

British Motoring Club—New Orleans Morris Gazette

February 2008

Published Monthly

President's Message

*BMCNO is affiliated
with*

**North American MGB
Register (NAMGBR)
and
Vintage Triumph Regis-
ter (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!

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What a great start to the New Year! The Bayou Bengals are crowned as National champions (again), Robert Rougelot has another MGB engine, Wally and Cliff go on a "big adventure" and Rick Huber gets the car of his dreams. We will have these and many more tales to weave at the General Membership Meeting on Tuesday, January 29th. I hope we see you there!

With the start of the New Year, it's time again to ratchet up our efforts on The 18th Annual New Orleans British Car Day; March 28th and 29th are rapidly approaching. We have a lot of tasks on track but we still have one very important Committee Chair to fill; Site Prep on Friday. This job is not difficult and we really need to fill it quickly so that we can finalize the show planning. There are also lots of worker slots that we need to fill. Send me an e-mail if you want to volunteer as a worker or Chair, or would like more information on what the jobs entail.

We also need donations for goodie bag items. Now is the time to check with your employers and business contacts for any promotional items they may be able to donate. Pens, key chains, coozies, bottles of hot sauce, flyers, etc. are all welcome; all we ask is that you try to get a gross (144) of the items.

Update: The club has just ordered digital volt-ohm meters for the goodie bags. The first 120 registrants will receive one.

Perhaps you have an employer or business contact that would like to sponsor a class.

With a minimum donation of \$50, they can sponsor a car class of your choice. For their sponsorship, they will receive:

- free publicity at the show site
- free publicity at the awards ceremony
- free publicity on this web site
- free publicity in the BMCNO newsletter

For a minimum donation of \$400, they can sponsor the Best of Show.

Along with above benefits, their company name and logo will be prominently engraved on the Best of Show award.

Keith

February 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 <i>Groundhog Day</i>
3 <i>Super Bowl</i>	4	5 <i>Mardi Gras</i>	6 <i>Ash Wednesday</i>	7	8	9
10	11	12 B.O.D. Mtg. 7:00pm	13	14 <i>St. Valentine's Day</i>	15	16 Acadiana Cruise CANCELED
17 Middendorf's Run 11:00 a.m.	18 <i>President's Day</i>	19	20	21	22	23
24	25	26 Membership Mtg. 7:00pm @ The Italian Pie	27	28	29	

Tuesday, February 12 - 7:00 p.m. Board and Car Show Committee Meeting - Karen Murray, 1900 Colony Road, Metairie, (504) 454-3461

CANCELED Saturday & Sunday, February 16 & 17 - Acadiana Cruise - CANCELED

Sunday, February 17 - Middendorf's Run - Noon at Middendorf's restaurant on I-55 in Manchac. Southshore convoy leaves the Kenner Welcome Center (I-10 & Loyola) at 11:00 a.m., Northshore convoy leaves the Texaco Station (I-12 @ Hwy. 21) at 11:00 a.m.

Tuesday, February 26 - 7:00 p.m. GENERAL MEETING *Guest Speaker Mr. Joseph Cruthirds, department head of the Motor Vehicle Technology Department at Delgado Community College*
Delgado Scholarship Presentation!!!

Club Officers – 2008

Board of Directors

President:	Keith Vezina	504-443-5056	president@bmcno.org
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Robert Phillips	504-896-2304	rp826union@aol.com
Harold O'Reilly	504-486-5837	haroldor@bellsouth.net

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Vintage Triumph Register	Harold O'Reilly	504-486-5837	haroldor@bellsouth.net
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Baton Rouge Area	Rick Huber	225-926-6946	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*.

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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River Road Plantation Cruise

It was a beautiful sunny warm day on January 13 as eight BMCNO members toured Houmas House Plantation on the east bank of the mighty Mississippi River.

The cruise continued crossing over to the west bank of the Mississippi River stopping for lunch and a tour at Oak Alley Plantation. After feasting on delicious food and fun shopping at the gift shops, some members continued to Laura Plantation.

