

# Morris Gazette

September 2007

Published Monthly

*BMCNO is affiliated with*

**North American MGB Register (NAMGBR)**

and

**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!

**Inside this issue:**

Calendar	2
Officers & Membership Info	3
Minutes	4
Richard Wolf UnCar Show	5
Namgar	6
Nice Ride	7
Funkana	9
Classified & Tech Tips	10

## President's Message

Wikipedia defines the phrase “dog days of summer” as follows:

Popularly believed to be an evil time "when the seas boiled, wine turned sour, dogs grew mad, and all creatures became languid, causing to man burning fevers, hysterics, and phrensies" - Brady's *Clavis Calendarium*, 1813.

Sounds like south Louisiana to me!

It has been hot; way too hot to drive an un-air conditioned LBC with black interior in the middle of the day.

With all of this heat, we tend to forget what is just around the corner – the fall Funkana and the British car show season.

Dave and Menda Hayden have brought back the Funkana after a two-year hiatus. They have a whole weekend of fun planned for us on September 15<sup>th</sup> and 16<sup>th</sup>. There is more detailed information elsewhere in this newsletter but be assured that the Funkana will have shade, clean restrooms and A/C nearby.

The Vidalia show is at the end of September; that's just four weeks away. If you haven't made motel reservations yet, you'd better hurry. Last I heard there were only one or two rooms left under The English Motoring Club's block of rooms.

The next weekend is the start of the October calendar and there is a regional show EVERY WEEKEND. First is the Memphis show on October 6, then Nashville on October 13, followed by the Houston show on October 20 and then the Fairhope show on October 27. Robert Rougelot has vowed to try and make every one and will certainly appreciate the company of any and all who want to join him on these trips.

If you are considering going to any of these shows, it's not too early to make motel reservations. It's a lot easier to cancel than to make reservations a week before an event.

So while you're sitting on the back porch sipping a tall, cool glass of sweet tea and singing the lyrics to Noel Coward's “mad dogs and Englishmen go out in the mid-day sun”, take a long look at your calendar and make your plans now for the fall.

Keith

### Proposed amendment to the By-Laws:

Section 3(a) “Full Members: Full membership shall be open to all persons who own or regularly drive a British motor vehicle.” *<add the following> The spouse of a Full Member in good standing shall, at no additional cost, be extended all the rights and privileges of a Full Membership.*

# September 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3 <i>Labor Day</i>	4	5	6	7	8 Non-Club Jazz'n the Vines Tim Laughlin
9	10	11 B.O.D. Mtg. 7:00pm	12	13	14	15 Pre-Funkana Cruise & Shop- ping
16 Funkana Broussard, LA 11:00am	17	18	19	20	21	22 Non-Club Jazz'n the Vines & Cruise Night Clearview Mall
23	24	25 Membership Mtg. 7:00pm @ The Italian Pie	26	27	28 Final Friday 5-10 p.m. Downtown Cov- ington	29 Brits by the River Vidalia, LA
30						

Tuesday, September 11 - 7:00 p.m. Board Meeting - Keith Vezina, 3221 Maine Ave., Kenner. 504-443-5056

Saturday, September 15 - Pre-Funkana Cruise - Southshore convoy leaves Kenner Visitor's Center (I-10 @ Loyola) at 9:00 a.m. and will take U.S. 90 to Lafayette.

Sunday, September 16 - 11:00 a.m. - Shaun Hayden Memorial Funkana - Arrow Aviation in Broussard, LA. Convoys leave at 9:00 a.m. - Southshore leaves Kenner Visitor's Center (I-10 @ Loyola), Northshore leaves parking lot across from Beau Chene. Both convoys meet up at the Lobdell exit (2nd exit after crossing the river in Baton Rouge) @ McDonald's parking lot at 10:15 a.m.

Tuesday, September 25 - 7:00 p.m. GENERAL MEETING - Italian Pie, 5650 Jefferson Hwy. NOMINATION OF OFFICERS!

