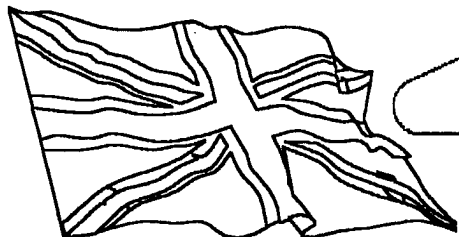
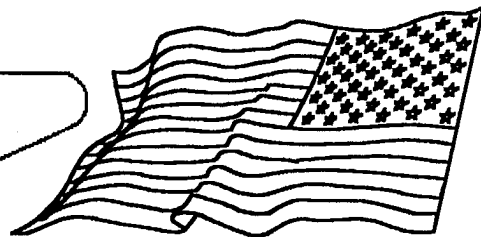
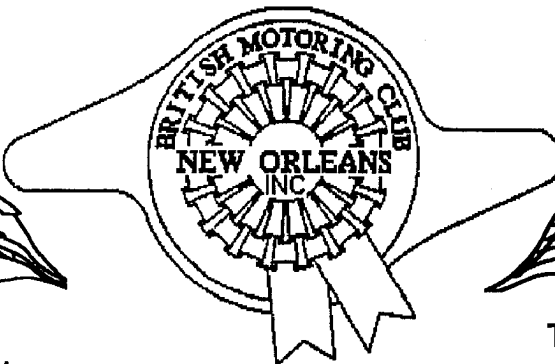


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



The **MORRIS GAZETTE**
A MONTHLY PUBLICATION
by Jim Jones



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

MARCH 1999



North American MGB Registry Chapter



VTR CHAPTER

CLUB WEB SITE: <http://208.22.201.17>

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CAR DAY APPRECIATION PARTY

&

THE PENSACOLA CAR SHOW

Sun	Mon	Tue	Wed	Thu	Fri	Sat
CALENDAR APRIL 1999				1	2	3
4	5	6	7	8	9	10
11 AFTER CAR DAY PARTY	12	13 OFFICER'S MEETING	14	15	16	17 PANHANDLE SHOW
18	19	20	21	22	23	24
25	26	27 GENERAL MEETING	28	29	30	

UPCOMING CLUB EVENTS

MARCH 30

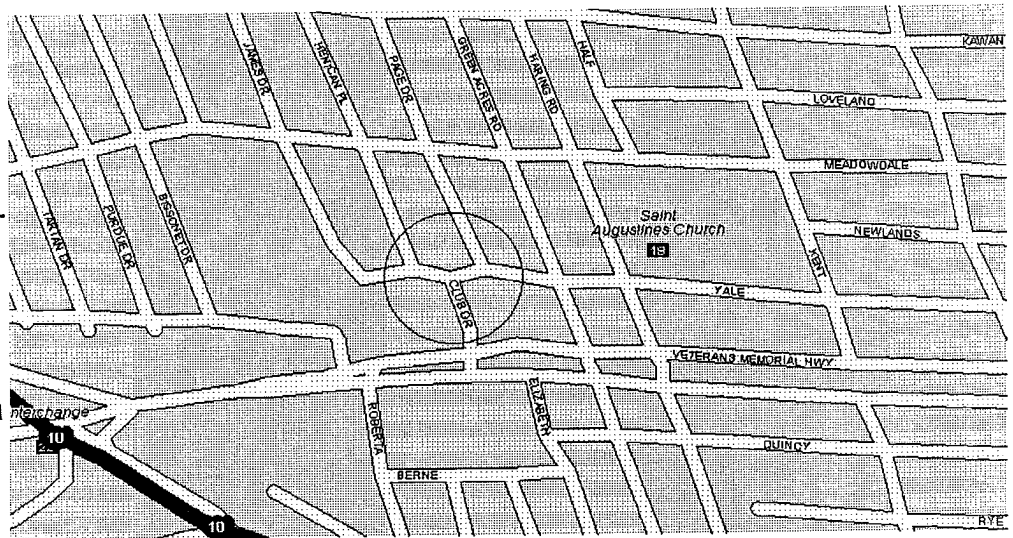
GENERAL MEETING – New Orleans Hamburger & Seafood Company,
817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM.

