



Once upon a time, in a galaxy far away.....

Well, our story may not be quite as exciting as you know what; but for we here in Louisiana, the birth of the MG Car Club has been an exciting event indeed!

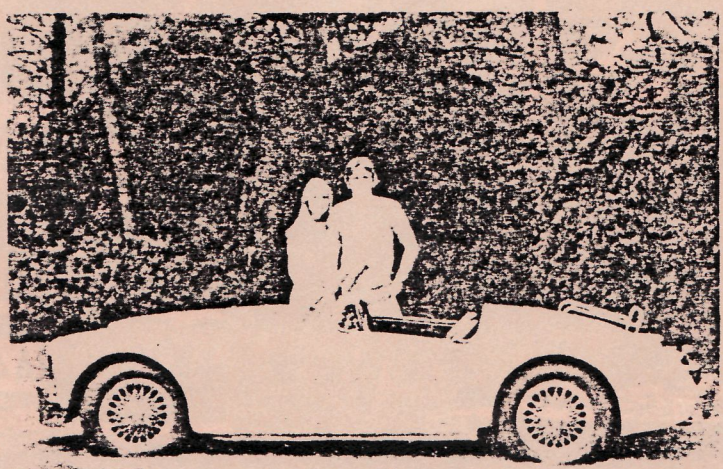
It all began in March 1977, as Eldridge and Diana Reynolds, owners of a lovely 1961 MGA 1600, decided to see if there weren't others in Louisiana who were interested in forming a MG Car Club. After exploring the in's and out's of setting up such a club, they soon put out a call for other MG owners/friends/admirers/lovers and anyone else who might be interested. With the help of the good people at British Leyland and the enthusiasm of the soon-to-be-members, Eldridge and Diana were soon ready to get the ball formally rolling.

The first meeting was held on Tuesday, May 24, 1977. It was held in New Orleans, and was attended by 13 - count'em - 13 happy and smiling members. Soon after a charter was applied for, and on July 6, 1977, the Louisiana Centre of the MG Car Club became official.

As the Centre was getting its legs, so to speak, it also found its voice, as it were. In August, the first issue of the Centre newsletter was printed. Called "Les Pieces D'Huit", the newsletter provides members with a forum for information exchange and discussion.

What's on the horizon for the Centre? More members, exciting events, good friendship, and beautiful cars, for sure; and some things we're not so sure about. But whatever comes the way of the Louisiana Centre of the MG Car Club, this we know: the force is with us!!!

Happy Motoring!!!



MG Isn't Dead Yet

When British Leyland closed the famous MG factory in England, many tears were shed by sports car enthusiasts because MG had long been a favorite.

At first, everyone feared the MG name would disappear forever. But in 1982, BL introduced the MG Metro, a sporty version of the small sedan sold by Austin. Since then Austin Rover, as the car company is now called, has introduced additional MG sedans and they are all selling well in Europe. The top-of-the-line MG Maestro 2.0 EFI is in the same class as the VW GTI and is reckoned by many auto enthusiasts to be just as good a car.

Back to the U.S.

Austin Rover will reintroduce its range of cars to the U.S. market in the next few years. At first, it will sell a new luxury sedan code-named XX, which is being jointly developed by Rover and Honda. Then it will probably introduce the next generation of MG sedans followed, hopefully, by an all-new MG Midget.

