

British Motoring Club New Orleans Morris Gazette



April 2011

Official publication of British Motoring Club-New Orleans

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21st Annual New Orleans British Car Day

March 19, 2011

BEST OF SHOW

Marc Zebouni

1930 Austin Seven Chummy



**It's that time of the year again!
Saturday, May 15 - BMCNO Crawfish Boil
Tickfaw State Park
12:00 Noon**



As usual, the way we plan how much crawfish to buy is to RSVP and pay ahead of the event. RSVP to Rick Huber at 225-926-6946 or mmandrick@gmail.com and pay at one of the three meetings in April or send a check to the club address by May 8th. \$10 buys you 5 lbs of crawfish plus potatoes and corn, and the club will provide soft drinks, water, and ice cream. It costs \$1 per person to enter the park for the day.

Saturday, April 30th - Delgado Electrical 102 Tech Session 9:00 AM

**April 2011**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
						
3	4	5			8	9
10	11	12 Board Meeting	13	14	15 Pensacola Car Show Convoy	16 Pensacola Car Show
17	18	19 Baton Rouge Area Gather- ing	20	21 Northshore Area Gather- ing	22	23
24 	25	26 Membership Mtg. 7:00pm @ The Italian Pie 	27 Please check current newsletter, email announcements and with event coordi- nator for accurate and updated informa- tion regarding all events.	28	29	30 Delgado Elec- trical Tech Session 102

- **Sunday, April 10 - Plantation Tour - Come along on Sunday, April 10th for a tour of two of our most interesting plantations:**
Baton Rouge Convoy - meet at Home Depot at Highland Road parking lot. Departure 11:30am.
- South shore Convoy - meet at Kenner Welcome Center. Departure 11:00am.
- North shore Convoy will meet at Chevron Station, 3909 Highway 22, Madisonville, LA. Departure 10:30am.
- All members meet up at Houmas House Plantation parking lot at noon.

Tuesday, April 12 - 6:00 p.m. Board Meeting - Karen and Ronald

Friday, April 15 – Convoy to Pensacola Beach British Car Show in Pensacola

- 9:00 am Southshore - Depart Kenner Visitors Center, I-10 & Loyola
- 9:00 am Northshore - Depart Texaco Station, I-12 & Hwy. 21
- 8:00 am Baton Rouge - Depart Frostop, 402 Government St., Baton Rouge
- All three groups will meet at the Mississippi Visitor's Center (Stennis exit) at 10:00 am.

Saturday, April 16 - 18th Annual Pensacola Beach British Car Show

Tuesday, April 19 - Baton Rouge Area Gathering - dinner 6:00 p.m., meeting 7:00 p.m. - Cafe Americain, 7521 Jefferson Hwy, Baton Rouge

Thursday, April 21 - 7:00 p.m. - Northshore Area Gathering - Abita Brew Pub

Tuesday, April 26 - General Meeting 7:00 p.m. Italian Pie, 5650 Jefferson Hwy.

Saturday, April 30—Delgado Electrical Tech Session 9:00 AM—12:00 Noon. Lunch afterward.



February 2011 Meeting Minutes

The Members meeting began at 7:00 p.m., with the introduction on Steve and Lilly Lindsley. They own a 1980 MG B recently purchased from Missouri and are the parents of 3 boys and one girl. Club Member Anthony Smith introduced himself to the members. Anthony owns a 1976 TR6 and owns Southern Welding in East New Orleans, and is a member of the BMW Car Club.

Rick Huber discussed the Feliciana Cruz, which was attended by 33 people and 17 cars. They toured the Republic of West Florida Museum, a Model Train Station, a local Winery, and Mt Carmel Catholic Church.

The Middendorf's run was discussed and was met with approval from those attending. 47 people attended that event, many commenting on how much the Roses of both types were enjoyed. A motion was made from the floor to repeat the event later in the year and the board will look into scheduling it. Many members brought their British cars, bringing many complements as to their quality.

Karen Murray distributed a first batch of car club brochures to be distributed to potential members or to place on British cars encountered by our members. She also discussed the effort to contact 65 former members of the recent past inviting them to re-join. Business cards are forthcoming to accompany the brochures.

