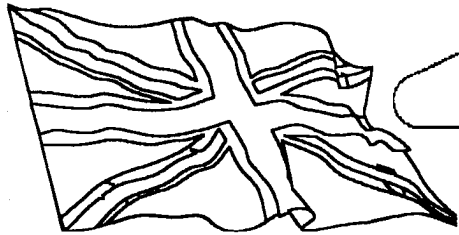
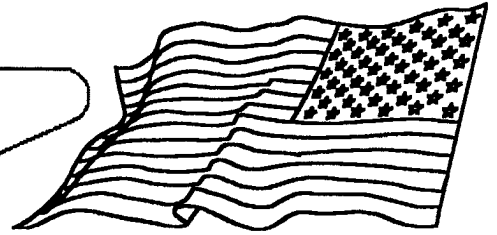
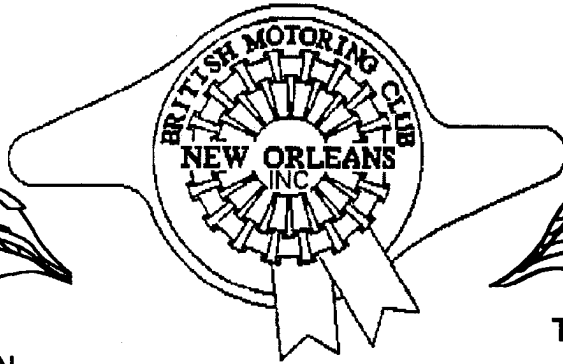


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033

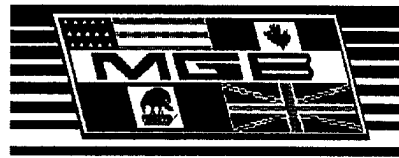


The **MORRIS GAZETTE**
A MONTHLY PUBLICATION
by Jim Jones



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

APRIL 1999



North American MGB Registry Chapter



VTR CHAPTER

CLUB WEB SITE: <http://208.22.201.17>

**E-MAIL ME AT BMCNO@NEOSOFT.COM
TO BE ADDED TO
THE CLUB'S ALERT SYSTEM!**

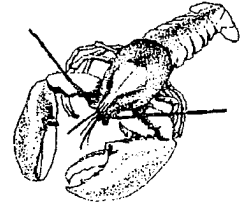
**ATTEND
THE CLUB'S ANNUAL CRAYFISH BOIL!
COOKED ON SITE THIS YEAR!
THEY DO NOT GET ANY FRESHER!**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
CALENDAR MAY 1999						1
2 CRAYFISH BOIL	3	4	5	6	7	8
9	10	11 OFFICER'S MEETING	12	13	14	15
16	17	18	19	20	21	22
23	24	25 GENERAL MEETING	26	27	28	29
30	31	UPCOMING CLUB EVENTS				

APRIL 27

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

LAST CHANCE TO REGISTER FOR THE CRAYFISH BOIL!



MAY 2

CRAWFISH BOIL – Annual event held at the Bogue Falaya Park in Covington, La. For 1:00 PM.

Cost: \$5 for members and family, \$7.50 for other guests.

See article "Crayfish Boil Changes"

MAY 11

OFFICER'S MEETING – Sponsored by Member at Large Charlie Ake at Richard Wolf's place for 7:00 PM
(Locations are alternated between all of the club officer's homes to even out the distance traveled by all.)

JUNE 13

CATFISH CHARLIE'S – Located in Hammond, La. Convoy locations to be announced later.



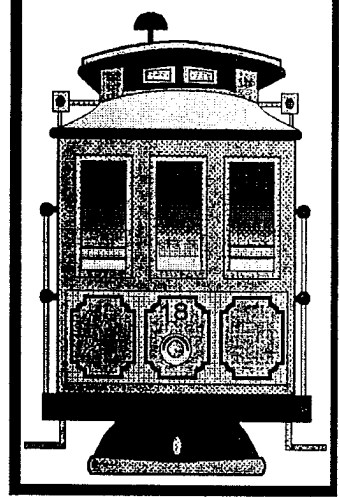
**WE NOW STAND AT THE MINIMUM NUMBER OF BMCNO MEMBERS IN NAMGBR TO MAINTAIN
OUR STATUS AS A CHAPTER. OUR CLUB INSURANCE FOR THE CAR DAY AND ALL OTHER
CLUB EVENT IS THROUGH THE NORTH AMERICAN MGB REGISTER.**

MGB, MIDGET, & 1100 OWNERS PLEASE CONSIDER BECOMING A NAMGBR MEMBER.