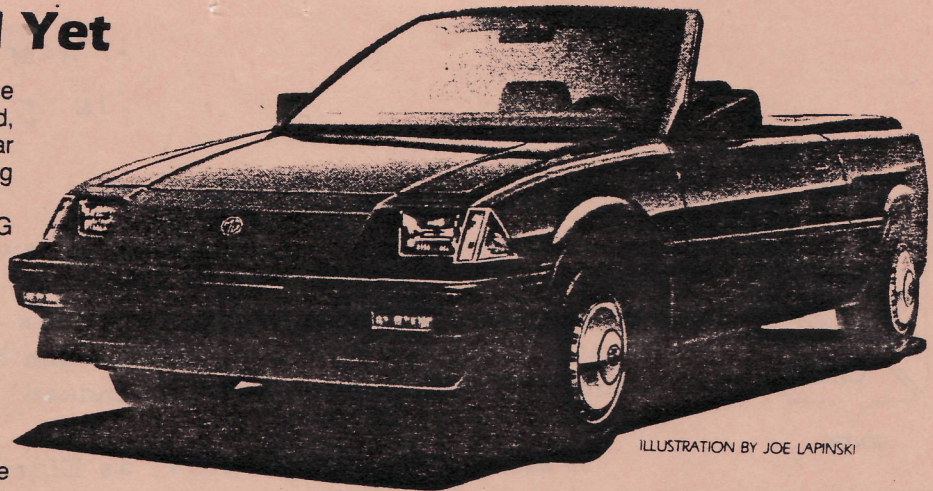


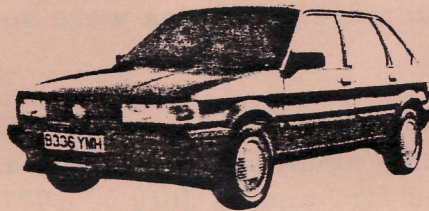
ILLUSTRATION BY JOE LAPINSKI

The next MG Midget roadster is likely to be a convertible version of the front-drive Honda CRX, built in England by the Austin Rover car company (above). Front-drive MG Maestro sedan (below) is a hot little econobox that competes with the VW Golf GTI.

Austin Rover says that it will not re-enter the sports car market until it has its mass-produced automobiles well established.

CRX convertible?

With the company's close ties to Honda, it is likely that the new Midget will be based on a Honda model, most logically the front-wheel-drive Honda CRX. It might be similar to convertible versions of the CRX that have been produced recently by customizers in California.—J.R.



MG replica takes to the road

Bradford, England—Naylor Cars PLC, a local company, manufactures the Naylor TF 1700, a replica of the MG TF, a British sportscar built in the 1950s.

While the replica offers the same handling and performance of the original, it complies with all relevant European Community legislation and benefits from

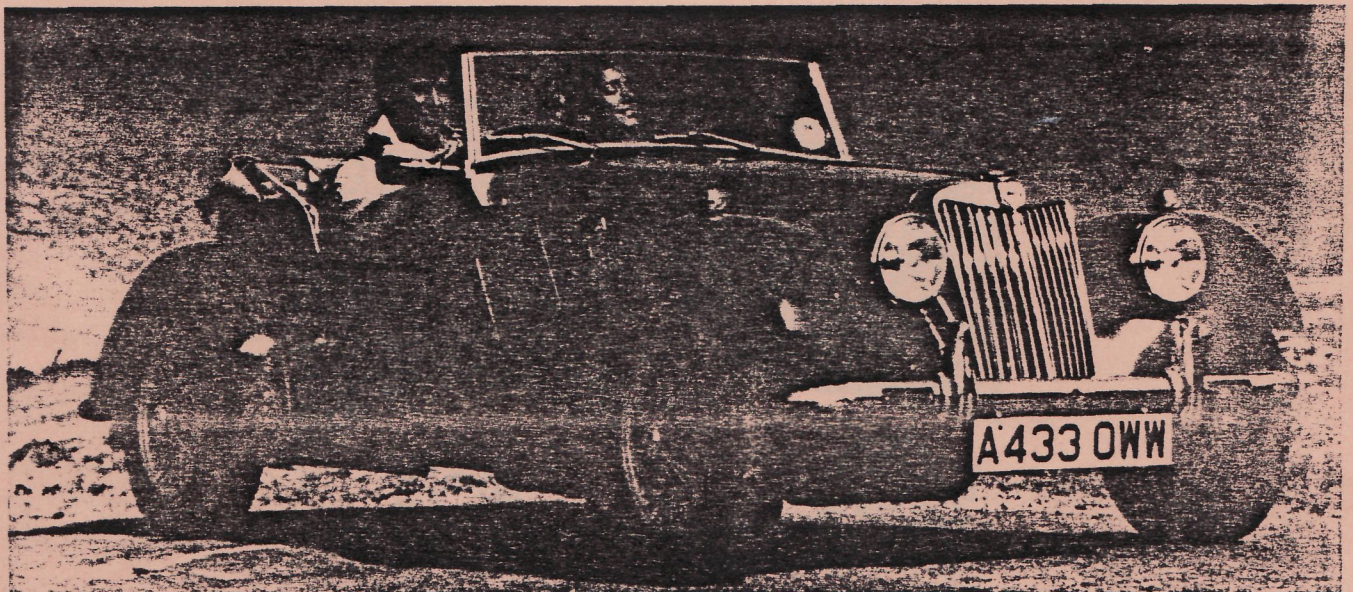
modern technological advances.

