

The Morris Gazette

Official Newsletter of British Motoring Club New Orleans
June 2024 Edition



BMCNO Visits Bay St. Louis, Mississippi

June 8, 2024



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June 9, 2024

PRESIDENT'S MESSAGE by Colin McCormick



As that hip '60s couple used to sing, the beat goes on for the members of British Motoring Club New Orleans. And as you will see in this newsletter we continue our tradition of exciting club events every month, and we are hard at work planning for the road ahead.

We just had a great Saturday drive to Bay St. Louis with 21 club members, friends and family in 15 British cars. And this coming Saturday we will be showcasing our cars with the Commemorative Air Force-Big Easy Wing at New Orleans Lakefront Airport. We expect more than two dozen of our cars will be on display along with the vintage aircrafts.

In our recent board meeting we made several important decisions. For the first time in a generation we are increasing the club dues \$5, to a whopping \$30 per year starting on July 1st. Get your renewal in now to take advantage of the best deal in motoring. You can renew now until the end of the month for the price of a few quarts of good motor oil, \$25. About half of your fellow members have renewed already. Don't get left at the curb! You can pay at the next meeting, mail in a check, or pay online. Search your email for "Time to Renew with BMCNO."

Our club's bylaws revision process is underway. Most of the changes we'd like to see will involve simply bringing the bylaws up to date with the way we actually operate the club, and the way we do things now that we're well into the 21st century. If you have any suggestions, please route them through your board members and area coordinators.

I have started the registration process and we're getting things rolling for the British Motoring Festival 2025 in Covington. In our post-festival survey, an overwhelming majority of respondents said they would welcome a return to that location. We're planning on 200 cars or more at next year's show. That would put us up there with the Atlanta British Motorcar Day, which claims to be the biggest British car show in the southeast. That show is sponsored by 16 British car and motorcycle clubs in the Atlanta area.

Enjoy your newsletter and our coming events.
Remember to send your editor any information that may be of interest for coming editions.

Colin McCormick
British Motoring Club New Orleans





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YOUR BMCNO 2024 BOARD OF DIRECTORS

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2024 Area Coordinators

South Shore Coordinators:
 Allen Bradley Allen.E.Bradley123@GMail.Com
 Roger Jeffrey RJRogerJeff@GMail.Com
 Andrew Doran XKE062@Yahoo.Com

North Shore Coordinator:
 Benny Stiegler BStieglerJr@GMail.Com

Baton Rouge Coordinator:
 Rick Huber MLandRick@GMail.com

Motorcycles Coordinator:
 Milton Franklin Densalprop@Cox.net



Get in touch with your BMCNO board members anytime by phone call, text, email or in person.



BMCNO Upcoming Events

Here's a look at events coming up soon, and things to mark on your calendar and plan for later in the year. We're planning for a club anniversary party in August, and a Christmas party in December. Everyone is encouraged to join our regular Cars and Coffee events every Saturday and our regional monthly meetings. Flyers for local car events are on pages 23 to 26. —Greg Roussel

COMMEMORATIVE AIR FORCE BIG EASY WING

and your British Motoring Club are teaming up at Lakefront Airport for Father's Day weekend. On Saturday, June 15th we'll display our cars for the public in their hangar (Yes, we'll be hanging in the hangar.) while daring Dads fly over N.O. in the front seat of their Stearman Biplane! See the flyers' flyer on page 23. You can book a ride at <https://bigeasywing.org>.

Father's Day Weekend
 Saturday, June 15 & Sunday, June 16

British Car Club on Display Saturday

Purchase Tickets Here

Only \$270 up to June 15!

Send Pop Soaring in our Stearman Biplane
 Lunch Available! Over the Superdome



CARS OF YESTERYEARS Saturday in July- We're trying to schedule this for July but don't have a firm date yet. Visit this large, impressive private collection of vehicles and memorabilia located in Metairie. We've been going almost every year, and there are always new things to see. Look for a date in your email and next month's newsletter.

Knights of Columbus Car Show

September 14th in Folsom. Let's spend the day with our friends and show off our British cars on the beautiful St. John the Baptist Church grounds. Cars, food, prizes, and a great place to be on a Saturday. See the flyer on page 27.