APRIL 11

APPRECIATION PARTY –For all members who gave of their time to make the 1999 Car Day a success.
Country Club Home Recreation Center, 5524 Yale, Metairie, La. 70003,6 to 9 PM. Pizza & soft drinks.
Bring a covered dish for all to enjoy.

APRIL 13

OFFICER'S MEETING – Pelican Park Main Building for 7:00 PM, Mandeville, La. Directions: Causeway north to Mandeville exit (first exit off the bridge on your right before overpass), site is on the left just past Fountain Bleu State Park. Look for a British placard on side of roadway for the driveway into the park.



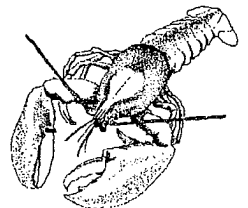
APRIL 17

PANHANDLE SHOW –

The Pensacola Car Show & Beach Bash held in Pensacola Beach, Florida. (See Flyer)

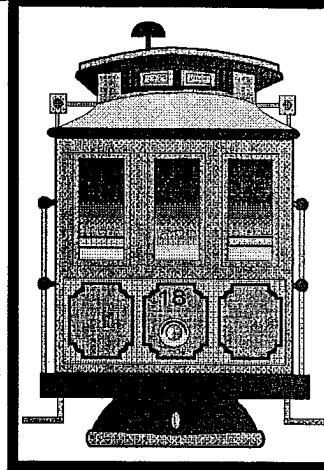
MAY 2

CRAWFISH BOIL – Annual event held at the Bogue Falaya Park in Covington, La.



IN MY TRAVELS by Jim Jones

After the Middendorf Run, I in my Morris Minor and **Charlie Ake** in his MGB drove over to **Cliff Hughes'** house. His MGA's engine needed some attention. It was very hard to start, idled poorly, and would die above 2500 rpm's or so. (This car has always had a problem with the engine misfiring above 60 mph or above.) We began to look for the cause of the problem. We found that the carbon rod mounted in the center of the distributor cap had bored into the metal strap of the rotor. I had a spare set of points and a spare condenser, but no side entry distributor cap on hand. I had spare rotors, but they were different from the MGA's. I replaced the points and condenser. The fabric covered wire from the distributor entry terminal to the points had lost some of its insulation and was positioned very close to the metal breaker plate. I taped and repositioned it. The engine did now start up much easier, but the main problem persisted.



Next, we attacked the fuel supply system. We did find a large piece of what appeared to be chipped paint (the same color as the car) in the passage way between the float and the main body of the rear carburetor. The screen filters of both carbs. were clean. The screen filter in the fuel pump had some crud in it, but not enough to cause a problem. We blew all the fuel lines in both directions and found none of them to be clogged. The tank had sufficient recently purchased fuel. The problem with the engine persisted. We removed and clean all the spark plugs. They displayed soft black carbon buildups indicating too rich a mixture.

It was then that Cliff remembered that he did indeed have a new distributor cap. He had purchased it from NAPA sometime back. When we removed the side entry cap from its box, I noted that the high tension wire binding screws were in a separate cellophane package. Caps purchased from Vic or Moss always have the screws installed in the cap. No big deal I thought. I allowed Charlie to replace the cap as he was not familiar with the side entry type and it would be an opportunity for him to learn about it. He had trouble threading the first screw into the cap. That seemed strange to me as I have learned that he is very good with mechanical things. The problem turned out to be that the heads of the binding screws were too large, not allowing the screws to go far enough down into the contact posts. The old screws with their smaller heads did drop down into the cap's contact posts, but their threads were different. I think that the screws supplied with the NAPA cap would have worked if we could have grounded down their heads, but Cliff had no tools on hand for that purpose plus I did not like the idea of placing a new cap onto the damaged rotor anyway. At that point, it was decided that Cliff should order the new parts required and we would tackle the problem again after they arrived.

