

British Motoring Club New Orleans Morris Gazette



November 2018 Edition

Official publication of British Motoring Club New Orleans



BMCNO on the Road.....

*At the South Alabama Annual British Car Show,
Fairhope, Alabama*



BMCNO is affiliated with
North American MGB Register (NAMGBR)
and
Vintage Triumph Register (VTR)

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BMCNO Newsletter Editor

Ronnie Palmisano

Newsletter Submissions, Free Classified Ads, and Articles wanted

Email to ronniep@cox.net, Bring to meeting, Or mail to BMCNO Newsletter Editor

Ronnie Palmisano

P.O. Box 73213, Metairie, LA 70033



November 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6 VOTING!!!!	7	8	9	10 Memorial Cruise
11	12	13	14 Baton Rouge Meeting	15 North Shore Meeting	16	17
18	19	20	21	22 Happy Thanksgiving	23	24 Lafayette Cruise
25	26	27 Board of Directors Meeting General BMCNO Meeting	28	29	30	

Saturday, November 10th - Memorial Cruise—See pg. 6 or more info [If you just plan on meeting everyone for lunch call Colin McCormick to make a reservation.](#)

9:00 a.m.—South Shore leaves Krispy Kreme Donuts Clearview Parkway

9:00 a.m.—Baton Rouge leaves Shell Service Station Juban Exit

10:00 a.m.—Everyone meets at Mandeville Marketplace is best accessed from East Causeway Approach.

Take the first exit off the Causeway (immediately off the Causeway), go through the first red light (Monroe St) and the Marketplace is in the middle of the block on the left. There is a ReMax office and Acquistipace's Wine & Cheese emporium there now. ReMax is on the sign. If you reach the Rouses market (again on the left) you have gone 1 block too far down E Causeway Approach.

12:00 noon or there about—**Lunch at K.Gee's, 2534 Florida St. Mandeville, 985-626-0530** M

Wednesday, November 14th - Baton Rouge Meeting, , 6:00 dinner 7:00 meeting, .Sammy's Grill
14800 Wax Rd, Baton Rouge, LA 70818 Rick Huber Area Coordinator

Thursday, November 15th - North Shore Meeting, 6:00 dinner, 7:00 meeting, Abita Brew Pub,
72011 Holly Street, Abita Springs. Cliff Hughes Area Coordinator

Saturday, November 24th—Lafayette Cruise—check with Dave Hayden

Tuesday, November 27th—Board of Directors Meeting 5:00—6:00 p.m. Italian Pie Restaurant,
Italian Pie Restaurant, 5650 Jefferson Hwy., Harahan, La.

Tuesday, November 27th - General BMCNO Meeting, 6:00 dinner, 7:00 meeting Italian Pie Restaurant,
Italian Pie Restaurant, 5650 Jefferson Hwy., Harahan, La.



President's Message by BMCNO
President Karen Murray



CLUB SHOW
CHALLENGE

As I attended the Friday night Welcome Reception at the South Alabama Annual Car Show this past weekend, I counted the number of cars from

BMCNO. On Friday night we had 16 cars from BMCNO. I did not know how many would register on Saturday at this time.

I know from past years how many attend our show from South Alabama. So I sat and sat and finally their car show chairman asked other clubs to announce their upcoming shows.

I stood and gave the information of our upcoming show, details of Bill Nix's **FREE British Breakfast, our FREE Queen's Tea.** I then gave our current stats of 16 cars in attendance with more coming tomorrow and challenged them to bring that many or more to our show.

As it turns out BMCNO ended with 20 cars in the show. Now granted we love traveling to shows but lets show cooperation and support to all of our close car clubs.: English Motoring Club of Mississippi, South Alabama, Panhandle of Florida, Euro Fest, and if I missed any please let me know. Hopefully those clubs will also show cooperation and support to our club as well.

RETIRING BOARD MEMBERS

Thank you so much to the retiring 2018 Board of Directors: Cliff Hughes, Dan Melesurgo, Martin St. Romain, Linda St. Romain, and Tom McMillion. These board members will be greatly missed and were invaluable to the success of the club in the last few years. Thank you again for your support, ideas, hard work, and time put into the club. It was a pleasure working with all of you on the board and I will greatly miss you.

BOARD MEMBERS

This club is large and broken up into 5 areas. With that being said, it takes a lot of coordination, organization, and cooperation to make everything work. The board and area coordinators are the backbone and work horses of the club. They are not on the board for publicity or acclaim but only to help make a happy and enjoyable experience for everyone.

Congratulations to the 2019 BMCNO Board of Directors:

- President - Karen Murray
- Vice President Chad Wicker
- Secretary – Audrey Kennedy
- Treasurer – Mark Greensfelder
- Members– at- Large
- Colin McCormick Jack Kennedy
- Carol Benson Allen Bradley
- Roger Jeffrey Mike Anderson
- Cathy Greensfelder

President's Message continued...

Area Coordinators

Baton Rouge—Rick Huber

North Shore—Colin McCormick

Lafayette—Dave Hayden

Gulf Coast—Andy Switzer

South Shore—Board of Directors

If you have any questions, concerns or suggestions please feel free to discuss it with any of the board or area coordinators.

Event Survey—Next year will be my last year as President. Chad Wicker and I will be meeting in November to start working on the 2019 Calendar of Events. Many of the events do need to be booked at least 6 months to a year in advance. For example the 2019 Car Show, Crawfish Boil and Christmas Party have already been booked. I will be sending out a survey asking what types of events to add or delete. Please complete and return to know what interest you with these beautiful little cars.

Many thanks to Fred Duplechin.....



For his great presentation of “Orphan American Cars” at the South Shore October meeting.

The presentation focused on the Studebaker company which began in 1852 building wagons. He went into the history and demise of the car production. The picture to the below is the Studebaker brothers.



Fred ended the presentation with the famous DeLorean history and availability today.



Why you may ask these specific two cars for a speech??? Well because he owns 2 of these amazing machines.

Thank you again for a great presentation and allowing BMCNO to see you cars after the Wedell Williams tour.



Happenings by BMCNO Vice President Chad Wicker



Sat., Nov., 10th — Memorial Cruise In remembrance of Bill Avery and Harold O'Reilly, BMCNO members that we lost this year.

A leisurely drive has been planned on the North Shore starting at the Mandeville Marketplace for 10:00 a.m. in Mandeville. Rick Huber will give a Memorial speech on the lakefront where roses will be placed in the lake for our lost members.

From there a nice drive through the back roads of Covington and Folsom. On the drive will be a photo scavenger hunt contest with prizes awarded at lunch. Lunch will follow at the K-Gees Restaurant in Mandeville. *If you choose to only meet for lunch contact Colin McCormick to be included in the number at the restaurant.* See page 3 for convoy info.

Sat., Dec., 8th - BMCNO Annual Christmas Party - The Ramada Inn, I-10 Service Road, our Car Show Host hotel, will be the location for this event. Check out the invitation included for all of the details.

It will be from 5:00 p.m. until 9:00 p.m. or until the last person leaves. The member gifts are wrapped, door prizes purchased, gumbo ordered, room paid for and we are ready. **So...remember when food products are 2/\$1.00** stack up for Second Harvesters to receive your raffle tickets. Break out your fa-

vorite recipe's, bring you drink flavoring and lets have a party!!!! Last year we had 83 participants. The Club purchases the fried turkeys, seafood gumbo, and cold drinks.

Also, part of the Christmas party will be devoted to presenting the 5 Delgado Community College Automotive student scholarships. Come and meet them.