MORE Upcoming Events



BRITS ON THE BLUFF in Natchez is Saturday, September 21st. Presented by the Mississippi English Motoring Club, it's their 27th annual show. Many of our BMCNO members will drive up together for the Friday night party and spend the weekend. Registration info coming soon.

Distinguished Gentleman's Drive

September. 29th. Classic cars and elegant style, uniting for men's health. Pre-1980 cars and dapper drivers from around the world rally to raise funds for men's health. Let's do it! Registration opens in July and we'll be sending out information on how you can join in to drive and/or contribute.



Renaissance Euro Fest Car Show

October 4th and 5th in Ridgeland MS. It's the 17th annual event at Renaissance at Colony Park, and getting to be a big event with many visitors. Folks from our club and others will be displaying many British and European cars. Make plans to attend. Registration and info at <http://www.euro-fest.net/>.

BRITISH CAR FESTIVAL in Fairhope, Alabama Saturday, October 19th. Another weekend trip many of our members enjoy. Presented by the South Alabama British Car Club, the show will celebrate 65 years of Mini. Registration and more info at <https://sabcc.org/british-car-festival>.





Monthly Club Meetings

Baton Rouge

2nd Tuesday of the month

Dinner at 6, Meeting starts at 7 p.m.

Cafe American, 7521 Jefferson Hwy at Lobdell, BR

Northshore

3rd Wednesday of the month

Dinner at 6, Meeting starts at 7 p.m.

Coscino's Italian Grill, 1809 N Causeway, Mandeville

South Shore

Last Tuesday of the month

Dinner at 6, Meeting starts at 7 p.m.

Original Italian Pie, 5650 Jefferson Hwy, Harahan



BMCNO Cars and Coffee

South Shore

First and third Saturday of every month 8 a.m. Chateau Coffee Café, 139 Allen Toussaint Blvd, N.O.

NorthShore

Every Saturday at 8 a.m., Liz's Where Y'at Diner 2500 Florida St, Mandeville

Baton Rouge

Every Saturday at 7 a.m., The Warehouse Restaurant, 12328 S Choctaw Dr, Baton Rouge





June 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 N.O, NS & BR Cars & Coffee
2	3	4	5	6	7	8 Cars & Coffee BR & NS BSL Trip
9	10	11 BR Meeting	12	13	14	15 NS BR and N.O. Cars & Coffee Lakefront Airport
16	17	18	19 Mandeville Meeting	20	21	22 Cars & Coffee BR & NS
23	24	25 Harahan Meeting	26	27	28 Final Friday	29 Cars & Coffee BR & NS
30						

July 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 N.O, NS & BR Cars & Coffee
7	8	9 BR Meeting	10	11	12	13 Cars & Coffee BR & NS
14	15	16	17 Mandeville Meeting	18	19	20 NS BR and N.O. Cars & Coffee
21	22	23	24	25	26 Final Friday	27 Cars & Coffee BR & NS
28	29	30 Harahan Meeting	31			





May Monthly Meetings

Meanwhile in Baton Rouge on May 14th Wow, what a great British Motoring Club meeting tonight at Cafe' American! Breaking News: The SPROG group's Midget is now running and driving! The group of Milton, Tom H, Charlie, Rick and Cathy has their project car just about finished - and Tom had video to prove it. After 2 1/2 years of working four hours every Wednesday on the frame up rebuild - I'd say that is quite an accomplishment!

Colin went over figures from the car show, and we did well! We covered our expenses and our BMCNO show account has a nice reserve for next year's show. The 2025 British Car Festival is being planned for the March 28th, 2025 weekend in conjunction with their Final Friday event.

Larry & Rick told us about their Arkansas trip and sounds like they had a blast. There were 16 people and 13 cars. Larry and Cathy will repeat the trip in a couple of weeks to see if an "Arkansas Couples Drive" would be possible.

Les Landon passed the BMCNO-BR "Loo Lid" off to Rick Huber for breaking a battery cable in Arkansas and having to buy a new one.

The Landrys attended the club Crawfish Boil and said it was great - and the food was outstanding! Rick went to Pensacola and said the numbers were down a little this year.

