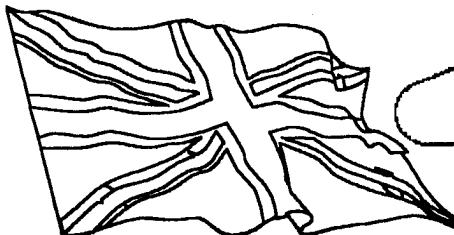
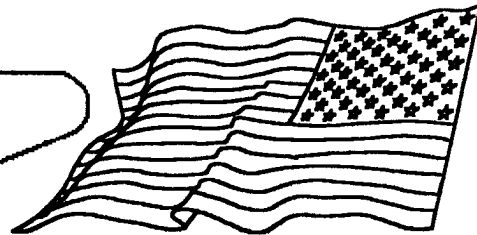


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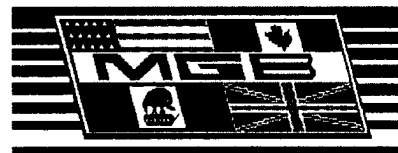
THE MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones



THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB-NEW ORLEANS, INC.

James D. Jones
800 West 16th Avenue
Covington, LA 70433
Dues Due: 02/28/96

NOVEMBER 1995



North American MGB Registry Chapter

GUEST SPEAKER: BRYAN MORRIS,
GREAT NEPHEW of WILLIAM MORRIS
at GENERAL MEMBERSHIP MEETING

NOV. 28th

CLUB XMAS PARTY

DEC. 10th

December 1995

BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8	9
10 XMAS PARTY	11	12	13 CAR DAY & OFFICER'S MEETING	14	15	16
17	18	19	20	21	22	23
24	25	26 NO GENERAL MEETING	27	28	29	30
31						

CLUB EVENTS - CHANGES IN BOLD TYPE

NOVEMBER 28 – GENERAL MEMBERSHIP MEETING at New Orleans Hamburger & Seafood Restaurant located at 817 Veterans Memorial Blvd. in Metairie, La. at 7:00 PM.

DECEMBER 10 – CLUB XMAS PARTY – 7:00 PM to 10:00 PM at Bill Breithoff's House, 7315 Beryl Street in New Orleans off Lakeshore Drive and Canal Blvd. in New Orleans. **Directions: Lake bound on Canal Blvd., beyond Robert E. Lee to Jewel. Left on Jewel to Beryl. Left on Beryl to #7315. Phone: 288-4019.**

DECEMBER 13 – CAR DAY & OFFICER'S MEETING at Bill's place. Time: 7:00 PM.

DECEMBER 26 – NO GENERAL MEETING THIS MONTH DUE TO HOLIDAYS!

OFFICERS FOR CALENDAR YEAR 1995

BOARD of DIRECTORS:

PRESIDENT	CLIFF HUGHES	504-845-8709.	
VICE PRESIDENT	KEITH VEZINA	504-443-5056.	
TREASURER	ANNE FRILOUX	504-464-1734	FAX 504-464-1292
EDITOR	JIM JONES	504-892-7774	FAX 504-892-7774

MEMBERS at LARGE:

MIKE ANDERSON	504-466-2717.
BILL BREITHOFF	504-288-4019.
FRED MAYER	504-626-8201.
RODGER TALLEY	504-431-8053.

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BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
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MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

The general meeting was called to order by **Cliff Hughes** at 7:30 PM. Guest speaker **Todd Pellissier** of "The Radiator Shop, Inc." spoke at length on cooling systems. It was a very interesting talk. He answered many questions from club members and gave out advertising pot holders.

Anne Friloux gave a report on the "Six Pack" Triumph Show in Biloxi, Mississippi where she and her husband **Floyd** won the Show Rally.

Mike Anderson reported on the "Grand Prix du Mardi Gras" held each year in New Orleans. Several club members were involved.

James Coronato gave a report on the last SCCA motorcross of the season held at the Naval Air Station in Algiers, La.

