is checking the mail for member and car show applications.)



Sheila Simmons, who may be taking over from Beverly Rice as the luckiest person in the club, won \$30 in the 50/50 and *two* T-shirts!! Mike Brown also won a T-shirt. §

Club Officers – 2000

President:	Bill Breithoff	504-288-4019	breithoff@tlxnet.net
Vice President	Charles Ake	504-845-4153	choochoo@neosoft.com
Treasurer	Roy Richardson	504-833-4840	rrichard@forcenergy.net
Secty/Editor	Cathy Greensfelder	504-392-9261	cgreensf@bellsouth.net

Board of Directors

	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
	Richard Denneau	504-279-5179	denneau@aol.com
	Robert (Tippy) Barback	504-271-2784	tippytoo@eatel.net
	Allen Bradley		

Members at Large

	Frazer Rice	504-736-0452	brice@communique.net
	Henry Bourgeois		bayouboo@fastband.com
	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
	Keith Vezina	504-443-5056	tkvezina@hotmail.com

Marque Coordinators

North American MGA Register	Frazer Rice	504-736-0452	brice@communique.net
North American MGB Register	Henry Bourgeois		bayouboo@fastband.com
Vintage Triumph Register	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
Webmaster	Keith Vezina	504-443-5056	tkvezina@hotmail.com

Recruiting New Members by Jim Jones

One of the most effective methods for recruiting new club members is handing out business cards. I have received phone calls or emails inquiring about the club months after the time that I placed a club business card on the windscreen of a British car or handed one to the owner. The club has business cards available with space for you to fill in your phone number. or you can make your own BMCNO business cards on your personal computer.

Avery Dennison provides perforated sheets for this purpose and they are available at any of the business supply houses around town. Not cheap, around eleven bucks, but you can make 250 business cards over time from one box. Split the contents of the box with another club member and split the cost as well. Each sheet produces ten business cards.

Creating a business card is not the easiest thing that you have ever done on your PC. But after you have the format on file, you will never have to do it again. You can place a graphic of our club's logo on your cards or a photo of your British car. If you do not have a scanner, most print shops (such as Kinkos) can scan your photo and save it to a removable disk for you. I have a BMCNO logo on file that you can use on your cards. I can email it to you as an attachment.

You too can gain the club new members, impress others, and just generally feel better about yourself with your own new personalized club business cards. Do it today! §



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2000 Hayden Funkana Results

The weather was perfect for the 4th Annual Shawn Hayden Memorial Funkana on Aug 17th. The sky was clear and the temperature warm but moderated by a delightful breeze. Ten British sports cars, a Mazda Miata, a Nissan Maxima and a Ford Ranger pickup ran the course laid out by Dave and Menda Hayden and their family. Dave and family drove in from Abbyville, arriving at Tanger Outlet Mall at 11:00 a.m. to be able to rope off the big chunk of parking lot needed for the event before anyone could park there. Dave, you all did a super job and we thank you so very much! The event was just great!

The objective of the Funkana was to run the obstacle course in the fastest time. Time was added for mistakes such as knocking over cones or dropping eggs or tennis balls. (Keith and Karen Vezina drug a cone for 3/4 of the course under their Maxima!) Before starting, a raw egg was duct-taped to the forward-most point of the bumper. Then came a Lemans start, where the driver and navigator ran to the car and jumped in. Of course for many of our members, the terms “ran” and “jumped” are used rather loosely. “Power-walked” and “clamored” might be been more accurate terms!

The first driving section was the blindfolded slalom where the driver had to weave in and out of a straight row of traffic cones while wearing a bag over his or her head, relying on the navigator to give driving directions. Roy Richardson found that he not only could not tell which way the car was going, he couldn't even tell if it was *moving*. At one point he and Harold O'Reilly came to a dead stop!

After removing the bag, came the “Maypole” section. The navigator held a rope attached to a pole in a bucket. The driver had to circle the pole without pulling it out of the bucket or letting the rope touch the ground. The navigator could pull the rope in or out of the window as far as he or she could, but the navigator's seat had to remain on the car's seat: no hanging out the window! Then the driver repeated the circle *in reverse*. Navigator Floyd Friloux forgot to tell Cathy Greensfelder to stop to remove the bag at the end of the slalom and almost let her start this section still blindfolded! Everyone laughed when the bag came flying out the window several yards past the “de-bagging” station. It was a real challenge for Cathy's Ford Ranger pickup as the rope was just longer than the truck's turning radius!