Colin & Benny went to the Natchez Concours d'elegance and said it was nice but only a few LBCs. It was a Rolls Royce Regional Event however, so there were plenty of late model RRs and Bentleys and other European cars. But it's too bad it was on the same weekend as Pensacola.

In Mandeville on May 15th Benny was out of town, so Colin McCormick led the meeting with photos and talking about the Natchez Concours d'Elegance and our BMCNO crawfish boil at Fontainebleau Park.

Dan McGovern talked a little about his newly acquired TR6 and the process of selling his Midget.

Preston Marx gave a nice presentation with photos about a friend's Corvette that survived a hurricane in the Florida Keys a few years ago. It was in the garage, completely and tightly wrapped in plastic and stored in the garage in preparation for the storm because the evacuation route was so crowded they could not get it out. The house was destroyed by the storm, only rubble left, but the garage survived! In the garage they could see the car had floated to the other side of the garage. They expected the worst. However, when they unwrapped it, it was **completely dry inside! IT STARTED RIGHT UP**, and they drove it for years.

Colin told everyone about our location for Covington's Final Friday, which ended up being rained out. We'll try again at the end of June..

In Harahan on May 28th after catching up with friends while having pizza, Allen Bradley led the group's meeting, first going over recent events, and then covering plans for the June 8th Bay St. Louis trip. Roger Jeffrey gave everyone the scoop on the upcoming June 15th Lakefront Airport event with the Stearman Biplane. Keith Vezina talked about the recent paint job he sprayed on his V8 MGB. And then Andrew Doran gave us a nice report about Lucas wiper motors and how to test high and low speeds out of the vehicle.





BMCNO Cars and Coffee

Meanwhile in Baton Rouge... We had a nice crowd at breakfast this May 11th morning even though Randy overslept and missed it. The Kellys were also there in their Boxster and Darrell in his family car. Bergeron was in his truck and the rest drove as pictured by our own Mark Huber.

Afterward I attended the Gerry Lane Anniversary Blowout and Car Show. My B was the only British entry other than a twin turbo Hillman Husky panel. Les Landon showed up just as I was leaving in his TR-8 and we visited a while.



p.s. As I was looking through my camera today, I found these pictures of a visit to Keesler AFB back in the day. Due to recent unclassified documents, I can now tell you "The rest of the story." We got there just after lunch, and they actually took us up in the C-130 Hurricane Hunter! Unfortunately, due to some bad tuna sandwiches the crew had in the commissary, both pilot and co-pilot became violently ill during the flight - so Danny and I had to jump in the cockpit and land the plane! —Roving Reporter



BMCNO on the Keesler runway in 2019

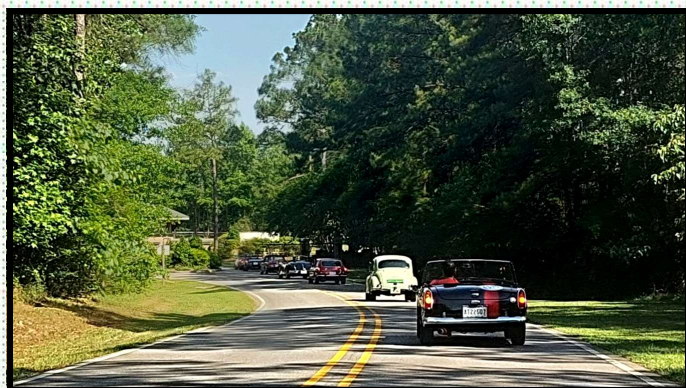


Northshore Cars and Coffee May 11



Our May 11th Northshore Cars and Coffee at Liz's in Mandeville had a large turnout of BMCNO members with their British cars, as usual when we have nice weather. Is there a better reason to wake up early on a Saturday morning? After our fill of coffee and breakfast and fraternizing in the parking lot, 11 of us headed out on about a 50 mile drive through the St. Tammany countryside. Seems like our roads were made for cars just like ours. Everyone made it home safely, but the tranny went wacky on Robbie's Morris Minor and "Happy" rode back to Slidell on Karl's trailer.