A great time was had by all!



Chef's Corner by Karen Murray

It's that time of year to start planning what "wonderful" dish you are going to share with our guests at the Car Show reception on Friday, March 28th. Let's pull out the recipe books and tantalize our guests with exceptional New Orleans cooking.

A sign up sheet will be distributed at the January and February meetings or you can email me at karenmurray@cox.net. Don't forget the mouthwatering appetizers, casseroles, main dishes, and of course the deserts!!!!!!!!



We want our guest to walk away knowing that better food could not be bought in local restaurants.

Thanks and good eating.

Austin Healey Brake Switch Replacement By Robert Phillips

Austin Healeys, probably like most of our LBC's, use a hydraulic brake light switch, that is located somewhere in the engine compartment, typically along a lower frame rail. The switch is installed inline with the brake line, usually in a 3, 4 or 5 - way junction.

These switches are designed to activate your brake lights when the fluid pressure increases in the switch itself. The pressure pushes a metal electrode towards the back wall of the switch where two wires complete the circuit. If all goes as planned, the wires are connected to the brake lights and the brake lights turn on sixty percent of the time. These lights seem to have a mind of their own and are as temperamental as, well; we won't go down that road!

It seems that over the last three years, these switches have been very poorly made. I installed one of these switches in my father's Healey in 2003 and he has never had a problem with it. I installed one in my Healey in 2004, 2005, 2006, and I need another in 2007. At \$14.00 each, it isn't a huge drain on the wallet but the time it takes is a drain on the amount of time I get to enjoy the car. Every time I have to replace the switch I have to bleed my brakes. It takes 3 minutes to change the switch and 45 to bleed the brakes. Then you always have the chance of causing a bleed screw to leak after it is opened and closed, especially if any road grime works its way into the threads.

There has been a lot of discussion on various LBC forums on the overall quality of these aftermarket switches. Most of the controversy is based on the debate of silicon brake fluid vs. regular brake fluid. There are some owners out there who are so set on silicone or non-silicone that you would think they were discussing the wellbeing of their own human children. This debate has carried itself over to the brake switch issue. It seems that the aftermarket brake switches do not work well with silicone fluid. Several LBC owners are determined that these switches are not designed for synthetic fluid at all. If this is the case, it boggles the mind that "new" equipment would not be designed to work with new technology, especially technology as simple as silicon brake fluid.

I had heard about a brake light switch made by a

Hot Rod supply company called Watson's Street Works. It sounded too good to be true and was promised to work on almost any car. I ordered the \$22.00 part and received some pictures from other Healey owners who have installed the switch. After refusing to drive my car for a month until I had working brake lights, I finally climbed under the car to install the switch. If I had known how easy it was going to be I would have done it a month sooner.

I found the best location for the switch; in my case it was on the exterior (engine side) of the foot well, about 2 inches from the top of the brake lever arm. I marked and drilled the two 7/32" holes, then used the awl to punch holes through the jute and carpet. I needed a second set of hands to install the switch, so I started working on the wire extensions. This only took about five minutes, including fastening the wires to the existing wiring along the frame rails with nylon strap ties. I simply disconnected the wires from the existing switch, added the appropriate connectors, and pulled the wires to the new switch location. The new switch comes with waterproof connectors that make a very secure connection with the switch, something Lucas definitely could have used in the 50's and 60's.

After the wiring was done I talked my sweet wife into helping me attach the switch to the foot well, the only step that requires two people. The switch comes with two stainless steel hex head screws and a tapped plate with lock washers. Natalie used the hex key in the cockpit while I positioned the switch under the car. Three minutes later the installation was done.

I lowered the car to the ground, started it, and voilà, perfect brake lights. The great part about this switch besides the simple installation is you can adjust the sensitivity on the pedal lever.