IN MY TRAVELS by Jim Jones

I was transporting the heavy ramps and other gear in my Morris Minor Woody coming home from the Car Day. It did not take much of a bump to create some big noises. I assumed them to be caused by the after market seat belt bolts mounted on the drive shaft tunnel. I have experienced this problem before and cut off the ends of the bolts at the ends of the nuts. Charlie Ake came up behind me just before the causeway bridge and I off loaded the two smaller portions of the ramps into his MGB trunk. The lighter load helped a lot.

The next day I reexamined the problem and decided to turn the bolts around the other way as the nuts were twice as deep as were the bolt heads. That gave me the necessary clearance. I cleaned and repainted the drive shaft at the point at which contact had been made. This would allow me to check on this condition in the future. I will have to find some sort of black caps to cover the bolt ends and nuts in the interior of the car.



I have been getting pretty tired of the rear end twisting and jumping up and down on my Morris Minors during hard acceleration. Coming off line in first gear with gravel on the roadway is next to impossible. This is inherent with Morris Minors' and is especially aggravated with the added torque of a 1275cc Midget engine. The original engines were a 948 & 1098cc. A light car with lightly sprung rear springs is said to be the cause.

Some time ago I purchased what the Owen Burton Company in England said was the cure for this problem. They call it a "Radius Arm Kit". Here in the U. S. we refer to it as "Traction Bar Kits". I finally installed them on the Woody. Wow! What a difference! I can now make full use of the engine's power. Leaving AutoZone the other day I had no trouble departing their driveway making a right hand turn from a full stop onto a busy major highway. Upon accelerating in second gear, the front end of the car actually raised up! That Owen guy knows some stuff! The car seems to be more stable overall now. If you own a Morris Minor, I highly recommend this kit.

The installation of the kit was not difficult and only the drilling of two 1/4" holes on each side of the front anchor brackets was required. All the parts are gold anodized, so I sprayed them with rubberize undercoating in order to make them less visible. I want the car to be a "Sleeper" and not an obvious hotrod. (A little bit of humor here.) I made the ultimate test for the new radius bars today. I drove off in first gear on a recently gravel surfaced road. End results, no problem. What next? There is the front anti-roll bar conversion kit!

I have actively begun the search for a Morris Minor Convertible). I am not willing to make a trip to California, so the vehicle will have to be located a day's drive or two day's drive away at the most. I am not willing to pay the price for a "perfect" car and do not want same. I enjoy bringing a car back to life too much for that.

A guy in McIntoch, Florida had a '52 convertible for sale, but only listed his postal address in his advertisement. By the time I was able to contact him, the car was already sold to a "Street Rodder! Too bad, it had a split windscreen and the original flathead (side valve) engine. This model is more unique than the later models, but it does not lend itself easily to conversions (Engine changes, disk brakes, etc.) which are the kind of things that like to do.

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

I have now committed to buy a '59 convertible from a fellow who lives south of Dallas. I am waiting for him to send me some photos. As expected with an older convertible the floor pans are rusted, but the car comes with a brand new still in the box set of floor panels for both the front and rear. The hood (top) has gone missing. Too bad, as it would have been nice to have it as a pattern for a new one. The grille is also missing, but I have several sources available to me for used parts.

The owner works out of state during the week so I have to set up a time period for picking up the car that suits his schedule. He e-mailed me that he will be home for a few days soon. During that time may be right for both of us.

The car has been stored in an enclosed building for many years, but was driven by the present owner for several years after he purchased it as part of a package deal of five cars. I, and perhaps club member **Richard Wolf**, will take the necessary road trip to transport the vehicle to its new home in Covington, La. The owner's in-laws live in the Beaumont area and if he and his wife go to visit while he is off work, he will transport the car there. That would save me a lot of drive time.

