

British Motoring Club—New Orleans Morris Gazette

April / May 2010

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!

Another great British Car Day for BMCNO. The weather was comfortable with the rain holding off. All our volunteers did a wonderful job helping to make it a success. I have already received a few emails from our guests congratulating us on a great show.

We had a few minor glitches but that is to be expected, and our committees worked out corrections. The field was not in as good of shape as in the past, but our site prep guys did an excellent job working around it. Now it's time to visit other shows and enjoy just sitting around.

Our crayfish boil is coming up in May. The Board is working on some fun events including some tech sessions at Delgado.

Lets keep the ball rolling with a busy calendar.

Harold O'Reilly

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It's that time of the year again!



This year's crawfish boil will be on Sunday, May 16, at the Bocce Club. The Bocce Club is located at 2340 Severn Avenue in Metairie. Serving starts at 12:00 noon. Cost: \$10.00 Per Person. (includes 5 pounds of crawfish, potatoes, corn, mushrooms, garlic, drinks, and ice cream)

You must prepay at the Tuesday, April 27 membership meeting; at the North shore Area Gathering; or at the Baton Rouge Area Gathering . (Everything has to be ordered)

If anyone would like to bring a dessert please do so.

May 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9 <i>Mother's Day</i>	10	11 B.O.D. Mtg. 7:00pm	12	13	14	15
16 Crawfish Boil	17	18 Baton Rouge Area Gathering 7:00pm MAP	19	20 Northshore Area Gathering 7:00 p.m.	21	22 Lafayette Area Cruise
23	24	25 Membership Mtg. 7:00pm @ The Ital- ian Pie MAP	26	27	28 Columbia St. Block Party 5-10pm. Coving- ton	29
30	31 <i>Memorial Day</i>					

Tuesday, April 27 - General Meeting 7:00 p.m. Italian Pie, 5650 Jefferson Hwy.

Tuesday, May 11 - 7:00 p.m. Board Meeting - Rick Huber's home in Baton Rouge. Convoy information soon.

Sunday, May 16 - BMCNO Crawfish Boil - This year's crawfish boil will be on Sunday, May 16, at the Bocce Club. The Bocce Club is located at 2340 Severn Avenue in Metairie. Serving starts at 12:00 noon. Cost: \$10.00 Per Person. (includes 5 pounds of crawfish, potatoes, corn, mushrooms, garlic, drinks, and ice cream) You must prepay at the Tuesday, April 27 membership meeting; at the North shore Area Gathering; or at the Baton Rouge Area Gathering . (Everything has to be ordered) If anyone would like to bring a dessert please do so. **THE LAST DAY TO PAY IS MAY 7th.**

Tuesday, May 18 - Baton Rouge Area Gathering - dinner 6:00 p.m., meeting 7:00 p.m. - Cafe Americain, 7521 Jefferson Hwy, Baton Rouge

Thursday, May 20 - 7:00 p.m. - Northshore Area Gathering - Abita Brew Pub

Saturday, May 22 - Lafayette Area Cruise - For more information, contact Dave Hayden at dandmhayden@cox.net

Tuesday, May 25- 7:00 p.m. GENERAL MEETING - Italian Pie, 5650 Jefferson Hwy.

Friday, May 28 - 5-10 p.m. - Columbia St. Block Party, Covington, LA. A street party featuring all types of antique cars, including British cars. Four blocks of Columbia St. are closed for a car display. Most restaurants are open and live music at both ends of the street. Call Cliff Hughes 985- 845-8709 for information.

