

British Motoring Club New Orleans Morris Gazette

September 2010

Official publication of British Motoring Club-New Orleans



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GENERAL MEETING
Tuesday, August 31 - 7:00 p.m.
Italian Pie, 5650 Jefferson Hwy.
NOMINATION OF OFFICERS!

We will have a quick meeting, then Allen and Susan Bradely will lead us to Droopy's Sno-Ball Shop



September 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Last day to get hotel discount for nice/Liberty	3	4
5	6 <i>Labor Day</i>	7	8	9	10	11 Delgado Tech session 9:00 AM. Followed by lunch at Cafe
12	13	14 B.O.D. Mtg. 7:00pm	15	16	17	18
19	20	21 Baton Rouge Area Gathering 7:00pm MAP	22	23 Northshore Area Gathering 7:00 p.m.	24 Brits By the River convoy Columbia St. Block Party	25 Brits by the River Car Show
26	27	28 Membership Mtg. 7:00pm @ The Italian Pie MAP	29	30	Please check current newsletter, email announcements and with event coordinator for accurate and updated information regarding all events.	

August 29 - Richard Wolf UnCar Show. NOTE NEW LOCATION 4:00 – 7:00 PM

The Abita Brew Pub, 72011 Holly Street, Abita Springs, LA 70420 | Phone: 985-892-5837 Prizes awarded in an assortment of categories from oil leaks to bad paint. Stop waxing and relax. The club buys dinner for the driver of each car entry, so drive (or push) your “not show quality” British car and enjoy the food , conversation and A/C in the restaurant. Southshore convoy leaves south Casuseway toll plaza at 3 pm. Baton Rouge leaves 3 pm. Location TBD.

Tuesday, August 31 - 7:00 p.m. GENERAL MEETING - Italian Pie, 5650 Jefferson Hwy.

NOMINATION OF OFFICERS! We will have a quick meeting , then Allen Bradely will lead us to Droopy’s Sno-Ball Shop (indoor A/C seating)

Thursday, September 2nd – Last day to get hotel discount for Eunice/Liberty Cruise. If you are planning to attend, then make your reservations before this date.

Saturday, September 11 Delgado Tech session 9 – noon – Topic is Paint Prep. Followed by lunch at Cafe Navarre. **MAP** Lunch around 1:00 PM depending on what time we leave Delgado.

Tuesday, September 14 - 7:00 p.m. Board Meeting - Cathy Greensfelder, 5537 Berkley Drive, New Orleans (504) 392-9261

Tuesday, September 21 - Baton Rouge Area Gathering - dinner 6:00 p.m., meeting 7:00 p.m. - Cafe Americain, 7521 Jefferson Hwy, Baton Rouge

Thursday, September 23 - 7:00 p.m. - Northshore Area Gathering - Abita Brew Pub

Friday, September 24 – Convoy to EMC Brits By the River show, Vidailia La Southshore leaves Knner Vistor’s Center (I-10@ Loyola) at 8:00 a.m , Northshore leaves for the Texaco station (I-12 @ Rt.21 at 8:00 a.m. Both convoys meet up at Rick & Mary Lynne Huber’s home at 746 Saint Landry’s St in Baton Rouge at 9:30 a.m. (225-926-6946).

Friday, September 24 - 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& live music at both ends of the street. Call Cliff Hughes 985- 845-8709 for info.

Tuesday, September 28 - 7:00 p.m. GENERAL MEETING - Italian Pie, 5650 Jefferson Hwy.

NOMINATION OF OFFICERS



President's Message

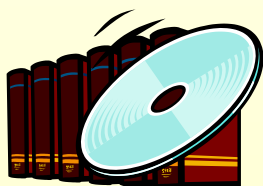
As I'm writing this, we are approaching the fifth anniversary of Hurricane Katrina and the failure of the levees. This event took a lot of lives and property, and scattered friends and families across Louisiana and the United States. I, like many of you, lost a lot of property but I'm lucky to be alive. I might have stayed in my home as I usually did and been drowned.

Five years later I may not be fully recovered, but I'm alive along with family and friends. I recently moved into my new home at my old pre-Katrina address. I have started to rebuild my modest car collection but that will take a lot of work.

This weekend I have plans with my British car friends, my sailing buddies, and I'm looking forward to a visit by my Grandson with my new Great Grandchild. I guess I'm pretty lucky after all.

Our club has lots of great events on the calendar. Please mark them down and make plans to attend at least some. Also try to attend the meetings. We have elections coming up and will be taking nominations at the next two meetings. We have a bunch of spots to fill on the board, so please consider running for one of them.

Harold O'Reilly



British Motoring Club Resource Library Now Available.

We currently have the following available:

- Spray Painting by Len Stuart
- Welcome to the World of MIG Welding by HTP America.
- Detailing for Enthusiasts by Bob White
- 50 Years of British Cars Racing in America by British Car Films
- Guide to MGB Maintenance by Trinity Motor Productions.

We want the Club Resource Library to be a success, so please send your suggestions to editor@bmcno.org!

Items are limited. They will be made available to you at the monthly general membership meeting, and available on a first come basis.

See Bob Post to take advantage of the items in the resource library.