Friday, September 28 - Brits by the River - Convoys leave at 10:0 a.m. - Southshore leaves Kenner Visitor's Center (I-10 @ Loyola), Northshore leaves parking lot across from Beau Chene. Both convoys meet up at the Starbucks, 3009 College Dr. (one block south of I-10). Lunch and a tour of Myrtles Plantation in St. Francisville.

Saturday, September 29 - Brits by the River - Vidalia, LA. - for Saturday convoy, call Allen Bradley.

## Club Officers – 2007

### Board of Directors

President:	Keith Vezina	504-443-5056	president@bmcno.org
Vice President	Robert Rougelot	985-809-7007	rcrougelot@charter.net
Treasurer	Allen Bradley	504-888-6887	abmgbtr6@bellsouth.net
Secretary	Cathy Greensfelder	504-392-9261	secretary@bmcno.org
Editor	Ronnie Palmisano	504-454-3461	editor@bmcno.org

### Members at Large

Wally Friloux	985-845-8216	twofrilouxs@bellsouth.net
Karen Murray	504-454 3461	karenmurray@cox.net
Roger Nagy	985-845-8068	nagyrg@yahoo.com

### Coordinators

North American MGA Register	Frazer Rice	504-314-1157	ricefrazer@yahoo.com
North American MGB Register	Henry Bourgeois	985 - 893-7610	bayouboo@hughes.net
Vintage Triumph Register	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
Webmaster	Keith Vezina	504-443-5056	webmaster@bmcno.org
Baton Rouge Area Coordinator	Rick Huber		mlandrick@gmail.com
Lafayette Area Coordinator	Dave Haden	337-937-4929	dandmhayden@cox.net

## Membership Info



Club membership is open to anyone who owns or has owned, drives or is interested in British motor vehicles.

Annual Dues: \$24 per year (July 1st to June 30th).

Dues are prorated for the first year at \$2.00 per month.

Lifetime Membership: \$240

Please pay your dues promptly to avoid missing any issues of the *Morris Gazette*.

Mail renewal checks payable to "BMC-NO" to: Treasurer, PO Box 73213, Metairie, LA 70033

## Club Regalia – Contact the Club Treasurer Allen Bradley for information.

License Plate Frame \$5.00 (2 for \$9.00)

Windscreen Transfer \$ 1.00

T-shirt \$10.00



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## July Meeting Minutes by Cathy Greensfelder

The July meeting had only 20 members present. (This is fairly typical of summer meetings.) President Keith Vezina called the meeting to order and asked if anyone present still had not gotten their club directory and membership card. He called for a round of applause for Cathy Greensfelder for doing a fine job on the directory.

**Past Events:** Roger Nagy attended Mini Meet East in Gatlinburg during July. There were approximately 160 classic and 40 modern Minis. The grand winner brought 3 sets of wheels and carburetors: one set for the concours, one for the rally and one for the autocross. A highly modified Mini was clocked doing the ¼ mile in the 10's on the track. Impressive!!

Bill Harris attended the NAMGBR meet in Sonoma, California as a judge. Bill couldn't make the meeting but Allen Bradley reported that Bill had a great time and there were lots of activities. The 2009 NAMGBR national will be in Valley Forge, which is closer than Sonoma but still a 1,100 mile drive.

Frazer Rice attended the 2007 NAMGAR meet in Canada at a ski resort. One of the day trips went over five one-lane wooden bridges and much of the drive had a sheer drop on one side! It rained for 2 weeks prior to the show then cleared up for show day. The show was on a golf course and the grounds crew was not going to be happy after the show!!

Jazz'n the Vines was the last club event. It poured most of the day on the Southshore so no one from that side of the lake went. Robert Rougelot was the only club member attending and he said there was no rain on the Northshore and it was clear and (relatively) cool. Who knew? Several members plan to go to the August 11 Jazz'n the Vines to see Rites of Spring although it's not an official club event (no special parking).

**Future Events:** Sunday, August 12 is the 10<sup>th</sup> Annual Richard Wolf Un-Car Show. Drive or tow your "not ready for prime time" British car to Covington. The club buys dinner for the driver of each "entry".