Continued on page 6



British Cars Seen in the Baton Rouge Area by Rick Huber

In the last month, I've made a couple of trips to visit Little British Cars I've heard about. The guy at my paint store said he's helped build a racing Sunbeam Tiger owned by Mike Carmena who has a hot rod/paint shop in Central, just north-east of Baton Rouge. On my last trip to the paint shop on December 7, I got directions and went out to take a look. Mike was on vacation but his nephew gave me a tour of the Tiger, complete with 427 engine, nitrous boost, fuel cell, racing slicks, and roll cage. An awesome car. I left Mike a note and invited him to join us at our show in March. If you want to look at some more pictures, check out www.carmenas.com.

On December 15, I visited former BMCNO member Bob Gullick in Baker, a little north of Baton Rouge. Bob is resurrecting Frazer Rice's Katrina flooded MGA. He had just gotten it back from Peter Brauen's shop where Peter installed an MGB engine and overdrive transmission, and sent it back with a few parts for me. In addition to the MGA, Bob gave me a tour of his shop and ga-



rages and showed me his "TD-TF" racer, his original owner, original condition 1965 AH 3000, and his gorgeous, restored 1956 AH 100-4. Needless to say, I was awed by Bob's collection - hope you enjoy the couple of pictures. Bob said he knew of a bunch of other Baton Rouge LBC owners and he thought we could get a satellite group meeting regularly if I ever get going and get it started.



Brake Switch Replacement continued from page 5

I have mine adjusted so all I have to do is touch the brake pedal with my foot and the lights go on. Gone are the days of stomping on the pedal and the days of refusing to drive my car without brake lights.

Watson's Street Works (860) 859-0513

www.watsons-streetworks.com Part # L08-Mechanical Brake Switch

Just Another Day by Dave Hayden

As some of you know, I took my faithful 96 Voyager Mini Van tow vehicle, family hauler off the road about a year ago and sold it. The 99 Jag XJ8 is the family hauler now, and it does this job in more comfort with better gas mileage than the van did. It is rated to tow 4,000 lbs., but I just couldn't bring myself to put a hitch on it. Thus started the search for the perfect tow vehicle--cheap, reliable, large, V-8, 6,000 lbs towing capacity.

In late October Fred found an 82 Chevy Suburban with towing package (11,000 lbs GVW) that had been stored in a garage for the last 6 years. It turned out to be a one owner, well maintained, 92,000 mile, never wrecked, no rust, not started in 6 years, vehicle. For \$500 it was the perfect find. On October 18 while I was in Cincinnati, Ohio, at the GE engine school, Fred went and pulled the plugs and put some Marvel Mystery Oil in the cylinders. I got home Saturday; so Sunday we went to get it running. The owner wanted \$500 for it, and if it ran, I wanted it. We aired up the tires, installed new plugs, and a new battery. We planned to put fresh gas, but it turned out to have been filled up before it was parked (30 gallons) no air. When I opened the filler cap, it did not smell like old gas, so we decided to start it. By this time Joe D'Quilla (Red TR6) had shown up to help. It fired up after 30 seconds of cranking. It had a rough idle and lots of smoke, but after 15 minutes of running it was running fairly well. I paid the owner and drove it 20 miles home. It would not go over 45 MPH without starting to miss horribly but with the flat spotted tires that wasn't a problem. About half way home the cabin filled up with smoke and I looked in the mirrors and could not see Fred behind me due to a huge cloud of smoke. It was still running, so I kept going. It didn't keep smoking Soon I could see Fred again and it was actually running better. We got home without further trouble. We replaced the plugs, wires, distributor cap, fuel filter, and one headlight. This improved the running about 90%. Then I replaced 30 feet of vacuum hose and it ran perfectly. Four new tires, two new front brake calipers and hoses, oils and filters, an updated

radio, and a good cleaning and it was ready.