The last thing that we did was pull off each high tension wire at its spark plug with the engine running. Removing the wires at position numbers two and three produced no change in engine rpm's. A week later we replaced sparks plugs, cap, and rotor. No help. The only thing that I have seen, after removing the carburetor's dampers, was that the front carb's jet had a piece missing out of it at the top. The "A" went to **Peter Brauen's** shop. Wrong model distributor (wrong advance curve). Excessive up & down play in its shaft wore out the old cap's rotor button, and the rotor. The carb's were rebuilt. The enrichment linkage was faulty also.

CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER	\$ 1.00		

GET THESE ITEMS WHILE THEY LAST!

OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT THE GENERAL MEETING.

MORE IN MY TRAVELS

One day **Charlie Ake** asked me to drive his "B" to evaluate it. I felt a vibration and said that I thought it was coming from the driver's side rear wheel. A few days later, he showed me a budge that developed on the outside side wall of that very same tire. The tire is fairly new and Charlie will bring it back to the dealer. He is also having the wheels on his car blasted and repainted. Charlie was concerned about a small clunking or tinkling noise that he had been hearing while driving his MBG. That turned out to be the drive shaft's new front U-joint. The clip that retains one of the bearing caps had not been seated properly and the cap backed out. We tapped the cap back into position and properly seated the retaining clip to resolve the problem.

Club member **Phillip Colwart** advises me that he has located the cause of an intermittent backfire in his Triumph Spitfire. During restoration, the chassis ground strap had not been reinstalled. This oversight can be the cause of all kinds of electrical problems.

My garage now has two windows installed in the rear wall. Just one 80 degree day convinced me that I needed some ventilation. All of the frames for the paneling are up and the installation of the wall insulation is complete. Electrical wiring is complete, except for the ceiling lights. The drop ceiling will be the last task as everything else must be completed before it can be installed.

Club member and owner of the Carriage House Garage in Baton Rouge, **Fred Fabre**, was presented with a problem on a MGB-GT the cause of which he has never encountered before. The problem was a braking system that remained engaged for awhile even after the pressure on the brake pedal had been removed. All of the components which could normally bring about this trouble proved not to be a fault. Now, Fred has worked professionally on British cars for many years and you might assume that he has seen it all. But, not this one. The cause of the problem was the brake master cylinder's push rod boot. Although the boot was not an original one, it had become very stiff. So stiff that it prevented the push rod from returning to its rest position. The cylinder's piston, ergo the main rubber cup, were not allowed to move forward enough and the cup covered the return passageway for the brake fluid. Removing the almost solid rubber boot cured the problem. There is always something new to experience working on British cars.

I received my order from "Eastwood" (See article below) and one item has tickled me pink. It is a shirt pocket voltage detector. It contains no batteries, no leads, and detects voltage without using a ground. Just touch the unit's probe to the point to be tested and the unit's crystal digital display shows nothing if the voltage of from 6 volts to 28 volts DC is not present or "Circuit O.K." if voltage is present. It does not read the exact voltage, but simply detects its presence. And get this, the display shows if the detected voltage is positive (+) or negative (-). What a handy device this is going to be to have on hand! (#250065 on sale for \$15.99)

GOOD WEB EXPERIENCE

by Jim Jones

I just placed an order with the Eastwood® company using their web site. It was a surprisingly agreeable experience. The site is a secure one. All information that you send to them via the net is encoded. The site itself is the best that I have ever viewed. If you have their catalog on hand, you just type in the part number of the item desired and a page comes up with a picture and a description of that item. Press "add to shopping list" and a form pops up listing the item that you have just ordered. The site gives you many chances to add or delete items from the form. You can also choose the type of delivery (UPS, Postal, etc.) that you desire. After you have placed the order, you will receive an e-mail confirming it. You will receive another e-mail after the order has been shipped. I like to know what is going on with my order. If you do not have a catalog, you can bring one up or start a search from different categories to find the desired item. I give the Eastwood® web site: ☆☆☆☆☆.