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

Members at Large

Charles Ake	504-957-6046	bmcno2000@yahoo.com
Rick Huber	225-926-6946	mlandrick@gmail.com
Bob Post	504-467-2106	robertpost06@gmail.com
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	Mark Greensfelder	504-392-9261	
Web Hoasting	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 your submissions to editor@bmcno.org, bring to meeting, or mail to P.O. Box 73213, Metairie, LA 70033

Publication - All newsletters published beginning January 2002 are always available online at <http://bmcno.org/newsletters.htm> for your review.

Besides being available online and beginning with the August 2010 issue, a pdf copy of the newsletter will be emailed to each member as soon as it is published. **Please make sure we have your current email address.**

Affiliations - BMCNO is affiliated with the 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!



General Membership Meeting Minutes July 27, 2010

President Harold O'Reilly called the meeting to order at 7:05 and asked if there were any visitors. No visitors, just some members that had not been to a meeting for a while. The old business discussion started with the discussion of the Tech Session held at Delgado College. The session was on welding and there were 8 members that attended. The session started with a video and then started the hands on training. Each member completed the sample welding and created a test coupon. It was clear from the results of the testing, that there were some experts in the class and some that need more training. All agreed that the session was worth attending. After the tech session, the group met at Charlie's on Jefferson Highway for lunch. Lunch was also worth attending.

At this point in the meeting, Newsletter Editor Ronnie Palmisano started a short contest to name the person on the cover of the newsletter. The picture on the cover was of one of the Tech Session attendees in full welding apparel with the welding mask down. Even Ronnie had trouble figuring out who it was and there was a recount of the answer sheets when the true welder revealed himself.

The Un-Car Show scheduled for August 29 was the next event discussed. A brief history of the event was presented by Ronnie. The other upcoming events are listed in this newsletter.

Treasurer Don Marpe reported that the club checking account has a balance of \$4,920. He also reported that 93 members have sent in their 2010 -2011 membership dues. There are

38 past members that have not renewed their membership.

It is nearing the time to elect new club officers. One past officer must have missed the excitement of being on the board and has thrown his hat into the ring for Member at Large. Other current board members are also considering their commitment for the next year.

It appears like our club members are doing a little traveling. Wally Friloux gave a nice report on Margret and his trip to England and Ireland. Wally meant some friends with British cars (imagine that in England) and they shared lots of experiences. Pictures of his trip were in last month's newsletter. Check out the T shirt on the British guy in the picture.

Rick and Mary Lynn Huber traveled to China and Shanghai for Rick's work. They had an impressive slide show of sites and cars they saw on the travel. Rick offered to show the interested the parties the remaining full 160 picture version of the slide show at a later date.

Chad Wicker won the \$15 from the 50/50 drawing and many others won a bundle of shop rags.

The planned viewing of the next sections of the Detailing for Car Enthusiasts was delayed until the next meeting. The meeting was adjourned, but the conversations continued.



So What Does It Cost To Operate A Jaguar? By Donald Marpe

I have kept good records of my costs for my 97 Jaguar and thought the club members might be interested in the information. Included are two articles and a spreadsheet of the maintenance history on the Jag.

My Jaguar XK8 had over 180,000 miles on it when the wiring harness started shorting out and I sold it. I had kept pretty good maintenance and cost records, so I thought I would analyze what the operating costs were along the way.

At three years old and with 50,000 miles, the depreciation was \$24,000. Since any problems are covered under warranty, the operating cost (gas, maintenance, and insurance – based on my actual records) is pretty low (\$0.15 / mile) until you figure in the depreciation which makes it \$0.62 / mile. At 70,000 miles on the car, the resale price takes a pretty big hit. The value has drops to around \$30,000. The operating costs are still pretty low (\$0.18 / mile) but when you add in the depreciation it goes up to \$0.73 / mile.

When you hit 100,000 miles, the resale value goes in the dumper. \$18,000 is about as

much as you will get for the car. You are past the warranty, but the reliability is still pretty good, the operating costs do not go up much (\$0.19 / mile) until you add in the depreciation. Then it goes up to \$0.71 / mile. At 150,000 miles and beyond, the resale value pretty much stays at \$10,000. Even with extremely high mileage, a Jaguar XK8 still looks good and there is someone out there that will want it. You start to get into some component wear out issues and higher dollar maintenance items so the operating cost goes up to \$0.25 / mile. The good news is that the operating cost with depreciation starts to come down. It is now \$0.62 / mile (this is based on the original purchase price of \$68,000).

Although it turned out not to be a cheap car to operate (which was no surprise), the Jaguar was still reasonable to operate until you figure in the depreciation. I wonder how these costs would compare with the operating costs on some of our classic British Cars.

And When Is The Right Time To Trade In A Jaguar?

My Jaguar XK8 had over 170,000 miles on it and I started to wonder if maybe it was time to trade it in and get a newer model. When it hit 180,000 miles, I realized I waited too long.

I did start wondering if there was a right time to trade in a Jag. I knew that trading in a Jag when it was just 3 years old (which is when I bought mine) was not the time to do it. The price dropped from a new list price of \$68,000

to \$45,000. If you were not a company leasing the car, that would be too hard to swallow. So I decided to look at the numbers if you traded when your Jag had 50,000 miles, 70,000 miles, 100,000 miles and 150,000 miles. At each of those mileages, I figured out how much it would cost per mile to get back to a 30,000 mile car again.

