



# British Automobile Owners Association Newsletter

Dedicated to Educating people about, and the Enjoyment and Preservation of, British Automobiles!



**2017  
27<sup>th</sup> Annual  
Rio Grande Valley  
Regional Rendezvous  
Information inside...**

**To be held in scenic  
Cloudercroft, New Mexico  
September 22nd-24th, 2017**

More information, at [www.BAOA.org](http://www.BAOA.org)  
or contact Steve Keppler at (915) 549-6859  
or [skeppler1962@comcast.net](mailto:skeppler1962@comcast.net)



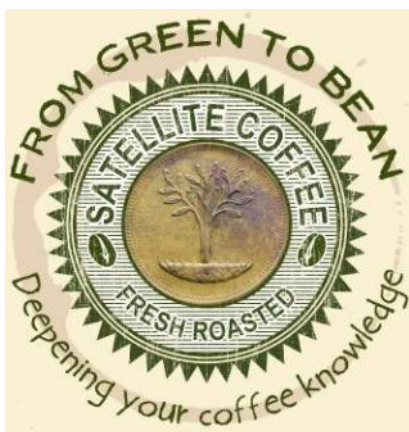
# Calendar of Events

## September, 2017

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

## October, 2017

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



### Car Nuts & Coffee Beans

(A coffee social and car show)

The staff at Satellite Coffee on Alameda Boulevard cordially invite the membership of the British Automobile Owners Association to participate in a hosted car show and coffee social on the morning of Saturday, October the 21st from 10 AM until noon.

BAOA members will be treated to coffee and cookies while they show their cars. Satellite Coffee customers will have the opportunity to view and vote for their favorite British cars and chat with British car owners. Owners of the winning cars will receive Satellite Coffee/Flying Star Café gift cards: \$75.00 First place, \$50.00 Second place, and \$25.00 Third place. Bags of freshly roasted Satellite Coffee will be awarded for several other places too!

It is our hope for everyone to have fun and make some new friends on a fabulous fall morning amongst wonderful people and beautiful British automobiles while enjoying great Satellite Coffee!

We hope you can make it.

Satellite Coffee is located at 1628 Alameda Boulevard NW; between Río Grande Blvd. and Coors Blvd; Phone 899-1001.

- Sep. 20: Board Meeting**  
Funk Residence (potluck)  
121 Carey Rd.; Corrales; (520) 400-3337; 6:30PM.
- Sep. 22-24: Río Grande Valley Regional Rendezvous**  
Host Hotel: "The Lodge" in Cloudcroft;  
Cloudcroft, NM; (575) 682-2566.
- Oct. 11: Membership Meeting "Nominations"**  
Quarters BBQ;  
4516 Wyoming Blvd NE; 299-9864;  
Dinner 6:30PM, Meeting 7:30PM.
- Oct. 18: Board Meeting**  
Keplers' Home  
2011 Summerside Dr., SE; 266-3892; 6:30PM.
- Oct. 21: Car Nuts & Coffee Beans**  
Satellite Coffee; 1628 Alameda Boulevard NW;  
between Río Grande Blvd. and Coors Blvd;  
899-1001; 10:00AM - Noon.
- Oct. 28: Fourth Saturday Breakfast**  
Casa Díaz;  
567 Camino del Pueblo;  
Bernalillo; 688-3589; 9:00AM.
- Nov. 8: Membership Meeting "Election"**  
Quarters BBQ;  
4516 Wyoming Blvd NE; 299-9864;  
Dinner 6:30PM, Meeting 7:30PM.
- Nov. 15: Board Meeting**  
Kittle Residence (potluck)  
295 Sandía Rd., NW; 345-4207; 6:30PM.
- Nov. 25: Fourth Saturday Breakfast**  
66 Diner  
1405 Central Ave., NE; 247-1421; 9:00AM.
- Dec. 9: BAOA Christmas Party**  
Kittle Residence  
295 Sandía Rd., NW; 345-4207; 3:16:17PM.



**Río Grande Valley Regional Rendezvous Update  
September 22-24, 2017; Cloudcroft, NM**

**FRIDAY, September 22<sup>nd</sup>:**

**Convoy to Cloudcroft and Registration for the RGVRR.**

This year's Rendezvous will begin and end in Albuquerque. For those living outside Albuquerque (such as the California Crew!) you can arrive in Albuquerque a day or two before and join the convoy south to Cloudcroft; if you need help getting reservations or the great hotel deal you are looking for "Inn" Albuquerque, please contact Steve Schwartz for assistance (505-306-9880). The convoy will gather at the Drury Inn in Albuquerque. Breakfast is available for \$6.00 and opens at 6:00AM. Those along the route can join the convoy as it heads south and, of course, if you live in Cloudcroft we totally understand if you choose to wait for us there. Henry Morrison will head the convoy, with a **departure time of 9:00AM**. Henry will plan the meals, breaks, and activities along the drive so it should be a lot of fun.