Cliff Hughes talked about the South Alabama Show in Mobile and the fact that our club had the greatest number of British cars registered. He mentioned the up coming Taste of Bavaria Breakfast Run, the Xmas Party, our 1996 Car Day, and the need for suggestions for the Car Day "goody bags".

Terry Dembre explained this year's details for the Nov. 5th "Annual E. E. Reynolds Memorial Rally" to be held on the North Shore of Lake Pontchartrain.

Keith Vezina requested that members submit "T-Shirt" designs for the contest by the end of December at the latest. The prize will be an oil company racing jacket.

Lony & Carla Taylor reported on the two British car shows which they attended in Michigan recently.

Floyd Friloux won the 50/50 at Twenty-one Dollars and fifty cents.

Club ballots were cast for 1996 officers and the results are as follows:

Board of Directors

President	Keith Vezina
Vice Pres.	Mike Anderson
Treasure	Anne Friloux
Editor	Jim Jones

Members at Large

Bill Breithoff
Cathy Greensfelder
Karl Keiger
Harold O'Reilly

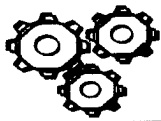
ENGINE ID PLATES MADE TO ORDER

Clarke Spares & Restorations now reproduces BMC/BLMC engine ID. plates and U Drive Screws (screws are also available from Moss Motors Catalog) as originally made by the factory. They can also reproduce VIN plates for your British car. CSR's order sheets are too extensive to publish here, but if you contact the newsletter Editor, I will have copies of the order sheets at the general meetings or I will mail you same if you send me a stamped self addressed envelope.

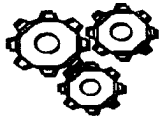
CAR CLUB DUES

If your dues are due, send them in now before you miss out on your next MORRIS GAZETTE!

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow the month before that date and the month that your dues are due.



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Ads will be run only once, unless a request is received each month.

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'79 MGB Convertible – Maroon with Tan Interior, Wire Wheels, 85K Original Miles, Excellent Condition, Well Kept & Runs Great. Must Sell to Restore a '61 Austin-Healey. \$4500 OBO. Call Lorraine at 504-767-1339. (Baton Rouge, LA.)

'60 TR 3A – Must Sell, Disassembled for restoration, \$3,000 or best offer. Will trailer for fee. Call Peter Brauen at 601-467-0519. (Bay St. Louis, Ms.)

'59 Austin Healey – Rebuilt Engine, Wire Wheels, Overdrive, Four Seat Model, Good Frame, in need partial restoration, \$4500. Call Peter Brauen at 601-467-0519. (Bay St. Louis, Ms.)

SPARES FOR SALE

MG 1100 – Cylinder head, \$20. Transmission & Differential, rebuilt with 700 proven miles on unit, Swapped out for 1275cc engine & transmission. \$60. Many various mechanical parts which are the same as the Mini's. Call Jim Jones at 504-892-7774. (Covington, La.)

MGB – Emission Control gear for '77 to '80 model. One new left-hand rubber interior sill cover, dark blue. Call Peter Brauen at 601-467-0519. (Bay St. Louis, Ms.)

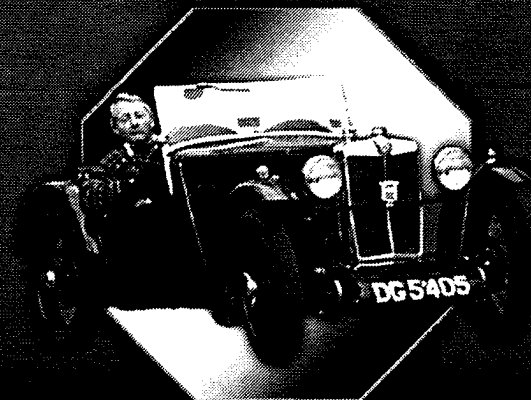
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IN MY TRAVELS by Jim Jones