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Fortunately, you can find Jaguar XK8s on the internet with each of these mileage values and appropriate model years. So here is what I found out.

For a three year old XK8 with 50,000 miles, the depreciation was \$24,000. This is not much different than the depreciation for a 30,000 mile car, so you would not gain much by trading. Since any problems are covered under warranty, the operating cost (gas, maintenance, and insurance – based on my actual records) is pretty low (\$0.15 / mile) until you figure in the depreciation which makes it \$0.62 / mile. The upgrade cost (internet price for 30,000 mile car minus internet price for a 50,000 mile car divided by the reduction in miles) to go back to a 30,000 mile XK8 is \$0.25 / mile.

If you wait until you have 70,000 miles on the car, the resale price takes a pretty big hit. The value has dropped to around \$30,000. The operating costs are still pretty low (\$0.18 / mile) but when you add in the depreciation it goes up to \$0.73 / mile. You could trade up and get a car with 40,000 less miles, but it would cost you over \$15,000. The upgrade cost is \$0.37 / mile.

If you wait until you hit 100,000 miles, the resale value goes in the dumper. \$18,000 is about as much as you will get for the car. You are past the warranty, but the reliability is still pretty good, the operating costs do not go up much (\$0.19 / mile) until you add in the depreciation. Then it goes up to \$0.71 / mile. The upgrade cost to go back to a 30,000 mile XK8 would be \$0.38 / mile.

If you wait until 150,000 miles and beyond, the resale value pretty much stays at \$10,000. Even with extremely high mileage, a Jaguar XK8 still looks good and there is someone out there that will want it. You start to get into some component wear out issues and higher dollar maintenance items so the operating cost goes up to \$0.25 / mile. The good news is that the operating cost with depreciation starts to come down. It is now \$0.62 / mile (this is based on the original purchase price of \$68,000). The upgrade cost is \$0.31 / mile to get back to a 30,000 mile XK8.

So if you just look at the upgrade cost, the right time to trade in your XK8 would be when it gets to 50,000 miles (\$0.25). Once you get past that low mileage, it does not make much difference whether you trade at 70,000 (\$0.37), 100,000 (\$0.38), or 140,000 miles (\$0.31). It is not a good deal at any of those levels.

So when is the right time to trade in your Jaguar XK8? When some one creams you at an intersection, the engine dies (\$12,000), or the wiring harnesses start to short out; could be reasons to consider it. But as you are driving down the road considering trading and you look over at the car beside you and the teenager is giving you the thumbs up, you realize that even those reasons are not good enough. Plan on keeping your XK8 until it dies or you do.

See a picture of this car on page 18.

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***Don's 97 Jaguar Maintenance History 3/15/2009***

Current Mileage 181,000

Component Name	Predicted Live (miles)	First Replacement	Second Replacement	Third Replacement	Fourth Replacement	Fifth Replacement	Next Replacement Prediction	Cost To Replace
Fog Lamp	NA	33,922	50,135					
Tires (set #1)	30 - 40k	29,501	60,053	109,822	160,096		190,000	\$700
Tires (set #2)	30 - 40k	29,501	65,959	103,818	149,228	170,362	210,000	\$700
Windshield	NA	60,053	90,174	160,096				
Front Wheel Bearing	60k	63,314	138,836				200,000	\$500
Rear Wheel Bearings		160,096					250,000	\$600
Steering wheel tele-	25 - 60k	63,314	103,818	129,225	Turned			\$250
Lower Control arm bushing	20 - 60k	63,314	119,164	142,993			200,000	\$150
Lower Wishbone bushings	20 - 60k	67,526	119,164	142,993			200,000	\$224
Front Brakes & rotor	40 - 60k	70,167	133,432	170,362			210,000	\$540
Rear Brakes & rotor	130k	133,432					210,000	\$600
Head Lamp Assembly	NA	81,147						\$565
Rear Wishbone bushings	80k	81,147					180,000	\$330
Transmission	80k	81,147					180,000	\$3,400
Headliner	80k	81,147						
Stability Control Module	90k	90,174		Low risk of happening			180,000	\$1,289
All hoses	130k	138,836					250,000	\$1,500
Serpentine belt	130k	138,836	170,362				250,000	\$240
Cooling system flush	130k	138,836					250,000	
Water pump		50,135		Low risk of happening			200,000	\$500
Battery	120k	29,501	142,993				250,000	
Motor Mount	140k	142,993					250,000	\$300
Power Steering Pump & Hoses	140k	142,993	160,096				250,000	\$600
Valve cover gaskets	140k	142,993					250,000	\$350
Thermostat	130k	146,685					250,000	
Front bottom spoiler	NA	170,362						
10,000 mile Service							10,000	\$250



Baton Rouge Happenings by Rick Huber

The Baton Rouge chapter of the club had an overflow crowd of 27 people in attendance this month on Tuesday, Aug 24; so many that Cafe Americain had to bring in three extra tables to get everybody seated. Was it the speakers, was it the article in Sunday's Morning Advocate? We had several guests from the Central Louisiana chapter of the SCCA - Regional Executive Mike Blazek, one of our guest speakers, and John & Gayle Smith also of CENLA, and several new members or first time attendees - Randy Kassed, Ron & Rose Smith, and Don Haigler and a couple friends of members, who I unfortunately failed to capture their names. Welcome to the new members, who all introduced themselves and told us about their Little British Car afflictions.