<p>Baton Rouge Cruise. Let's have a giant turnout of Baton Rougians and all other BMCNO members for this event, even if you don't drive your British Car.</p> <p>It will be on Saturday June 5, from 9 am until.</p>	<p>Meet for beignets and coffee at The Cajun Village in Sorrento at 9 am (We can meet in the Tanger Mall parking lot at 8:30 or so if we want to travel down there as a group)</p> <p>A drive through the countryside, Highway 22/16/42 and then to the Rural Life Museum. Lunch at Superior Grill, then to the</p>	<p>Louisiana State Museum.</p> <p>The event is free, Rural Life Museum is \$7 per person. The Louisiana State Museum is Free.</p> <p>More information to come on this exciting event.</p> <p style="text-align: right;">Cheers, Rick</p>
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Club Officers – 2010

Board of Directors

President:	Harold O'Reilly	504-289-6982	president@bmcno.org
Vice President	Karen Murray	504-236-7509	Karen.murray@cox.net
Treasurer	Don Marpe	504-394-6343	bdmarpe@cox.net
Secretary	Cathy Greensfelder	504-392-9261	cgreensf@cox.net
Editor	Ronnie Palmisano	504-319-8506	ronniep@cox.net

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Rick Huber	225-926-6946	mlandrick@gmail.com
Bob Post	504-467-2106	bpost4@cox.net
Bill Weber	985-725-1155	wjweber309@aol.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	504-289-6982	haroldor@bellsouth.net
Webmaster	Stuart McKendrick	504-865-7481	webmaster@bmcno.org
Baton Rouge Area Coordinator	Rick Huber	225-926-6946	mlandrick@gmail.com
Lafayette Area Coordinator	Dave Hayden	337-937-4929	dandmhayden@cox.net
North shore Area Coordinator	Cliff Hughes	985-845-8709	hugh8709@bellsouth.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. Mail renewal checks payable to "BMC-NO" to: Treasurer, PO Box 73213, Metairie, LA 70033



Club Regalia - Contact the Club Treasurer Don Marpe for information.

License Plate Frame \$5.00 (2 for \$9.00) Windscreen Transfer \$ 1.00 T-shirt \$10.00

Newsletter Submissions - Electronic article submissions are greatly preferred. Email to editor@bmcno.org, bring to meeting, or mail to P.O. Box 73213, Metairie, LA 70033



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Minutes for February 23, 2010

There were no past events to discuss and no new guests present. Cliff Hughes reported that there were 17 members and guests at the last North-shore regional meeting.

Future Events: The Goodie Bag stuffing party will be on March 13th. The club needs items for the Goodie Bags. Please check if your employer has anything to contribute. We would like promotional material such as flyers, coupons, magnets, pens, key rings, pads of paper...

The annual Crawfish Boil will be held at the Bocce Club in Metairie this May. Bogue Falaya Park is beautiful but renting tables and chairs adds a great deal to the cost of the event. The Bocce Club is inexpensive, air conditioned and has tables and chairs. The cost of the event will depend on the cost of crawfish in May.

Karen Murray met with Don Davenport, the new department chair of Delgado's Automotive Department. The faculty and students will conduct tours of the paint and body facilities during the car show. Delgado will be happy to host a tech session this summer when it's too hot to drive. Karen is arranging for faculty members to come to our meetings as speakers.

The Car Show Appreciation party will be on March 28th. Karen wanted to know what sort of event members want to have.

Car Show: A signup sheet for the Friday Reception was passed around. Please attend the reception, bring a dish to share and meet our out of town guests. You don't have to enter a car in the show to attend. We still need volunteers for a number of committees. Attend the March meeting and sign up for something.

NOTICE: We always move the meeting up to the week before the show so the March meetings will be TWO WEEKS EARLY!! Check the Calendar

for the dates!!

Member Projects: Jim Lilly's white Spitfire has been in the garage for several years. He plans to try to get it running this weekend. Several members suggested the first thing he do is drain the gas tank. Jim wanted to know what to do with the old gas. If it's not a lot, one member suggested setting it out and letting it evaporate. Other suggestions were to add a gallon of it per tank into your "daily driver" car or to mix it with 3 parts fresh gas and burn it in your lawn mower.

Keith Vezina recently purchased a LightInSight for \$17.50 from www.lightinsight.com. It's a clingy plastic wide-angle lens that you stick on the top edge of your windshield. It allows you to see overhead traffic signals that would otherwise be hidden by your car's windshield frame or top. Keith says it works GREAT! He can see lights without leaning over into the passenger seat.

50/50: Jim Philpott won \$17 which he promptly gave back as dues when he joined the club. Parker Pens were won by Harold O'Reilly and Bill Breithoff. Stuart McKendrick won a pocket knife. Roy Richardson and Allen Bradley won air fresheners. Karen Murray and Dan Melesurgo won T-shirts.