- **Christmas Party time 5:00 p.m. until.....**
- Please bring a covered dish
- Donate food for Second Harvesters Food Bank (last year we collected 160 pounds of food)
- A 70448

Sat., Dec., 15th Harahan's Children's Christmas Parade—Allen Bradley, contact person

Again, BMCNO has been asked to participate in this fun event. You will be able to throw beads, candy, stuffed animals, to the children lining the route. No entry fee is required but you must pre-register before December 1st. Contact Allen Bradley that you will be participating after you submit your entry form.

Allen and Susan Bradley have graciously opened their home for lunch after the Christmas parade for many years and will continue **that tradition again this year.** Allen's friend Scott will be cooking his famous hamburgers and Susan offers a variety of delicious dishes to accompany them.

Complete the form on page 7 and 8.



Chief Tim Walker

Harahan Police Department

2018 Harahan Christmas Parade Entry Form

Please join us for the Harahan Christmas Parade on Saturday, December 15, 2018 at 12:00, with lineup at 10:30 AM., at the corner of Jefferson Highway and Hord St. The route is approximately 2.7 miles long, and will start at 6601 Jefferson Highway, following the traditional course westbound on Jefferson Highway, and disband after turning onto Folse Ave.

This is a great opportunity to bring recognition to your origination while providing a service to our community and preparing for the Mardi Gras season. No entry fee is required. Please complete the form below and return it to the Harahan Police Department before December 1st. NO late entries will be accepted after December 1, 2018.

Organization: British Motoring Club New Orleans
Contact: Allen Bradley
Phone: 504-232-8022
Address: 123 Imperial Woods Drive, Harahan, LA 70123
Email: abmgbr6@bellsouth.net

Type of Entry:
 Float
 Commercial
 Clown
 Truck/Car
 Band
 Drill/Dance
 Other: British Car

Number of Participants: _____ Cell Number Available at Parade: _____

Will you have a motorized parade entry? yes no

If you answered yes to the question, please fill out this section below for each driver and vehicle. Please also submit a copy your license, registration and insurance.

Driver 1 _____	Include a photo copy of your drivers license and insurance card. Mail to Allen Bradley or Tracy Whittle at the Harahan Police Department. They need to receive it by December 1st.
Driver License Number _____	
Vehicle 1 Registration _____	
Insurance Company 1 _____	
Agents Contact Number _____	

Harahan Police Department,
6441 Jefferson Hwy., Harahan, Louisiana, 70123
Phone: 504.737.9763, Fax: 504.737.9336



Indemnification Clause: I/we hereby voluntarily release Harahan Police Department, City of Harahan, The Harahan Christmas Parade Committee and all other sponsoring organizations and individuals, the State of Louisiana, and all of its departments, agencies, officers or employees, and all parade committee workers from any and all liability in any way arising from injuries, losses and damage to person and property that might be sustained or received in connection with said parade- I we have read and understand and do agree with all above provisions.

Entrants Name (Please Print) _____
Authorized Signature: _____

“In compliance with the Americans with Disabilities Act, this agency/event does not discriminate on the basis of an individual’s disability. If special accommodations are required to participate, please notify us during registration.”

Mail to:
Harahan Police Department
Attn: Tracy Whittle
6441 Jefferson Highway
Harahan, LA 70123
For Additional information or questions please call Captain Savoie at 504-416-5993.

HARAHAN POLICE DEPARTMENT CHRISTMAS PARADE SAFETY RULES

These rules are provided to create a safe parade experience for participants, spectators and event staff. Failure to follow these rules may result in immediate removal of your entry from the parade. We appreciate your cooperation in continuing to make this a safe and enjoyable community event.

These rules were developed from reviewing accidents from other parades across the United States that resulted in a serious injury or fatality. Fortunately, the Harahan Police Department Christmas Parade has not had any serious injuries or fatalities in the past, and we would like to keep that record going, with your help and cooperation.

- The physical handout/distribution of candy by parade participants is ALLOWED and ENCOURAGED. All candy must be in original wrappers.
- NO ALCOHOLIC BEVERAGES MAY BE CONSUMED PRIOR TO OR DURING YOUR PARTICPATION IN PARADE ACTIVITIES.
- Motor vehicles may not break traction at any time and not exceed the pace of the walking groups.
- Handouts (candy or materials) should be safe/properly placed on floats to avoid any injuries. It is the responsibility of the float owner to ensure proper placement of throws.
- The Harahan Police Department Committee must be notified at least 48 hours before the parade, of any changes.
- All participants must be prepared prior to their arrival at staging area.

Entrants Name (Please Print) _____
Authorized Signature _____

Harahan Police Department,
6441 Jefferson Hwy., Harahan, Louisiana, 70123
Phone: 504.737.9763, Fax: 504.737.9336

*2018 Upcoming Calendar at a glance*

Month	Event	Date	Time	Place	Contact
NOV.	Memorial Rallye	Sat. 10th		North Shore	Cliff Hughes
	Baton Rouge Meeting	Wed. 14th	6:00 dinner- 7:00 meeting	Sammy's Grill , 14800 Wax Rd, Baton Rouge, LA 70818	Rick Huber
	North Shore Meeting	Thurs, 15th	6:00 dinner 7:00 meeting	Abita Brew Pub 72011 Holly Street, Abita	Cliff Hughes
	Acadiana Cruise	Sat., 24 th		Check with Dave Hayden	Dave Hayden
	Gulf Coast/MS Meeting			Check with Andy Switzer	Andy Switzer
	Board meeting	Tues., 27 th	5:00-6:00 pm	Italian Pie in Harahan	Board of Directors
	General BMCNO Meeting	Tues., 27 th	6:00 dinner 7:00 meeting	Italian Pie Rest., 5650 Jeff. Hwy., Harahan,	Board of Directors
DEC.	Annual BMCNO Christmas Party	Sat. 8 th	5:00 p.m.- till	Ramada Inn, I-10 Service Rd. & Causeway	Board of Directors
	Harahan Christmas Parade	Sat. 15th	10:30 a.m.	Corner of Jefferson Highway ad Hord St.	Allen Bradley
	Baton Rouge Meeting	Wed. 19th	6:00 dinner 7:00 meeting	Sammy's Grill , 14800 Wax Rd, Baton Rouge, LA 70818	Rick Huber
	North Shore Meeting	Thurs. 20 th	6:00 dinner 7:00 meeting	Abita Brew Pub 72011 Holly Street, Abita	Cliff Hughes



Happy November Birthday wishes to the following BMCNO members:

<i>Darek Guichard</i>	<i>Laura Lopez</i>	<i>Blake Sonnier</i>	<i>Karen Vezina</i>
<i>Charles Guidroz</i>	<i>Adam Martin</i>	<i>Bobby Spann</i>	
<i>Roy Johnson</i>	<i>Robert Nicolle</i>	<i>Rob Stevenson</i>	
<i>Pete Johnston</i>	<i>John Pearson</i>	<i>Richard Taggart</i>	



Meeting Minutes by Secretary Cathy Greensfelder



Twenty-six members and guests attended the September meeting. This was new member Scott Petty's first meeting. Scott has a 1968 MGA. Guest Ed Brumfield, owner of a 2011 Mini Cooper S, was also present. He had heard good things about the club and came to check us out.

Old Business: BMCNO had a good turnout at the Knights of Columbus show in Folsom. They implemented many of the suggestions we made after last year's show, including a "Foreign Car" award. The bulk of the entries are American muscle cars and hot rods. BMCNO made up most of the "Foreign" class.