Rick talked about upcoming events, particularly the Vidalia show, whose convoy stops at Rick & Mary Lynne's house in Baton Rouge, and the Eunice Liberty Cruise which rendezvous at the Frost Top in downtown Baton Rouge. Looking forward to many participants for both events.

Rick also did show and tell with a couple pieces of his Healey that had just been chromed by The Chrome Man in Baton Rouge, work that Peter Brauen said was "the best chrome work for the price that he's seen in 20 years".

Mike Blazek then talked about the SCCA, particularly about autocrossing in the area at the EBR Parish Emergency Vehicle Course near Zachary. Many types of cars are allowed, from completely stock street cars all the way up to built-for-purpose race cars, with several classes in between defining different levels of modifications and upgrades. Our cars are good to go just like they are. The only prep for driving is

to clean out any loose things that would fly around with hard turns, and add a few pounds of air pressure in the tires. A helmet is inquired, along with driver's license and proof of insurance. On a typical Sunday autocross a driver usually gets 6 to 8 runs, with the first few being time trials to handicap the car vs others in it's class, and then the last few to compete against the clock and the other cars. Sounds like a lot of fun. The next scheduled date is Sept 26. Mike said if we got a bunch of us BMCNO members together for one of the events, they could assign us our own class. Rick will talk to the Board about putting together an SCCA event for the club at the next Board meeting.

Another guest speaker was Jeff Cobb, the person and the energy behind the Live Oak Concours d'Elegance show that he's put on in Baton Rouge the last two years. Several of us in the BMCNO have participated/attended, with Maury Drummond's 1962 MGB earning Best of Show honors in the 2009 show, and Bob Gullic's Austin Healey 3000 as one of the four featured cars in the 2010 show. Anyway, Jeff talked about the show next year which will be on April 17 at the City Park Golf Course, the same site as this year. He has plans to make it even bigger and better - inviting more world famous automotive personalities - designers, drivers, owners - and attracting even more rare and exotic automobiles. Next year's show will have classes and judging by a few of those world famous personalities. No doubt it will be the best show yet, a big automotive event right here in Baton Rouge, and the proceeds fund pancreatic cancer research.

Bradley and Hughes GT35 Adventure by Cliff Hughes



At the Gateway to the West.

Last year, the Bradley's and the Hughes' attended NAMGAR GT-34 at Hot Springs, AR, for the Annual National MGA register GT (Get Together). At that event, we learned that this year's GT site would be in Delavan, WI. On our return trip home, we decided to attend GT 35 held during the last week in July.

We began planning for the show in late May. The plan included towing my Magnette on my trailer, with Allen's Toyota Tundra pulling the load. As July approached, Susan began planning side trips and sights to visit along the way, including Chicago, Milwaukee, with St. Louis on our return trip.

The Magnette and our luggage was loaded up Friday morning. Hoping to reach Cairo, IL, the half-way point by afternoon. Pulling into Jackson, MS for gas, we inspected the trailer again, and concluded that a trailer tire needed replacement. This resulted in a 45 minute delay, but we were still on schedule.

Crossing into AR, MO, and TN, we immediately noticed the road conditions were worse than LA (hard to believe). It was a bit early to stop in Cai-

ro, so we proceeded driving another hour to Marion, IL.

Saturday morning, on the road again, we departed for Chicago. There was not much to comment on our drive through Illinois, only miles of corn fields the entire five hours. We ended the day 20 miles south of Chicago. Saturday afternoon, an invitation was offered by one of my suppliers, Don and Jackie, to have drinks, dinner at a typical family owned Chicago steak house. We accepted immediately in true BMCNO tradition. I asked Don if we should check our weapons at the door, and he replied "NO". The meal was fantastic and the hospitality extended to us was tops.

Next morning we were driven to Chicago and given a 5 hour tour by Don. Downtown Chicago included a walking tour of Millennium Park along Lake Michigan, The Water Tower Bridge, and the Chicago River. This area of downtown Chicago and the "Loop", with sights of Lake Michigan were truly impressive. The area was refreshingly clean and the low 80's temperature made it all that much better. We ended up at Mike Ditka's Restaurant for mid morning drinks at curbside. We completed our walking tour, headed to South Chicago, and then continued our trek to Delavan.



Millennium Park Chicago

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Bradley and Hughes GT35 Adventure by Cliff Hughes continued.

The 3 hour drive to Delavan was typical, urban interstate around Chicago and Milwaukee. After passing through Milwaukee, the one hour trip to Delavan was easy.

After arriving in Delavan, we unpacked, took a short break, then piled into the Magnette driving one mile to the show site, Lake Delavan Resort. This resort for the car show stie was absolutely the best, overlooking the lake on one side and the Lodge on the other.

The featured car for GT-35 was none other than



Cliff's Magnet

the MG Magnette. 130 plus MGA's were registered, in addition to the 30 plus Magnostes. Lou and John Shorten from the UK were special guests of honor, as the couple are widely known as the Magnoste Guru's. John has completed several Magnoste restorations, and fabricates the steel replacement panels in his small shop. Lou is in charge of selling both new and used parts. Allen and Susan met them in the UK while on vacation in 2007.