Next the car went back through the slalom. This time the driver could see, but the passenger had to hold an egg (hard boiled to reduce parking lot and upholstery mess!) out the window on a spoon. After depositing the egg at the end of the slalom, the car proceeded to a circle of cones. The driver weaved in and out of the circle, while the driver and navigator alternated picking up each cone's flag and replacing it with a tennis ball.

Finally, the car was driven up to a barrier and the clock stopped when the engine stopped. Remember the egg on the bumper? Time was subtracted based on how close the car came to the barrier without actually breaking the egg. A final bonus was awarded for the auto version of limbo. Two poles were set up 300 feet away. The driver signaled for the poles to be moved together until he/she judged that the car would just fit without touching. Time was subtracted based on how much clearance the car had when it reached the poles. Sheila and Vincent Simmons put their MGB through with only 2 inches to spare! §

2000 RESULTS	Time	Driver	Navigator	Car
1st Place	4:45	Roy Richardson	Harold O'Reilly	'81 TR8
2nd Place—tie	4:50	Rachel Hayden	Adam Gaspard	Mazda Miata
	4:50	Harold O'Reilly	Roy Richardson	'79 TR7
3rd Place	5:00	Keith Vezina	Karen Vezina	Nissan Maxima
4th Place	5:04	William Harris	June Harris	'80 MGB LE
LAST	8:02	Cathy Greensfelder	Floyd Friloux	'94 Ford Ranger Pickup

The Cars of Colorado by Tom Bonner



In Colorado Springs, there is a distinctly British environment from the road to the table. MGBs and Triumphs in good condition and appearance work their ways through the hills and nearby mountains. It is not unusual to see two MGBs at a red light on Academy Boulevard, a byway that stretches in lazy arcs from the Air Force Academy to Cheyenne Mountain. Several restaurants serve tea and provide British stores. A large manor house, known as the castle but actually named Glen Eyrie, serves tea daily in its music room.

Saturday, inspired by the devotees of Lucas, I drove my **non**-British car up US 24 to Woodland Park, where I picked up state 67 to follow the South Platte River along the backside of the Rampart Range of the Rockies. The road winds up and down through the mountains until it reaches US285, where I went east for several miles until I picked up state 73, which took me north through recently burned out mountainsides to Evergreen. There I wandered westward on state 74 to state 103, the highway up to Mount Evans (14,000'+). Coming down from this top of the world view, I saw a fine racing green Morgan heading up. Above 12,000' the landscape actually is an alpine tundra with marmots and big horn rams among the rocks.

Following 103 farther west, the little town of Idaho Springs with its log cabin structures and microbrewery provided respite. After nearly five hours of this close to the edge driving, I unalertly missed the back road (unimproved) that would have taken me to Georgetown, but I was at the intersection of I70. So I entered the 85 mph traffic and exited ten minutes later at Georgetown, a quaint "Western Victorian" town with a main street of shoulder-to-shoulder brick and wood structures studded with decorative supports and reliefs that would have made Wyatt Earp happy, perhaps even an Orleanian with its old French Hotel now a museum. The "Happy Cooker", an indoor/outdoor cafe offered wine and good food. Afterwards, I stretched legs and practiced breathing (not always easy at this altitude) as I walked about the streets and its clusters of wild flowers. In the yard of the Lutheran vicarage sat a yellow Jaguar XKE, its hood warm from running and only a little worse for wear.

Before I left for Colorado (a route which took me on old Route 66 through Amarillo and Vega to Tucumcari) I drove my '77 MGB at midday in early June from New Orleans to Natchez following Bill's suggestions about air circulation and potable water. I took the I55 to the exit at Crystal Springs and then through the curving roads of the national forest. It was a fine and successful drive. On the second evening in Natchez, I put the top down and drove the Natchez trace for about thirty miles. For a June night, the air was cool and fresh with the scents of the foliage.