Keith Vezina reported on the Natchez Show. It was a small show – 38 cars – but there were some really excellent cars there. Keith set up his "Portable Pub" right on the edge of the bluff and members enjoyed cool breezes off the river all afternoon. Bobby Spann is writing an article about the show.

The Baton Rouge group has moved to a new restaurant for their monthly meetings. They now meet at Sammy's Grill – Central on Wax Road in Baton Rouge.

Several members attended long-time member Harold O'Reilly's wake. Ronnie Palmisano collected over 500 photos of Harold from past club events on a CD and gave it to Harold's daughter as a keepsake. Harold's grandson has joined the Memphis British car club and is showing Harold's Jaguar and Spitfire. Harold's daughter bought his TR7 from Ronnie Palmisano and is keeping all 3 cars in the family.

New Business: Plans for the September Final Friday in Covington were discussed as were plans for the Wedell-Williams museum trip. After the museum, we are going to the Golf Course for lunch then to Fred Duplechin's house for Peanut Butter pie and a tour of Fred's garage. Fred has a DeLorean, an Avanti and a big Studebaker.

Plans for the Friday convoy to South Alabama's show in Fairhope, AL were discussed. The host hotel is the Key West on Greeno Rd but several of the BMCNO members are staying at the Baron's right on the bay.

The Memorial Rallye will be on Saturday, November 10, location to be announced.

The Christmas Party will be on Dec 8. We are looking for door prizes for the car show. If you have something at home that would make a good door prize, bring it to the Christmas party. Remember we are collecting for Second Harvesters food bank. Bring canned good to donate.

Reports: The club had 167 members.

Nomination of Officers:

- President: Karen Murray
- Vice President: Chad Wicker
- Secretary: Audrey Kennedy
- Treasurer: Mark Greensfelder
- Members at Large:
 - Mike Anderson Jack Kennedy
 - Cathy Greensfelder Carol Benson
 - Allen Bradley Roger Jeffrey
 - Colin McCormick

Speaker: Collin McCormick spoke on his recent trip to England to the Morgan plant. He had lots of pictures. The coach work is true carriage work – made of wood.

MERRY CHRISTMAS (a little early)

The British Motoring Club of New Orleans (a.k.a. Big Meal Club)



Cordially invites it's members to the

Annual BMCNO Christmas Party

Saturday, December 8, 2018

5:00 p.m. - 9:00 p.m. (giving us more time to visit and eat)

Ramada Hotel

3400 South Interstate 10 Service Rd

Metairie, Louisiana

RSVP: Karen Murray,

karenmurray@cox.net

Please join us for GREAT food, good friends, lively conversations, and plenty of surprises for everyone. This year we plan on having more surprises than last and a surprise visitor.

Everyone is asked to bring a covered dish. The club will provide the turkey, ham, and all drinks. Please bring those delicious holiday dishes that everyone enjoys so much.

We will also have our 5 Delgado Automotive Scholarship Winners and Instructors. Come to meet these very inspirational young people and listen to their stories.

If you are interested bring donated food items for Second Harvesters Food Bank.. Some people are in need of assistance this holiday season. You will receive a raffle ticket for every food item contributed with the chance to win great door prizes. So, let's contribute!

We will also recognize the 2018 Board of Directors , Area Coordinators, retiring Board members, and 2019 Board of Directors. Then it is eat, talk and just have fun. So.....Please make every effort to join in this fun filled night.

Baton Rouge October Gathering by Rick Huber



Fourteen of us got together in October, including a new member to the club, Butch Ammons. Butch has an MGB, a new Mini, and a classic Mini - having just recently become enamored with little British vehicles. Wel-

come, Butch!

Lots of discussion about Cruisin' the Coast, as several of us attended on different days and visited different venues. Quite amazing that we have such a huge old/classic car event right here in our back yard. As usual, those of us driving little British cars saw few like ours, but hey, that just makes it even

thing from VW Campers to 60's McLaren race cars, MG Midgets to exotic Ferraris on display. The best car in the British Open Class, and Best of Show, Classic was an exquisitely restored 1959 Jaguar XK150 roadster - just an amazingly beautiful car. The visiting with friends from the Mississippi, Alabama, and Pensacola clubs was fun as usual, and some of the ladies took advantage of the great shopping there at the Renaissance Shopping Center. And the weather was near perfect, with this year's first cold front having arrived a day before the show.

For upcoming shows - Bobby & Danny will be heading over to Fairhope on Thursday to get a jump on the weekend fun, and we're all waiting for info on the Memorial rally in November. Milton reminded us that it's time to start thinking about and planning the Baton Rouge cruise at the end of January.

Bobby brought a tube taken out of one of his MGB wire wheels. It was a good example of the permanent creases that eventually lead to failure that occur if the installer doesn't use talc to lubricate the tubes and the wheels. John & Mary brought another full compliment of door prizes so that nobody went home empty handed. The food was great as usual at Sammy's. We decided to move next month's meeting to the 2nd Wednesday, the 14th of November, to avoid meeting on the day before Thanksgiving. Hope to see many of you there.

Rick



more fun. A couple of us went to the Renaissance Euro-Fest in Ridgeland MS the weekend after CTC. This was Mike Marsh's 10th Euro-Fest in that original location, and this one was the grandest of them all. Over 200 cars participated, new and old, with every-

Cruisin' the Coast by Bobby Spann, Your Roving Reporter



On Wednesday October 3rd Danny Varnado-76 B, Rick Huber-66 Jag, Larry Joubert-84? Caddy convert and Bobby Spann-70 B caravanned from Baton Rouge to the Mississippi Gulf Coast with a couple of friends in '67 Firebirds. We stopped at the

MS welcome center to figure out how to put Larry's top down, then drove to Cruise Central. Rick followed Danny and me as we registered and checked out the vehicles there, and Larry went to his hotel. Then we drove over to the White Cap Restaurant for lunch with Bobby's brother Benny.

Rick headed back towards BR while Danny and Bobby & friends cruised down the coast to the lighthouse to hang out a while. That night we went to the First Baptist Church in Diberville for a red beans and rice / hot dog supper with a live band! Really nice with 200+ cars in the big parking lot.

Thursday morning we hit Diberville (to buy bigger hats for some shade), then cruised through



Pass Christian and Bay St Louis for lunch. Afterward we "cruised the coast" all the way to Ocean Springs, where we ran into a large group from the BMCNO! That was too cool. We hung there and talked with the guy in the Lotus 7 until it was time to go get fed at the Shed in Gauthier!

Friday morning we started at the coliseum to check out the big swap meet and stayed there till hopping over to the mall for Chic Filet milk shakes! After checking out what was in the parking lot we hit traffic on the coast road all the way to Shaggy's on the beach for supper, then hung out on the sidewalk watching cars for a while.



Bobby Spann, Your Roving Reporter, continued....



Springs for some hanging out. And of course Saturday night we always go to Aunt Jenny's for some fried catfish! Afterward we drove back to a cruise night at Edgewater Mall, and driving in the cool night air with our tops down was fabulous! Had a nice trip home and I can sum up the week with HOT but lots of fun. Can't wait to do it again next year!

Roving Reporter

* When you register at CTC in addition to getting entry to each participating venue, you get a card with 6 'shows' on it. If you go to each town and get a stamp, you are eligible for thousands of dollars in prizes!

Saturday morning we drove to Cruise Central then to Felix's for lunch and then back to Ocean



Bobby Spann, Your Roving Reporter, continued....



Below: Cruisin' The Coast to Ocean Springs with the New Orleans group. The gang getting ready to cruise after coffee and beignets.



Cruisin The Coast to Ocean Springs with the New Orleans group continued...