This event was their first trip to the US, and all that John could say was "What a large country." The Hospitality Room was filled with MG enthusiasts, vendors, and swapping stories and buying parts. It was great to see John Shorten

walking around the site with the BMCNO car show shirt, given by Allen in 2007.

The actual GT was set for Tuesday, Wednesday, and Thursday. On Monday, we kicked back, took it easy, and later on piled into the Magnoste again for a trip around Lake Geneva. The 25 mile trip included lunch on the lake, and ended at the show site. In true BMCNO fashion, Susan found an excellent Italian restaurant in downtown Delavan.

After a year of planning, show day finally arrived. The group drove to the site ready for a good time. Allen and I attended a 1st time registrant's breakfast. 30 plus Magnoste owners attended, where recognition was given to those that helped organize and plan GT-35. After Breakfast we lined up for pictures, and then to the grass for the show. We had another picture perfect day, low temps and low humidity. We spent the entire day looking at MGA's and Magnostes. Later on in the day, an announcement was made that there were more Magnostes at this show, in one place, than ever before, including the UK. Tech Sessions were held in the late afternoon, followed by a question and answer period. While this was happening, Susan and Linda drove to Delavan for some shopping and sightseeing.

Once Again, we drove to another restaurant for dinner, Kirsh's on Lake Como...proved to be another hit. We again waddled out of the restaurant and drove back to the show site for a raffle. I was a lucky winner of a signed and numbered MGA print.

Wednesday was another day spent exploring and visiting the sights. We drove to Milwaukee to tour the Harley Davidson Museum, completed in 2006. It was truly an enjoyable experience. Each Harley model was on display built from 1903-1940, at least 1

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Bradley and Hughes GT35 Adventure by Cliff Hughes continued.



Lake Delavan

model of each type thru 1965, and gas tanks from the newer models. The different engines lined one wall, about 100' by 15', with buttons connected to them for listening. An Evel Knievel Exhibit traced his history of dare devil stunts and broken bones, riding his Harley. Another good restaurant was located in the museum that we could not pass up.

On the way through Milwaukee, we decided to tour the Miller Brewery. The original brew house was built in 1853 and is still in use, to visit only. We had our beer samples and departed for Delavan.



John Shorten from Norwich, England . John was wearing a BMCNO Car show shirt Allen brought to him in England in 2007. He wore it proudly.

Thursday AM, we packed up the Toyota, Magnette, trailer and started for St. Louis. The Millennium Hotel is just what we needed. Overlooking the river, the Arch, and Busch Stadium. The stadium was several blocks away, so we were off again. A security guard informed us that the Cardinals were hosting Pittsburgh Friday night.

Friday morning, we hiked over to the St. Louis Arch and museum. All of the exhibits were impressive and well done. Since it was raining outside, we probably spent more time than we origi-



Cliff and Linda Hughes, Susan and Allen Bradley

nally planned. Friday PM we toured Anheuser Busch Brewery, which was much better than Miller. There was more to see including the Clydesdale's, Dalmatians, and of course, free beer.

Next, we headed downtown to Busch Stadium to buy our tickets for the game. When the ticket office shuts down at 7 PM, the remaining unsold tickets are placed in a lottery. You may get lucky and land in a box seat or not so lucky, and "SRO" seat (standing room only). Finally, it was game time. Due to a rain delay, the opening was postponed to 9:30. We

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Bradley and Hughes GT35 Adventure by Cliff Hughes continued.



Revolving tea pot

lasted 6 innings, with a tied score, then threw in the towel and departed to the hotel. We learned later that the game ended at 1:00 AM.

Saturday morning was roll out day for home. Before leaving, Allen received a phone call from Jeff Zorhn, telling him that I won 2nd place for my Magnette at GT-35. I must say that I was thoroughly pleased.

Most importantly, we had fun, and enjoyed ourselves. It must be a rare occasion when 4 friends can enjoy 9 days on a car trip - vacation. With few tense moments, thanks to Linda, Susan and Allen for a memorable trip. NO!!! We will not attend GT

36 in Reno, Nevada next year.

Cliff



Details of the Rallye to Reno schedule will be posted here soon. [Click here](#) to visit the website.

June 12-18, 2011

The North American Council of MG Registers presents the fourth all-Register gathering to be held at "America's Adventure Place" in Reno, Nevada. [Click here](#) to for information on 011/GT36.



Harley Davidson Museum - I am glad Allen chose British cars for his hobby.



Allen and Cliff getting Magnet on trailer



Vintage Triumph Register National Convention October 17 - 22, 2010

The 2010 North American Triumph Challenge will be held on the beautiful Jekyll island Georgia, Home of the SEVTR regional convention since 2002. This convention will be hosted by the clubs of the Southeast Region. Each of these clubs brings their area of expertise to the successful organization of this event. We are proud to host what will be one of the most unique and relaxing events the Triumph community has experienced.

2010 Highlights

Keynote Speaker - Mike Cook

Featured Model—TR6

But wait! There's more... Autocross

TSD Rally

“The Hyde the Jekyll ” Rally (name subject to change :)

Funkhana

Concours d'Elegance

Lemans Start

Registration for VTR members for this fabulous event is just \$105

The Triumph Car Clubs of the VTR Southeast Region will be your host.