The day I got the October British Mark I found an ad for a TR2 in Atlanta. I called the gentleman. Mike turned out to be a 75-year-old British Automotive Engineer. After several lengthy interviews he determined I could adopt his project TR2. He even called Dave at the Roadster Factory to check up on me. The car is a 1954 long door TR2 TS1380L. It had been apart since 1973. It consists of a complete restored rolling chaise (picture my TR4 chaise I showed in New Orleans a couple of years ago). The body is another story, but for its age it's not that bad. Mike also has a perfect 1984 Mercedes Benz 380 SL that he shows and rallies. He would be out of town with it for most of November, so the first weekend of December was the time to go get the car.

By that weekend the Suburban (URB) was finished but had been driven less than 100 miles. The tank still had the old gas in it. Nothing better than a little road trip to test it out. In order to miss the Baton Rouge traffic, Fred and I left Abbeville about 6 p.m. Friday Nov. 30 for Atlanta. This was the same weekend LSU played Tennessee in Atlanta for the SEC championship. We planned to make it to Mobile to spend the night and get to Atlanta about noon on Saturday. Fred and I had a few doubts about the reliability of URB. As I was leaving work Friday afternoon, Rich told me I needed to go buy a bike. I asked "to ride to the parts store when we break down." No, he said, for Fred to ride around the broken down vehicle while we wait for a tow truck to burn off Fred's nervous energy. By 9 Friday night we were in Mississippi on I-10 and starting to feel pretty good about URB. Other than a vibration from the drive train, which could be controlled pretty well with right foot technique, all was going well. Then without any warning the engine died. Not a miss, not a burble, just dead. Alternator and oil caution light on dead. I shifted into neutral and coasted to an exit, down the ramp, thru the stop, up a hill, and into the parking lot of the only thing at that exit. It's a gas station, convenience store, restaurant, and hotel.

Electrical Nightmare By Jim Jones

I started the newly rebuilt 1275cc engine in my Morris pickup for the first time. I noticed that the red ignition light not only did not extinguish, but it got brighter as the engine rpm's increased.

O.K., no big deal; at least that is what I thought. I checked the wiring to the generator control box, I checked voltage readings, I used an ohm meter to verify that all wires were connected to the proper places and I replaced the new control box with a known good old unit. Nothing fixed the problem!

I had planned to bring the truck over to Peter Brauen's garage later on anyway, so I chose not to worry any more about the problem.

At Peter's place, he was not finding anything causing the problem with the charging system either. That is until he asked me if the ground wire from the chassis to the control box was a good one. I answered that it must be as an ohm meter check showed it to be good. Well it turned out that it was not. The wire's loop terminal was placed under the head of a machine screw (not a sheet metal screw) and the body paint all but insulated it. The ground connection could carry a small current, but not enough to energize the relays in the generator control box.

We chose another location for the ground connection and made sure that the body paint was cleaned away this time.

The engine was restarted and the charging circuit worked as it should!

Dave Hayden continued from page 7

How's that for lucky? I tried to restart. URB fired but quit again and again. It acted like we were out of gas. The gage showed 3/8 of a tank, and if it was, a quick calculation showed about 6 miles per gallon.

I bought a gas can and put a gallon of gas in. Still no start. We opened the hood and after a little trouble shooting we found the problem. The fuel pump was lying on the chaise rail. Yes, we were out of gas. A closer look revealed that the base of the pump was still bolted to the bloke. The pump had cracked in half. I called Menda for Peter Braun's phone number. I called him and he could come in the morning to bring us to a parts store for a pump. While this was going on, the restaurant closed. Ok, Beer and chips for supper. When we got to our room Fred got on the net and found fuel pumps at O'Reilly 5 miles down the road. We got up in the morning, removed the pump, ate a fine breakfast and waited. Fred called Rich and told him he was riding that bike. O'Reilly opened at 7:30. I called and begged them to send their driver with 2 pumps to us. (might as well get a spare) About this time Peter called. I assured him we were under control and thanked him. He said he would stand by. By 8:00 the pumps had arrived and by 9:00 we were on our way. At the next gas