—Meandering Muckraker





Southshore Cars and Coffee Report

Hopefully the weather will get better for our Cars and Coffee gatherings. At our May18th C&C it was Mike Anderson, Andrew Doran, Dan Alleger and Chris Landry with his daughter Vivian. Weather prohibited anyone from bringing out their LBCs. However, after meeting for breakfast we had a very special field trip to Kenner to see Andrew's recently acquired 1964 Jaguar Mark 2. Being a sedan – the five of us were all able to fit and go for a neighborhood cruise before the weather got bad again. Also, Dan is not only a talented keyboard player, but also a talented artist and dazzled us with some of his cartoon drawings.



On the morning of June 1st there were 9 of us for BMCNO Southshore Cars & Coffee. We all admired Andrew's recently acquired Jaguar, and marveled at the astounding 9 m.p.g. Richard is getting out of his Jensen. Matt brought a new Kawasaki W800 motorcycle as well. Not British, but that's okay!





BMCNO Cars and Coffee

Visits Yellow Bird in Hammond, America

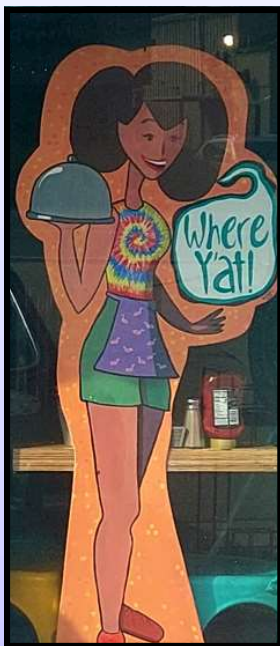
May 25th our Baton Rouge and Northshore groups met in the middle once again, in Hammond for Cars and Coffee. It's called Hammond, America because there you'll find Hammond America Park, and because it represents the ideal American college town, or vice-versa. And everyone there knows about Yellow Bird Café. It's a friendly, family owned place featuring tasty Latino style breakfast items as well as the regular American fare all day. For us, it's an easy drive coming from Baton Rouge and St. Tammany in our LBCs and another opportunity to hang out with our club friends.





JUNE 1st Northshore C&C

BMCNO members gathered once again at Liz's in Mandeville for Cars and Coffee, as we do every Saturday. Join us whenever you can. But you have to get there early for a parking spot in front and a seat at the big table. No problem. There are still plenty of seats and parking spaces. On this day Lenny showed off his plate of jumbo size pancakes. Seems like every now and then the cook dumps extra baking powder into the mix.



BLAST FROM THE PAST
From our June 2008 Morris Gazette Newsletter

What a treat the weather has been; I cannot recall a milder April and May! I guess the sales of all those hybrid cars has done the trick and reversed global warming. None too soon, because I don't think my MGB will be very happy running on sugar cane.

Now that our politicians have fixed this problem, maybe they can work on getting fuel prices back to a reasonable level. On second thought, who cares what the gasoline prices are when you can get so many smiles per gallon in a little British car?

Editor's note: In the summer of 2008 gas prices peaked at \$4.11 a gallon.



MORE BMCNO CARS AND COFFEE!!

Meanwhile in Baton Rouge, Thursday night at the monthly Dearman's Malt Shop meet up on Jefferson, BMCNO had 4 members present, Milton Franklin, John & Ginny Pearson and the Roving Reporter.

And then Saturday June 8th, we had seven members and five LBCs at the Warehouse Restaurant on South Choctaw. Good food & good conversation!



And in Mandeville on June 8th at Liz's it was a full house in the diner and a colorful lineup of cars in the parking lot. Newish member Brad Mayo and his wife Lanie came in their beautiful Austin Healey 100-6. After hanging out for a bit, a group of us headed off to the Mississippi welcome station to meet other BMCNO members for our trip to Bay St. Louis.