The Temple of Triumph

Gold Coast

Triumph Club of North Florida

Central Florida Triumph Register

Tampa Bay British Car Club

Triumph Club of the Carolinas

Georgia Triumph Association

Click on the following for more information directly from <http://www.vtr2010.org/>.

[Home Page](#)

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NAMGAR
North American MGA Register

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I hope your summer is a good one and that you haven't been affected by the scorching heat. If you missed GT-35, you missed a good one. If you made it, maybe we need a reunion there next year. What a gorgeous venue and fantastic weather.

I have some fabulous news to share with you. Want 15% discount on NAMGAR regalia? The new online [NAMGAR Store](#) for regalia items is now open. There you will find a broad selection of all types of clothing, as well as grille badges, dash plaques, totes, hats, a DVD, and much much, more. Clothing can be customized with your choice of color, as well as multiple logos to choose from. The 15% discount will apply on all orders received through September 30, 2010. Just enter the discount code **CM0810** when you check out, and the 15% discount will be taken off the total cost of the merchandise you are purchasing. The discount also applies to sale items, but not to shipping charges!

Another exciting bit of news. Moss Motors has asked NAMGAR for its help in evaluating two new Moss products - a polished stainless steel [MGA exhaust system #454-879](#), and their new MGA 1500 and 1600 brake/clutch master cylinders, parts [#180-671](#) and [#180-751](#). The parts will be donated by Moss! Also included will be all needed parts to complete an installation. Too good to be true? OK, there is a catch. There is just **one** exhaust system, and **one** master cylinder. The product needs to be installed within the next 30 days. And we must have a brief write-up describing the installation, both good news and bad, along with your overall review of the product. Photos are a must. The products will be given away separately. There will be a drawing for each product. If you are interested, please see the [NAMGAR News item](#) on this topic, and tell us why you should fit this part to your MGA. The best stories will win. Closing date for entries is midnight (PST) on August 21st, 2010.

The MG Car Club of U.K. will be 80 years old this October. In the spirit of the celebration, they have asked their members, and their Member Centres, of which NAMGAR is one, to participate in the world-wide party. Click on the [MG80 link on the NAMGAR site](#) to get more details. NAMGAR Chapters are qualified to participate in this event, but you have to register your Club, and your event, with MG80.

There is an important update for those who are planning to attend the Regional Event in the Pocono's. The closing date for registrations has been extended. [Click here](#) to make certain you have the latest information.

The Indy British Car Union is holding its 22nd Annual British Car and Motorcycle Show on August 29th, 2010, in Carmel, Indiana. Look at the [Events Calendar](#) for more information. The Union has been doing this for 22 years, so you know it must be a great event!

As I mentioned in MGA! and at GT-35, my term as Chairman is coming to an end. The Board reviewed applications and our current Vice Chairman, Bruce Woodson will succeed me at the Board meeting in January 2011. That means we will have a vacancy for Vice Chairman. As you probably know, the Vice Chairman is NAMGAR's events coordinator - negotiating contracts, reviewing sites, and coordinating everything that goes into a GT or Regional Event. It is a position at the very heart and soul of NAMGAR. If you are interested, or know somebody who might make a good VC, please let me know. A detailed job description for this Board position will be on the website soon.

And one final request. We are always looking for more MG related articles for both the website and for MGA! Magazine. If you have a story you would like to tell, or have seen a neat new product, or have read an article, or visited a website that had something MG related in it, and you felt it was interesting to NAMGAR members, please send us the information. You can [send it to me](#) or to [Melissa Hay](#), our Marketing and Communications Manager. She will be certain that it gets in the right hands.

That is about it for now. There is always hope! It has to cool off sometime! The real MG weather will be back.

See you there!