Activity: This month's activity was "British Car Bingo". Everyone received a Bingo card with squares like "Has won two or more trophies at a Car Show", "Has a car that does NOT leak in the rain", "Has the same color car as you", "Has hit an animal with a British car"... Members had to find other members present at the meeting who qualified. The first five members to get bingo won prizes. Winners were Allen Bradley, Sally Breithoff, David Jones, Keith Vezina and Cathy Greensfelder.

2010 Special Award Winners



BEST OF SHOW
Sponsored by
The Ramelli Group
Cliff Hughes 1957 MG Magnette



BRITISH HERITAGE AWARD WINNER
Selected by Peter Brauen of BMC Restorations to the
Car/Driver with best overall display.
Bill Silhan 1967 Aston Martin DB6

Rick Huber's Driving Experiences in China

Last month, I wrote about being driven around China. This month, I'll describe some of the crazy driving practices I experienced.

So, they have all these multi-lane expressways now, but just don't use them the same way we do. Driving in the left lane seems to be a mark of honor or prestige, makes them feel powerful or something. It seems like the slow vehicles populate the left lane and make everybody pass on the right. My driver loves the left lane, stays in it even when it's stopped and all the lanes to the right are moving. Don't quite understand. When we had a few people riding with me one day, I asked them to ask him (he doesn't speak English) why he rides in the left lane all the time. After about a 5 minute conversation, they told me he said that the driving rules around Shanghai DON'T say you CAN'T drive in the left lane. So, anyway, we stay in the left lane most of the time, except when we're occasionally passed on the shoulder.

Yes, shoulders are treated just like additional lanes by some drivers. Whenever the 2 or 3 or 4 driving lanes are full and you want to go faster than they are, just swing off to the right or left shoulder and get around them. It's amazing to behold. Giant busses careening past on the left shoulder. My driver never used the shoulder, must have been explicitly stated in his contract as something he couldn't do.

Modern stop lights? To prepare oncoming traffic that a light will turn red, the green light flashes for a few seconds before it turns to yellow before it turns to red. This gives drivers PLENTY of time to prepare to stop so as to NEVER run a red light. The way it works in practice, is it gives drivers PLENTY of time to accelerate so that they NEVER have to stop at a red light. I thought Louisiana had the worst red light runners on the planet, but around Shanghai, we would be a distant second.

To make matters worse in intersections, there are many with a timer that counts down the seconds before the light will turn green, and other places, the red light flashes before it turns green. Of course you know how that is used – it lets drivers go before the light turns green, putting them squarely in the path of those crossing drivers who have had more time to accelerate through the intersection. With all that recipe for disaster, would you believe that not once did I see a collision in an intersection the whole six weeks I was there. I'm not quite sure how they avoid it.

Then there is the practice of turning right at red lights. You know how we can stop, and then turn right if the traffic is clear. In China, the practice is that there is no need to slow down when turning right at a red light UNLESS there is traffic that you would hit in the lane you're turning into. Quite unnerving to speed around the corner and join the crossing traffic at near full speed.

Pulling out into traffic. I think they've concluded that waiting for an opening in traffic doesn't work, so they pull out into the intersection and expect the crossing traffic to stop for them, and unless the crossing traffic can't weave around to avoid the entering traffic, they do. Again, I never saw a collision, despite being in the car pulling out many times, believing I was going to get T-boned several of those times.

Stop and go accordion style traffic on the expressways. This was the case almost every single day in six weeks of driving almost 30 miles back and forth to work. That odd experience that when there is too much traffic for a road, instead of everybody moving along at a constant 30 miles per hour, the traffic cycles between 60 miles per hour and stopped for miles and miles. Around Baton Rouge the traffic is like that and I see a rear end collision almost every day driving back and forth to work. In China, I never

saw a rear end collision, even once when the traffic was backed up when a car decided to just stop for some unexplained reason in the left lane. After a few minutes, it started going again, as if nothing had happened.