Wow! Three British cars, all Morris Minor 1000's and all different models. A number of years ago I made the decision to only own one marque of British cars. I think it was a good one. I am also the only club member at present with Morris Minors. I am my own marque leader. (Some large clubs have marque leaders who plan events just for the owners of particular British marques.)

Work on my garage continues after a break for the Car Day and some work on my British cars. I have installed and painted all of the interior wall panels. I removed nine inches from the tops of the steel shelf stanchions to allow them to fit under the future eight foot high drop ceiling. I borrowed a "Sawsall" for the task. Its use made cutting the thick metal an easy and neat job.

Club member **Wayne Aucoin**, who is in the business of installing drop ceilings, will assist me with the installation of the framing for the drop ceiling. I have chosen to use white fiber glass panels. Their weight should help keep the panels down on windy days when the garage doors are open. Pre-sized fiber glass insulation will be installed on top of the panels.

I plan to utilize chain hung 48" long dual fluorescent shop light fixtures with five foot cords. They can take either 40, 60 or 80 watt lamps. They only cost about eight bucks each, made in America, and are available at Home Depot. Wiring above the drop ceiling will allow me to easily move the fixtures around and the chains will allow me to raise or lower the fixtures in order to achieve the best lighting effects. Not the best looking installation, but good looks are not worth a toot if the light is not where you really need it.

Club member **Louis Gay** dropped by to show me his newly repainted MG Midget 1500. With a new paint job and a new top, it sure looked good. I performed a lot of mechanical and electrical work (Three inches of melted wiring harness under the dash) on this vehicle a ways back. While he was here, I gave him the 5 cents tour of my new garage.

PANHANDLE CAR SHOW REPORT by Jim Jones

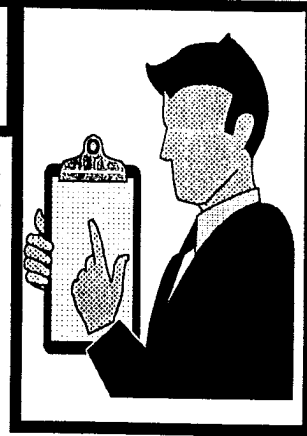
I left Covington, La. for Pensacola Beach, Florida driving my '60 Morris Minor 1000 Traveller to attend the Panhandle car show. The drive went without any surprises. The only problem was one of which I was already aware. Either a warp wheel, out of balance or out of round tire held my top speed down to about 60 MPH. Above that speed the steering wheel vibrated. However, there were times that I did accelerate to 70 or 75 MPH. The 1275cc engine was more than willing, but the other factors involved were not. After I arrived at the hotel, I swapped the front left hand wheel assembly out with the spare hoping for a cure.

Friday night I attended the reception, registered for the show, and purchased both this year's and last year's car show T-shirts. Saturday's event location along the beach was almost filled to capacity. The weather was cool and windy, but not as windy as was Thursday. Beach sand driven by fifty to fifty-five mile per hour winds sand blasted the front end of an MGA that day! Bumper! A number of unique awards were given a way. Such as, an award for the highest numerical total of your age plus your car's age. Our club member **John Boudreaux** even prepared Cajun food by the hotel pool Saturday night. Good show, good time.

P.S. The wheel assembly swap did not completely solve my problem.

MINUTES OF THE GENERAL MEETING

Club president, **Bill Breithoff**, opened the general membership meeting at 7:30 PM. Bill discussed the upcoming Pensacola British car show. A guest was introduced who owns a TR6. Our club's Car Day was reviewed. **Cliff Hughes**, vice president, opened the possibility of changing the Car Day site. A long heated discussion followed. Upcoming events were talked over. The 50/50 was won by Chris Albright at \$25. A number of goodies were also given away by the luck of the draw. The meeting was closed by Bill at 9:00 PM.



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!

OFFICERS FOR CALENDAR YEAR 1999

BOARD of DIRECTORS

PRESIDENT	BILL BREITHOFF	504-288-4019.	
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 FRILLOUX	504-464-1734	lubriport@aol.com
FRAZER RICE	504-736-0452	brice@communique.net

COORDINATORS:

MORRIS MINOR REGISTER	-	JIM JONES	bmcno@neosoft.com
NORTH AMERICAN MGA REGISTRY	-	FRAZER RICE	brice@communique.net
NORTH AMERICAN MGB REGISTER	-	RICHARD WOLF	wolfmgb@yahoo.com
VINTAGE TRIUMPH REGISTER	-	HAROLD O'REILLY	continen@gnofn.org

LUBRIPORT LABORATORIES, INC.