George Merryweather
NAMGAR Chairman



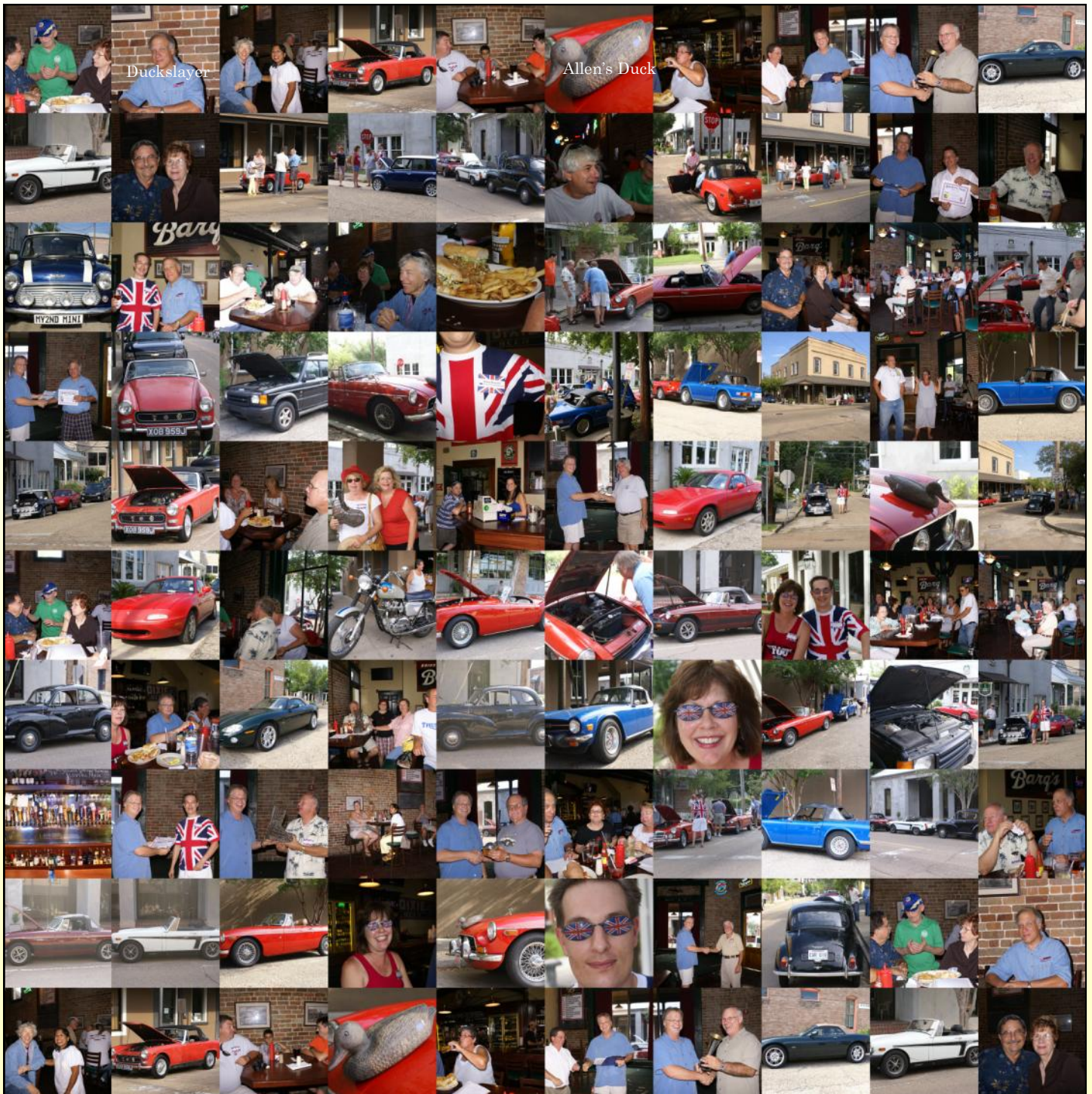
REMINDER—Richard Wolf Memorial Un-Car Show.

Don't forget that the Richard Wolf Memorial Car show is on Sunday, August 29, 4:00 – 7:00 PM.

This year we have a new location for the event. It will be The Abita Brew Pub, 72011 Holly Street, Abita Springs, LA 70420. See article in [August newsletter](#) page 8-10 for more information.

The pictures below are from the 2008 show. Does anyone remember the story behind the duck hood ornament. If not, then ask Allen Bradley.

A good example of what not to bring, tow, trailer, or drag to the show is on the front cover of this newsletter. It is a exceptional 1949 Austin Dorset restored and owned by Jim Jones.





Upcoming Events

August

Richard Wolf UnCar Show

August 29, 4:00 – 7:00 PM

NOTE NEW LOCATION 4:00 – 7:00 PM. The Abita Brew Pub, 72011 Holly Street, Abita Springs, LA 70420. See article in [August newsletter](#) page 8-10 for more information.

September

Saturday, September 11 Delgado Tech session 9 – noon – Topic is Paint Prep. Followed by lunch at Cafe Navarre. Lunch around 1:00 PM depending on what time we leave Delgado.

VTR Nationals – October 17 - 22. Check out their website on www.vtr2010.org/ . The featured car this year is the TR6 .

Brits by the River British Car Show

The English Motoring Club

September 24th & 25th, 2010

See article in BMCNO [August Newsletter](#) page 18 for more information.

October

BMCNO Eunice/Liberty Cruise

October 2nd, 2010

Southshore leaves Kenner Visitor's Center (I-10@ Loyola) at 9:00 am, Northshore leaves from the Texaco station (I-12 @ Rt.21 at 9:00 a.m. Both convoys meet up at 10:15-10:30 with B.R. members at Frostop, 402 Government St., Baton Rouge

See article in BMCNO [August Newsletter](#) page 11-13 for more information.

October continued.

Crusin' the Coast October 3-10

<http://www.cruiseinthecoast.com>

Fairhope, AL. -British Car Festival

October 23, 2010 Join the South Alabama British Car Club on the Eastern Shore of Mobile Bay for the twentieth annual British Car Festival! A pre-event reception will be held on the evening of Oct. 22, and the show will feature more than 100 British cars arrayed in a beautiful waterfront park. To register, or for more information, please visit www.sabcc.org. Email: mdkgator@bellsouth.net. Website: www.sabcc.org.

Friday convoy leaves N.O. East Lowes parking lot (Read Blvd. @ I-10) at 9:00 a.m. and meets up with our Northshore friends at the MS. Visitor's Center (Stennis exit) at 10:00

November

Sunday, November 7 - 10:30 a.m. Taste of Bavaria brunch - Ponchatoula. Southshore convoy leaves the Kenner Welcome Center (I-10 & Loyola) at 9:30 a.m., Northshore convoy leaves the Texaco Station (I-12 @ Hwy. 21) at 9:30 a.m.