BMCNO Visits **OLD TOWN** Bay St. Louis

June 8th turned out to be a beautiful day, even though it was a bit warm. But tops down and 55 on the highway will always cure that. BMCNO members from Kenner, Harahan, Slidell, Pearl River, Lacombe, Mandeville, Covington and Madisonville all met at the Mississippi Welcome Center at I-10 and MS-607 in Pearlington and headed down on the most direct route to South Beach Boulevard and the gulf shore. From there it was an eight mile slow ride, gathering smiles, waves and horn beeps from folks along the way, amazed at the site of 14 awesome British cars passing by. We all parked together near Our Lady of the Gulf Church, and made plans to head off for a bite and something cold to drink before meeting back up two hours later.



more
BMCNO Visits **OLD TOWN**
Bay St. Louis

Peter and Melissa Brauen joined us from Kiln, arriving in style in their Bricklin and making it a total of 15 British cars. The rest of the lineup was a nice variety, including a couple of Triumph TR6es, a Sunbeam Alpine, Jensen Healey, MG TD, MG B GT, two MGB Roadsters, Austin Healey Sprite, Triumph Spitfire, Austin Healey 100-6, Lotus Elan, Triumph Stag and a Land Rover Defender.





still more
BMCNO Visits OLD TOWN
Bay St. Louis





Racing with Robbie by Robbie Robertson

The Home Track

The Home Track is the one closest to home, the one you race at the most and your favorite. Mine was Palm Beach International Raceway (from 1981-2008 Moroso Motorsports Park) west of Jupiter, Florida. It was a 2-mile road course, drag strip, music event site, off-road course and the site of testing for Indy Car and IMSA teams. It closed April 2023.

I first saw PBIR in 1964 when I followed the Gold Coast Marathon boat race up the Intracoastal Waterway from Miami to West Palm Beach on Saturday. I then drove out to the track and slept there ready to watch the Sunday races. I managed to help Ralph Nosada, driving a Cobra. I was a poor college kid at the time.



The next time was to attend a 1972 SCCA Regional race. That's when I met George Prenza, who was selling his 1966 AH Sprite F-Production car and trailer. The price was \$800. The engine had a blown number three piston. During the rebuild we found that the machine shop that ported the intake in the head had gotten too close the push rod passages and air was getting into the head, leaning out the number 3 and 4 cylinders. After finishing the repainting and fixing the car, I was ready to go to an SCCA Drivers School, which happened January 20, 1973. I scored a 3.5 out of 5 at that school. Then in July 1973 at my second Drivers School I scored 4.5/5. That meant that my instructor was ready to race with me. I would later have a National Competition license and taught at the schools.

I raced at PBIR a total of 49 times between 1973 and 1984. The 1975 F-Production Championship points were all from PBIR. The 1979 F-Production Championship points came from all over the Southeastern tracks: PBIR, Sebring and Savannah. Although another racer and I tied in points, I was awarded the Championship as I had won seven races to his five.

There are many memories, good and bad at PBIR. My first vivid memory is the second lap of the first Drivers School. I started the second lap, and as I accelerated down the front straight I said, "Oh yes this is what I want to do!"



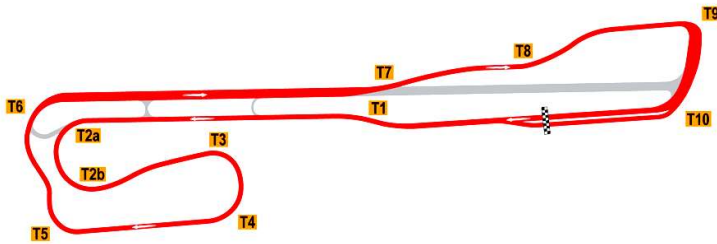
Robbie at the 1973 Driver's School

I had a single metal blade on the 1275cc engine to cool it during Drivers Schools and left it on for the two Regional Races I needed to run to get my Regional License. As I was accelerating out of Turn 6, I heard a loud metal sound and the temperature started climbing. I pulled into the pits where a friend removed the hood (bonnet). There at the front of the engine was half of the metal blade attached to the water pump and a 4-inch slit in the hood. I quickly removed the rest of the blade by wiggling it back and forth, threw it over my shoulder much to the delight of the crowd and remounted the fan belt by loosening the generator. I later removed the generator and ran a v-belt from the water pump and the crankshaft pulley for less friction, and ran on a large battery only. A friend reinstalled the hood and I belted myself back into the seat and took off to finish the race.



More Racing with Robbie

Again, in a Regional Race, I had a misfiring engine. I pulled into the pits and a friend removed the bonnet and I told him that I thought it was a problem with the Lucas distributor. He took the cap off and said that the rotor was cracked. I pulled the old-style rotor out of the pocket of my driver's suit and handed it to him. The engine fired up and off I went. After the race, the friend came up to me and said that he had never seen a driver carry a rotor in his suit. I told him that I didn't trust the new -style rotor.