On Thursday, October 4th, 9 members from the south shore met at Café Du Monde for coffee and beignets before departing for the Mississippi Gulf Coast. We decided to drive to Ocean Springs, Mississippi for an afternoon of car/people watching and lunch. We were scheduled to depart promptly at 9:00am. In New Orleans, promptly is only a suggestion. We rolled out at about 9:25 am., and before the cars could pull out, **one wouldn't start. Lots of genuine Lucas Smoke** poured from one of the cars starter. I will not mention names, but the starter was in a

green TR6. After push starting the car, it was driven to another location for safe keeping and we all continued on.

We drove along old Highway 90 directly to our destination in Ocean Springs. Traffic was heavy, and the weather was HOT.

There we enjoyed a delicious BBQ lunch at a restaurant called Murky Waters.

We walked around for a couple of hours looking at cars, and then departed at about 5:30 pm. We all came home looking like red lobsters.



Cruisin The Coast to Ocean Springs with the New Orleans group continued...



Cruisin The Coast to Ocean Springs with the New Orleans group continued...

continued



South Alabama Car Show in Fairhope by Roving Reporter, Bobby Spann



Wow, what a great weekend with the British Motoring Club New Orleans!

Friday Danny, Dana and I met up at 'our' Shell station on Juban Rd. and cruised over to the MS welcome center. With new tires on my 'B'

I can now travel at any speed, but once around 4,000 rpm, motor oil doesn't want to stay in the engine! I think I went through about 2 1/2 quarts the whole trip - which was equal to 5 days at **Cruisin' the Coast** at a slower speeds!

We met the other BMCNO members at the NASA welcome center, then did a high speed run trying to keep up with Keith (68mph) who was leading us to Felix's Fish House on Battleship Parkway.

Good food and conversation, then we moseyed on down to Fairhope - in a line of 8 British cars! Friday night reception was very nice - plenty of BBQ and desserts and door prizes.

Saturday morning the weather was perfect for the 120 entrants. This year they featured Range Rovers; one of my favorites! My old college buddy Chris lives in Fairhope and came over for the day. I bought a t-shirt and then we got the last 2 donuts in the church! "Keith's Pub" was open early, and had a steady stream of English beer lovers all day long. Then the food truck showed up - "Bacon my Day." Need I say more?! the food was great!

While the show was going on there was a pet adoption fair going on across the street, and all weekend shop keepers downtown were passing out candy to trick-or-treaters! Our very own "Jed

Varnado" was there scaring little kids and adults alike... Attached are a list of the show winners - thanks to Cathy Greensfelder.

Saturday night Keith arranged for us to all eat at Guido's Italian Restaurant in Daphne. Talk about authentic! Everyone was stuffed when we left!

Danny, Dana and I left for home around 9:30 Sunday morning with no real problems other than my little car using oil at highway speeds.

We stopped at "The Shed" for some real BBQ on the way home, and that is ALWAYS a highlight



of any trip to the East! Getting Fed at The Shed!

All went smooth until we were almost home and some jerk in a big 4-door pickup ran me out of the slow lane onto the shoulder! Never saw me and I doubt he ever heard my stock MGB horn either. (soon to be replaced)

Until next time,
Cruise Safe,
Roving Reporter



South Alabama Car Show by Roving Reporter, Bobby Spann continued...



South Alabama Car Show by Roving Reporter, Bobby Spann continued...



South Alabama Car Show by Roving Reporter, Bobby Spann continued...





SAVE THE DATE!!!!

The British Motoring Club New Orleans
invites you to their
Annual British Car Day
March 23, 2019

Consider entering your British car, motorcycle, or truck.

Proceeds benefit Delgado Community College
Automotive Technology Scholarships.

More information available at www.bmcno.org

2019 BMCNO British Car Day

by Karen Murray, Chairwoman



The above postcard has been mailed to all previous non -BMCNO member participants in the Annual Car Show. The club will start collecting email addresses to eliminate mailing postcards.

Postcards and emails have also been sent to other clubs and national organizations.

Our car show needs publicity, publicity, publicity. This year we will have a publicity Co Chairman in each area that will contact radio, TV stations, and news print. The following Publicity Co-Chairmen are:

Baton Rouge—Bobby Spann

North Shore—Pat Oster

South Shore—Roger Jeffrey

Also, tell all of your friends and post of Facebook.

The following Car Show Committees still need Chairmen:

Sponsors—Solicit cash donations to help support the car show by sending letters or speaking personally to businesses. BMCNO does have a sponsorship form for everyone to use.

Solicit Door Prizes—solicit door prizes from businesses to be given out the day of the car show. The same sponsorship form is used for door prizes as well.

Sign Placements—Place all signs leading to Delgado and arrows for directions to registrations.

Truck— Unloading and loading all materials and supplies for the car show

How can everyone help!!!

1. Enter your car.
2. Sign up to work on a committee. This show takes approximately 50 plus volunteers..
3. Donate unused items for door prizes. If you have anything please start bringing to club meetings or the Christmas party.

WOW, By Assistant Roving Cub Reporter Colonel Mustard Odanrav



What an adventure! Hair-pin turns, squealing tires, flying gravel as well as a brief encounter with a deer, a snake, a buzzard, a turtle, some ticks and a **Morehouse Parish Sheriff's Deputy**.



British cars along with a variety of racers.

Day 1: Five members of the British Motoring Club of New Orleans met up with members of the English Motoring club of Mississippi and a couple of friends from San Antonio, Tx. for their annual drive through the Ozarks. BMCNO members included Allen Bradley, Rick Huber, Blake Sonnier, Danny Varnado and Keith Vezina. The Mississippi contingent included: Keith Anderson, Brian Anderson, Charlie Durning, Clay Johnston, Gene Johnston, Word Johnston, Joe Stianche and his wife Barbara in their modern SUV, John Turbeville and Steve Whitlow as well friends Steve Collins and Al Jacob from San Antonio. Steve flew his airplane in to the Hot Springs airport and Al drove his Alfa Romeo 200 S. Allen and Keith met up with Rick and Danny at the Lake Village Arkansas Welcome Center and were soon joined by the Mississippi group. We then cruised to Pine Bluff for lunch and then on to the Arlington Resort Hotel & Spa in Hot Springs where we met up with Blake, Steve and Al.

Day 2: **After a delicious breakfast at "The Pancake Shop" we headed to Hot Springs Village for a tour of John Hollansworth's workshop and garage.**



He has a nice collection of various American and

We then headed up scenic Highway 7 and various other exciting highways and byways en route to Eureka Springs. We stopped at the Nimrod Dam, the Cliff House Restaurant and then continued to Eureka Springs. where we met up with Joe and Barbara

The weather forecast for the week of the trip called for showers every day. As good luck would have it, the only rain we ran into was around



lunchtime as we were headed to the Cliff House and the worst of the rain occurred while we were eating.

Day 3: On Friday morning we set out for a day of driving on the numerous hilly / curvy roads around Eureka Springs. We stopped at the Pea Ridge National Military Park where we learned a little about the decisive Civil War battle that led to state of Missouri remaining in the Union. We also watched reenactors demonstrate the firing of muzzle load rifles. After that, we headed to the last remaining single lane suspension bridge in Arkansas, the Beaver Bridge over the White river. The driving surface of the bridge is made of wooden planks and it was very exciting to drive over. After driving on numerous steep and curvy roads and returning to the hotel in Eureka Springs, we

WOW, By Assistant Roving Cub Reporter Colonel Mustard Odanrav continued..

went out for diner and started planning our route back to Hot Springs.