PROUDLY SERVICING THE PETROLEUM & MARINE INDUSTRIES

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

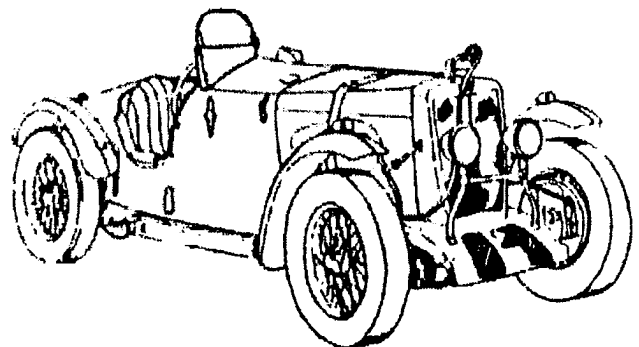
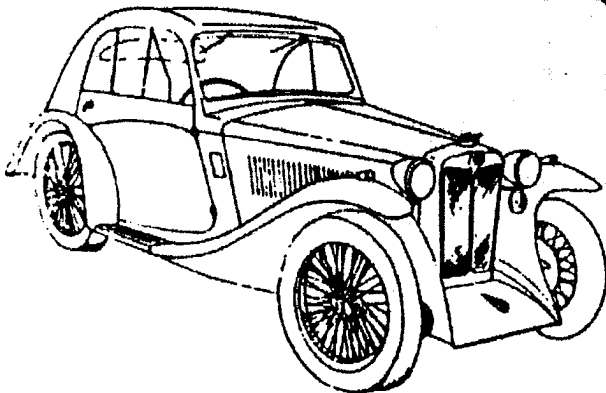
504-464-1734 * 1650 AIRLINE HIGHWAY * KENNER, LA 70062.

1-00

BRITISH CARS & SUCH



- AUSTIN** – '73 Marina, 4 Door, Needs Mechanical & Body Work. Make Offer.
Contact Roland Brown at 850-438-5088, 438-8038 message, or e-mail buzzard@seii.net
(Gulf Breeze, Fl.)
- ENGINE** – '67 "A" Series 1098cc Engine With Manifolds, Carb., Etc. & Transmission. Freshly Removed from Morris Minor. Running Well at Removal. Make Offer.
Contact Jim Jones @ 504-892-7774 or bmcno@neosoft.com (Covington. 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.)
- MGB** – Early 70's GT Model (Chrome Bumper), Good Body Shell with Doors, Etc. Front Damaged. Great for Swap Out. Make Offer. Contact Peter Brauen at 288-467-0519
(Bay St. Louis, Miss.)
- MGB** – '72 Model, Restoration Started, Stored for Nine Years. \$1500 or Offer.
Contact Dave Hitchcock at: 850-327-4053 or e-mail at hitch@frontiernet.net (Bratt, Fl.)
- MGTF** – '54 Model, Complete, Needs Full Restoration. \$3500.
Contact Peter Brauen @ 228-467-0519. (Bay St. Louis, Miss.)
- ROVER** – '80 3500 SDI, Good Condition, Runs Great, New Tires & Battery. Make Offer or trade for Unusual British car. (Austin Peanut, Wolseley Weary, Etc.)
Contact Michael Delacerda at: 504-887-5756 or e-mail at: mdelac@lsumc.edu (Metairie, La.)
- 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, 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)
- WANTED** – Enclosed Trailer Suitable for Small British Cars or Motorcycles.
Contact Anne or Floyd Friloux at: 504-464-1734 or lubriport@aol.com (Kenner, La.)
- WANTED** – 2 Speed Wiper Motor, MGB Later Style, Parking Switch Assembly Held in Place with Clip ("D" type motor), Not Held in with Screws. (Brush Assemblies Not Available for Early Type.)
Contact Jim Jones at 504-892-7774 or bmcno@neosoft.com (Covington, La.)