The one big accident I did see in my six weeks was a big one, a multi-car pileup that happened on an overpass after it had started sleeting and it must have been slippery. Not sure exactly what happened, but after an hour and a half, we went past the scene, and the bus was laying over on it's side and the guard rail was all torn up, so it could have been something to do with passing on the shoulder.

Nosing into the adjacent lane. Of course with all the stopped expressway traffic, everybody is always trying to change lanes to get an advantage. When they're ready to go, they don't look for a gap to move into, they just start going until the cars are just inches apart, and then one driver gives in and gives up the front position. My driver would always try to go around the nosing in vehicle and stay ahead of them. I was so proud of him.

Use of the horn elevated to an art form. I'm telling you, use of the horn couldn't be any more rude and obnoxious than in China. They blow the horn for any reason or no reason. It's almost like driving in the left lane, a sign of status or power to blow your horn and prove that you're still there or prove that your car has a horn.

Despite all of what seem to be crazy driving practices to us, there were very few accidents. My conclusion is that the drivers in China must be either 1. much more naturally skilled, 2. much better trained, 3. Pay much closer attention than US drivers, or possibly the penalty for causing an accident is very severe. Anyway, now that it's over, I'm happy to have survived six weeks of crazy driving in and around Shanghai.

2010 British Car Day Class Winners

Congratulations to all the winners of the 20th Annual British Car Day and a big thank you to each and everyone who brought a car out to the show. There were 109 cars registered. Another big thank you goes to our show sponsors. Each sponsored class is followed by the name of the sponsor in parenthesis.

Cathy Greensfelder, Registrar

2010 Car Day Winners

AH Sprite & MG Midget (Baldwin Motors)

- | | |
|----------------|---------------------|
| 1 Jeremy Reed | 1972 MG Midget |
| 2 Stuart Ferry | 1978 MG Midget 1500 |

MG TC and other Pre-war (Mardi Gras T's)

- | | |
|-----------------|------------|
| 1 Gene Gillam | 1949 MG TC |
| 2 Ben White | 1948 MG TC |
| 3 Jim Dougherty | 1948 MG TC |

MG TD (Mardi Gras T's)

- | | |
|--------------------|------------|
| 1 David Loeb | 1952 MG TD |
| 2 Seth Silverstein | 1953 MG TD |
| 3 Paul Brouillette | 1952 MG TD |

MG TF (Mardi Gras T's)

- | | |
|------------------|------------|
| 1 John C. Hooper | 1954 MG TF |
|------------------|------------|

MGA Roadster & Coupe (The Little British Car Co.)

- | | |
|-----------------|----------|
| 1 David Stiebel | 1957 MGA |
| 2 Joel Ross | 1959 MGA |

MGB Chrome Bumper (62-69) (Daughters of the British Empire)

- | | |
|------------------|---------------|
| 1 Maury Drummond | 1962 MGB |
| 2 Tom Kelso | 1968 MGC |
| 3 Jack Reynolds | 1967 MGB MKII |

MGB Chrome Bumper (70-74) (Milton Franklin)

- | | |
|-----------------|----------|
| 1 Ken McElhaney | 1972 MGB |
| 2 Blake Sonnier | 1972 MGB |
| 3 Allen Bradley | 1970 MGB |

MGB Rubber Bumper, Early (1974 1/2-76) (Cliff Hughes & Co.)

- | | |
|-------------------|----------|
| 1 T. Keith Vezina | 1976 MGB |
| 2 Noel Eagleson | 1975 MGB |

MGB Rubber Bumper, Late (77-80) (Milton Franklin)

- | | |
|---------------------|----------|
| 1 James Duke | 1977 MGB |
| 2 Stuart Waddington | 1977 MGB |
| 3 Blake Sonnier | 1977 MGB |

MGB/GT & MGC/GT (Southern Earth Science)

- | | |
|--------------------|-------------|
| 1 David Jones | 1972 MGB/GT |
| 2 Paul Brouillette | 1969 MGB/GT |
| 3 Kevin Stiede | 1973 MGB/GT |

Triumph TR2 , 3, 3A&B, 4, 4A, 250 (Cliff Hughes & Co.)