Palm Beach International Raceway

One of the drivers that started racing at the same time was Lynn Caruso, who was to get a deal from Ford and set the closed course women's record in Bill Elliot's T-bird. Her professional name is Lynn St. James. I beat her as she was learning in a Ford Pinto. I respected her talent and backed her up when an embarrassed man complained to the stewards about a pass she put on him.

When we returned to South Florida from Tallahassee in 1978, I had a fresh engine, had lowered the rear-end, moved the battery to the passenger area and other "tweaks." I entered a Regional Race in September, and the car ran great. I was lapping cars, then the checkered flag came out, stopping the fun. At the scales, the driver of an F-Production Spitfire wondered why they gave me the checkered flag when he was winning the race. A friend informed him that I was about to lap him and that he was second.

Turn nine was a sharp right-hand turn. I had found the fast way through the potholes caused by the drag cars dropping fluids on the surface, causing patches all over the turn. One girl corner worker would close her eyes and ask if I made it. I would corner so hard that the right front tyre came off the ground. After a competitor tried to follow me through turn nine and spun, he told me that I sure showed him how to go through turn nine, but he couldn't do it.

It was heading into turn nine that I had quite an exciting event. As I was heading into the turn, which required firm braking, I applied the brake with my right foot. My foot slid off the pedal and was lodged under the pedals. I turned to the right, doing a 180 so that the car was heading backwards. I couldn't see a thing, so I took my hands off the wheel expecting to hit something, and said, "Okay Lord! You take over!" The car came to a rest, facing in the right direction. By going backwards and the engine still in forward gear, it worked as a brake. I said as I restarted the engine, "Not bad for a guy that was supposed to die 2,000 years ago!" I found that the rubber pad on the brake pedal had come off and left a slick metal surface. To fix this I removed the pedals, clutch and brake, and drilled holes with a dull drill bit from the back to the front, leaving jagged barbs that would grip the soles of my shoes.



Okay, I did run out of gasoline at PBIR!! So I painted a stick with flat black paint and marked the amount of gas it would take to complete our typical sprint race.



Racing with Robbie cont'd

PBIR would collect water around the racecourse, which would stay for days, no drainage. I found the puddle in turn two when the left axle broke and spun me in a 180 spin. The car slid backwards across the surface until it slowed enough to sink. I quickly undid the safety belts and sat on the roll bar until the end of the race. I emptied all of the oil from the engine, transmission and rear-end. I installed a new axle, refilled everything and made the next race.

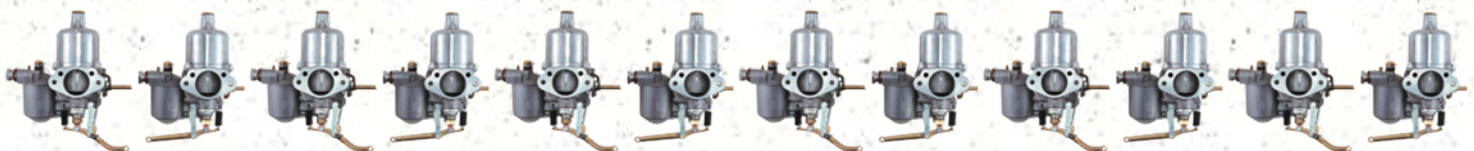
The wildest race was what I call "The Rain Race." It was a sunny weekend and as we lined up in the Paddock for Sunday's race, they called a Corner Workers' break. I was already suited up and strapped in. I stayed there resting my helmet on the roll bar and closed my eyes. I heard other engines fire up, so I opened my eyes and fired up my engine. We went out for the pace lap as clouds gathered. They gave us the green flag, and I actually liked racing in the rain because it's much cooler. The C Sports Racer in front of me headed for turn 7a at the wrong angle. I yelled, "Don't! You will spin!" Well, of course he didn't hear me and spun out and sunk in the puddle there. He had hit the puddle with the left tyre first and spun counterclockwise and out of my way as I aimed differently and continued on. Two of the B Sedan Datsuns pulled into the pits for rain tyres. I continued on with my universal slick tyres. (Rich people can afford rain tyres.) As the race progressed a noise and a vibration started when turning. As it got worse, I said, "Lord, the race had better end soon or we will not make it to the end." I came around Turn 10 to get the checkered flag, winning the race. At Turn One, where the rain had started, I smiled as I came out of the rain and looked to the west at the sunset, only to see the left front tyre come off of the car! I found a sandy strip and got the left front onto it. I got out of the car expecting to see a broken spindle, only to see four studs without the four nuts and racing wheel, which was heading down to Turn Two. Then it hit me, I had bled the front brakes, put the wheels and lug nuts on, but had not torqued them. A friend had dropped by, coming back from a Porsche event, and interrupted my procedure. From then on, I put the torque wrench in the driver's seat to remind me to torque the lug nuts.