After we arrive at the Lodge in Cloudcroft we'll set up for Registration and the Ice-Breaker. **Registration begins at 5:00PM**, and will be run by Andrea Kittle. Thank you to Steve Schwartz for acquiring the bar, the lobby, and the patio overlooking a beautiful mountain landscape so participants can "break the ice"!

**SATURDAY, September 23<sup>rd</sup>:**

**Rally, Slalom, Funkhana, Something Neat/Interesting to See, and the Car Show.**

Saturday morning is breakfast on your own followed by four events you just can't miss:

Rally: **The first driver departs at 9:01AM**. The beginning of the Rally is a "calibration" run that will lead you to a location". Once at that location the fun begins!

Upon arriving at the location you have three events: a Slalom and Funkhana (mandatory if competing for the BAOA RGVRR Champion – ensure you have the same passenger throughout the Rendezvous) plus something neat/interesting to see (not mandatory and for free – you already paid for it!). **You have until 11:31AM**, then you must leave.

Enjoy the Rally, but if you want to "clean up", **make sure you are in Cloudcroft by 2:45PM**, so you and your LBC can be ready to go to the late-afternoon car show.

**At 3:30PM** we'll start sending show cars from the lodge to the "Grassy Knoll" where the car show will be held. Cars will be sent by classification. (All MGBs together, etc.).

**The car show should end around 6:15** so its dinner and fun on your own. Park your car where it can be seen!

Nightcap Party: **9:09PM-11:11PM** at the Governor's Suite.

**SUNDAY, September 24<sup>th</sup>:**

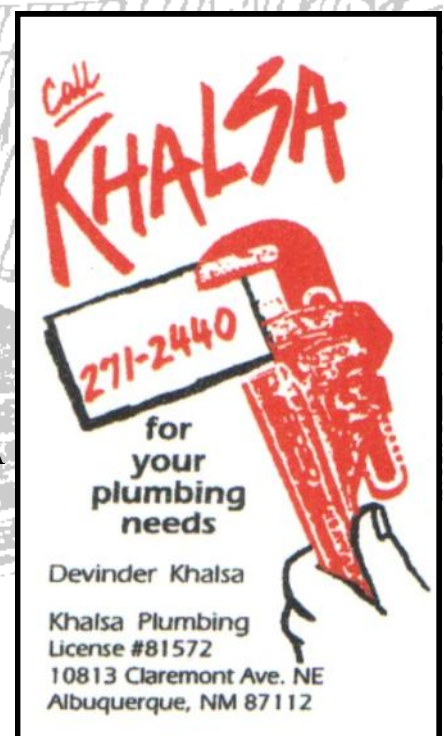
**Banquet, Convoy Home**

**Beginning at 9:00AM**, Sunday morning features a catered breakfast buffet and an awards ceremony at the Lodge at Cloudcroft led by Me, Myself, and I. All awards earned throughout the Rendezvous are presented at the breakfast. As in previous years, the awards are designed and created by artist and long-time BAOA member Ace Fry.

Upon conclusion of the Awards Breakfast, Henry Morrison will again assemble the British Cars for a travel adventure to end the Rendezvous in Albuquerque. Tally Ho!

Respectfully,

Steve Keppler, BAOA Rendezvous Committee Chairman  
(915) 549-6859; skeppler1962@comcast.net



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# RÍO GRANDE VALLEY REGIONAL RENDEZVOUS RALLY

This is a time/speed rally. You are scored on the accuracy with which you follow the instructions, not how fast you complete the course. The rally course was designed to enable the participants to always be driving the assigned speeds, except for accelerating from stops and turns and decelerating for stops and turns.

The instructions will tell you which roads to follow, where to turn, what speeds to maintain and when to change speed. This is not a “trick” type rally. The instructions are not designed to trick you into taking a wrong turn or driving at an incorrect speed. You must, however, pay close attention to what the instruction is telling you to do and match the instructions to the signs and intersections you encounter.

**Rally Segments:** The rally is divided into segments of which there are three types.

1. **Transit** – A segment of the rally during which you will not be scored and speeds are not provided. The purpose is to get you from one timed segment of the rally to the next. Breaks such as pit stops and meals will always be scheduled in a transit. You will be given the total length of time you have to complete it. The time provided will be sufficient to complete the transit as well as any breaks without driving above the posted speed limits.
2. **Calibration** – This is a segment of the rally where you are provided a speed to travel and the exact time it should take to complete the segment traveling at the assigned speed. This segment is normally the second segment of the day and is used to calibrate your speedometer. You will not be scored during this segment.
3. **Timed** – This is a segment during which you will be scored. These segments make up the bulk of the rally. In a timed segment you are told the precise speeds to travel and exactly where to change speed. Checkpoints are located in timed segments and the time, at which you pass the checkpoint, is recorded and used to calculate your score. You will not be told how long it will take to complete a timed segment.