Powered by a four-cylinder 1700cc engine, the TF 1700 has an exact replica chassis with redesigned steering and coil spring suspension to provide good handling and the excitement of a true sports-car ride.

The original MG TFs were built for only two years, so demand for the car far exceeds the available supply. The Naylor replica will be limited to 200 cars made each year.

The hand-crafted, ash-framed metal panelled body as well as the wings and running boards are identical to those used in the restoration of original MGs. The octagonal MG instruments and switches have been eliminated by safety laws but the new wood veneer dashboard includes speedometer, tachometer, oil pressure, water temperature, fuel and voltage gauges. A cluster of warning lights includes brake circuit failure, handbrake and oil pressure indicators. □

Naylor TF 1700 is close replica of MG TF model, built in 1950s. It is designed to provide good handling and sportscar excitement.



HISTORY OF THE LOUISIANA M.G. CAR CLUB

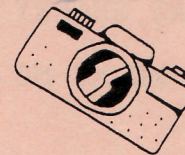
THE FIRST YEAR

1977 - The Club was started in April of 1977 by Eldridge E. Reynolds and his wife Diana. Eldridge was an MG "Fanatic". He would chase MG's to find out more about the car and it's owner. He had an MGA - fully restored but no one in the club ever saw it. He kept it stored at his mother's house in North Louisiana. Diana did drive a white MGB (year unknown). At the time the club was formed Eldridge and Diana were living in the Vineyards apts. and the club held its first few meetings there. Eldridge and Diana moved to North Louisiana in Oct. or Nov. of 1977 and soon after the club began meeting at Pepperoni's Pizza Parlor. (After Eldridge left Jack Kennedy took his place as " MG chaser"). In the summer of 1977 Eldridge approached John about joining the club and Jack Kennedy came to our door in the pouring rain to see if we would be interested in joining. Without this kind of enthusiasm I wonder if we would still be in existence today.

The first year of the club was spent trying to "chase" new members and get organized. Not many events were held, except for meetings. Eldridge did set up a rallye which was held in Nov. after he moved. The Rallye ended at Fort Pike on the lake. Of the six cars entered only one was an MG and the Rallye was won by a motorcycle. This rallye has since been repeated with better MG participation. The newsletter during the first year was sporadic with no official newsletter editor.

The first year's Christmas Party was held at "Lucky Pierre's" in Fat City. It took the place of the meeting and the election of officers was held at that time. Of the 13 original members, 5 are still active. The five are: Snubbs Bienvenu, Toni Creel, Jack Kennedy, Roger Talley and John Winter.

SCRAPBOOK MEMORABILIA



Since this is the 10th anniversary for the club we will once again try to put together a scrapbook. Anyone with pictures, articles, or "famous quotes" they would like to contribute, please start putting that together. We plan to have a "Scrapbook Bar-B-Q" as soon as the weather warms up, so have your MG memorabilia ready to bring, along with your hot dogs.

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER

FEBRUARY 1987

OFFICERS FOR 1987

PRESIDENT JIMMY BRUNO
885-6849

VICE - PRESIDENT SNUBBS BIENVENU
536-4193

TREASURER - SECRETARY MICHAEL CENAC
469-1882

MEMBER - AT - LARGE JOHN & KATHY WINTER
738-5169

NEWSLETTER EDITOR BOB HUGHES
831-7713

NOTES FROM THE JANUARY MEETING

- There were 2 Midgets, 1 MGB, 1 MGBGT and 1 MGA (It looked GREAT!)
- Bob Taylor of the N.O. Racefest(Grand Prix) gave a talk about the race in October. It was pretty interesting. He left forms with Snubbs for those interested in volunteering to help. The thought was to set up an English Car Corralinside the garage of the Superdome. They would be looking for about 30 cars so we would have to team up with the Healy and Jag clubs as there probably aren't 30 MG's working at any one time in the whole city.
- Jim Van Sickle mentioned that Gambino's had been very cooperative in getting his son's Midget on the road.(That's one, now how about the A?)
- Congrats to Mike Cenac and his wife on their new baby girl!
- Mike Delecerna received an award for the Most Improved MG, whos next?
- Roger Talley was announced as the new President of the Healy Club.
- Jimmy Bruno asked for the completed surveys to be returned so he can complete his info.
- Treasurer's report was \$382.93 in the kitty.
- John Winter won the 50/50.

WELCOME NEW MEMBER - 'R J' Imbraguglio of Jefferson LA
with a 76 MGB,and it runs!