BIG TIME MEETING by Jim Jones

The March General Membership Meeting started out as usual, but it did not stay that way. Two subjects really launched the membership into heated discussions. The first was the suggestion by Vice President **Cliff Hughes** that the Car Day site be changed to the north shore's Pelican Park indoor facility. This was viewed as some sort of insurrection by some and a heated debate followed. I am not going to go into all the sorted details, as the suggested idea is now mute.

The debate did get the membership actively involved and that, I think, is a good thing. The club officers were elected to run the organization, but membership involvement, participation, and input is necessary in order for all to feel that they are truly a part of the club.

The second point of contention came up rather innocently. I announced the changes to this year's annual crayfish boil. The changes were well received. However, problems occurring with previous year's boils launched elongated discussions. All complaints and suggestions were heard and will be addressed. (See article below—Crawfish Boil Changes)

All in all, it was a very good meeting with many members actively participating and that will make our club even better.

Changes to the club annual crayfish boil had already been initiated before March's General Membership Meeting. Now that the meeting is over with its heated discussions, even more changes will occur.

CRAYFISH BOIL CHANGES by Jim Jones

The site has been well accepted, the crayfish have been good, and attendance has always been high. The problems have been in only a few areas. The main one being that of not knowing just how much crayfish to order because it is never known just how many people will show up. That problem will be addressed in the following way. (I do not care for this solution, but I have not heard of a better one from any club member.) **Club members must notify the club of their intent to attend the event and the number and names of their guests by April 27th.** Notification can be made by e-mail (bmcno@neosoft.com), phone (any officer) or at the April General Membership Meeting. A list will be maintained of those member's names and the names of their guests. If your name or that of your guest or guests is not on the list, you are more than welcome to attend the event, but do not expect to be served any food.

The second problem area is that of some members and their guests not being able to obtain a fair share of food. This problem will be addressed by the serving of crayfish in five pound portions. After it is clear that all have received their fair share, we will continue serving portions until the supply is depleted. Each person must come to the counter for a portion and not to obtain portions for the all their guests. Do not arrive late and still expect to eat your fill. If the south shore convoy is late in arriving for some reason, we will hold crawfish in reserve for them.

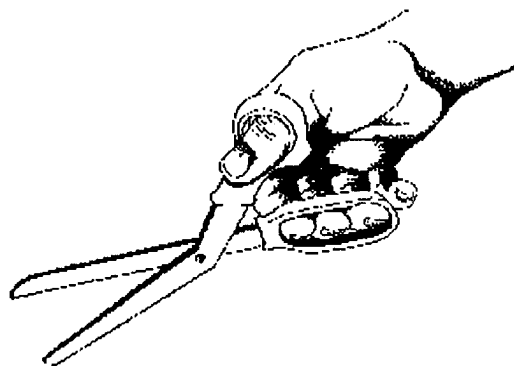
The club will supply cold drinks, paper towels, newspapers, tables, chairs, and hand soap in the rest rooms. If you desire any condiments, bring your own as they will not be made available to you.

Believe me, these changes mean a lot more work for those of us who volunteer our time to make this event a success. But, it is hoped that they will make for a much more enjoyable event.

"THEY ALSO SERVE"

I have not mentioned this before, but I would like to thank club members **Richard & Barbara Wolf** for reading over the Morris Gazette before it goes to press.

They catch all of my *mistakes*, *erraws*, and just plain boo-boo's. Special thanks go to Barbara & Richard for reviewing this month's issue as my going to the Panhandle show reduced the amount of time that I usually have to devote to the newsletter (Lots of things for them to correct this month!). Jim



1999 Car Day Winners

Austin Healey, 100, 100-4, 100-6, 3000

- | | |
|--------------------|---------------|
| 1 Rudi Markl | 1956 AH 100 M |
| 2 R. C. Von Dullen | 1967 AH 3000 |
| 3 Tim McGee | 1956 AH 100-4 |

AH Sprite & MG Midget

- | | |
|---------------------|----------------|
| 1 John Hans | 1979 MG Midget |
| 2 Scott Putriment | 1967 MG Midget |
| 2 Bill McGowan | 1961 AH Sprite |
| 3 Fletcher Thompson | 1973 MG Midget |