Robbie Robertson with his 1975 F Production trophy

On the way home that night I realized that if the rain had not started, I would have lasted a few laps before the wheel would come off, hurting the car and me at a high rate of speed. Not to mention the points that gave me the Championship. God, the Creator of Weather, looks after us!

Eventually in 1985, I realized that the money from rebuilding British cars was going to family expenses and there was no money left for racing. Okay, in my mind I was in the Ferraris in the movie Ferrari taking the turns. Once a racer, always a racer!





Milton Franklin

Calling all British Motorcycle Owners



We've been working with others to increase the number of British Motorcycle owners. If you or anyone knows someone who owns a British Motorcycle please contact them about participating in our club. Milton Franklin, Baton Rouge, would like to organize motorcycle events for owners of British Motorcycles. Harley groups are always cruising the roads so we would like to start British motorcycle cruises. We would also like to increase the number of motorcycles at our Annual Car Show. So... Continue to look for British motorcycles to tell them about our club, and give out our business cards or direct them to our website. If you need more please contact Milton Franklin at densalprop@cox.net.





Father's Day Weekend

Saturday, June 15 & Sunday, June 16



**British Car Club
on Display Saturday**



**Purchase
Tickets
Here**

*Only \$270
up to
June 15!*



Send Pop Soaring

Lunch Available!

in our Stearman Biplane Over the Superdome

*Flights Piloted by
Kris Caldwell & Mike Scott*



New Orleans Lakefront Airport
8550 Stearman Dr, New Orleans, LA 70126



The 6th Annual Village Church Men's Club Car Show

JUNE 22nd, 2024 9am - 3pm RAIN OR SHINE

\$25.00 entry fee goes toward local food banks and other local charities.

The Village Church is located at: **29180 Highway 190, Lacombe.**

Dash plaques for the 1st 50 vehicles.

**The Awards: Top 25 Cars, Top Truck, Top Rat Rod, Top Bike, Best Engine,
Best Paint, Best Interior**

Plus 25 Sponsor Awards

GREAT Food and drinks will be available for purchase.

Clean indoor bathrooms and air-conditioned dining area.

10' X 10' Outdoor Booths Available \$25.00

Contact Jake Groby at 985-503-0017 or jbgroby@charter.net



FOLSOM'S
ST. JOHN THE BAPTIST
CATHOLIC CHURCH
KNIGHTS OF COLUMBUS
COUNCIL 10176



10th ANNUAL CAR SHOW

11345 St. John Church Road, Folsom, LA 70437

PRE-2003 HOT RODS CLASSIC CARS TRUCKS
FOREIGN CARS DISPLAY ONLY (won't be judged)

Plaques Awarded to Best-in-Show, Winners of Each Class, Plus the Next Best 10

SATURDAY SEPTEMBER 14, 2024
9:00 AM TO 2:00 PM

DOOR PRIZES FOR ENTRANTS

FOOD - MUSIC - 50/50 - Prize Raffle



Registration is \$25 - payable the day of the show, or mailed to: P.O. Box 1523, Folsom, LA 70437

Checks should be made out to KC 10176.