Rick Huber discussed the Baton Rouge meeting, with 11 members in attendance. Jeff Cobb presented information on his Concours d'Elegance featuring many exotic cars and a few British cars. More information can be found at <http://www.liveoakconcours.org>. Comments were made about it being the same as the Pensacola Show.

The Northshore meeting was discussed with 13 members present. The 11th annual Golden Old-

ies Motor Club show in Hammond was discussed. The club is making an effort increase our club's visibility to the general public and other area car clubs. The show is the same weekend as the Goddie Bag event, but the times will allow for both to be attended.

Keith V. discussed the recent Krewe of Brie parade, with cars participating from Alan B, Ronnie P. Jack K, and of course Keith V. The theme of the parade was New Orleans Pothole Patrol, with the walkers decked out in traffic cones, caution tape, hard hats and fly swatters as scepters. Keith's car was overheating and a source of water had to be secured by his wife.

Chad Wicker announced that 25 members were in attendance. Don Marpe gave a report. Bob Post asked for suggestions on additional items to purchase for the resource library. Please send Bob any suggestion.

The April Plantation Tour was discussed, with lunch at Houma's House on April 10th. After Houmas House members will then cross the river to Laura's Plantation with a tour for \$18 a person.

The July planning for the "Cars of Yesteryear" in Metairie was discussed. Harold O. and Floyd F. discussed the planned tech session at Lubriport Labs, a very popular event. Topics to be discussed include Fuel, Oil, and Oil Analysis. Joel Ross discussed the Delgado restoration class. Delgado is planning to repeat the class in the fall for those that missed it. A trip to the Dinner Bell in June was discussed. The Daughters of the British Empire tea was discussed.

The 50/50 drawing was \$15 and was won by Chad Wicker. Large leather binders were won by potential member Lilly Linsy and Pete Webber. Little Calendars were won by Keith V, Allan B, Chad

(Continued on page 5)



President's Message



The 21st BMCNO Annual Car Show is now part of our history. We had 143 registered cars with 133 on the field. The Friday night Welcome Reception broke records with 100 people participating including

49 BMCNO members and spouses. Our weatherman, Wally Friloux, did a great job with the excellent weather – not too hot or too cold!! We met new friends from Dallas, Memphis, Alabama, Brownsville, Texas, and England. There were 3 awards in each category not including Best of Show and Heritage Awards. The board also voted on purchasing a “Thank You” gift for our volunteers in place of a breakfast.

Thank you sounds so insignificant for the massive amount of work our members undertook to produce this show. The BMCNO Annual Car Show would not have been a success without members who give of their time. Many thanks to you and sincere appreciation; I appreciate your efforts above and beyond the call of duty.

“Volunteers don't get paid, not because they're worthless, but because they're priceless.” ~Sherry Anderson

Thank you again for being “PRICELESS” to BMCNO.

If you went to the store and bought a steak and then returned home to eat the steak without first preparing and cooking the taste would be horrible. But if you prepared it with your favorite seasonings and cook just the way you like it your mouth would be in seventh heaven. The same theory whole's true for our club. Whatever time you put into the club you will receive many times over in enjoyment. Our members who step up

and help with events are really enjoying the flavor of our club more than those we never see. Participate, volunteer, and enjoy not only these beautiful machines but also all of the events and friendship included in the club.

The club has produced new items for sale with our logo . We now have Chef Aprons - \$18.00, tote bags - \$15.00, and etched Wine Glasses - \$10.00. We also have left over travel mugs and mouse pads with the BMCNO logo for \$6.00. If you are interested email me or ask your area coordinator.

April will be a busy month with our Houmas House event on Sunday, April 10th, Pensacola Car Show April 16th, and the “Electrical 102 Tech Session” at Delgado on Saturday, April 30th. More information will be in this newsletter.

I am very proud to announce that long time members Dave and Minda Hayden have agreed to start a new satellite group in the Lafayette area. We already have several members in that area and hopefully with regularly scheduled meetings will increase in number. I also spoke to a participant from Monroe that is considering the idea in that area of the state.

Many, many participants from our car show stepped up to announce their upcoming club events. It was decided to add another link on our website for other clubs to promote their events.

Don't miss the “Website 101” session at the April meeting. Chad Wicker, Secretary, has been working hard on updating and improving our website. Several of our members also commented on how they enjoyed the email updates on upcoming events. Our meetings and events have had larger turnouts since the email updates.