MGT-Series, PreWar MG

- | | |
|------------------|-----------------|
| 1 Tom Schmitz | 1955 MG TF 1500 |
| 2 Asa Stackhouse | 1949 MG TC |
| 3 R C Von Dullen | 1947 MG TC |

MGA Roadster & Coupe

- | | |
|------------------|---------------|
| 1 Allen Williams | 1958 MGA |
| 2 Bill McManus | 1960 MGA 1600 |
| 3 Tom Page | 1962 MGA MkII |

MGB & MBC Chrome

- | | |
|-----------------------|----------|
| 1 Stephen Linder | 1964 MGB |
| 2 John Charles Murphy | 1973 MGB |
| 3 Philip Kreis | 1967 MGB |

MGB, 1974 1/2 - 1980, Rubber Bumper

- | | |
|-------------------|----------|
| 1 Sidney Cousans | 1980 MGB |
| 2 T. Keith Vezina | 1976 MGB |
| 3 Alan McDonald | 1976 MGB |

MGB/GT & MGC/GT

- | | |
|-----------------------|-----------------|
| 1 John Simmers | 1969 MGC/GT |
| 2 Keith Sanders | 1969 MGB/GT |
| 3 Richard L. DeCrevel | 1974 1/2 MGB/GT |

Triumph TR2, 3A&B, 4, 4A, 250

- | | |
|-------------------|-------------------|
| 1 David C. Hayden | 1958 Triumph TR3 |
| 2 Gary Willis | 1967 Triumph TR4A |
| 3 Mike Anderson | 1961 Triumph TR3A |

Triumph TR6

- | | |
|---------------------|------------------|
| 1 Fred Mayer | 1972 Triumph TR6 |
| 2 Nicky Edrington | 1975 Triumph TR6 |
| 3 Michael Palmisano | 1976 Triumph TR6 |
| 3 Anne Friloux | 1974 Triumph TR6 |

Triumph TR7, TR8

- | | |
|-------------------|------------------|
| 1 John Ropper | 1980 Triumph TR8 |
| 2 Harold O'Reilly | 1979 Triumph TR7 |
| 3 Bill Breithoff | 1980 Triumph TR8 |

Triumph Spitfire

- | | |
|---------------------|-----------------------|
| 1 John Boudreaux | 1969 Triumph GT6 |
| 2 Pete Peterson | 1976 Triumph Spitfire |
| 3 Elmon F. Randolph | 1980 Triumph Spitfire |

Motorcycles

- | | |
|------------------|--------------------|
| 1 Jeffrey Pitt | 1939 Norton |
| 2 Anne Friloux | 1996 Triumph |
| 3 Debra Randolph | 1997 Triumph Tiger |

Jaguar Sports (XK and XKE types)

- | | |
|---------------|--------------------|
| 1 Byan Landry | 1964 Jaguar XKE |
| 2 Bill Silhan | 1966 Jaguar E-Type |
| 3 John Hans | 1966 Jaguar XKE |

Small Sedans (Morris Minor, Austin Mini....)

- | | |
|---------------------|-----------------------------|
| 1 Mike Lewis | 1950 MG/Y-Type |
| 2 Jim Jones | 1960 Morris Minor Traveller |
| 3 Michael Delacerda | 1976 Austin Mini |

Large Sedans (Rover. Jaguar S-Type...)

- | | |
|--------------|-----------------|
| 1 David Loeb | 1965 Jaguar 3.8 |
| 2 Mike Darby | 1980 Rover SD2 |

Empire Sports (Morgan, Aston Martin, Sunbeam...)

- | | |
|-----------------|-----------------------|
| 1 Bill Silham | 1967 Aston Marton DB6 |
| 2 Laura Hayden | 1958 Morgan P1 |
| 3 Michael Glore | 1983 Lotus Espi |

MG TD

- | | |
|-----------------|------------|
| 1 David Loeb | 1952 MG TD |
| 2 Al Flake | 1952 MG TD |
| 3 Dan Cantor | 1950 MG TD |
| 3 Martin Dupree | 1952 MG TD |

Jaguar XJS

- | | |
|----------------------|-----------------|
| 1 Charlene Byrne | 1994 Jaguar XJS |
| 2 Richard Cunningham | 1988 Jaguar XJS |
| 3 John Guyton | 1992 Jaguar XJS |