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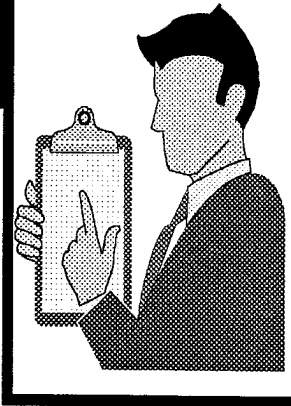
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MINUTES OF THE GENERAL MEETING

Club president **Bill Breithoff** opened the general Membership Meeting at 7:30 PM. Two guest introduced themselves. Past and upcoming club events were discussed. Club vice president **Cliff Hughes** addressed the March Car Day. The award plaques were on hand for viewing as were the Car Day T-shirts, golf shirts, and long sleeved denim shirts. Car Day sponsors were enumerated and more Car Day volunteers were extracted from those present. The 50/50 was won by Cliff Hughes at \$21. Car Day committee heads reported on the status of their operations. Four yellow British Petroleum T-shirts were given away. Bill closed the meeting at 8:27 PM.



E-mailed to me: Will Hardesty is making clocks with 6 3/4" background pictures (British Cars photo) for \$15 plus \$5.50 shipping, batteries included. Take a look at:

www.terraworld.net/aerohead/jim1972mg.jpg E-mail: areohead@terraworld.net

CAR CLUB DUES

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 and the month that your dues are due. Send your dues to the address on the newsletter's cover page.

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

MORRIS GAZETTE!

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VICE PRESIDENT	CLIFF HUGHES	504-845-8709	
TREASURER	HAROLD O'REILLY	504-486-5837	continen@gnofn.org
EDITOR/SEC.	JIM JONES	504-892-7774 VOICE & FAX	bmcno@neosoft.com

MEMBERS at LARGE:

CHARLES AKE	504-845-4153.	
RICHARD DENNEAU	504-279-5179	denneau@aol.com
ANNE FRILOUX	504-464-1734	lubriport@aol.com
FRAZER RICE	504-736-0452	brice@communique.net

COORDINATORS:

MORRIS MINOR REGISTER	-	JIM JONES	bmcno@neosoft.com
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NORTH AMERICAN MGB REGISTER	-	RICHARD WOLF	wolfmgb@yahoo.com
VINTAGE TRIUMPH REGISTER	-	HAROLD O'REILLY	continen@gnofn.org

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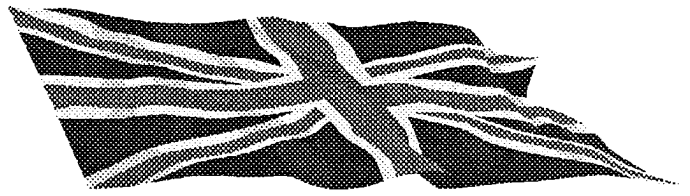
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BRITISH CARS & SUCH



MGA – '59 Model, Not Running Since '87, Lots of New Parts, \$3,000.
Contact Conchita @ 504-468-3943. (Kenner, La.)

MGB – '65 Model, Restored '91-'92, Wire Wheels, New Michelins, Rear Fender & Trunk Damaged.
Contact Henry Teller @ 601-261-2122 or henry.teller@usm.edu (Hattiesburg, Miss.)

MGTF – '54 Model, Complete, Needs Full Restoration. \$3500.
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)

PARTS – MGB, Left Door W/Glass \$35, Left Door W/Glass, No Vent Frame \$25, Right Door W/Glass \$35, Engine Long Block 18V6722-L37993 \$200, 18V Cylinder Head \$150, Many Other Parts. Over 100 British car magazines & newsletters, '85 to '90, 25 Cents Each!
Contact Jimmy Bruno @ 504-885-6849 or jjbruno@msn.com (Metairie, La.)