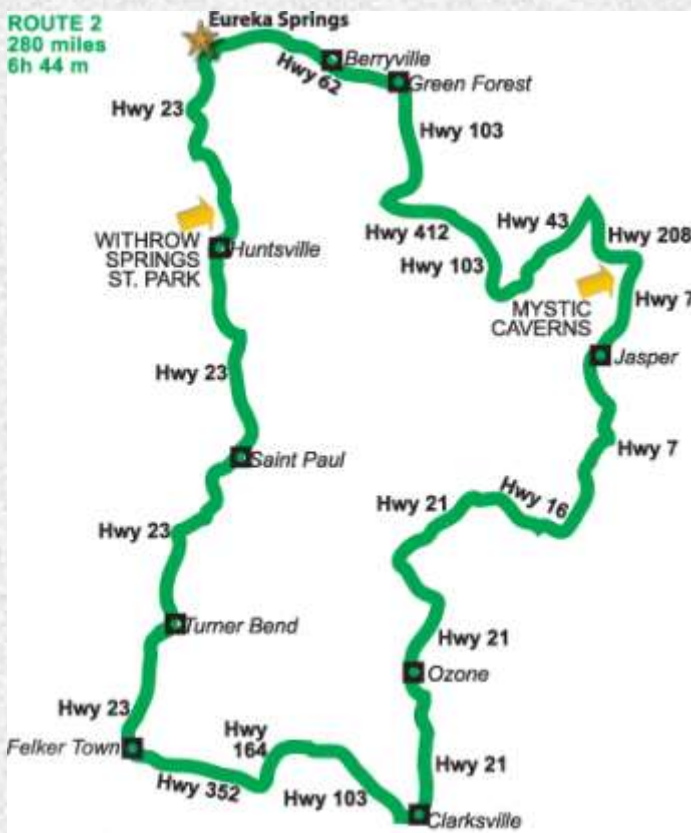
Day 4: As usual, we began the day with an excellent breakfast at the Best Western Hotel. Their complimentary breakfast is a full buffet that is envied by most hotels in the area. Then it was off to more hills, curves, and switchbacks. We headed back south towards Hot Springs driving on the Pig Trail, a section of Hwy 23 that rivals the Tail of the Dragon in Tennessee. Once back at the Ar-

Day 5: All groups headed their separate ways for the trip back home after a visit to The Pancake Shop. Rick and Danny had the unique honor of getting a police escort to the Morehouse Parish line after a brief discussion about the finer points of driving regulations in that parish. Fortunately,



Nimrod Dam

“Driving Awards” were not handed out during the encounter.



Pig Trail Ride – Top 10 Route in the U.S.



lington Hotel in Hot Springs for a little rest, we all headed out to the Porterhouse restaurant for a fine farewell dinner.

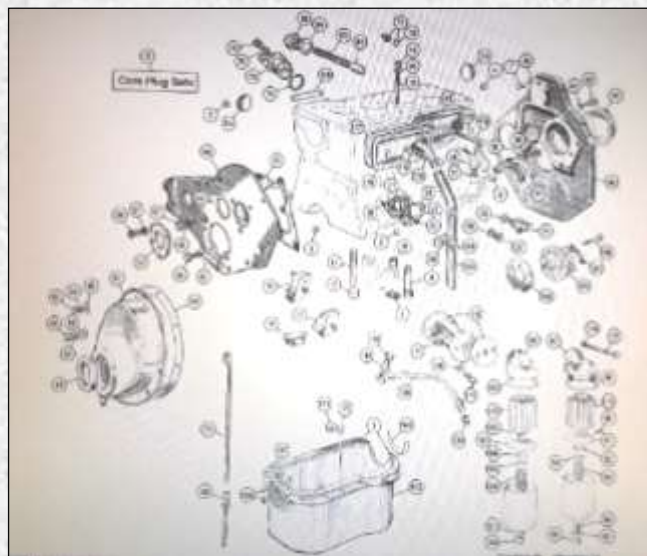
Jack Kennedy on Morris Minor Convertible engine oil issues



Many of you know that I am rebuilding a Morris Minor Convertible for my wife. While working on the install of disc brakes; I decided to run the engine, since I had not run the engine in a month or two.



When I ran the engine I removed the valve cover to check the movement of the valves. This was when I noticed that I was not getting any oil up to the valve tappets. This is not good. I tried blowing high air pressure through the channels. This did not fix the problem. I pulled the engine, dismantled the engine, and did a complete rebuild of the engine. Installed the engine and it started right up, but again no oil to the tappets. I added an oil gauge, since Morris' have a warning light. Ran engine and oil pressure was Zero, no oil moving. Asked around the club and got numerous suggestions. I also spoke with Charles Durning who owns a Morris and is very knowledgeable about the model.



One suggestion he provided was to drop the pan and verify the pick tube is tight, since if not tight the oil pump will draw air and not oil. I dropped the pan (easy on the Morris, has no cross member under the pan) and checked the tightness of the tube. The tube was tight. After that I began to follow the routing of the oil supply to the oil pump. This could be done since the casting of the oil supply from the pickup tube to the pump is in the side of the motor. As I followed the casting over to the pump I noticed a hole in the top of the casing of the oil feed to the pump. When viewed for the top I could see that the hole was threaded.

I installed a bolt in the hole, reinstalled the pan, refilled with oil and started the engine. I now have 75 pounds of oil pressure and lots of oil at the tappets. This is the first engine I have ever run across that had the hole. The hole is described in the Moss Motors Catalog as an Oil Pump Priming Hole. I have spoken to a number of other members who also were not aware of this priming hole. I wanted to share this information with the club members. This oil pump priming hole appears to be in the engines that have the oil pumps mounted on the back of the cam. My engine is a 948cc Austin Healy Sprite Engine.

Reprint of MGB V-8 Conversion by Rick Huber from 2006? Issue. Part 1



This is the first of two articles describing some of the how's of putting a V8 engine, particularly the Rover 3.5 L, in an MGB. My son, Andrew, and I did the job between November 97 and February 99. It took up pretty much all of my free time (not his – you know teenagers) during that period. I had never done any major car work before, although owning 5 MGBs on and off since 1977, I had removed, taken apart and put back together and reinstalled many parts. We managed to do the job with routine tools in the carport at the house and only had to sub out a few tasks. If you want to **add some zip to your MGB and aren't concerned** about originality, it can be a very rewarding project.

Before getting started, I recommend you read as much as you can and talk to as many people as possible before accumulating parts. There are **many decisions to be made. You're better off with** more information and firm decisions based on the alternatives before you start buying and installing instead of changing your mind later. **I wish I had done more of that myself, and I'll tell**



you some of my poor decisions in the next article. I recommend you take advantage of the easily accessible and inexpensive information available.

There are a couple of books with which you could **start. The first is "How to Give you MGB V-8 Power" by Roger Williams. You can get a copy** from Moss or Victoria British, Amazon (\$22.95), **or through the British V8 Newsletter. I didn't** check eBay, but that might be the cheapest place to get a copy. The book describes in detail many of the things that have to be done to put the **Rover V8 engine in an MGB; it's not as simple as just** dropping in the engine. Roger is British and this book is written for conversions in the UK, so not everything is applicable in the US. Still, the book contains very good information.