Rolls Royce & Bentley

- | | |
|--------------------|--------------|
| 1 David B. Kaufman | 1953 Bentley |
| 2 Tony Sparrow | 1951 Bentley |
| 3 Fred Fabre | 1986 Bentley |

Best of Show

- | | |
|-------------|---------------------|
| Bill Silhan | 67 Aston Martin DB6 |
|-------------|---------------------|

Tourist Trophy Award (Most Original Below '70)

- | | |
|----------|-------------|
| Tom Page | 62 MGA MKII |
|----------|-------------|

What's Board Award (Photos-Name the Cars)

- Mike Darby
(Whoops! We neglected to assign a trophy or prize for this award. Do not worry Mike we will!)

SOUTH ALABAMA SHOW UPDATE by Jim Jones sub title- Big Changes!

The SABCC's 1999 Ninth Annual British Car Festival will once again return to Fairhope, Alabama. The October 2nd event will be held at the town's park which borders the eastern side of Mobil Bay. Longer term BMCNO members will remember this beautiful location from years gone by. The town is small, clean, quiet and very friendly. The downtown area is populated with well kept older buildings including a restaurant with one of the best breakfast menus to be found anywhere.

In years past, the Baron's Motel was a favorite of our club members. The last year that the event was held in the town of Fairhope, Alabama our members filled the motel to its capacity. The motel is run by a most accommodating East Indian family. How appropriate for a British car show. One year we were even given permission to have a small fire in the parking lot on Friday night to ward off the chill while we all grouped together under the "Stars Over Alabama".

Make plans to attend this event. I can guarantee that you are going to "pass a good time"! You can be sure that Jim will be there!

Editor's Note: More information on this event can be found at the SABCC's web site:
<http://www.geocities.com/motorcity/track/1492>

THANKS TO OUR CAR DAY OUR SPONSORS & VENDORS

WWL CHANNEL 4 TV
PARETTI IMPORTS
PARETTI LAND ROVER
BMC RESTORATIONS (PETER BRAUEN)
BALDWIN MOTORS
KEVIN GAMBINO
TWIN OAKS (WAYNE AUCOIN)
TOURIST TROPHY GARAGE (ELLIOTT EVANS)
ROGER GIBSON PHOTOGRAPHY
TOMBA COMMUNICATIONS (BILLY CAHILL)
WORK ZONE (RICHARD DENNEAU)
BRITISH PETROLEUM (CORT MUSGRAVE)

NEWS ON WHEELS

FOODS C'EST BON
NAPA
CASTROL
LUBRIPORT LABS (ANNE & FLOYD FRILOUX)
LEDERMAN RUPP
TRIPLE C
NEW ORLEANS HAMBURGER & SEAFOOD
JIMMIE DUCKWORTH TIRES
MOSS MOTORS
ROADSTER FACTORY
BIG SHOT BEVERAGES
KENNER CENTRAL LOINS CLUB
BAUMERFOODS

WELCOME NEW MEMBERS

KEVIN COLLEY
316 LAKE AVENUE
METAIRIE LA 70005
504-837-2894
'76 TRIUMPH TR 6
YELLOW.

JOSEPH CASSANOVA
70398 L STREET
COVINGTON, LA
504-893-3036'72
TRIUMPH TR6,
WHITE

NICKY EDRINGTON
306 AMIS STREET
THIXBODAU, LA
504-446-1120
'75 TRIUMPH TR6
RED

TIM McGEE
204 BRANCH LANE
MANDEVILLE LA 70448
504-727-9814
'56 AUSTIN HEALEY 100-4
WHITE.

LOU MOLETTIERE
4 BONTIA BAY COURT
NEW ORLEANS LA 70131
504-834-8800
'66 MGB
GREEN.