PARTS – MGA, RH & LH Rear Fenders \$25 Each, 1500cc Head \$100, Crank (Never been turned) \$100, Five Wire Wheels with Tires \$20 Each, RH Door \$25, Frt. Valance (Fiberglas) \$25.
Contact Mike Brown at 504-785-8245. (Lulling, La.)

PARTS – Pair of 1 3/4" S.U.'s with Linkage, Big Healey Bolt Pattern. \$160.
Contact Bill at: 716-482-6715 or wtelod@aol.com (Roch, NY)

WELCOME NEW MEMBERS

SAMUEL BROWN
3813 WILLIAMS BLVD
KENNER, LA.
504-443-5437
'67 AUSTIN HEALEY, WHITE.

VTR EVENTS by Harold O'Reilly

Vintage Triumph Register events are multi-day meets that include concours show judging as well as moving events including autocross, rallies, and funkanas. They also include seminars or tech sessions and social events.

The South Central Regional hosted by the South Texas Triumph Association will be held in San Antonio on March 19-21. Usually held in April, unfortunately it had to be moved up and is the same weekend as our show.

The 1999 VTR National Convention will be in Portland, Maine. Presented by New England Triumphs. It will be July 28-August 1.

A date of October 13-17 has been set for the Southeast Regional by the North Florida Triumph Club. No other details are available yet.

For more details, contact Harold O'Reilly or check out the coming events list on www.vtr.org.

I purchased a Lucas toggle switch type switch recently for

THEY KEEP CHANGING STUFF by Jim Jones

use as a two speed wiper switch. I have used this switch before for this purpose, but it was an old switch removed from a junked car. Before I installed it, I decided to check the new switch out. That is just the way I am. With my volt/ohm meter, I began to check the switch to see if it was operating properly. It was not! The #1 & #2 terminals were staying connected in all switch positions. Did I receive a faulty switch?

When this switch is used as a headlamp switch, the #1 terminal is not used. So, the fact that the #2 terminal is always connected to the #1 terminal is no big deal. But, both of those terminals are used by the two speed wiper circuitry. I hate to send things back to the supplier, so I made the decision to dismantle the switch and find out where the might be the problem. The switch that I received was an updated version and was easy to take apart.

I looked for a reason why the #1 & #2 terminals should be connected electrically in any position of the lever and at first found only a single piece of nonconductive material under the two contacts. Carefully lifting the contacts, I discovered copper colored metal on the material. AH! That was what was shorting the two contacts together. I cut the material in half with my trusty pin knife and removed each half in turn. I reassembled the switch, check it out, and it worked as I thought should have in the first place. Had I installed the switch as a two speed wiper motor switch without checking first, 12 volts would have been placed directly to ground when the switch was operated to position #1 or position #2. I do not know why the Lucas people purposely shorted out the contacts. The moral of the story is: Always check things out before you install them. Things may not always be as you remembered them to be.

CARS VERSE COMPUTERS submitted by Phil Coward

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated: "If GM had kept up with technology like the computer industry has, we would all be driving twenty five dollar cars that got 1000 miles to the gallon.

"In response to Bill's comments, General Motors issued a press release stating (By Mr. Welch himself, the GM CEO) : "If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics".

1. For no reason whatsoever your car would crash twice a day. Every time they repainted the line on the road you would have to buy a new car.
2. Occasionally your car would die on the freeway for no reason and you would just accept this, restart and drive on.
3. Occasionally, executing a maneuver such as a left turn, would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
4. Only one person at a time could use the car, unless you bought "Car95" or "CarNT." But then you would have to buy more seats.
5. Macintosh would make a car that was powered by the sun, reliable, five times as fast and twice as easy to drive, but would only run on five percent of the roads.
6. The oil, water temperature, and alternator warning lights would be replaced by a single "General Car Default" warning light.
7. New seats would force everyone to have the same size butt.
8. The air bag system would say "Are you sure?" before going off.
9. Occasionally for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lift the door handle, turn the key, and grab hold of the radio antenna.
10. GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (now a GM subsidiary), even though they never need them nor want them. Attempting to delete this option would immediately cause the cars performance to diminish by 50% or more. Moreover, GM would become a target for investigation by the Justice Department.
11. Every time GM introduced a new model car, buyers would have to learn how to drive all over again because none of the controls would operated in the same matter as they did before.