Plantation Tour - April 10th, by Bob Post



All three Come along on Sunday, April 10th for a tour of two of our most interesting plantations.

First is Houmas House Plantation and Gardens, the crown jewel of the river road, now restored to it's former glory. We will have lunch at 12 Noon on the grounds. With lunch comes free admission to the grounds and the extensive gift shop. Out timing should be just right to see the beautiful gardens in full bloom. There is a tour of the house for those that wish to purchase it. Houmas House is in Darrow, LA Approx. 25 minutes from Baton Rouge and 50 minutes from New Orleans

Directions from Baton Rouge: Take I 10 east to exit 179 and at bottom of exit turn right onto HWY 44, past Pelican Point. Cross HWY 22 and after a half mile, turn right onto river road. After a short distance, you will see the property on the right. Enter the parking lot at the far end of the white fence. We will meet in the lot, and enter for lunch as a group.

From New Orleans: Take I 10 west to exit 182 (HWY 22). At the bottom of ramp, turn left on HWY 22. Stay on 22, past the Cajun Village, until a traffic light at HWY 44 and turn left for half mile to river road. Go a short ways and property will be on right. Enter parking lot at far end of white fence. We will meet in the lot, and enter for lunch as a group.

After finishing our stay at Houmas House, we will caravan to Laura Plantation near Vacherie, LA. Although the main house was recently destroyed by fire, it has been restored. The slave cabins are original... some of only a few in the state that are authentic. A tour, \$18/Person, tells a documented account of what life was really like on an early 1800s sugar plantation.

Minutes continued from page 3

W, and Steve L. The meeting was then closed, with many moving to the parking lot to visit with each other.

Cruise with EMC by Danny Varnado



On Saturday, June 11, come and tour scenic back roads from Amite to McComb MS and enjoy lunch at the Dinner Bell restaurant with members of the English Motoring Club of Mississippi. After lunch we will visit the local Rail Road Museum and then head over to Liberty MS for a walking tour of the town with a special surprise for the La. folks. From Liberty, you can head south to home on country roads or meander through the Homochitto National Forest to Natchez for an evening of lively entertainment! The Mississippi guys have a block of rooms reserved at the Hampton Inn in Natchez for around \$100.00 for the night.

To get all of this and more (including the rest of the details), RSVP to dannyvarnado@cox.net by Friday, May 6, 2011 with the number of people and whether you will be going for just the day or will continue on for the overnigher in Natchez.



Baton Rouge Gathering by Rick Huber



The Baton Rouge group met on Tuesday night, March 22. Thirteen of us got together, and amazingly, all but one had been to the British Car Day on March 19. Of course, there was much discussion about the show, the cars, the people, the

weather, and in general that it was a very nice event that almost everyone enjoyed. Tom Miller talked about the brand new Mini that he drove to the show from Brian Harris Mini in Baton Rouge and what a fun and nice car it was to drive. Danny Varnado talked about the new project car that he brought home after the show, the TR6 in the parking lot on a trailer with a "BUY

ME" sign on it. Too much for Danny to resist. He said it was the best condition car he's ever started a restoration with, so he was very happy. We talked about the Rolls Royce powered 32 Ford that won the Modified class, and wondered if we stretched the Modified class a bit too much, something the Board will take up in the months ahead. The guest speaker for the evening, who was nominated on-the-spot by the attendees was Marc Zebouni, new club member, and owner of the 1930 Austin Seven Chummy that won Best of Show. Marc told us about the car's history since his father bought it in 1970, how it survived a bombing in Lebanon in a warehouse that was hit, and about some of his other cars. The rest of the discussion centered on all the upcoming events in April, with the thinking that we have so many opportunities to get out and drive our Little British Cars and enjoy this wonderful Spring weather.