Another Austin Healey is on the way to restoration. It is a '59 3000 Four Seat Model with wire wheels and overdrive which was located in Lafayette, La. this past month by Mike Schrantz. The previous owner of the car carried the vehicle along with him to a number of job re-locations, from Washington State, to California, to Texas, and finally to two moves within the State of Louisiana. His next move is back to Texas, and he finally concluded that he would never finish the car and put it up for sale. (Making his wife very happy!) The car has, to be expected, the normal rust spots in need of repair. However, the frame appears to be in great shape. The engine has been rebuilt and installed, although not completely assembled with generator, etc.

Peter Brauen and I trailered the AH from Lafayette on Sunday, October 22nd with no troubles at all. The car is at Peter's place in Bay St. Louis, Ms. and will be brought back into running condition. The car is to be offered for resale after it is running at \$4500. If you are looking for an AH of this model for partial restoration, this may be it. Peter's phone number is 601-467-0519.

BMCNO MEMBERSHIP LISTINGS WILL NOT BE PRINTED IN THE DECEMBER "MORRIS GAZETTE" CURRENT LISTINGS WILL BE AVAILABLE TO MEMBERS AT THE GENERAL MEMBERSHIP MEETINGS FROM THE EDITOR.

EDITOR'S NOTE by Jim Jones

I often wonder if club members really care to read about my activities relating to British cars (IN MY TRAVELS). Or if they will tire of reading about my experiences. I enjoy writing the articles, but it sure would be nice if club members could read articles written by someone other than myself. It is not generally my policy to just reprint articles from other club's newsletters or magazines. I like stuff from our own club members. I hear great stories told by club members at meetings and events. I just find it difficult to get members to write those stories and send them to me for publishing in your newsletter.

Please, guys and gals, take a little time and write your stories and send them to me. You can do this. You may just become a famous club member known to all! Once you begin to write articles, you will find that it is fun, even an ego trip. You can hand them to me at a meeting or event, mail them to me at my home address: 800 W. 16th Ave., Covington, LA 70433, FAX them to my home phone number: 504-892-7774 (remember the FAX at work), or put them on a computer disc. I can read 3.5" diskettes or 5 1/4" floppies, I can use or convert most formats (Microsoft Word preferred). I can even add graphics to your piece.

Do not think that everyone has already heard what you have to say. For new club members with their first British cars, it is all brand new information.

I take constructive criticism very well and I am interested in your ideas for improving your club newsletter. Tell me what you think.

Much appreciation to former editors like **Michael De La Cerda** and **Cliff Hughes** with **Roger Gibson's** assistance, who with just scissors and glue, produced the Morris Gazette.



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TECH TIP by Mr. Goodspanner

I am passing on this tech tip only because a fellow club member swore that it works. I will not recommend it until it is proven to be a safe procedure. There are many times when welding is necessary in order to repair a fuel tank. We all know what happens when an open flame or electric spark occurs near a fuel tank – POOF! If it is only a “poof”, you are in luck, it could explode!

A number of methods are used to prevent this problem from happening. Notice that I used the word “prevent”. I know of no method which eliminates the possibility that petrol fumes will ignite.

Some common methods are:

1) Empty the tank of fuel and let it dry out for a few weeks. Well, I can tell you from experience that the fumes will still ignite two or three times before things quiet down. It can scare the “Pee” out of you.

2) Empty the tank of fuel and fill it with water. This method is also not fool proof. The water concentrates the fuel vapors in air pockets and drains away the heat from the welding device. This heat drain causes you to increase the working temperature of the welding device. You could be in for one hell of a surprise! If the welding device penetrates the tank at a pocket of vapor – A REALLY BIG POOF!

3) Empty the tank of fuel and fill it with sand. It does not work and you will never get all the sand out of the tank. Big mistake!

4) Fill the fuel tank to capacity with fuel thinking that fuel does not burn, just the vapors. WRONG LOGIC! There will always be vapors no matter how well you try to seal the tank openings.