MIDDENDORF RUN REPORT by Jim Jones

At eleven o'clock as I left my garage in Covington, La., the skies were clear and it was pleasantly cool. By eleven fifteen it was cloudy, windy, and the temperatures were dropping at the Piggly Wiggly in Mandeville, La. By departure time, most convertible owners had raised their tops.

The cruise proved to be nice and no car related problems occurred. The south shore convoy did have some problems. Keith Vezina's late model MGB failed to crank after arriving at the Kenner Welcome Center. A short push brought it to life. A certain Austin Healey ran out of fuel, as its gauge incorrectly reads full all the time! Club members siphoned a quantity of fuel from one of their vehicles to get the car going again.

The restaurant was crowded and more club members were on hand than we anticipated. So, some of us were seated spread out across the restaurant. There were sixty five people and twenty five British cars.

PORSCHE CLUB TECH SESSION INVITE

Our club members are once again invited to attend the Porsche Club of America - Mardi Gras Region's Tech Session on Saturday, March 27, 1999. Held at Bob Maggio's Import Auto Repair facility located at 503 N. St. Patrick, New Orleans, La. in Mid-City. Suspension and fuel systems will be covered. For more information or to RSVP, contact Ken Mason at 504-888-0000 or 504-466-0926.

CAR DAY REPORT by Jim Jones

If you were not able to attend our club's 1999 Ninth Annual British Car Day, you missed another great one. The forecast of bad weather in the form of rain held down the number of cars (117) as compared to last year, but overall people attendance was up. The weather turned out to be just fine. It was a windy day with some clouds, but the forecasted rain failed to appear. We have been very lucky rain wise, as it has only appear twice during our Car Day events and then only as light sprinkles.

The number of classifications of cars was held to a minimum this year. Only a few marques were subdivided into separate classes. This simplified the popular voting, allow more time for tallying the votes, and compiling the information needed by the trophy/plaque company, and to prepare the award plaques & trophies. An additional unannounced award was created and sponsored by Elliot Evans of Tourist Trophy Garage. That being an award for the most original British car. 1969 and below qualifying. The Premier class was dropped as only one car qualified. A British motorcycle class was added to this year's line up with a goodly number in attendance.

To farther simplified things, in what has become an ever increasingly complex event, most "giveaway" items were distributed during the show and only the nicer gifts were presented during the Awards Banquet. Reducing the banquet time allows our out of town guest to arrived back home at a more reasonable hour and lets those of us who volunteered to help run the event a shorter work day.

The guests attending the banquet were asked how they felt about a change in the Car Day site. At first a lot of moans were heard. But after the new indoor location, less expensive hotel rates, easy I -12 access, smaller town, etc. were expanded upon, the moans changed to approval. Other attending clubs expressed that approval by saying "We will follow you guys where ever you go!". Whether or not this change will become a reality remains to be seen.

The Loin's Club, as usual, provided great food and refreshing beverages during the day. Their function truly enhances the event. The warm temperatures help increase their beer sales over last year's chillier temps. As a bonus, our club reaps a percentage of their sales.

A new Jaguar and a new Rover Discovery were on site thanks to the dealer, Peretti Imports, as were a number of "Display Only" cars for sale.

I think that it can be said: A good time was had by all. A list of the winning cars and their owners will be published in the April issue of the Morris Gazette.

**REGISTRATION FORM
PENSACOLA BEACH BASH AND ALL BRITISH CAR SHOW**

Registration: \$15.00 if received before April 10, 1999. \$20.00 if received after April 10, 1999.
Additional cars/bikes: \$10.00.