stop we checked the trans oil and it was low. After filling it to the line the drive train vibration was gone. We finally arrived at Mike's house, north of Atlanta, at 7:00 p.m. Sat. only about 7 hours late. We put the body back onto the chaise for the first time in 34 years and loaded it onto the trailer. I had removed (not folded) the second and third row seats in URB. We proceeded to load parts. We stacked it to the roof. Then we continued to load the trailer. Over the years this project had gathered a few spares. By about 10:00 p.m. we went inside to get the boxes of paper work, books, pictures, history etc. We also looked at a room full of beautiful trophies and plaques won by the Mercedes Benz. We made our goodbyes and headed out. By 1:00 a.m. Sunday we were in Ope Lika Alabama and ready for sleep. We got back to Abbeville about 5:30 p.m. Sunday after an uneventful rest of the trip. URB got 15.5 MPG with the empty trailer, and 13.5 loaded. I mean really loaded. A couple of weeks later I got an e-mail from Stewart McKendrick. Was that you I passed Sunday in Alabama with a TR2 on a trailer? He had gone to the LSU game. OLD TRUCK AND MATINANCE \$1,055.00. GAS \$279.75. 2 FUEL PUMPS ON THE ROAD \$41.00. ADOPTING A FINE 1954 TR2--PRICELESS.

BMNCO Calendar at a Glance - Karen Murray

Calendar at a glance will be included every month to help book dates in your calendar for future events. This calendar in no way should be used to take the place of the monthly published calendar in the newsletter. Please check newsletters for accurate and updated info regarding all events. The object of this is to help you plan future commitments.

I received this email from Menda Hayden regarding their monthly runs. I will also add that to our BMCNO "Calendar at a Glance" newsletter article every month. "Our Lafayette satellite has very informal runs every 4th Saturday of the month. Start time is 10:00 a.m. and they cover 50 to 00 miles of interesting road, and end at a restaurant. The drives are planned by anyone who wants to plan one. Start locations vary around Lafayette, New Iberia, and Abbeville, usually at a McDonalds. To get on the email list send us your email address at dandmhayden@cox.net. Pictures of past drives can be seen at www.flickr.com/photos/acsc. I am open to suggestions for more activities in this area, if you have an idea contact us." Dave and Menda Hayden

February		
Sunday, 17 th	Middendorf's Run	Noon at Middendorf's restaurant on I-55 in Manchac. Ask for reservation for BMCNO.
Saturday, 23 rd	Lafayette's monthly run	For more info email: dandmhayden@cox.net
Tuesday 26 th	Monthly Meeting	Scholarship presentations Guest speaker: Joe Cruthirds, Delgado Community College Automotive Program
March		
Saturday 22 nd	Goodie Bag Prep	Lubriport Laboratories 1650 Airline Dr. Floyd and Ann's 464-1734
Tuesday 25 th	Monthly meeting	Italian Pie 7:00 p.m. 5650 Jefferson Highway 7:00 p.m.
Friday 28 th	Car Show Reception	6:00 p.m. Hampton Inn, Mounes Blvd.
Saturday 29 th	18 th Annual BMNCO Car Show	Delgado Community College Check newsletter article
Saturday 29 th	After car show dinner	5:30 p.m. Landry's Restaurant
April		
Saturday, 5 th	Daughters of the British Empire "Tea"	Long Vue Gardens, New Orleans \$15.00 2:00 p.m. – 5:00 p.m.
Saturday 12 th	1st Breakfast Run (Car Show worker appreciation breakfast included)	10:00 a.m. Lafitte Café 6325 Elysian Fields
Wednesday, 16 th – Saturday, 19 th	Triumph Meet	VTR—South Central Regional
Saturday, 19 th	Pensacola Car Show	Convoy information forthcoming
Saturday, 26 th	Lafayette's monthly run	For more info email: dandmhayden@cox.net
Tuesday 29 th	Monthly meeting	Italian Pie 7:00 p.m. 5650 Jefferson Highway 7:00 p.m.
May		
Saturday 3 rd	Breakfast run	Hummingbird Grill, 10:00 a.m. 5708 Citrus Blvd., Harahan across from Coke
Sunday 18 th	Crawfish boil	Bogue Falaya Park, Covington
Saturday, 24 th	Lafayette's monthly run	For more info email: dandmhayden@cox.net
Tuesday 27 th	Monthly meeting	Italian Pie 7:00 p.m. 5650 Jefferson Highway 7:00 p.m.
Friday, 30 th	Final Friday	Covington
Saturday, 31 st	Breakfast Run	TBA