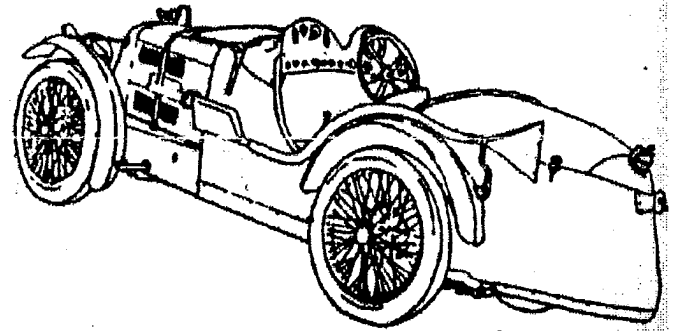
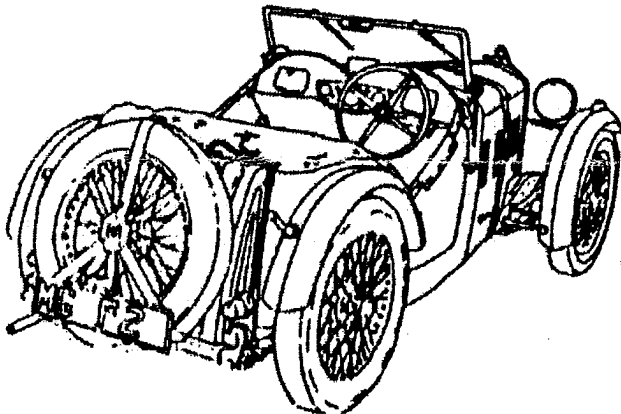
HEMMINGS WEB SITE OFFER by Jim Jones

Some time ago I was contacted by Hemmings Motor News about a free web site for our club. Since then, they have mailed to me additional information and have again called me on the phone. They will even build the site and update it for the club if necessary and all for free. The only charge would be for very large sites. They really want to be "the" central site for all car clubs on the internet. Not a bad idea at all.

During the course of the second phone call, I imparted what I thought they could do to accomplish this. One of my suggestions seems to suit our club the best. We already have a club web site maintained by our very own **Keith Vezina**. The existing web site is multi-paged and is well maintained by Keith.

Its only problem is that its address is only a series of dots, slashes, & numbers. The club not being willing to pay an ongoing fee for establishing a site name. Without a site name it is almost impossible to locate our site on the internet. Hemming is establishing "links" to the club web sites that they offer. For instance, if you were looking for a British cars, parts, etc. a link would bring you to a menu of all British car clubs by state, etc.

I have suggested to Hemmings (In this case, a young woman with a very pleasant voice.) that in so much that our club already has a web site, that they simply supply a link to our site. She agreed that this was a good idea. However, she stated that a link to a web site outside of their system would not necessarily be secure. I found this not to be a problem as long as the person using the linked to site received no information from or sent no information to that site. This is just standard operation procedure practice on the net. Know with whom you are dealing at all times. The Hemmings' people will stay in contact with me about their offer.



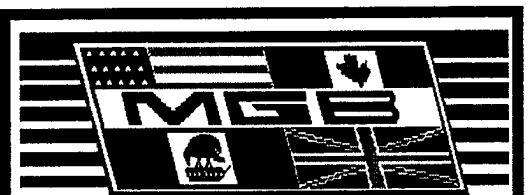
PRESIDENT'S MESSAGE

I would like to thank all of the club members who gave of their time and money to make our 9th annual car day a success. Although the weather forecast may have kept some of our out of town participants away, we still had 117 entries. If your car was not ready for this year's car day, I hope it will be ready for next year. Because a lot of our members were "no shows".

Our next big event is coming up on Sunday, May 2nd at 1:00 PM. It is the annual crayfish boil at Bogue Falya park in Covington, La. Last year we had approximately 24 people more than our members at large reported to me. So this year, we have adopted the following solution.

We must have your reservation by our monthly general membership meeting on Tuesday, April 27th or you will not be served crayfish. So, please work with us on this request - for the good of the club.

Bill Breithoff



North American MGB Register
Offers all MGB, Midget, and MG
1100/1300 owners a great deal for your
money.

Nonprofit, democratic, run by enthusiasts
for enthusiasts.

Super 56 page magazine, MGB Driver.
Technical advice, Local chapters,
National and Regional Conventions,
\$25.00 per year.

The only official MGB Register in the US
recognized by the MG Car Club, England.
Write P.O. Box MGB, Akin, IL 62805 or
Call 1-800-NAMGBR1 and join today.