David Hayden is looking for a place in Lafayette to hold the Funkana in early September.

**Club business:** Bill Breithoff resigned as Member at Large. Mike Anderson nominated Michelle Rose to fill the remainder of his term. Cliff Hughes seconded the nomination and Michelle was elected.

Allen Bradley gave the club financial report. 92 members have renewed for the 2007-08 year. Seventeen members are paid through part of the 2007-08 year giving 109 active members. Club membership has averaged 120 for the last 10 years so we have lost 11 net members since Katrina.

Currently, the club bank balance is \$4,119.80 which is about twice the past average. However, all memberships now expire on June 30 instead of the month in which the member joined so this should be expected. The car show account had \$8,530. Scholarship applications will be distributed in August when Delgado students return. Five \$500 scholarships will be awarded in November for the January 2008 semester, leaving \$6,030 to cover expenses for the 2008 show.

The 2008 show will be on Saturday, March 29. We need a t-shirt design by November. You don't need camera ready art - the wildly popular 2006 design was a sketch drawn on a paper napkin.

Dan Melesurgo won \$18 in the 50/50 drawing. Member Harold Hunt has sold his MGB and donated a \$55 credit with Moss Motors to be raffled off. Mike Anderson's ticket was drawn but he declined the prize (Moss doesn't carry Ginetta parts) so he took a T-shirt. New member David Morgan won the Moss credit on the next drawing. §

## Richard Wolf UnCar Show by Cathy Greensfelder

Twenty-six members came out for the 10<sup>th</sup> annual Richard Wolf UnCar Show on August 12, 2007. Ten British cars were “entered”.

Roger Nagy’s 73 Midget was given a Participation award for “for surviving August weather, speeding SUVs and Lucas Electrics to arrive at the event!” Try as they might, the judges couldn’t find anything significantly wrong with the car.

The Body Shop Award for the biggest dent went to Tom Daughdril’s 1970 Midget. (Tom’s car was last year’s Goodwill winner.) Cort M. Musgrave’s 2002 Land Rover was the dirtiest car present and won the Dustbin Award. Several members cried foul saying that a black car has an unfair advantage!! Robert Rougelot’s Mini Cooper was given the Spider Web award for a lovely, foot long crack and several nice rock chips in the windscreen. The Exxon Valdez Award for worst oil leak went to Pepe Merrick’s 73 Triumph Hurricane motorcycle. There was a trickle of oil trailing down the kick stand to puddle under the bike.

Harold O’Reilly protested when his Spitfire was awarded the Gunk Award for dirtiest engine. Actually the engine was in fairly good shape and the paint was deserving of an award. However, the judges felt that the Primer Award for worst paint needed to go to Wally Friloux’s 2001 Jaguar XK8. The car’s paint is great - except for the dozens of chips in the hood. It looks like it was attacked by a bucket of gravel!!

Das Boot, a truly ugly wire boot, is a travelling trophy presented to the member most likely to walk home from the event. There was actually some competition for this award. Roger Nagy ran out of gas on the way to the event. However, it was awarded to Allen Bradley for a spectacular flat tire on the Causeway on the way to the event. Allen’s wire wheel car has a history of frequent flats and he would be driving home without a spare!! The Greensfelders (who wimped out and drove their Ford Explorer) followed the Bradleys across the Causeway to make sure they made it. Ronnie Palmisano actually DID end up breaking down on the Causeway on the way home. However, the award had already been given to Allen!! Too bad, Ronnie!

The Undo Award is a travelling trophy awarded for the worst wheels. Keith Vezina’s 76 MGB has perfect wheels but his MGB trailer, built from the rear end of a wrecked MGB, has Rostyle wheels in almost as bad condition as Cathy Greensfelder’s were. (The Undo Award was created for Cathy’s car’s wheels!)