Now for another method which is new to me and which has not been proven by me to be a safe method. So, remember that this is just information and not a recommendation. What ever you choose to do will be at your own risk!

Remove the tank's filler cap, empty the tank of fuel, and remove the fuel gauge sending unit. Affix a flexible tube of the proper diameter to the filler neck of the tank. Attach the other end of the tube to the engine exhaust pipe of a car. Start the engine of that car. After the car engine warms up, non combustible fumes (Carbon Monoxide, etc.) will fill the fuel tank to be repaired and displace all of the oxygen from the tank. The theory here is that petrol vapors cannot ignite in the absence of oxygen.

The person who related this method to me swears that he has used this method to repair fuel tanks a number of times with complete success. I'll have to prove it for myself before I will recommend it to anyone else!

WELCOME NEW MEMBERS

New members are entitled to a BMCNO T-Shirt and a Name Badge with Holder. The T-Shirt & Badge Holder will be shipped to new members free of charge by the club treasurer.

The Name Tag will be included with their first copy of the Morris Gazette.

John Charles Murphy
409 Ascot Court
Bossier City, LA 71111
318-741-1991
'73, '79 MGB, '74 1/2 MGB-GT.

TECH TIP by Harold O'Reilly

Recently, I had the opportunity to work on the timing chain of my TR 7 (another story). After removing the head and all the accessory items, I was down to just the crank pulley to cuss, and cuss I did.

For three weeks, on and off, an hour a day, the hottest days in recorded history, no shade tree, just a hot garage, I tried everything everybody suggested and the bolt would not budge. Finally, when I was almost ready to throw the engine away and get another one, I met someone at a car show at Jefferson Downs who told me a secret.

Determine rotation of engine, arrange socket and breaker bar so bar is wedge against frame of car, bump starter. VOLIA.....WITHIN SECONDS BOLT IS LOOSE AND PULLEY IS OFF! Two additional hints: If you are removing engine from car for major work, loosen crank bolt first while starter is still connected. Be sure to return engine to top dead center.

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CAR DAY T-SHIRT CONTEST by Jim Jones

Your club is holding a contest for the best Car Day "T" shirt design committed by **Keith Vezina**. The prize being a motor oil company "Racing Jacket". Members are being asked to submit a design based on the Jaguar. Your design need not be ready for photographic use, just a design layout. The T shirt company's artist will make the actual drawing.

Your idea for the "T" shirt design must be submitted to club officers no later than January 1st. At this point, few members have entered their design, so the chances of your winning are very high.

Last year's design for the Austin Healey was a combined effort by club members **Peter & Mellisa Brauen** and **Patrica Gonzalez**. It was a big move from previous designs and was very popular with Car Day attendees. Things tend not to change if the same people are involved in the development of ideas.

(The "If it ain't broke, don't fix it." theory)

Change is necessary in order to invoke continuing interest in the club's Car Day. Get involved in the contest and be the one who makes one of those changes happen.

UP-TO-DATE SAFETY by Mr. Goodspanner

I recently helped a club member install a third brake light assembly in his MGA Coupe. It is not a "first". It is being done across the country in the interest of safety. The small brake light assemblies positioned so low on many British cars, ie. Austin Healeys, have been the cause of many a rear end collision. The brake lights are not seen by the driver behind the car.

The "Third Brake Light" kit is available from J. C. Whitney, is inexpensive, contains two light bulbs, can be painted, is for exterior or interior use, can be magnetically mounted, and easy to install on your British car. Originality is no problem, as these units can be installed with temporary mountings and hide away electrical connections for removal when attending shows.

If you drive your British car on the public roadways, consider your own safety and that of the beloved car you drive. Everything that you can do to your British car to make it safer and more noticeable by other drivers is in your own best interest.