Crawfish at the park preview! by Rick Huber



We've changed the location of our annual club crawfish boil this year. It's going to be at Tickfaw State Park, on

Saturday, May 15 at 12:00 noon. This little gem of a park is about 8 miles west of Springfield, LA. The club has rented two pavilions that seat 36 people each, and there is parking for about 40 cars, so let's all put Sunday, May 15 on our calendars and make plans to attend. The park is conveniently situated between the three largest regional groups in the club, and will make great driving experiences on the back roads of southeastern Louisiana driving to and/or home from the event. Crawfish eating starts at noon, but if you'd like to get there earlier, there is a Nature

Center open from 9 to 5, canoe rentals starting at 9, several hiking trails including one along the Tickfaw River, and a water park and playground/climbing gym for kids if you'd like to bring the family and make a day of it. Heck, there's even cabin, tent, and RV camping available if you want to make a weekend of it. The park has very nice bathroom facilities at the pavilions, the nature center, and at the start of the major trails. Take a look at a few of the pictures to get an idea. Make sure you bring insect repellent, there are plenty of them!

As usual, the way we plan how much crawfish to buy is to RSVP and pay ahead of the event. RSVP to Rick Huber at [225-926-6946](tel:225-926-6946) or mlarick@gmail.com and pay at one of the three meetings in April or send a check to the club address by May 8th. \$10 buys you 5 lbs of crawfish plus potatoes and corn, (Continued on page 7)



Crawfish at the park! Continued.



and the Club will provide soft drinks, water, and ice cream.

It costs \$1 per person to enter the park for the day. The nature center, trails, water park, and playground are included in that fee, but canoe rental is \$20 per boat (which holds 3 people). You have to rent before 2 pm and then you can keep the canoe until 4:30. Tell the receptionist at the gate what time you'd like to rent a canoe when you arrive.

The scenic drives will be:

Baton Rouge group: Leave the Bass Pro Shop at 11:00 for a 28 mile ride on Hwy 16 to Hammack then Hood Rd to Hwy 42, then to Firetower Rd to Patterson Rd into the park.



North Shore group: Leave the Chevron Station at 10:45 for a 36 mile ride west on Hwy 22 all the way to Springfield, then Hwy 1037 west to Blood River Rd which then turns into Patterson Rd just before the park.

South Shore group: Leave the Kenner Visitor Center at 10:30 for a 71 mile ride up I-10 to the Hwy 61 Sorrento exit, then take Hwy 22 to the Hwy 16 intersection, Hwy 16 to Hwy 444 to Hwy 63 to Hwy 42, Firetower Rd to Patterson Rd to the park.





2011 Special Award Winners

BEST OF SHOW

(Sponsored by The Ramelli Group)

Marc Zebouni

1930 Austin Seven Chummy



2011 BRITISH HERITAGE AWARD WNNER Selected by Peter Brauen of BMC Restorations to the Car/Driver with best overall display.

Keith Vezina and his 1976 MGB party trailer. A matching set in Damask red, the trailer has a built-in ice chest under the seats, bistro table with bar stools and a lighted Damask red market





2011 British Car Day Class Winners

Congratulations to all the winners of the 21st Annual British Car Day and a big thank you to each and everyone who brought a car out to the show. There were 143 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

2011 Car Day Winners

Austin Healey 100, 100-6, 3000 (Harold Hunt)

1st	Robert Phillips	1956 Austin Healey 100M
2nd	Rick Huber	1964 Austin Healey 3000
3rd	Cliff Hughes	1958 Austin Healey 100-6

AH Sprite & MG Midget (Harold Hunt)

1st	Tony Wittkamp	1960 Austin Healey Sprite Mk1
2nd	Buzz Merchlewitz	1959 Austin Healey Sprite Mki
3rd	Michael King	1979 MG Midget

MG TC and other Pre-war (Mardi Gras T Club, Mike Zobrist)

1st	Ed Greene	1947 MG TC
1st	John Youens	1947 MG TC
3rd	Tom McMillan	1946 MG TC

MG TD (Mardi Gras T Club, Mike Zobrist)

1st	David Loeb	1952 MG TD
2nd	Vincent J Dantone	1951 MG TD
3rd	Kober Seippel	1950 MG TD

MGA 1600 Roadster & Coupe (Cliff Hughes)

1st	Ron Redding	1961 MGA 1600
2nd	Mike Darby	1959 MGA 1600
3rd	Robert Ogletree	1962 MGA 1600 MKII

MGA 1500 (Cliff Hughes)

1st	David Stiebel	1957 MGA 1500
2nd	Roger Bailey	1957 MGA 1500
3rd	Jack A. Kennedy Jr	1957 MGA 1500