The Goodwill Trophy for the car most in need of total restoration was awarded to Ronnie Palmisano’s TR6. It was a close call – Tom Daughdril’s Midget was just as deserving but it won last year and we try to avoid giving it to the same car two years in a row. Ronnie’s TR6 has won before but is in significantly better shape now – it only could have won in three categories and faced strong competition from Tom’s Midget in all of them!! Congratulations (?) to Ronnie and best of luck with the continued restoration!



## NAMGAR - by Frazer Rice

GT-32 NAMGAR (National MGA Registry) Whistler, British Columbia, Canada, July 23<sup>rd</sup> to July 27<sup>th</sup> 2007.

Beverly and I had the honor (at least we went) of representing our club and the 9 or so NAMGAR members in our club. This is usually our vacation for the year when we attend one of these events, which will tell you the quality job all of the sponsoring clubs do with the national club's backing. Perhaps the isolated location kept the attendance down from say a north east or mid Atlantic GT, but the contrast from New Orleans in July could not have been greater. Snow was still on the ground at the ski lodge at 7000 feet. This was our first real break since Katrina, and we spent 6 days south of Seattle with friends, 3 days in Victoria B.C. with more friends, and then drove through Vancouver to Whistler which is a ski resort with all the attendant hotels, boutiques, restaurants, and bars in a huge complex. Ok, so it rained more or less until we got to Whistler, much to the chagrin of the local weather people. It NEVER rains in the summer. The car show caught a break with beautiful weather for the rest of the week.

Just to prove that you can indeed drive an MGA, our friend Jose and his girlfriend drove from New Jersey to San Antonio, the Grand Canyon, Los Vegas and then to Canada. They were headed to Alaska next, and this is not a highly modified or upgraded car either. For the GT in Oregon a few years ago this same car was driven from New Jersey to Oregon, then down the Pacific coast, cross country to Bay St. Louis for a visit with us, and then on to Florida and back up the Atlantic coast. This not only speaks highly of MGA's in general but says a lot about the driver and passenger. Nobody has ever said, even when these cars were new, that they are particularly comfortable, quiet, or waterproof.

Anyway, a good time was had by all, and lots of sympathy was gathered for all of us for our Katrina trials and tribulations. I did wear our car show T-shirt with the flag and underwater MG.

Frazer



## NICE RIDE By Dave Hayden

As some of you know, I grew up in Lexington Kentucky, where I owned my first TR3. My nextdoor neighbor was Jeff Pike. His grandfather had a small farm 50 miles from Lexington, in Mt. Sterling, where Jeff and I would spend 3 or 4 weeks each summer. Mt. Sterling is/was a small town, current population is 6,499. Five or six years ago a newsletter called the Distributor, from the Sterling British Motoring Society, started to be published in the British Marque. I was surprised that Mt. Sterling had a British car club, so I have followed their newsletter with great interest. They are very active and are growing each year. They have a well attended car show in May and monthly activities Spring, Summer, and Fall.



other LBC's Sat. morning (2 TR6's, 1 Spitfire, 1 TR4, 1 TR3, 2 Austin Healeys, and an MG Midget). All of the cars were very nice, and their owners were a great bunch of folks. They welcomed us with open arms. We had a wonderful drive thru winding country roads on some of the same roads I had driven in my first TR3 nearly 40 years ago. The drive ended in Lexington at Ashland, home of Henry Clay, a US Congressman, Senator, Statesman, 5 time Presidential Candidate between 1824 and 1844, and confidant of Abe Lincoln. The tour of

Menda, Ian, and I go back to Kentucky at least once a year to see my parents (90 & 88 years old). We had planned a trip for July 21<sup>st</sup> thru the 27<sup>th</sup>. Our Z car buddy, Fred, was also going with us this time to meet some of my friends and parents. A tour of the Corvette Factory and museum in Bowling Green might have been a little lure also. A week before departure I read in the Distributor that there would be a club drive on the 21<sup>st</sup>. As we planned to take the 1999 XJ8, it only seemed right to leave a day early to be in Kentucky to join in. What better to do than drive 860 miles in one day than get up in the morning and take a drive? We met up with 8



his home and grounds was great; I had last toured it in Cub Scouts. We then motored a short way to lunch at O'Neill's Traditional Irish Pub. Good food, cold Guinness, and friendly company consumed the hours. Their club was well represented with beautiful cars and extremely nice people, proving once again LBC owners are a cut above the rest. We had a magnificent time, the weather was perfect (never got above 80), and I will plan my future trips to Kentucky around their activities.