- | | |
|------------------|------------------|
| 1 Wayne Pangburn | 1963 Triumph TR4 |
|------------------|------------------|

Triumph TR6, early (69-73) (Harold Hunt)

- | | |
|-----------------|------------------|
| 1 Mark Van Lake | 1974 Triumph TR6 |
| 2 Allen Bradley | 1971 Triumph TR6 |
| 3 James Hoppe | 1973 Triumph TR6 |

Triumph Spitfire, GT6 (Southern Earth Science)

- | | |
|----------------|----------------------------|
| 1 Anne Friloux | 1972 Triumph GT6 |
| 2 Mike Japp | 1977 Triumph Spitfire 1500 |
| 3 Paul Webb | 1976 Triumph Spitfire |

2009 British Car Day Class Winners continued from page 7

Jaguar Vintage & Classic Sports (pre 74) (Paretti Imports)

1 Terry Richardson 1969 Jaguar XKE

Jaguar Modern Sports (1975+) (Paretti Imports)

1 Michael King 1991 Jaguar XJS

2 Donald Marpe 1907 Jaguar XK

2 Seth Silverstein 1906 Jaguar XKR

Jaguar XK8 (Harold Hunt)

1 Wally Friloux 1901 Jaguar XK8

2 Mike Hill 1998 Jaguar XK8

3 Dan Melesurgo 2004 Jaguar XK8

Small Sedans (Morris Minor, MG Y Type,...) (Harold Hunt)

1 Cliff Hughes 1957 MG Magnette

2 Smitty Landry 1966 Morris Minor 1000 Traveler

3 Tim Hayes 1956 Austin A30

Jaguar Vintage, Classic Sedans (up to 1988) (Paretti Imports)

1 John Hans 1967 Jaguar MKII

Jaguar Modern Sedans (1989+) (Paretti Imports)

1 Robert Purves 1901 Jaguar XJ8 VDP

2 Bob McAnelly 1906 Jaguar Super V8

Empire Sports (Harold Hunt)

1 Bill Silhan 1967 Aston Martin DB6

2 Lorne Goldman 1984 Morgan Plus 8 Phoenix

3 Pete Johnston 1962 Austin Healey 3000 MKII

Lotus (Harold Hunt)

1 Jim Lilly 1905 Lotus Elise

2 Hunter Duplantier 1905 Lotus Elise

DeLorean (Renaissance Euro Fest Classis)

1 Farrar Hudkins 1981 DeLorean DMC-12

2 Kober Seippel 1981 DeLorean

Rolls Royce & Bentley (Renaissance Euro Fest Classic)

1 Todd Slack 1951 Rolls Royce Silver Wraith

2 Tony Sparrow 1951 Bentley Mark VI

3 Rhino Ulery 1988 Rolls Royce Silver Spirit

Modified (Harold Hunt)

1 Danny Varnado 1976 MGB Modified

2 Dick Hughes 1906 Lotus 7 Superformance

Best of Show, Sponsored by: The Ramelli Group

Cliff Hughes 1957 MG Magnette

Distance Traveled:

Lorne Goldman, 1984 Morgan Plus 8 "Phoenix"

According to Google Maps, it is 1,713 miles to Labelle, Quebec in Canada!!

British Heritage Trophy, Sponsored by: BMC Restorations, Peter Brauen

Bill Silhan, 1967 Aston Martin DB6

Bill has always set out a great display with this car. This Aston Martin is the actual car used in the motion picture "Excess Baggage" starring Alicia Silverstone. Bill has the movie poster displayed with movie stills of the car

While it was NOT the James Bond car - that was a DB5 - Sean Connery posed for a picture in Bill's DB6. Bill has a mounted copy of the vehicle's specifications poster, a beautiful display of original tools, fitted leather luggage and other accoutrements such as driving gloves.

Hard Luck

Lorne Goldman, 1984 Morgan Plus 8 "Phoenix"

Someone told Lorne and Audrey that they should drive the beach road in Pensacola. However, the near gale force winds sand blasted the car and windshield. They replaced the windshield so they could see. And the next day, a rock hit it and cracked the windshield.