NAMGBR AGM REPORT by Jim Jones

The North American MGB Register's Annual Business Meeting was held in New Orleans this year at the Days Inn on Canal Street. The British Motoring Club-New Orleans, Inc. was the host affiliated chapter.

The Natter N' Noggin was held at the hotel's lounge and restaurant, and well attended by our club members. We got to know some of the people who are responsible for the running of the Register.

Saturday morning our club hosted a chartered Streetcar ride for the attendees of the meeting, as well as, for our own club members who wished to attend. Transportation to the Streetcar barn (maintenance building) was provided by the following club members: **Richard Denneau, Roger Gibson, Jim Jones, & Keith Vezina**. This ride was the highlight of the event. It impressed former club President **Roger Gibson** so much, that through his business, **ROGER GIBSON PHOTOGRAPHY**, he has offered to sponsor a chartered Streetcar ride on Sunday after our Car Day next year!

The Business Meeting was held afterwards from noon to 5:00pm. I did not know what could be talked about for five hours, but the time was filled with reports, reviews, discussions, elections, etc., and proved very interesting. The Registry has many of the same problems that our club has, just on a national scale.

I am sure that we impressed the attendees with our hospitality (See letter) and hope to see some of them, and their British cars at our Car Day next year.

MGB LIMITED EDITION WHEEL PROBLEM by Dennis Trowbridge
reprinted from "MGB Driver" Vol. 5, No. 6

A very serious problem has come to my attention in the shop recently concerning 1979 and 1980 MGB Limited Editions with alloy wheels. On two separate cars, we have found the nuts that secure the front hubs to the rotors so badly corroded that the nuts were flaking away!

The nuts looked like a flower with petals of rust, peeling from the edges of the nut. On several nuts, the rust had eaten right down to bolts themselves. I can't help feeling that if either of these cars had the brakes locked up in an emergency stop, the bolts would have let go altogether! None of the consequences of when a hub shears loose are good – they are all extremely dangerous, if not deadly.

I have never see this condition on wire or Rostyle wheels, so my guess is that some kind of chemistry is at work between the alloy wheels, the steel nuts and bolts, and the moisture trapped in the wheels.

I urge anyone owning an MGB LE with alloy wheels to inspect these nuts – NOW! You only have to remove the wheels to check them, so PLEASE DO IT NOW!

COLD WEATHER BATTERY BLUES by Mr. Goodspanner.

Car batteries tend to send us messages as the weather begins to cool, i.e., slow cranking. Starting a cold engine puts the biggest load on a car battery. As the ambient temperate drops, voltage remains the same, but available amperage (current) drops. The starter uses a lot of amperage, and as amperage draw on the battery goes up, voltage across the battery goes down, making matters even worse. If the battery is new, and is of the proper capacity (size) it should be able to handle these problems.

"But my battery is several years old", you say. Well, here are some tips for you. Buy a battery terminal cleaning tool, (real cheap) and use it to clean the battery post and cable connectors. Corrosion can build up between the battery post and the cable connectors, and do some really weird things. Corrosion build up can reduce the surface area between the battery posts and the cable connectors reducing the current flow from the battery. That sounds logical. Electricity flows like water, does it not? The corrosion also acts like a resistor and drops voltage across the battery reducing its normal 12 volts. So, what you wind up with is lower voltage across the battery and less amperage available from the battery because of dirty terminals and connectors. If the insulation on your cables has bumps, cracks, or is torn, replace the cables. If you have replacement cable connectors, (new made up cables recommended) disassemble and clean them. The replacement cable connectors and the cable wire ends can be cleaned very well using a solution of water and baking soda (not baking powder). Brush the solution on or put the solution into a glass jar, and place or dip the parts into the jar. The solution will foam up and turn nasty colors. Do not worry, that is what it is supposed to do! After all the corrosion is removed by the solution, rinse the parts with clean water. CAUTION: Do not allow any of the solution to enter the battery. It will neutralize the acid in the battery and render it useless. The use of anti-corrosion pads placed over the battery post (usually red for positive & green for negative) work every well in preventing future corrosion build up. They are of particular use in cars where the battery is hidden from view, i.e. MGB's.