## What is NAMGAR? continued - Frazer Rice

The Register was established in 1975 with the sole objective of promoting the restoration, preservation, and enjoyment of the MGA. As of 1994, over 5000 cars have been registered, with a standing membership of nearly 2000. While NAMGAR was created to specifically serve the North American MGA enthusiast, we now boast a world-wide membership with over 15 countries represented. NAMGAR is governed by a volunteer Board of Directors comprised of a Chairman, Vice-Chairman, Treasurer, Registrar and Editor. These 5 people are assisted by many other volunteers in order to bring you our magazine and annual events.

### Valuable Publication

NAMGAR's award winning publication, *MGA!* is produced bimonthly, and provides information on parts sources, technical assistance, classifieds, and feature articles of interest to MGA owners and enthusiasts. This magazine is the life-line of the organization.

### Events

Each year NAMGAR holds its annual Get Together (GT) which draws an average of 400 to 500 people and as many as 190 MGA's and MGA variants. The site of this event moves around the continent in order to provide everyone an opportunity to participate. In addition, NAMGAR supports various regional gatherings organized and hosted by NAMGAR chapters.

### Local Chapters

At present there are over 30 recognized chapters throughout North America. It is the chapters who host the National GT and regional gatherings.

### From the Chairman

We take pride in being a people-centered organization. If you are restoring an MGA, driving an MGA, or just simply have an interest in these classic cars, we welcome you to one of the finest MG clubs in the world!

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### Recent Event Pictures





## SEPTEMBER 15<sup>TH</sup> & 16<sup>TH</sup> IT'S A FUNKANA WEEKEND

Dave and Menda Hayden are bringing the fun back after 2 years, come join us. Saturday the 15<sup>th</sup> will be a drive through Acadiana. Sunday the 16<sup>th</sup> will be the big event, the Shaun Hayden Memorial Funkana, it will be held at Arrow Aviation in Broussard.

This will be a weekend we guarantee to be full of fun surprises, and of course, great food. With you there, we get time with wonderful people too.

We have a host hotel Days Inn & Suites 611 Queen City Drive New Iberia, La. 70560 Phone 337-560-9500 [www.the.daysinn.com/newiberia14694](http://www.the.daysinn.com/newiberia14694)

The room rate is \$65.00 a night plus the tax which is 12.5%. You must have your reservations made by September 1<sup>st</sup> to receive this special rate.

Dave and I would appreciate a RSVP about this event too; this will help us plan the weekend. Please call us or e-mail us if you plan to attend. 337-937-4929 or [dandmhayden@cox.net](mailto:dandmhayden@cox.net)

Drive time on Saturday will be 4:00 pm - Funkana time on Sunday will be 11:00 am.

We will e-mail you a full itinerary when you send us an RSVP. We hope to see you soon, and are so excited about this event. Yes, the teeter totter will be there, and no telling what else!!!!!!!

Here's how to get here:

TO THE HOST HOTEL: DAYS INN NEW IBERIA.

TAKE I 310 SOUTH TO US HWY 90 WEST. GOT THRU HOUMA AND MORGAN CITY. GET OFF 90 AT THE EXIT FOR HWY. 14 IN NEW IBERIA. AT THE STOP TURN RIGHT. HOTEL IS ON THE LEFT. APPROX. 1 MILE. YOU CAN SEE IT FROM THE EXIT.

TO ARROW AVIATION: FOR THE FUNCANA.