In addition to your speedometer you must also have a timepiece synchronized to the Official Event Clock. This is used to start the rally on time and to restart timed segments of the rally after transits. The Official Event Clock will be available before the start of the rally each day so you can synchronize your timepiece with it.

**Scoring:** Your score is based on how closely you arrive at scoring checkpoints compared to the time you would have arrived if you ran the course perfectly. The perfect time is determined by the Rally Master. You will receive one penalty point every second you are early or late at a checkpoint. If you are late or early, the maximum penalty points you will receive at a single checkpoint is 600. You will receive a penalty score of 600 for a missed checkpoint. The scores you receive at each checkpoint of the day are added to determine your score for the rally. Cars failing to start will receive a Did Not Start (DNS).

**Speed Assignments:** Speeds are indicated by CAS (xx) MPH, which is a command to “Change Average Speed” or “Continue Average Speed” at (xx) miles per hour. Speed commands will only be seen in the first instruction of a calibration run and in timed segment instructions. Transit instructions will never contain a CAS command. For those instructions travel at the posted legal speed or what traffic will allow. For a calibration segment this speed indicates the speed at which the entire calibration segment is to be run. If there is not a CAS command for a timed instruction, continue at the last assigned speed.

**Course Signs:** The instructions use numbered route markers, street signs, speed limit signs, curve warning and other yellow caution signs to indicate the execution point for an instruction.

**Completing Instructions:** Navigator take notice! This section is of prime importance to the navigator. As each instruction is completed, you have to have a way to mark it completed. This is a physical mark on the instruction that tells you this instruction is done. **DON'T DO IT AGAIN!** If you have a nosey driver you may want to tell her/him how you mark an instruction completed and make it easy for him/her to see.

**Unpaved Roads and Dead Ends:** Normally the rally does not include unpaved roads, dead ends, no outlets, or private drives. There may be, of course, exceptions to this rule.

**Four “S”es:**

1. **Safety** is your primary concern. Always be aware of the other vehicles around you. You will often make abrupt changes of speed and/or direction. Any people around you who are not in the rally will not be expecting these changes, especially if you are in a newer vehicle. Signal your intentions!
2. **Start on Time** or you will end up accumulating minutes of penalty points.
3. **Stay on Course** or, again, it will cost you minutes worth of penalty points.
4. **Stay on Time** means traveling at the correct speeds and making up time lost at stops and turns.

**Most important rule: Have fun!**

(The fine print: No beefs, complaints, criticisms, grievances, gripes, grouses, grumbles, objections, protests, squawks, or tirades will be entertained or tolerated!)



## Instructions For RGVRR Car Show Participants

1. The car show will be held in the field (aka: "the grassy knoll") behind the Cloudercroft Chamber of Commerce on the east end of town.

**Be sure to bring the window placard you received at registration.**

2. Directions to car show location:

Turn out of hotel parking lot and follow Curlew Place back to the highway (James Canyon Hwy.) and turn right.

Follow highway through town to where it starts to curve to the right past the tennis courts. You will see the Chamber of Commerce in a small building set back from the road on the right.

Turn right onto Lynx and right again on Grand Blvd.  
Turn right into the park and watch for somebody to direct you.

3. The car show begins promptly at 4:00 so we will begin moving cars from the hotel to the park in groups according to car show class no later than 3:30.

Classes are:

- MGB/MGC/GT
- MGA and older MG
- Jaguar pre-1976
- Jaguar post-1975
- Triumph TR2/3/4/250/6
- Triumph TR7 and all other Triumphs including GT6 and Spitfire
- Other British (Healey, Land Rover, Sunbeam, etc)

4. *It may be getting dark before the car show is over so be sure to bring a jacket or sweater to the park.*

5. Restrooms are available about 100 yds. to the west along the gravel path on the south side of the park.

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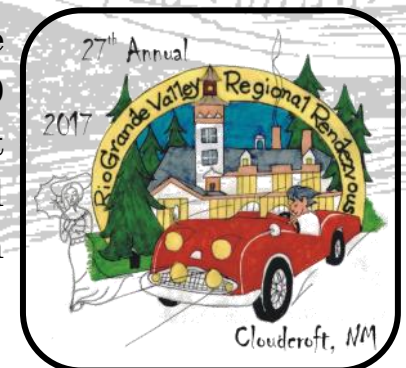
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**For Sale:** I have a 1977 MGB that has been totally restored. It has 36,000 miles on it. It has gas shocks, wire wheels, Weber two-barrel carb., & cruise control. The car ran on the Indy Speedway in 1996 for the MG International. I want to sell the car for \$10,500.00. Thank you. Cosmo: (505) 610-6237.