First 100 entries will receive a dash plaque.

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____ PHONE _____

CAR/BIKE 1 Year ____ Make _____ Model _____ Color _____ \$15/\$20 _____

CAR/BIKE 2 Year ____ Make _____ Model _____ Color _____ \$10 _____

I plan to attend the Friday night "Red Beans and Rice" Social (Free): Yes ____ Number attending _____

**Make checks payable to: PBCA, and send to Tom Schmitz, 9609 Soldiers Creek Drive,
Lillian, AL 36549. (334) 961-7171**

WAIVER

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, and the Panhandle British Car Association, Inc., collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in the 1999 Pensacola Beach Bash and All British Car Show. I understand and agree that the Panhandle British Car Association, Inc., reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous, and/or unsafe behavior. **I HAVE READ, UNDERSTAND, AND AGREE TO THIS RELEASE**

Signature _____ Date _____

ATTENTION TRIUMPH OWNERS

Please indicate below if you wish to become, when we get to it, an honorary member (all members are honorary and honorable) of the *PROTOADS (Procrastinating Triumph Owners and Driving Society)*. There are no dues, no meetings, no newsletters, no obligations...only requirement is ownership of some sort of Triumph, recognizable or running or not. The only thing that cannot be procrastinated, is becoming a member. Sign below....we will enroll you as soon as we get to it!!!! Remember, the 1999 PENSACOLA BEACH BASH AND ALL BRITISH CAR SHOW is featuring TRIUMPH this year!

Yeah, when you get around to it sign me up: _____

PENSACOLA BEACH BASH

ALL BRITISH CAR SHOW

APRIL 17, 1999

1999 FEATURED MARQUE IS *TRIUMPH*

THE PANHANDLE BRITISH CAR ASSOCIATION presents the seventh annual All British Car Show on April 17, 1999, to be held again at Quietwater Beach on Santa Rosa Island, just a few feet of beach sand from the beautiful waters of Santa Rosa Sound and the Gulf of Mexico. A lovely vacation or weekend paradise and just walking distance to restaurants and shopping.

For early arrivals the *PROTOADS** will again offer a "Red Beans and Rice" Social from 6:00 pm to 9:00 pm Friday, April 16, in the party room of the Best Western Motel, Pensacola Beach. Registration will be open Friday night and from 8:00 am to noon on Saturday.

* Procrastinating Triumph Owners And Driving Society

Judging will be by "People's Choice". Each vehicle entered will receive a ballot and dash plaque placed in the car at noon. Voting closes at 2:00 pm and awards will be at 3:30 pm. There have been approximately 20 classes at past shows and classes will be determined by entries received for 1st, 2nd and 3rd place trophies. There also will be several special awards, longest distance driven, visiting club participation, "Busted Crank Award" and some surprise awards. This is not a "concours" show, but a chance for British car lovers to get together, display their cars and have a good time. Any car may go home with a trophy. So bring your British "ride" and enjoy the camaraderie. There will also be "mechanical only" valve cover racing. Must be a usable valve cover with overall length no more than 24 inches and no propulsion other than gravity.

Accommodations are available at the PENSACOLA BEACH BEST WESTERN MOTEL, (800) 934-3301, at \$79.00 off beach and \$89.00 beachfront. Please make your reservations by March 17 and tell them you are with the British Car Show for the reduced rates. You may also contact the Santa Rosa Island Authority for other hotels and other information about the Island, (850) 932-2257, or the Pensacola area Chamber of Commerce at (850) 438-4081. For more information, assistance, or to become a sponsor, please contact Tom Schmitz, 9609 Soldiers Creek Dr, Lillian, AL, 36549 (334) 961-7171 or Pete Peterson, (850) 435-6859.

Affiliated with *THE NORTH AMERICAN MGB REGISTRY*.

Editor's Note: Received from PBCA member Tom Schmitz via Internet E-mail.
Who says you can't an old dog new tricks?