In the event of a rainout the show will be held the next Saturday, September 21st

<http://stjohnbaptistfolsom.org>

For more info, please contact Perry Picou, 512-751-9257

REGISTRATION

NAME: _____ PHONE NUMBER: _____

EMAIL ADDRESS: _____



“MINI Gets Medicare”

MEDICAR HEALTH INSURANCE

Name/Nombre
MINI COOPER

Medicar Number/Número de Medicar
621AOK

Entitled to/Con derecho a
REPAIR (PART A)
MAINTENANCE (PART B)

Coverage starts/Cobertura empieza
08-26-2024
08-26-2024



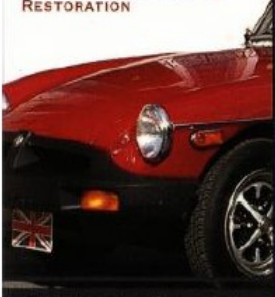

Celebrating 65 Years of MINI British Car Festival 2024

October 19, 2024
Fairhope, Alabama



CLASSIFIED
Ads and Spares

MECHANICAL, PAINT, BODY & UPHOLSTERY REPAIRS & RESTORATION



TARTANAUTO@COX.NET

Tartan Automotive, LLC

1316 Fulton Street

T. Keith Vezina

Proprietor
 Cell 504-722-5777

Restoration, Mechanical, Paint, Body and Upholstery Repairs, T. Keith Vezina Proprietor

1976 TR6. Many improvements: valve cover changed to aluminum cover; aluminum radiator; transmission upgraded to Celica 5-speed; positraction rear end; new Ansa exhaust; new leather seats; new door panel covers; new rear panel behind seat; new wool carpet; new bushings and suspension; new tires. Please contact Anthony Smith Phone: 504-289-6406



1977 MG Midget For Sale Over \$8,000.00 invested. Asking \$6,000.00. Contact Dan McGovern (985) 285-3406 or email DPMcG@Bellsouth.Net.



My name is Harley Rabig. I am the vice president of the New Orleans horseless club. A widow I go out with is trying to sell her late husbands one owner TR 6 1972. It is a well equipped beautiful car with under 68000 miles. If any one in your club is interested \$15000. Call me at 504 239 1186 or email timberlane2@bellsouth.net for more info.



Have spares to spare? Or bits to share? Or a car for sale? Put it in next month's newsletter. Send it to BMCNO Newsletter, bstieglerjr@gmail.com.



More Classified Ads and Spares For Sale

B. M. C. Restorations
 Peter Brauen
 3895 Firetower Road
 Kiln, MS 39556
 pbrauen@gmail.com

1971 MG Midget, highly modified, digital gauges, new tires and brakes. Runs great, over 15k Invested. Make Offer. Call Rex 504-220-6988.



New Orleans club member Bob Gordon said he saw the Northern Lights last month... under his MGA!

1963 AH 3000, red, steel dash/roll up windows, 289 V8, 5 speed runs and drives. Call Pete at 225-975-3950 in Baton Rouge.

*****2015 Jaguar XJL*****

Sapphire, 96,500 miles but like new. \$13,000 VIN SAJWA2GZ0F8V90221 Located in Oak Hills BR Call Peter Kovacs 504-352-5550

Hugh Coleman British Cars
 Quality First Call 318-664-5427

We welcome all new members Join our club using this form or online at <https://www.bmcno.org/join-bmcno>.



BMCNO Membership Application

Print this form to submit your application.

Name: _____ Spouse's Name: _____

Address: _____ Birthday Month Only: _____

City: _____ State: _____ Zip: _____

Mobile: _____ Home Phone: _____ Spouse Mobile: _____

E-mail: _____ Occupation: _____

Where did you learn of BMCNO? _____

What other car clubs do you belong? _____

Include information in the Online Web Directory yes___ no___

Please list me as ICE, (In Case of Emergency) willing to render assistance to members who break down in my area. yes___ no___

BRITISH CAR INFORMATION				
<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Color</i>	<i>Body Style</i>

Membership - \$25 per year due July 1st.

Payable as follows:

- ⇒ On Line: <https://www.bmcno.org/join-bmcno/>
- ⇒ Check payable to "British Motoring Club New Orleans (BMCNO)" and return to:
British Motoring Club New Orleans, P.O. Box 73213 , Metairie, LA 70033
- ⇒ Cash or Check at any monthly meeting.

All payments need to be accompanied by this completed application form. It is imperative that we have your correct and active email address because this is how all communication is processed.

"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](#)."

Name _____ Date _____