**Q: What was the inspiration for MG's famed octagon-shaped badge?**

**A: The shape of founder Cecil Kimber's dining table. MG stands for Morris Garages.**


**Q: What car company was originally known as Swallow Sidecars (aka SS)?**



**A: Jaguar. Above is a 1938 Jaguar SS100.**

**Don't follow these directions to get to the Rendezvous!**





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## Last Hope for M.M.S.S.R.R.Y.

Chuffle-hiss... Tyler aimed the 1960 Morris Minor Super Sport Rally Racer of Yesteryear (M.M.S.S.R.R.Y.) toward the edge of the road. Arg! It was only four miles ago that we had filled the six gallon petrol tank with 19 litres of low-grade gasoline at Good Hope Lake Trading Post. Now we were stopped on the Stewart-Cassiar Highway (Hwy. 37) where the minimal roadside met the water's edge. Now what?!

MMSSRRY had been running fine since we had replaced the engine's head gasket 1,079 miles ago in the parking lot of the Skagit Hotel in Hope, British Columbia at two o'clock in the morning. Now it was idling on the gravel thoroughfare, puffing and wheezing, gasping for air to burn the petrol mixture. The head gasket had blown again.

Consulting our "convenient" single-page AAA Alaska & Northwestern Canada map, we calculated that the closest mechanic, who may have seen at least one British motorcar in their life, might be in Watson Lake, Yukon Territory which was 70 miles to the north. That was closer than the 390 miles back south to Smithers, BC, and Watson Lake was mentioned as the second largest town in the Yukon after Whitehorse with a human population of 846. It seemed to be our best option to at least find a telephone.

MMSSRRY had lost the use of two of its cylinders, and its souped-up 948cc, 36 brake horse powered engine was making no more than 15 hp at the wheels. Earlier, we had pushed MMSSRRY to 70 miles per hour trying to pass a truck, but our attempt failed with a cracked windscreen from a rock kicked up by the truck's tire. Now, it took all of my shifting skill to coax MMSSRRY up to 30 mph--maxing the engine out at 1,800 rpm.

Fortunately, this long and winding section of Hwy. 37 didn't have any steep grades. Shallow down-slopes boosted our speed to 35 mph and ½ percent inclines slowed us to less than ten mph in first gear. Any more and our "Super Racer" would have been moving 0 mph north and 535 mph to the east (the Earth's rotation).

Suddenly, the road transformed into a wide paved area. There were monumental markers declaring British Columbia to the south and huge ones north of the border planted in the Yukon Territory.

Photo Opportunity! We stopped MMSSRRY and turned off the engine...

Tyler jumped out with his Canon digital camera and I followed with my dad's Kodak Retina IIa. While we danced around the car taking pictures of everything, Tyler broke out the Canadian -bought Cuban cigars to celebrate this milestone. But as the late evening light changed, we envisioned ourselves with a broken car in the nighttime wilderness of the Yukon.

Diving into the driver's seat, I turned the key, pulled the starter-cable, and--MMSSRRY's alternator had packed-up 800 miles ago, and we were still running on battery-power from an over-night charge--the engine cranked over.

As MMSSRRY's engine chuffed back to life, a large ring of white smoke encircled us. Tyler and I looked at our lit cigars. We high-tailed out of there as fast as our polecat could go.

MMSSRRY's engine died as we coasted onto the southern edge of the multi-acre big-rig parking pad at Junction 37 Services. At the intersection of Hwy. 37 and Hwy. 1, Junction 37 Services was created to support the movement of equipment and men north to the Alaskan Pipeline.

After popping the bonnet, Tyler removed the #1 sparkplug and a two-foot long geyser of coolant shot out onto the left wing. MMSSRRY really was miserable as we pushed it the 100 yards up to the pipeline trailer barracks.

Photo-op! There, only 300 yards away, was the Alaskan Highway, the AlCan, Highway Number 1. We scampered with our cameras to the junction, set the tripod in the middle of Hwy. 37, and stood in the middle of the deserted AlCan for our self-portrait. We had made it!

[As we trudged back to MMSSRRY. a Smart Fortwo glided effortlessly up Hwy. 37, efficiently turned west on Hwy. 1, and evaporated into the distance.]



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