A second book that's good for getting more power out of the Rover V8 engine is "Tuning the Rover V8" by David Hardcastle, available from similar sources. This book is good if you're rebuilding an engine and want advice on engine internals, pistons, etc. for getting the most bang out of the engine. I bought my engine already rebuilt, so I **really didn't need this book.**

There is a wealth of information available for enthusiasts from multiple sources. The best overall source I've found is the British V8 web site, britishv8.org, where, among other things is a quarterly magazine with hundreds of articles by owners about how they did the conversion on their car. Access to the web site, the magazines, all the information you'll ever need, and contacts for people that you can talk to for help is free, but they're happy to accept a donation. In the early days when we did our MGB, the newsletter editor was Dan Masters, who also published his phone number, address, and email address for anyone to call or write, or to stop by for help if driving through.

Continued



Dan was one of my “emergency” contacts I set up when Andrew and I drove “Super B” from Baton Rouge to southern New Jersey in the summer of 99, one that we fortunately didn’t need to use.

Each issue of the newsletter describes a system or two in significant detail and includes “How it was done” articles written by owners / converters describing what and how their conversions were done. There are also plenty of pictures, advertisers, and a classifieds section with cars, engines and parts for sale.

Another communication medium for people interested in MGB V8 conversions is the mgb-v8@autox.team.net email group discussion list. Send an email to majordomo@autox.team.net. In the text of the message write, “subscribe mgb-v8” to get included in the discussion list. You’ll get an email with instructions on how to subscribe to the list. You can lurk for awhile, “listening” to what’s being said, or jump right in and start asking questions. We welcome new enthusiasts.

Advertising in the newsletter are several companies that specialize in MGB V8 parts and conversions. Depending on which area of the country you’re in, you may want to choose a place that’s easy to get to and see actual engines and cars. Seeing a V8 engine in an MGB and talking to someone while looking at the car is much more

instructional than reading, looking at pictures, or talking on the phone.

I’ll mention three of the companies that I dealt with during my conversion, including two that I visited before and during the work. They were Towery Foreign Cars, run by Glen Towery in Cheswold, DE. Cheswold is about 30 miles south of Wilmington. His phone number is 302-734-1243 and he’s in the [mgb-v8](#) email discussion group. In addition to engines and conversion parts, Glen also sells turn key MGB and MGB GT V8 cars if you’re interested in just buying one. He also advertises a one-day conversion, sending a team with a complete drive train, to the place of your choice to do the conversion. I made several visits to Glen’s shop during our conversion, got most of the advice, and bought most of the parts from him.

Another advertiser in the British V8 Newsletter is D&D Fabrications run by Dan La Gru in Altmont, MI, phone number 810-798-2491. Altmont is about 20 miles north of Detroit. Dan specializes in the early 60’s Buick/Olds/Pontiac aluminum V8 engine (the rights to which were sold to Rover and became the V8 engine put into the MGB GT in the early 70’s in the UK. He sells complete MG V8 conversion kits as well as individual engines and parts. I visited Dan during our conversion and bought a few parts. It was very interesting and informative seeing his shop and talking about engines, cars, and conversions.

The third advertiser in the British V8 Newsletter that I’ve dealt with is TS Automotive, run by Ted Schumacher in Pandora, OH, phone number 419-384-3022. Ted advertises parts for sale. I bought a few parts and talked to him several times during my conversion, but didn’t get a chance to visit. He has a toll free parts ordering line at 800-543-6648.



*Rick and Andrew Huber's 1975 MGB with TR8 3.5L V8
By: Rick and Andrew Huber, Baton Rouge, LA*

Originally published in British V8 Newsletter, Volume 8 Issue 1)

- Car: 1975 MGB that had the engine/transmission removed for a rebuild in 1984 and left sitting since. It had been kept in an aircraft hanger and amazingly here in Louisiana, it was virtually rust free - a couple of little spots that repair and Waxoyl will hopefully permanently eliminate. Bonnet was damaged and replaced.
- Engine: Rover 3.5L V8 from a wrecked TR8 with 15,000 miles. Rebuilt by John Roper as a spare for his TR8 race car. Hotter cam, narrowed oil flow passages, and new rings and bearings. Bought engine with GM water pump and distributor. Had to later buy a shorter nose water pump and different distributor because the drive gear/oil pump tang didn't work in the Rover block. Engine mounts from Glen Towery - non A/C version.
- Transmission: Rover 5 speed from the same wrecked TR8. Rebuilt by John Roper. Also purchased clutch, bellhousing, and flywheel with the set-up. Transmission mounts from Glen Towery installed on modified MGB transmission support crossmember. It really took a tremendous amount of work to alter the transmission tunnel enough to fit the transmission - first two trial fittings were unsuccessful and I ended up chiseling out the ridge because hammering just wasn't going to do it.
- Clutch: TR8 with new MGB master cylinder and TR6 slave cylinder purchased with adapter hose from Glen Towery. Silicone fluid.
- Drive Shaft: Rover, set up by Glen Towery.
- Rear End: stock 3.9:1 MGB with Rover driveshaft flange. 1st gear is a little short and 5th turns the engine 3700rpm at 70mph. I may swap it out with a 3.09 rear end after a couple years.
- Exhaust: mild steel block hugger headers from Kirk Racing, via David Griffith. Single baffle Flow Master muffler with custom installation at a local Midas shop. Impressive sounding machine.
- Induction: Buick aluminum intake manifold and Carter 500 carburetor, with electric choke, from Woody Cooper of the Wedge Shop. Heat shield, necked down to 400cfm with Glen Towery adapter plate, Mr. Gasket low rider air filter. Originally bought a Holley 390 carburetor, my preferred choice, but with 3/4" adapter needed to mount the Holley to the intake manifold, the hood would not close. So I switched to a Carter which needed no adapter plate.
- Fuel System: replaced gas tank with non-vented '68-'69 vintage tank and removed canisters. Drilled hole in non-vented gas cap. Original sending unit and gauge. Borg Warner continuous run fuel pump with in line filters before and after pump.
- Cooling System: late model MGB radiator modified for V8 installation. Short nose Rover water pump with 45 degree heater outlet nozzle from Glen Towery. Metal fan on water pump pulley. Crankshaft pulley reground by Glen Towery to match alternator and water pump pulleys. Temperature switch to run 12" front mounted electric fan that may not be enough to cool once the water warms up. I may switch to the stock fans. MGB temperature sending unit adapted to the Buick intake manifold and to the MGB gauge.
- Electric System: Rover alternator on a Glen Towery mounting adapter. Switched to the smaller gear reduction starter from Dan LaGrou after the larger, cheaper GM starter solenoid failed and I disassembled it in place to remove it. Stock MGB coil. Accel silicone spark plug wires.



- Distributor:** Mallory electronic ignition distributor with 3-wire hookup from Woody Cooper. GM distributor needed a longer drive gear to turn the oil pump, realized very late in project, and I switched rather than trying to fix it. Anybody need a GM distributor?
- Suspension:** stock MGB shocks. 2" lowered springs front and rear from Moss. Bought a used set of Addco sway bars for front and rear but later found that they are for an earlier model car so not installed yet. I have the traction bars/torque arms from Glen Towery but not installed yet. I don't do cutting and welding.
- Wheels/Tires:** 15 x 5.5" Minilites from Moss with 195/50 - 15 Z-rated Bridgestone Potenza tires. Very sticky but probably won't last very long. I went with the 15" wheels to lower RPM a bit on the highway. They look marvelous on the black car.
- Brakes:** rebuilt MGB master cylinder, new slave cylinders, rebuilt calipers, new hoses, semi-metallic pads/shoes and silicone fluid. With the car lighter than the stock 4-cylinder engine, I don't see any reason to upgrade the brakes. Just make sure they are in top condition.
- Instruments:** stock speedo and tach, rebuilt and recalibrated by Palo Alto Speedo. All other instruments are stock.
- Interior:** bought the 70-80 biscuit leather seat and interior kit from Vicky Brit through Dick Burger of the British Parts Connection. Biscuit zip out rear window from Moss.
- First Impression:** the car looks stunning in all black/biscuit. Bumpers are painted to match the car color, and the lowering and adding the Minilites really make the car look spectacular. The handling is tight and crisp much better than I expected with a rubber bumper car. It's a little rough, but there's less body roll and it really sticks to the road due to the lowered suspension and sticky tires.
- Estimated Cost:** approximately \$13,000, including body work, paint, leather seats, and all new interior as well as the engine / transmission conversion. My original budget was \$8,000. It's amazing how much I spent on little bits and pieces that I didn't consider originally. More time reading and planning would have helped. I wouldn't have started the project if I had thought it would cost \$13,000, but once near the end I couldn't stop and ended up buying the more expensive Malloory distributor and gear reduction starter for easier access / better reliability.