Next, check the electrolyte (water) level in the battery. Do not over fill, as you will lose some electrolyte, and it will eat paint from the car's battery tray, etc. Looking down into the battery, you will see the water form a "fish eye" shape when it is at the proper height. All lead acid batteries used in automobiles normally lose some water, as vapor, during the charging process, even the so called "Maintenance Free or Low Maintenance" batteries. Most of the fill covers on these batteries are not designed for easy removal, but they can be removed with the aid of a screw driver.

Next, and not as easy, remove the battery cables at the chassis, engine, and starter. Clean the cable ends and there point of contact with sand paper and reattach. If your car has a seperate ground cable, usually braided & flexiable, from the engine to the frame, clean it as above. If you find the coverings on heater, choke, or throttle control cables burned, distorted or just hot to the touch, the problem is with the engine to frame ground strap. (Mr. Goodspanner Tech Tip #4,628)

E. E. REYNOLDS MEMORIAL RALLYE REPORT by Terry Dempre

Sunday, November 12th saw the placid countryside of dairy farms and thoroughbred ranches in St. Tammany startled to life by the raucous sounds of 15 British cars competing in the annual "E. E. Reynolds Memorial Rallye.

Drivers and navigators, also somewhat raucous ("You missed that \$#^*& turn!") seemed to enjoy themselves nearly as much as the bovine herds – except for the notoriously near sighted Brahma bull who cast an amorous eye on **Jack Alber's** Austin Mini.

The event was a time–speed–distance (TSD) contest beginning in central Mandeville and progressing through Abita Springs to the hill country near Folsom. The first hurdle was discovering how many teams would chuck the rallye and spend all the afternoon at the Abita Brewery. They were, after all, BMCNO members. But, none did so, and the rallye continued – these people were serious!

TSD rallye participants were given a set of instructions directing them through a course at an average speed of 37 MPH. The winner would be the team finishing in a time closest to the official time.

The sight of various British cars arriving at intervals inspired the checkpoint crew to visions of a vintage Mille Miglia with Moss, de Portage, and Taruffi driving. Through this was the first TSD for most of our teams, some outstanding times were recorded. The **Albers (Father & son)** in their Mini Cooper arrived only 3 seconds early! Just as remarkable was **Mike Brown**, acting as his own navigator, coming in just 10 seconds late in his MGA. Both were terrific times after 43 miles of driving.

Finish times after 86 miles were equally impressive. **Keith Vezina and his son David**, in a MGB, took home the trophy for 1st place with 68 seconds of penalty. Second was **David and Laura Hayden** in their TR 6 at 117 seconds off the mark, and third place went to **Jack Albers and Jack Jr.** in the Mini Cooper at 199 seconds off the mark.

This was the best attended rallye in years with an excellent mix of cars–MGB, TR6, MGA Coupe and Roadster, MGB–GT, and a MGC–GT. Also, one "Stirling" (Honda Civic), but **Patricia Gonzalez** promises to have her MGB ready for next year.

Everyone seemed to enjoy the event with several people expressing interest on having other competitive rallyes during the year. If any club member is interested in conducting a rallye, contact a club officer. How about it?

EDITOR'S NOTE: Thanks for a well planned rallye, Terry. It was great fun for all. You have made it difficult for Keith to come up with a rallye plan for next year to top this year's event. But, knowing our newly elected club President's inventiveness, he will do it!

SCCA SOLO II CHARITY EVENT OCTOBER 22, 1995 by Keith Vezina

The last event of the year for the local SCCA clubs was, by all accounts, a great success. The weather was about the best you will ever find in the New Orleans area; 75 degrees with low humidity and not a cloud in the sky. Over 60 drivers registered for this event, with all the proceeds going to the Navy Marine Corps Relief Program.