MGB Chrome Bumper (62-69) (Rick and Mary Lynne Huber)

1st	Dale Schiller	1972 MGB
2nd	Blake Sonnier	1972 MGB
3rd	Gene Johnston	1971 MGB

MGB Rubber Bumper, Early (1974) (Harold Hunt)

1st	T. Keith Vezina	1976 MGB053
2nd	Noel Eagleson	1975 MGB

MGB Rubber Bumper, Late (77-80) (Harold Hunt)

1st	Stuart Waddington	1977 MGB
2nd	Mike McCombs	1979 MGB
3rd	Deryl Brown	1980 MGB-LE

Triumph TR2 , 3, 3A&B, 4, 4A, 250 (Harold Hunt)

1st	David C. Hayden	1954 Triumph TR2
2nd	Wyndell Burden	1959 Triumph TR3A
3rd	Wayne Pangburn	1963 Triumph TR4

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

1st	James Hoppe	1973 Triumph TR6
2nd	Ken "Poolboy" Dolhonde	1973 Triumph TR6
3rd	Johnson Buquet	1972 Triumph TR6

Triumph TR6, late (74+) (Max Benson)

1st	Frank Lacher	1974 Triumph TR6
2nd	Ronnie Palmisano	1976 Triumph TR6
3rd	Anthony Smith	1976 Triumph TR6

(Continued on page 10)

**2011 British Car Day Class Winners continued..****Triumph Spitfire, GT6 (Harold Hunt)**

1st	Thomas Boudreaux	1978 Triumph Spitfire
2nd	Anne Friloux	1971 Triumph GT6
3rd	Phillip Colwart	1975 Triumph Spitfire

1500

Motorcycle (Harold Hunt)

1st	John Boutte	1968 BSA Spitfire MK IV
2nd	John Boutte	1971 BSA Victor 250cc
3rd	Milton Franklin	1975 Norton 850

Jaguar Vintage & Classic Sports (Jaguar Club of New Orleans)

1st	Phil Corey	1969 Jaguar XKE
2nd	Jack Ross	1968 Jaguar XKE
3rd	Arnold Chabaud	1968 Jaguar E-Type

Jaguar Modern Sports (1975+) (Jaguar Club of New Orleans)

1st	Donald Marpe	2007 Jaguar XK
2nd	Wally Friloux	2001 Jaguar XK8
3rd	John Wells	1995 Jaguar XJS

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

1st	Wesley Stewart	1952 Sunbeam-Talbot ST90
1st	John O'Connor	1949 Triumph TDA Saloon
3rd	Ernest Burguieres	1970 Morris Minor Traveller

Jaguar Sedans (Stuart McKendrick III)

1st	Wayne Henry	1961 Jaguar MK IX
2nd	John Hans	1967 Jaguar MKII

Empire Sports (Baldwin Motors)

1st	Marc Zebouni	1930 Austin Seven Chummy
2nd	Jim Dougherty	1963 Elva Courier MK3
3rd	Steve Rice	1983 Delorean DMC 12

Morgan (Euro Fest Classic European)

1	Bill Silhan	1951 Morgan +4
2	Traci Murphy	1961 Morgan +4
3	Joe Speetjens	1995 Morgan Plus 8+

Lotus (Harold Hunt)

1st	Brent Bordelon	1972 Lotus Europe
2nd	John Hughes	2006 Lotus 7
3rd	Dean Duplantier	2005 Lotus Elise

Large Saloons (Euro Fest Classic European)

1	Robert Maureau	1971 Rolls Royce Corniche
2	Earl Sundmaker	1973 Land Rover Series III

Modified (Mardi Gras T Club, Mike Zobrist)

1st	John Baldwin	1932 Rolls Royce powered Ford
2nd	Gene Gillam	1949 MG-TC
3rd	T. Keith Vezina	1976 MGB party trailer

Mini Cooper, Modern (2002+) (Ryan Harris Mini - Baton Rouge)

1st	Tom Schmitz	2011 Mini Cooper S Clubman
2nd	Donald Revell	2003 Mini Cooper S
3rd	Stuart McKendrick	2003 Mini Cooper S

Special Awards**50/50**

Fred Mayer - \$312

Best of Show (Sponsored by The Ramelli Group)

Marc Zebouni 1930 Austin Seven Chummy

British Heritage Award Sponsored by BMC Restorations, Peter Brauen awarded to the car/Driver with best overall display.