MGB Parts for Sale 1. Late 4 synchro transmission - \$100 2. Front cross member with suspension and brake components and wire wheel hubs - \$100. 3. Banjo style rear axle and differential with suspension and brake components and wire wheel hubs - \$100. 4. Left front fender for early MGB to use for chrome bumper conversion - \$50 5. Matched set, intake and exhaust manifold, and heat shield from 71 MGB - \$100 6. One set of SU carbs, float bowl is missing on one - \$50 Call Rick Huber 225-926-6946 1/08



1965 MGB. Wire Wheels. 4 synchro O/D. Running, driving prior to body work in 2007. Compression 150 to 153. Original engine. Straight car. New floors, rockers, lower fenders. Outstanding work by local club member. Primed, exterior ready to paint. New top, turn signals, misc. tune up and brake parts. Powder coated top frame. Healy project forces sale. \$2350. Offer to club before Craigslist/eBay. 225-926-6946 1/08

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

Misc parts for early Mini's including front bumper, grille, new floor pans & 1275 **engine** & transmission parts. David Morgan.

1959 Morris Minor Body Parts for sale— 504-466-4895 Louis Roussel

WANTED TO PURCHASE—Restoration Project! All makes and models considered! What do you have? Call John Wells @ 985-345-1166 (12/07)

WANTED Triumph TR6 luggage rack and body tub. Ronnie 504-319-8506, ronniep@cox.net (12/07)

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Electronic submissions are greatly preferred. Email to editor@bmcno.org or bring to meeting. Bring written articles to meeting or mail to P.O. Box 73213, Metairie, LA 70033

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official entry form
18th Annual New Orleans British Car Day

Saturday, March 29th, 2008 New Orleans, Louisiana

Please print

Name		Guest (for name tag)	
Address			
City		State	Zip
Telephone		Email	
Club Affiliations			

Cars entered

\$25.00 early registration

\$30.00 after 9-19-2008

	Year	Make / Model / Type	Entry Fee
1			

Additional cars—\$10

2			
3			
4			

T-Shirts—See web site for t-shirt design!

Size M through XL \$12. size 2XL and 3XL \$14

M:	L:	XL:	2XL	3XL	Shirt Total:
					Grand Total

I plan to attend the Friday night reception with _____ total people.

In consideration of this entry, I waive any and all claims for me and my heirs against the British Motoring Club New Orleans, Delgado College, their officers and any sponsor of this event for injury or illness which may result directly or indirectly from my participation. I also give my permission for use of my name and / or pictures in any broadcast, telecast or any other account of this event.

Signature: _____

Date: _____
 Make check payable to: "British Car Day" Mail to: Car Day, P.O. Box 73213, Metairie, LA 70033

Field opens at 9:00 am Saturday, March 29th, 2008
 Registration and line up from 9 am to Noon. <- NOTE LATER START TIME!
 Voting from 12:30 pm to 3:00 pm
 Awards at approximately 4:00 pm

For more information visit our web site: <http://www.bmcno.org>
 Or call: Keith Vezina: (504) 722-5777
 Or call: Karen Murray (504) 236-7509

The Morris Gazette

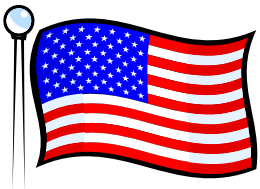
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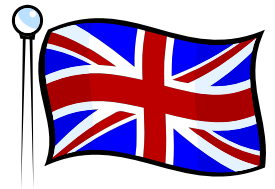


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www.bmcno.org



February 2008



Sunday, February 17 - Middendorf's Run