2010 British Car Day Volunteers (worker bees)

We would like to thank all the volunteers who worked the show. If we missed your name, our sincerest apologies. Thank you all!



Show Chairman

SHOW CHAIRMAN

Harold O'Reilly

Karen Murray

DONATIONS

Wally Friloux

DOOR PRIZES

Harold O'Reilly

EQUIPMENT

Charlie Ake

JUDGING

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Cathy Greensfelder

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Ronnie Palmisano

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PROMOTIONS

Cathy Greensfelder

RAFFLE, REGALIA & 50/50

Dave Morgan

RECEPTION

Karen Murray

Allen Bradley

Susan Bradley

Margaret Friloux

Wally Friloux

Don Marpe

Keith Vezina

REGISTRATION

Cathy Greensfelder

Opie Lee Anderson

Anne Friloux

SCORESHEET TAB

Floyd Friloux

Don Marpe

Cliff Hughes

Danny Varnado

SITE PREP

Mike Anderson

Dan Melesurgo

Don Marpe

Allen Mocklin

Bill Weber

SIGNS

Cliff Hughes

TROPHIES

Allen Bradley

VENDORS

Wally Friloux

The following sponsors / donors have generously supported this year's car show. When you get the opportunity, we hope you will return the favor and support their businesses and let them know how much we appreciate their support.

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hagerty.com

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hemmings.com

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meguiars.com

Mike Anderson
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OReillyAuto.com

Moss Motors
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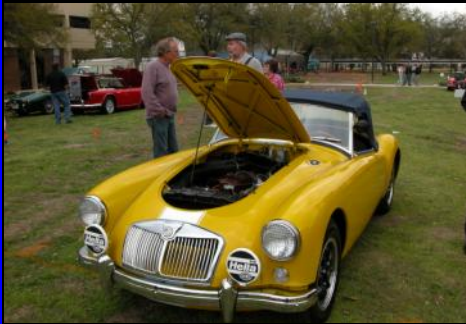
Rock Auto
6680 Odana Rd. Madison, WI 53719
rockauto.com/

The Little British Car Co.
29311 Aranel Farmington Hills, MI 48334
lbcarco.com

The Roadster Factory
P.O. Box 332
Armagh, PA 15920
800-283-3723
the-roadster-factory.com

Victoria British
P.O. Box 14991
Lenexa, KS 66285
victoriabritish.com

2010 British Car Day Pictures



2010 British Car Day Pictures continued



Coming soon! Pictures of the 2010 British Car Day will be available on our web site at www.bmcno.org. Look in the gallery.

Classified

2010 Special Award Winners continued from page 5

Storage Space Available: Climate Controlled garage on Hickory Ave. in Harahan. Includes access to four post auto lift, sandblasting booth, and a two stage air compressor. \$175 per month- contact Robert Phillips (504)270-5292 rp826union@aol.com

1974 MGB 4 speed non OD transmission : It had only 7,500 miles on it when it was removed and it is in perfect shape. It was removed so an overdrive transmission could be installed. Asking \$500.00. Contact hub@cox.net or bbcallums@aol.com or 337-229-4246 or 337-523-5371 and I'm in New Iberia, LA. Hub Allums

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Distance Traveled Award

Lorne Goldman

1984 Morgan Plus 8 Phoenix

According to Google Maps, it is 1,713 miles to La-belle, Quebec in Canada!!

Hard Luck Award

Lorne Goldman

1984 Morgan Plus 8 Phoenix

Someone told Lorne and Audrey that they should drive the beach road in Pensacola. However, the near gale force winds sand blasted the car and windshield. They replaced the windshield so they could see. And the next day, a rock hit it and cracked the windshield.

OUR SERVICE PUTS US A-PART FROM THE REST.

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The Morris Gazette

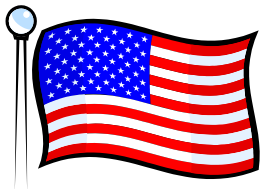
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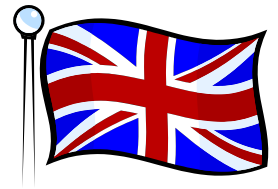


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