T. Keith Vezina 1976 MGB party trailer

Keith's 1976 MGB and matching Damask Red party trailer. The trailer has a built-in ice chest under the

(Continued on page 16)



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.

2011 British Car Day Sponsors

BMC Restorations	Little British Car Co.
The Ramelli Group	Baldwin Motors Lincoln Mercury
Harold Hunt	Brian Harris Mini of Baton Rouge
Mardi Gras T's	Rick & Mary Lynne Huber
Hughes & Co.	Stuart McKendrick
Gulf Coast Jaguar Club	Max Benson (BMCNO member)
Euro Fest Classic European Auto and Motor- cycle Show	United Kingdom

2011 British Car Day Donors

American Collectors Insurance Tina Scafidi P.O. Box 8343 Cherry Hill, NJ 08002 (800) 360-2277 americancollectors.com	Hagerty Insurance Anji Wieserman P.O. Box 1303 Traverse City, MI 49685- 1303 (610) 779-9710 hagerty.com	Moss Motors Kelvin Dodd P.O. Box 847 Goleta, CA 93116 (800) 667-7872 mossmotors.com	Little British Car Co. Jeff Zorn 29311 Aranel Farmington Hills, MI 48334- 2815 (800) 637-9640 lbcarco.com
Bob Post (BMCNO member) Kenner, LA	Hemmings Motor News Melissa Telford P.O. Box 100 Bennington, VT 05201 (800) 227-4373 hemmings.com	NASA-Rocket Propulsion Test Program Mark Warren Stennis Space Center, MS	The Roadster Factory John Swauger P.O. Box 332 Armagh, PA 15920 (800) 283-3723 the-roadster-factory.com
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Griot's Garage Inc. 3500-A 20th. St. Tacoma, WA 98424 griotsgarage.com		Rock Auto Ashley Rielly 6680 Odana Rd. Madison, WI 53719 (866) 762-5288 rockauto.com	

If we have missed listing anyone, please let us know and accept our apologies for the oversight.



2011 British Car Day Pictures



See more BMCNO 2011 British Car Day Pictures

at

bmcno.org



2011 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

Rick Huber

AWARDS

*Karen Murray
Rick Huber*

BALLOT DISTRIBUTION

Stuart McKendrick

DONATIONS

Cliff Hughes

DOOR PRIZES

*Keith Vezina
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Allen & Susan Bradley
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Steve & Lilia Lindsley
Don & Bonnie Marpe
Allen & Pat Mocklin
Harold O'Reilly
Ronnie & Karen Palmisano
Keith & Karen Vezina
Pete Weber
Chad Wicker
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LBCarCo Pack Up

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Chad Wicker
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Anne Friloux*

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*Ronnie Palmisano
Pete Weber
OJ Williams*

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Cathy Greensfelder

RAFFLE, REGALIA & 50/50

*Karen Murray
Mary Lynne Huber
Annette Franklin
Lillia Lindsley
Charlotte DeRamus
Pat Mocklin
Audrey Kennedy*

RECEPTION

*Karen Murray
Allen Bradley
Susan Bradley*

Mary Lynne Huber

Rick Huber

REGISTRATION

*Cathy Greensfelder
Opie Lee Anderson
Anne Friloux
Margaret Friloux
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SCORESHEET TAB

*Cliff Hughes
Pete Johnston
Wally Friloux
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Paul Hornsby
Carolyn Hornsby
Allen Mocklin
Don Marpe*

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Danny Varnado
Cliff Hughes*

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Jack Kennedy
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*Charlie Ake
Cliff Hughes*

TROPHIES

Allen Bradley

VENDORS

Cliff Hughes



The Barn Find That Wasn't, Part III - The Deal Turns Sour by Rick Huber



In the October and November Morris Gazette, I wrote Part I and II of my story of a "barn find" 1956 Austin-Healey 100, how I had pursued finding the owner, and then three months later, she contacted me. After I looked at the car with a friend, I made

an offer, and we agreed on a purchase price. I felt jubilant. From there, the deal started taking a strange turn as you'll see now in Part III.