Overall it's been a great project and such a thrill to have given an abandoned MGB new life, with the engine British Leyland should have provided us years ago.

Lessons Learned.

This is a great project for me and my teenage son to do together. Like the Master Card commercials, the time with him and the memories are priceless. We have both learned a tremendous amount about MGBs and cars in general. If I had it to do over again, I would spend more time reading, studying, talking, and deciding on what would and wouldn't work before starting the work. I ended up buying and installing two water pumps, distributors, starters, carburetors, air cleaners, and sway bars. (I haven't bought the second set yet.) That made the project much longer, harder and more frustrating than it should have been. This was my first car work and I thought I could do the job with standard tools like wrenches, pliers, hammers, and screwdrivers. It cost a lot more money because I couldn't do any cutting, grinding, and welding that needs to be done to make the project work. Doing it again, I'd stick to one adviser and one parts supplier. I needed a lot of help along the way and I had to keep up with what parts I bought from whom to ask questions about installation or operation.



OK, enough talk about getting information. Let's start into the fun part of the subject by describing the changes made to the MGB through the years and how the differences affect a conversion project. Some cars are much easier to convert **than others. I've categorized these changes into** five groups, and I'll address them starting from the earliest (hardest from a conversion standpoint), to the latest (easiest) and give some of the reasons why. Please excuse me if I've missed some of the historical points, I tend to be a somewhat lazy historian.

1962 - 1967 Roadster and GT

These early cars with such popular and desirable features as chrome bumpers, metal dash, pull-handle doors (62-64), original height suspension, and a minimum of external paraphernalia like reflectors and back up lights are the most difficult to prepare for installing a larger engine. The early 3-synchro transmission was narrow and so is, consequently, the transmission tunnel. Cutting and welding is necessary to get a new transmission to fit. Yes, the original transmission can **be retained, but it just isn't tough enough for the** service.

All early roadsters through 65 and many through 67 were outfitted with the "banjo" style rear axle, which is less robust for handling the additional horsepower imparted by the V8 engine, and **would need to be changed. The "tube" style rear axle is much stronger, and if you don't mind the** tall gear ratio, can be retained. No GTs were fitted with the "banjo" rear axle.

In the engine compartment, several metal work modifications are necessary. The panels that hold the brake / clutch master cylinder on one side and the windshield washer bottle on the other side must be moved backward to clear the valve covers of the V8 engine. The inner fender wells have to be cut, pushed outward, and re-

welded, or less elegantly just moved outward with a large blunt instrument. The radiator bracket has to be removed and a late model bracket installed several inches forward in the engine bay to accommodate a late model (77 to 80) or other type of radiator. The steering shaft has to be modified to clear the exhaust header, typically done with two u-joints instead of one and some cutting / welding of the steering shafts. Once all those things are done, you're ready to put a big engine in your MGB and enjoy the extra horsepower.

1968 - 1973 Roadster and GT

While this era of the MGB still had chrome bumpers, gone is the metal dash, and in each year or two, more external gadgets are added like back up lights and sun visors in 68, side reflectors in 69, the third windshield wiper in 70, and the rubber inserts on the bumpers in 71 (I think I got those changes right). However, from a V8 conversion perspective, the larger transmission tunnel that housed the 4-synchro transmission is much more accommodating to a new transmission to fit with the V8 engine (again, this later transmission will be rapidly worn out due to the extra torque). Only some extremely shoulder tiring metal pounding is required to make the Rover 5-speed transmission fit, and some other common transmissions require even less work. All cars in this era were fitted with the Salisbury "tube" type rear axle, **which is very durable and** capable of handling the additional torque supplied by a larger engine. The gear ratio is a bit tall once the engine is swapped, at 3.9 / 1. Some people prefer to change to a lower ratio rear end, either by re-gearing the MGB differential, or installing a different one, but mechanically the tube type axle is up to the challenge. The other engine bay metal work and steering modifications described in the early model section are still necessary for cars of this era.

1974 Roadster and GT

The factory began installing the Rover 3.5 L V8 engine in GTs destined for domestic (UK) markets in late 1973 (the 74 model year), a total of 2,591. Consequently, the engine bay and steering geometry were changed to accommodate the larger engine. The factory decided that roadsters didn't have sufficient structural rigidity to withstand the additional torque and only put V8s in the GTs. I don't believe British Leyland was really committed to fully deploying the V8 in MGBs, somewhat due to the extra effort to meet the US emissions requirements, but mostly due to the added competition for the TR6, the new TR7, and later, the TR8 models. But, for those of us who would like to put the bigger engine in ourselves, the 74 model year offers the modified engine bay, except for the radiator brackets, and revised steering geometry. An added **bonus for this year is that it's the only one where** these engine bay modifications also come with chrome bumpers and the original suspension height, so very desirable for the chrome bumper purist who wants more power without too much work.

1975 - 1976 Roadster (GTs imported from the UK or elsewhere)

As most people know, MGBs got their rubber bumpers and revised suspension height in the 1975 model year. These cars are similarly less difficult to modify due to the revised engine bay and steering geometry just like the 74s, but if one wishes to return the car to the original ride height and / or chrome bumpers, modifications are significant, time consuming, and expensive - you know, a pain in the neck - but the methods are well known and documented as many people have done the conversion. **If you're a GT aficionado, there were only 1,247 rubber bumper left hand drive GTs made in the 75 model year and shipped to North America, after which they were discontinued.**

1977 - 1980 Roadster (and GTs if imported from the UK or elsewhere)

In the 1977 model year, a larger radiator (the V8 radiator from 74/75 GTs) was added to the MGB. It was moved forward in the engine bay and the electric fans were added. The radiator itself is large enough to cool the V8 engine, so if it's in good condition, a new one doesn't have to be purchased or an old one modified. The only work needed to fit a Rover V8 engine / transmission in these cars is some transmission tunnel pounding and in some cases, depending on the headers chosen, some inner fender well pounding / modification. If you're happy with the rubber bumpers and higher ride height, these three model years will be the easiest, quickest, cheapest to turn into your dream V8 MGB.

In the next article, I'll describe drive train choices and other systems that need to be modified to make the V8 engine work in your MGB. That should give you some time to start communicating with some of **the sources I've listed, and reading in additional detail about how to do this project.** If you'd like to talk before then, please call me at 225 571 7064 or email to mmandrick@gmail.com.

Safety Faster.....with a V8 !!

Continued on page 33.