December

BMCNO Christmas Party.

Saturday, December 4 - 5:00-9:00 p.m. BMCNO Christmas Party - at The Bocce Italia Club, 2340 Severn Dr. Metairie, LA (covered dish)

Please check current newsletter, email announcements, with event coordinator, or any Board Member for accurate and updated information regarding all events.

We are always looking for fun things to do!

If anyone has suggestions

on where they'd like to go for a cruise or event, email

[***ronniep@cox.net***](mailto:ronniep@cox.net)

and let me know!!

Cathy Greensfelder found the below list in 2006 on the MGB Yahoo chat board and all items sure rang true for a LBC do-it-yourselfer.

Murphy's Laws of Old Cars

1. Never fix anything that is not broken.
2. The nut or bolt which is the most difficult to reach will always be stripped or seized.
3. No tool will ever be found again once it has been put down.
4. Nothing is ever put back together in the reverse of the way it is dismantled.
5. One last pull on a nut or bolt, to make sure it is tight, will always strip it, or snap it off. But if it doesn't get that extra pull, it will always loosen and fall off.
6. Bright, clean and new parts are always defective, but dirty, greasy, old ones work fine unless they are cleaned.
7. During a roadside repair, with the wrong parts being used, the fit will be perfect and the repair permanent.
8. A prospective purchaser attempting to start the car, will usually cause ignition failure and/or flooding of the carburetor.
9. If a part is carried as a spare, it can either never be found, or it will not fit when it is needed, and if the spare comes in two different sizes or lefts and rights, the one you need is not the one you have.
10. If, when removing an irreplaceable nut or bolt it is dropped on a spotlessly clean floor, it will be heard to hit the floor and then vanish forever.
11. Any part or tool dropped whilst working on your car, will automatically roll to the geographical centre under the car.
12. The probability of a car starting is inversely proportional to the number of people standing nearby watching.
13. The probability of paint running is directly proportional to the degree of prominence of the panel being painted.
14. A tyre will only go flat when the jack or wheelbase has been left at home.
15. Any starter motor/generator will work perfectly when bench tested. It will only cease to function when fitted to the car.
16. When you double-check everything prior to a run, you stand a greater chance of running out of fuel.
17. No matter what fails on your car there is always someone who knew it would.
18. Carrying an extra set of plugs, points, coil and condenser will usually lead to the rupture of the bottom radiator hose.
19. The later you leave for home after a rally the greater the chance of failure of the lighting system.
20. The possibility of a mudguard being scratched is directly proportional to the time spent polishing it.
21. The best way to locate a part in better condition is to send the one you have to a professional restorer or plater.
22. No matter how rare the accessory, there is always someone's uncle who had one just like it and sold it a week ago.
23. No matter what spare part you buy at an swap meet, you can always find it cheaper a few stalls later.

Courtesy of www.ea7c.co.uk

Donald Marpe's Jaguar from article pages 6-8.





Classified

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

British Car Brake Servo Rebuilding: Brake Materials and Parts, 800 Sherman Blvd, Fort Wayne, Indiana 46808 Scott @ 260-426-3331

1973(maybe) TR6 For Sale. Completely taken apart. Would like to sell complete with all parts. Come see it and then make me an offer. Joe Simcoe 225-405-2301 joe.simcoe@gmail.com

Complete 1972 TR6 running car with clear title. The body (doors, fenders etc) are very nice, the tub does have some rust.



You can get a whole running car for a **very** fair price. If interested in more details or photos call me at home at (337) 898-3691 or cell (337) 652-9569 Joe D'Aquila

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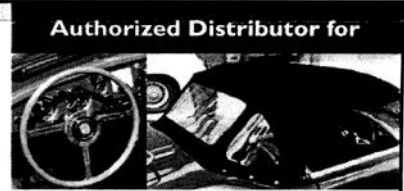
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BMCNO Membership Application

Print & Mail this form to submit your application.

Name: _____ Spouse's Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Work Phone: _____ Fax: _____

E-mail: _____ Occupation: _____

Where did you learn of BMCNO? _____

To what other car clubs do you belong? _____

BRITISH CAR INFORMATION

1st CAR

2nd CAR

3rd CAR

Make: _____

Make: _____

Make: _____

Model: _____

Model: _____

Model: _____

Year: _____

Year: _____

Year: _____

Body Style: _____

Body Style: _____

Body Style: _____

Color: _____

Color: _____

Color: _____

Membership - \$24 per year, July 1 to June 30 (pro-rated the first year at \$2 per month until June 30).

First Year Dues when joining in the month of:

June-\$24	July-\$22	August-\$20	September-\$18	October-\$16	November-\$14
December-\$12	January-\$10	February-\$8	March-\$6	April-\$4	May-\$2

Subsequent years are \$24 due in June.

Enclose your check and return to:

British Motoring Club New Orleans , P.O. Box 73213 , Metairie, LA 70033

"I agree to abide by the rules and regulations as set forth by the Club Officers under The British Motoring Club New Orleans, Inc. Charter and [By-Laws](#)."

Signature _____ Date: _____