After agreeing on a purchase price on Monday, April 27, 2009, on the phone while I was at Peter's, I told him about the people I had contacted over the weekend to get a better idea of the car's value, including Roger Moment, a member of the Austin-Healey Club USA and author of several Austin-Healey publications, and "Daniel" a friend of Peter's who is a professional buyer and seller of cars, particularly Healeys. When Peter heard the story of the car and I mentioned talking to Daniel, he suddenly realized that Daniel had told him about the very same car many years before. He warned me to make sure I bought the car quickly or he thought Daniel might intervene by contacting Debra, offering her more, and taking it away from me. Peter and I also agreed to transfer the Title into his name for two reasons. First, we needed to get the car registered correctly, and he would have much easier success doing that in Mississippi than I would in Louisiana, and second, it was possible that the car was too far gone for us to restore it economically, and he would have a much easier time reselling it than I would if we decided to sell it. Fortunately, Debra was eager to get the money, and she called me later in the day to set up

a title for money swap the next day. No problem for me, the sooner the better now that I was armed with Peter's warning.

On Tuesday morning, Debra called me from DMV saying she had to transfer the title from her father's name and she wanted to get the name and address correct. I read and spelled Peter's name and address, and she wrote it all down. I said all I had was my Capital One personal check to pay for the car, and she said that was fine, she was a Capital One customer too, and she trusted me with a personal check. We met at the visitor welcome office at Tanger Mall in Gonzales at lunch time. She said that DMV told her it would take 2 or 3 weeks to transfer the title from her father's name to Peter and mail it to him. She gave me the registration certificate in her father's name as my "proof" of purchase. I figured she trusted me enough to mail the title to Peter before she had any of my money, and then take a personal check, so I could trust her and give her the money. Big mistake it turns out, but at the time I was delighted at having bought a 1956 Austin-Healey 100 for \$3,100 and the elation clouded my judgment. We made an appointment for the following Saturday, May 2 to meet at her unoccupied house, clean up the car, and see if I could get air in the tires to move it onto a trailer.

On Saturday, everything was great. I brought my air compressor, and tried to fill up the tires. Only 2 took air, the other two were cracked so badly that the tubes bulged out when I filled them. I spent about 3 hours getting the car ready to pick up and cleaning up the area so I could get a trailer in. The tough part was that there was a boat parked in front of the car which was padlocked to the fence. That Saturday, she brought the keys, and I unlocked the boat, moved it out of the way, and was able to work around the rear of the car.

(Continued on page 15)



(Barn Find That Wasn't continued from page 14)

When I finished, I moved the boat back in position and locked it again. I figured the car was safe with the boat locked in front of it like it had been for years. I said I would get back in touch with her to arrange a day to pick up the car that week. She said it would be difficult since she was living and working in New Orleans and didn't get back to Baton Rouge that often, but that we should be able to work it out on a Saturday.

The next Saturday was Mother's Day weekend, and I wasn't available. The following Saturday, she said she had to work. We planned on Saturday the 23rd until the week before she said she was sick and couldn't make it. We switched to text messages because she said she was losing her voice. I said I was going to be out of town the following two Saturday's and needed to pick it up on the 23rd. I tried to figure out a way to get the key for the boat lock and pick up the car, but she kept saying each of my ideas wouldn't work. After exhausting the possibilities, we agreed on Saturday, June 13th, but something smelled fishy to me. Even though she had stopped answering my calls from my cell phone and would only text me, one time I called her for the first time from my home phone, she answered, and her voice sounded fine until she heard it was me, and then it sounded like she was faking hoarseness, and got off the phone quickly with a promise to call back, which she never did. First two weeks, then three went by and Peter hadn't received the title. As I left for vacation on May 30th, it had been four weeks and that part of the deal wasn't working out like it was supposed to either.