TAKE I 310 SOUTH TO US HWY 90 WEST. PASS THE EXIT FOR HWY 14 IN NEW IBERIA. GO APPROXIMATELY 9 MILES TO HWY 92 (STOP LIGHT) TURN RIGHT ONTO 92 TURN RIGHT AT THE YIELD SIGN. ARROW AVIATION IS ON THE RIGHT IN .6 MILES. WE WILL HAVE IT MARKED.

IF LOST CALL 337-344-1833 DAVE AND MENDA CELL PHONE

Thanks,

Menda Hayden

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## Cars For Sale



1966 MG ?? midget/sprite project car. Good body in primer, rust in floorboards. Will run with radiator. Fiberglass hardtop new soft top but no rails. Many extra parts. Wire wheels. Have title. must sell, need the garage space. \$500. Kent 504-621-7549 (7/07)

1998 XJ8 Royal Blue (86,000 miles) Excellent condition Price: \$9,200.00 Call 504-236-1099 (8/07)

1980 MGB project car. Call Peggy for details 985-785-2951 \$300.00 (8/07)

1964 MG Midget for restoration or parts. Includes lots of additional parts. Call Dana 504-235-5982 (8/07)

1974 TR6 for sale, 42,000 miles. Runs and drives, but needs a muffler and other work. Body is in good shape; it does have some dents, no rust, needs a new top. \$3500 obo. Tim Switzer 504-495-7966

## Parts For Sale

**Car storage space** in new metal garage on Freret St., New Orleans. Private and locked. \$ 150.00 per month. Call Martin Strayka, (504) 866-5131 (4/07)

Original MGA FACTORY Workshop Manuals. Yellow three ring binder. Have several to choose from, including MGA 1500, 1600, and Mark II. \$40.00 ea. Cliff Hughes 985 966 0492 (9/07)

1977 MGB Free parts. Carb and air filter, Distributor and coil, Other parts. Henry 985-893-7610

## Newsletter Submissions

Electronic submissions are greatly preferred.

Email to [editor@bmcno.org](mailto:editor@bmcno.org) or bring to meeting. (MSWord or plain text please.)  
Bring written articles to meeting or mail to P.O. Box 73213, Metairie, LA 70033

## PROPER HOSES by Jim Jones

Using the proper rubber hose for the job is important. Wally Friloux's now sold TR6 developed a problem while being driven north bound on the causeway twin spans. At any speed above 40 MPH, the engine would begin missing and bog down.

A day or so later Wally drove the car to my garage and I began to diagnose the problem. It sounded to me like a fuel supply problem. I decided to check out the simple things first and not mess with the carburetors or the distributor.

The very first check revealed the source of the problem. The plastic see through vertically mounted engine bay fuel filter had a layer of some black powdery looking substance inside it at its base. Wally started the engine and revved it up. Sure enough, the black stuff rose to the top of the fuel filter and the engine rpm's dropped!

I removed the filter and examined the black stuff. It was soft and smeared between my fingers. Now where was it coming from? We gravity flushed the steel fuel line coming from the gas tank and shortly began to get only clear fuel. Good, it was not coming from the fuel tank. I removed the rubber hose connecting the steel fuel line to the fuel filter. I cut it open in order to examine it's interior. The interior of the hose was badly deteriorated. The source of the black substance had been located!

A new fuel filter was installed and its input & output rubber hoses were replaced with hoses rated for use with automotive fuel.

Wally kept a close eye on the new filter and he never saw any of the black stuff again.

Conclusion: All rubber hoses are not rated the same. Brake fluid will weep through a rubber hose rated for fuel when it is used for an external brake reservoir (Austin Healey) and eat the paint off of sheet metal.

# The Morris Gazette

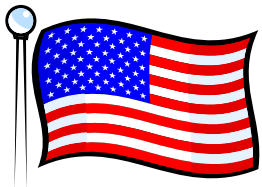
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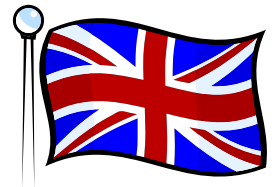


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## September 2007



**SEPTEMBER 15<sup>TH</sup> & 16<sup>TH</sup> - FUNKANA WEEKEND**