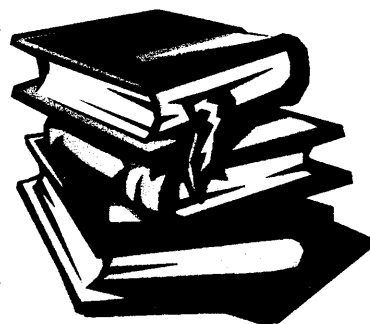
From my gallery on July 4th, I watched a small strip of road on the route of the Pike's Peak Hill Climb; binoculars afforded me a few images of dark spots followed by clouds of dust. Perhaps, I can get my MGB up here before the winter closes the high passes. If not, I'll remember driving briskly through the dark arcs of trees on the Natchez Trace. §

My Summer Reading Assignment by J. Michael Hemsley

A few years ago, I learned that vintage racer and Alfa Romeo freak Burt Levy had written a book called "The Last Open Road". It was highly recommended by a number of SCCA racers and corner workers. They were right, so when Burt came out with a sequel, "Montezuma's Ferrari ... and other Adventures," I bought it as soon as I saw him selling his books at Road Atlanta this spring. That made me think that a book review, something I have never done before, might be appropriate.

I only knew Burt as a racer, mostly of vintage cars. I didn't connect him with THAT Burt Levy who wrote for "On Track," "Sports Car," and other magazines. It wasn't until he wrote that first book that I realized they were the same person. Geez, he has even won awards for his writing! It was a bit a surprise, but a pleasant one.

Burt wanted to write fiction, though, and he had a good idea - write about a kid growing up with sports car racing as it took hold in the States in the early 1950s. He took his manuscript for "The Last Open Road" to "just about every major fiction publisher in Manhattan." Some liked it, but none felt there was a market for "car" fiction. One particularly arrogant executive told Burt: "Those people don't read!" Frustrated, Burt decided to mortgage the house and publish the book himself. He and his wife, Carol, formed their own publishing company, Think Fast Ink L.L.C. (1010 Lake Street, Oak Park, IL 60301, www.lastopenroad.com) and introduced the book at Road America in July 1994. In fact, Seibken's Bar, the setting for several key scenes in the book, was where



the first copy was sold. Since then, Burt has been taking his book to the races for sale. It is also available on his website and through Classic Motorbooks (www.motorbooks.com or 800-826-6600). "The Last Open Road" was eventually picked up by St. Martin's Press and is in its fourth hardcover printing. For "Montezuma's Ferrari," though, Burt went back to Think Fast Ink. He even came up with a new idea that has caused some discussion in the industry; he added a 32-page advertising and sponsorship insert "disguised as an old sports car enthusiast magazine from the 1950s."

"The Last Open Road" introduces you to a group of characters who continue with you through "Montezuma's Ferrari." You first meet Buddy Palumbo, a recent high school graduate who wants to be a car mechanic. He starts working in Old Man Finzio's Sinclair station in Passaic, New Jersey, where he falls first in lust then in love with Julie Finzio. One of the customers of the Sinclair is Big Ed Baumstein who introduces Buddy to the wonders of sports cars. Big Ed owns the very first XK120 Super Sports Roadster Buddy has ever seen, and it is the start of something big. Together, they go to their first ever race in the town of Bridghampton, NY, and they are bitten. Throughout the book, you will meet people whose names are quite familiar, such as Briggs Cunningham, Phils Hill and Walters, John Fitch, and Alfred Neubauer. Other characters, although fictional, are also quite memorable...like Cal Carrington, the very quick but always broke rich kid racer; Colin St. John, owner of the British car dealership in Manhattan; Ferrari importer, Carlo Sebastian; Butch Bohunk, former marine and excellent mechanic married to Mean Marlene; and dirt track racer Sammy Speed and his mechanic Spud Webster. Oh, I almost forgot the exquisite Sally Enderle, girl friend of the obnoxious Creighton Pendleton.

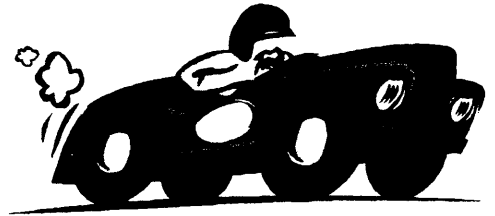
Buddy delivers the story of his involvement in sports car racing as a mechanic in the first person. He takes you though an autobiography of his life and the early days of sports car racing. While fictionalized, the story is based on history with many events being truly represented. The book lets you share in the adventures of Buddy, Big Ed, Cal, and Carson Flegley (an undertaker) at a variety of races from Bridgehampton,

(Continued on page 8)

My Summer Reading Assignment by J. Michael Hemsley

(Continued from page 7)

Watkins Glen, and Elkhart Lake to the Carrera Panamericana and the Sebring 12 Hour. They are amateurs, but they often find themselves racing against the big boys and even factory teams. The results are usually disappointing, but they keep trying.