After slipping through the back gate at Alvin Callender field at 8:30 a.m., we found the crowd at an abandoned landing strip. The autocross course was already set up and the majority of entrants were out walking the course. My \$20 entrance fee included three runs on the course, breakfast and lunch. All types of cars were on hand to participate; from race-prep Corvettes and Porsches to a Dodge Neon. There were several British cars there also; two MG Midgets, two Triumph Spitfires, a Triumph TR6, a Mini Cooper and an MGB Roadster.

In theory it is very simple, go through all the "gates" as fast as you can, quickest time wins. If you miss a gate, you receive a DNF (did not finish) for that run. For every cone you hit, you get a 2-second penalty. You are racing the clock only, so there is only one car on the course at a time.

There is a lot of freedom in driving your car on a closed course; no other traffic, no fear of running into anything and **NO SPEEDING TICKETS!** If you ever want to find out what your and your car's performance limits are, this is the **SAFE** way to do it.

AND A GREAT TIME WAS HAD BY ALL!

The following is an excerpt from a letter written to BMCNO President **Cliff Hughes** by **Rick "Ernie" Ingram**, Chairman of the North American MGB Register on 11/10/95.

Yo Chaps!

Thank you once again for making the 1995 Annual General Meeting (AGM) of the North American MGB Register a memorable weekend for all in attendance. The assistance and enthusiasm of your club was greatly appreciated!

Friday evening's "Natter n' Noggin" was a great opportunity for us to meet some of your members. It was nice to see so many of them make the effort to come out to welcome us to town. The streetcar ride on Saturday morning was a FANTASTIC idea. A great chance for us "out of towners" to see some nice neighborhoods and get a "flavour" of New Orleans. I Personally appreciate your attendance and input at the Annual General Meeting on Saturday afternoon.

The parade that evening was an experience and a half! The sight of **Joe Gioffre** being hoisted on **Ron Fisher's** shoulders to retrieve beads out of tree branches will remain with me a long time. I've enclosed a couple of pictures for your use as you see fit. I also hope that your club will consider hosting a Register convention, heat and all.

Looking forward to visiting your great city again in the near future! **Jake and Ann Snyder** from Chicago made the suggestion that we hold the AGM in New Orleans every two or three years. They obviously enjoyed themselves!

A NOTE FROM THE PREZ

FAREWELL! No, I am not leaving the area, just passing the torch to next year's president. **KEITH VEZINA**. It has been a most exciting year for your club. Record attendance at **Mittendorf's**, a most successful 5th Annual British Car Day, and this month's **E.E. Reynold's Ralleye**. Our club was awarded a plaque for attendance at South Alabama Car Show in Mobile.

It is gratifying to count as members several National award winners at several events this summer in Michigan. Congrats!

I wish to thank each and every officer and member at large for making 1995 a most successful year. One of the most difficult tasks completed this year was a rewriting of the club charter, and Articles of Incorporation. Without their support, changes in the charter would be postponed until next year.

As you can tell by the articles in this month's newsletter, October was chock full of events. The culmination was the Annual General Meeting of **NAMGBR** in New Orleans. The response from the national officers to our hospitality was overwhelming. They have asked us on more than one occasion to host the Register convention. **EVEN IN THE HEAT OF SUMMER!**

I really enjoyed my first **EE Reynold's ralleye** 2 weeks ago. Since I had never participated in this event before, I didn't know what to expect.

To my surprise, it was not what I had expected. It was a fun event, and I want to thank **TERRY DEMPRES** for hosting this event.

SEE YOU AT THE MEETING, AND THE CHRISTMAS PARTY!

THE WEARING OF SEAT BELTS IS NOW A PRIMARY LAW
IN THE STATE OF LOUISIANA FOR
ALL DRIVERS AND FRONT SEAT PASSENGERS
OF 1981 AND LATER MODEL
AUTOMOBILES AND PICKUP TRUCKS.