Delgado restoration class 2011



The picture is Andrew (son) and me in front of the 75 MGB V8 in the spring of 1999 as we were finishing up a 1 1/2 year project together restoring a car we bought here in Baton Rouge while he was in high school. The target was to finish it in time for the BMCNO car show in March of 99, but on our maiden test drive a couple weeks before the show, the bonnet blew open at about 45 mph and bent it self over the windshield. We couldn't get a replacement painted and installed in time for the show, but Andrew drove it back and forth to his last couple of months of high school. We drove that car together in August 99 from Baton Rouge to our new home in Haddonfield New Jersey. I kept it while he was in college and the first several years he worked. I drove from Baton Rouge to Nashville in June 2005 and picked him up on our way to the British V8 convention in Terre Haute, Indiana. That was the trip I mentioned last meeting when he managed to power shift so forcefully that it

pulled the accelerator cable out of the mounting bracket on the carb and we had a roadside repair. I kept the car and Mary Lynne and I drove it to many shows with the club until Andrew got a house with a garage in 2010. I repainted it in the Delgado class in the spring of 2011 and delivered it to him in Nashville later that year. Over the 12 years I kept it and drove it, we put about 30,000 miles on it. Andrew got married in 2013 and had a son in 2016 and doesn't have much time to get out in the MG, but whenever Mary Lynne and I visit, Andrew and I go riding on a curvy back road or the Natchez Trace, and I've made a few trips up there just for MGB maintenance. Last year in October, we entered it in the Nashville British Car show and Mary Lynne and I went to the show with Andrew, Joy, & Jackson, only 2 of us in the MGB, of course!

See MGB V-8 Conversion by Rick Huber Part II in a future issue.



BMCNO Membership Application

Print this form to submit your application.

Name: _____ Spouse's Name: _____

Address: _____ Birthday month _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Work Phone: _____ Cell: _____

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___

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2nd CAR

3rd CAR

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Make: _____

Make: _____

Model: _____

Model: _____

Model: _____

Year: _____

Year: _____

Year: _____

Body Style: _____

Body Style: _____

Body Style: _____

Color: _____

Color: _____

Color: _____

Membership - \$24 per year due July 1st.

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

⇒ PayPal - www.clubregistration.net (click on British Motoring Club at this web site)

⇒ 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 now 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 _____



Are you a member of a National Car Club? See below for more information on some of the popular ones

6-Pack Car Club of America	6-pack.org/	The 6-Pack Car Club of America, a single marque club dedicated to the 6-cylinder models of the Triumph TR range-the TR250 and TR6.
Austin-Healey Club of America, Inc. <u>AHCA</u>	healeyclub.org/	Dedicated to the maintenance, preservation and enjoyment of Healey cars.
Jaguar Club of North America	jcna.com/	The Jaguar Clubs of North America (JCNA) is dedicated to the wide range of Jaguar motorcars old and new, and the American, Canadian and Mexican enthusiasts who love them.
North American MGA Register (NAMGAR)	namgar.com/	The Register was established in 1975, with the sole objective of promoting the restoration, preservation, and enjoyment of the MGA, Magnette and their Variants.
North American MGB Register (NAMGBR)	namgbr.org/	The North American MGB Register (NAMGBR) is an international MG car club serving the needs of the MGB, MGC, MG Midget, MG 1100/1300 and Post Abingdon MG owners, across North America.
Sunbeam Tiger Owner's Association	sunbeatiger.org/	
Vintage Triumph Register VTR	VTR.org	The Vintage Triumph Register (VTR) is a North American Triumph car club of over 2,800 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs.

Please contact me at ronniep@cox.net with additional national clubs that should be added to the above list.

BMCNO is affiliated with
 North American MGB Register
 (NAMGBR)
 and
 The Vintage Triumph Register
 (VTR)

If you are member of these or any other national club or register, please let us know.
 We strongly encourage all members to join the registry for their marque!



Although our Club Resource Library is still growing, the items that we do have are all excellent and available to all members.

Currently there are many items available. These include service manuals and how to books and videos.

We will be bringing the library to the area meetings.

See the February newsletter for your meeting location and date. We plan to shift locations



Club Resource Library

British Spares and Restoration Services

B. M. C. Restorations

Peter Brauen
3895 Firetower Road
Kiln, MS 39556

<http://stores.ebay.com/bmcrestorations>

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Milton Franklin

Motorcycle Coordinator

densalprop@cox.net

*Newsletter Submissions
And Free Classified Ads*

Email articles and classifieds to

ronniep@cox.net

Bring to meeting, or mail to

BMCNO, P.O. Box 73213,

Metairie, LA 70033



**Calling all British
Motorcycle Owners**

It has been suggested that the club work to increase the number of British Motorcycle owners. If anyone knows someone who owns a British Motorcycle please contact them about participating in our club. Milton Franklin, Baton Rouge, is interested in organizing 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...let's start looking for British motorcycles to give our business cards and brochures too.** densalprop@cox.net



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This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago.... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig it? Go through your attic and pull out those 1970 inspired groovy duds....you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Plane! De plane! when you walk through the Perrin Air Force base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Dennison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

The Tanglewood Hotel features 248 spacious and beautifully-appointed guest rooms. many feature breathtaking views of Lake Texoma. The two buildings are adjoined by an enclosed 30-foot skyway.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at www.tanglewoodresort.com





2019 SC Regional Schedule of events, Lake Texoma, Texas

WEDNESDAY, APRIL 24

4:00 PM – 8:00 PM Registration/Hospitality

THURSDAY, APRIL 25

8:00 AM – 6:00 PM Registration/Hospitality

8:00 AM – 6:00 PM Silent Auction

8:00 AM-6:00 PM Gimmick Rallye

9:00 PM-10:30 PM Autocross Tech

12:00 PM – 6:00 PM Car Wash

4:00 PM – 5:00 PM **Presidents' Meeting**

3:30 PM – 5:00 PM Autocross Tech

6:00 PM – 8:00 PM Welcome Reception

FRIDAY, APRIL 26

7:00 AM – 9:00 AM Breakfast Run

8:00 AM – 6:00 PM Registration/hospitality

8:00 AM – 6:00 PM Silent Auction

8:00 AM – 8:00 PM Car Wash

9:00 AM – 10:00 AM Autocross Tech Inspection

9:00 AM – 10:00 AM Autocross Course Walk-Through

10:15 AM **Drivers' Meeting (Mandatory)**

10:30 AM – 3:30 PM Autocross

12:30 PM – 3:30 PM Funkhana

6:00 PM – 8:00 PM Dinner Runs

SATURDAY, APRIL 27

7:00 AM – 8:00 AM **Judges' Breakfast**

8:00 AM – 3:00 PM Hospitality Open/Silent Auction

8:30 AM – 9:30 AM Setup for Concours

9:30 AM – 12:30 PM Concours

6:00 PM – 7:00 PM Social Hour

7:00 PM – 10:30 PM Awards Banquet



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British Motoring Club New Orleans

Annual British Car Day

Saturday, March 23th 2018

On-Site Registration: 9 a.m. to Noon

Show: Noon to 3 p.m.

Awards at 3:30 p.m.

All British Cars & Bikes Invited

Spectators Welcome at No Charge

LOCATION

Delgado Community College City Park Campus

Orleans Ave. between City Park Ave. & Navarre Ave.

For more information contact:

Karen Murray, President @ Karenmurray@cox.net

Registration form will be available soon at our web site:

www.bmcno.org

Online registration will be available soon at BMCNO.ORG

Host Hotel

Ramada of Metairie

3400 South. I-10 Service Rd W

Metairie, LA 70001

(504) 833-8201

Ask for special BMCNO room rate available until 3/5/18

Friday Night Reception at host hotel starts at 6:00 p.m.