The uneasiness I felt was proven correct when I drove by the house after my vacation on Sunday, June 7th, and both the car and the boat were gone. I tried multiple times to call and text her with no response. My first thought was that Peter's friend

Daniel had swooped in and taken it, but Peter called him, and that hadn't happened. Although it was embarrassing to not have done more to protect myself and my purchase, like exchange my money for a signed title, I started putting out the word that the car was missing, with the BMCNO, with the Healey's email list, with the national Healey clubs, a veritable APB that might have located the car before it could get too far. I had jubilantly told the Baton Rouge group at the end of April that I had bought the car, but was too embarrassed at the end of May to say it was missing, still holding out hope that I would find it. I called all the towing companies I could find in the phone book asking if any of them had towed the Healey during that week I was gone, and none had. I kept trying to reach Debra, but without any luck. I talked to Bob McAnelly, an attorney in our club, and he agreed to help me. I had Debra's succession attorney's name from my earlier search for the house's owner, and Bob contacted him for me. I texted Debra to let her know that I was starting a legal process to find her and the car. Although her attorney's office said he was on vacation, the day after Bob called his office with my story, and my intent to start legal proceedings if she didn't stop avoiding me, Debra sent me a series of texts.

She said she wasn't avoiding me, but that she had been in an Oschner hospital in New Orleans with her voice problem and that her daughter had moved the car. I called all the Oschner hospitals and there was no record of her being there. I told her I didn't believe her, and that I wanted to know where the car was moved so I could pick it up. She said she didn't know. Then the texts stopped again. I started a legal process to recover the car or my money.

I put a lien against her house. I considered small claims court, but that didn't sound like it would be successful. I went to the Baton Rouge Police on

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(Barn Find That Wasn't continued from page 15)

the recommendation of an assistant DA. BRPD said they wouldn't touch it because we had transferred the money in Ascension Parish even though the car was in Baton Rouge. I finally went to the EBR Parish Sheriff's office financial crimes division and filed a charge of Felony Theft attempting to recover 1. the car or 2. my money. I used the registration certificate, my cancelled check, and a printed string of all of our texts, and my typed story as evidence. The sheriff put out a warrant for her arrest.

In late July, I tried to call Debra again. To my amazement, she answered the call. I was stunned. She said she had heard that I had turned her in and had the police after her. She said she had gone to Houston to MD Anderson for her throat problem, and was living there now, but I knew the whole medical problem was a ruse. She had a court date in Baton Rouge the next Monday, and wanted to meet the next day to show me where the car was. She said she still had the title and that she would give it to me. No further contact, no meeting on Tuesday. She was just trying to get me to drop the charges so she could make a visit to Baton Rouge without being caught.

They didn't catch her that Monday. The sheriff wasn't having any luck finding her even though I

told them she was in Baton Rouge for the court date, and was now living in Houston. Months dragged by.

Finally, in mid-October, during our adoration hour from 3 to 4 am on Thursday mornings, I prayed for help in finding out what happened strictly for my own peace of mind. I had given up hope of ever seeing the car or my money again. I received a message from above to talk to Capital One bank to find her. Later that morning, I went to my local branch, and told the branch manager the whole story. She said to give her a copy of the arrest warrant, she would put a note in Debra's file for the bank to detain her and call the police the next time she was in a branch. I left the bank for the Sheriff's Office to get a copy of the warrant. On the way home, my branch manager called and said Debra was in a branch in Metairie. They were detaining her, and if I would deliver the warrant, they would call the police. I got there 5 minutes later, the police were called, and Debra was taken into custody. Never underestimate the power of prayer!

Check back next month for Part IV, Justice Prevails to see what happened to Debra, to my money, and most importantly, to the car.

(2011 British Car Day Class Winners Continued from page 10)

"seats", an umbrella holder in the center of the attached bistro table with bar stools and a lighted Damask red market umbrella.

Distance Traveled

Ted Geiger 1973 Triumph Spitfire

Sue and Ted Geiger of Florence, AL drove their 73 Spitfire with Alice and James Hester of Russellville, AL in their 71 TR6 to our the show. They took the scenic route and logged 503 miles from their meeting point.

However, the REAL longest distance goes to Samuel

Stanton and his 77 MGB from Brownsville TX. He missed the awards ceremony because he had a flat (ran over a piece of junk on the show field) and had to leave early to get to Firestone before it closed. On his way out, he was going to honk his horn when he hit 700 miles.

Hard Luck

AH 3000 en route from TN, generator failed in Meridian MS. Had a new generator FexExed in a new generator, it arrived with a smashed pulley.

He's still in Meridian.



Classified

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1st CAR

2nd CAR

3rd CAR

Make: _____

Make: _____

Make: _____

Model: _____

Model: _____

Model: _____

Year: _____

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Body Style: _____

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