Levy has created a good and believable story about the early years of sports car racing. The writing is very good and, having grown up in the 50s on the East Coast, I can attest to the dialog being accurate for the period. Here's an example of Buddy's description of the paddock at Bridgehampton:

"The vast majority were the MGS and Jag 120s I'd come to know from Westbridge, but there were other cars too. Like that Frazier-Nash thing that won the big 12-hour race down in Florida. And maybe four or five of those brutal-looking Allards from over in England that carried big old All-American Ford, Mercury, and Cadillac V8s under their bulging hoods. I recognized the shiny new black one with the red wire wheels that Sylvester and Barry Spline had just finished buttoning together for that Englishman from White Plains, and I sort of wondered how they were doing with it. You know how it goes whenever you throw something together in a last-minute panic."

Burt knows his cars, but he also knows racing. This passage is an example:

"Like all top drivers, Tommy was never so pig-headed and arrogant as to think he could out-drive every other human being on the planet. That would be crazy. On the other hand, the idea that some other chap who put his pants on one leg at a time could out-drive him in equal cars, well, that seemed equally impossible. So you didn't have to necessarily believe you were The Best to be a topnotch racing driver. Not at all. You merely had to believe - down in the deepest, darkest reaches of your soul - that it was bloody damn unlikely that anybody could possibly be better."

The writing is wonderfully conversational, easy to read, and incredibly entertaining. Many of the car magazines agree with me, but so do "The Chicago Tribune," "USA Today," "The Kansas City Star," "Publishers Weekly," and others. "Montezuma's Ferrari" also won the Benjamin Franklin "Book of the Year" award.

Maybe it is because of my training and background as an engineer, but writing fiction is hard for me. Actually, writing good fiction is very hard for most of us. So, I really respect good fiction - creative writing. Tom Robbins, Richard Brautigan, Haruki Murakami are all writers I respect. I have to add Burt "BS" Levy (what great initials he has) to that list. I really enjoyed Burt's books and truly hope he continues with a third sequel, then a fourth, then, well you get the idea. It would be fun to see Buddy, Big Ed, Cal, Julie, and Carson go to Daytona or even LeMans. If you haven't read these books and you consider yourself a car enthusiast, I recommend them. You won't be disappointed. If you want someone close to you understand a little more about your addiction to cars and/or racing, these books will help that too. §

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

You hear someone talk about new shoes,
and assume they are doing their brakes.

For Sale

MGTF '54. Ivory with tan interior, 200 miles since frame off restoration. Very nice car. \$19,500
Prat Cambre, (228) 832-7034 (9/00)

JAGUAR XJS V12 1992 2 door coupe, Loaded. BRG. Looks & runs great. Only 30,000 miles. Asking \$17,000 John Guyton (504) 455-2361, cell (504) 884-3290 (7/00)

PARTS:

Two front seats for '64 MG 1100. New vinyl. Deep red with white piping. A-1 condition. Will fit a Mini. Make offer. Jim. (504) 892-7774 or bmcno@neosoft.com (8/00)

Complete S.U. HS2 dual carb setup for 1275 cc MG Midget. Intake manifold to linkage. \$150. Jim. (504) 892-7774 or bmcno@neosoft.com (8/00)

Wanted - Two later model MGB S.U. HS4 rear carbs. The rear carbs have vacuum fitting & linkage on the front side. Jim. (504) 892-7774 or bmcno@neosoft.com (8/00)



Newsletter submissions

Electronic submissions are greatly preferred.
Email to cgreensf@bellsouth.net
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

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)

T-shirt \$ 10.00

Golf Shirt \$ 15.00

Baseball Cap \$ 12.00

Jacket Patch \$ 5.00

Windscreen Transfer \$ 1.00

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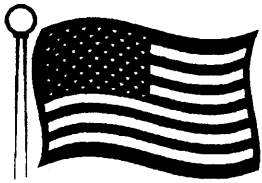
ADDRESS SERVICE REQUESTED



Visit us on the Web
www.bmcno.org

John Pearson
8138 Oakbrook Drive
Baton Rouge, LA 70810

1/6/01



September 2000



SABCC Show—Oct 7
“Brits on the Bluff”—Oct 14