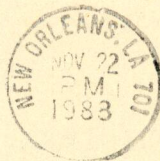
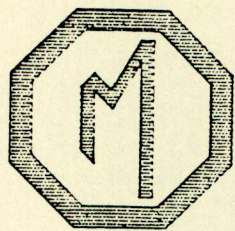


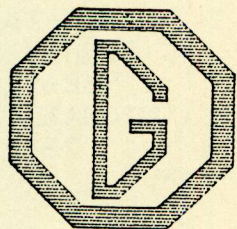
LA. MG C.C.
P.O. Box 641095
Kenner, La. 70064



NOVEMBER 1988



MORRIS



GAZETTE



TO:

JOHN & KATHIE WINTER
2029 GENERES
HARAHAN

LA 70123

88-01

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The Official Newsletter Of
The Louisiana Centre Of The
MG Car Club

FOR SALE

---1979 MGB red; 55,000 mi; top, tires, brakes, clutch & battery just replaced; \$2,700 call Belinda at 895-2671/81-6400

---1971 Midget, needs transmission, all eslse OK, 75,000 mi, \$500; Call Mike at 468-3751

---1975 MGB blue, 62,000 mi, good condition, \$2,900; Call BJ at wk 888-8672, hm 482-1632

---1976 MGB Parts car, no title; call Brett at 340-3276

---TR6, TR7 PARTS, Bran New Tops (Black or Tan), Tonneau covers and Boots, TR7 Hubcaps Call LJ at 466-9181

---1974 MGB-GT; Runs good, overdrive trans, \$1,000 OBO Call Michael Delacerda at 738-3246

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER OCTOBER 1988

PRESIDENT JIMMY BRUNO
885-6849
VICE-PRESIDENT ROGER GIBSON
536-4193
TREASURER/SECRETARY MICHAEL CENAC
469-1882
MEMBER-AT-LARGE JOHN WINTER
738-5169
NEWSLETTER EDITORS BOB HUGHES, MICHAEL DELACERDA
831-7713 738-3246

New Membership - \$25 first year
Regular Membership - \$20 annually
Correspondence(outside 50mi radius) - \$10 annually
Call anyone above for an application, or join is for a
monthly meeting.

CLUB REGALIA AVAILIABLE

MG Club T-shirt(cream colour) - - - - - \$ 7.00
MG Anniversary Sport Shirt (red) - - - - - 12.00
LCMGCC Cloth sew-on patch - - - - - 2.00
LCMGCC Window decal - - - - - 1.50
MG Car Club lapel pin (large -limited quant) 3.00
MG Car Club Old-Fashion Glasses - - - members \$2.50
non-members \$3.00

MG MG

MINUTES OCTOBER MEETING -

Meeting began at 8:00

5 winners on in the club at British Car day(10-23)

Dec 4, Auto Cross at Alvin Calender Field

Nov 6 E Reynolds Rallye, 10:30 Drivers meeting,
11:00 am first car out

Christmas Party is set for Roger Gibson's house for 8:00 pm,
Saturday Dec 10th, Bring a dish, also BYOL

Elections- Shelly DeHoog nominated for second Member-at-
Large

Jimmy announced that the MG Old fashion glasses were in and
cost \$2.50 each

Passport Auto Parts is under new management and will honor a
club discount

Roger Gibson won the 50/50

New members were introduced with 2 guests from England

Interview with Dr. Nelson Holmquist
(Original owner of Mike Delacerda's MG 1100)
By Leon Tsai

Riding with Mike Delacerda in last weekend's rallye had more surprises than I had expected. Not only did I have fun getting a taste of the partially restored MG 1100, admiring the smooth engine and wonderfully - comfortable interior design; but I also found out that Mike had purchased the car from the son of someone I knew well from my years as a medical student at LSU Medical Center

Dr. Holmquist is a cytologist at Charity Hospital and is a faculty member of the Pathology Dept at LSUMC. I gave him a call this week, and asked him if he was the Nelson Holmquist who was the first owner of Mike's MG 1100. This is what he said:

"Yep, I bought the MG 1100 in 1964, brand new for \$3,000 from an English car dealership in New Orleans named Sporst Cars Inc. The car was way ahead of its time... It had a transversely mounted 4-cylinder engine, front-wheel drive, front disk brakes, roomy interior and an "alcohol" suspension that was only seen in the French Citroens.

The Car ran beautifully over the 10 years that I had it. The biggest trouble I had with the car was with the front joints used in the front-wheel drive. The thick rubber coating on the middle "cross-shaped" metal joining T-pieces from the engine and the wheels would breakdown every year, and I would change them myself. Two U-bolts on each side had to be removed to do this.

The suspension needed to be overhauled only once, as far as I can remember.

The car did have trouble with the floor pan located behind the driver seat rusting out, and I had to fiberglass it. The other unusual thing about the car was in regard to its front bumper. It was bolted only to the fenders and did not look sturdy to me, so I personally reinforced them by attaching steel angles to the bumpers, attaching them to the

CONT NEXT PAGE

car frame.

The car's original color was white, although I had it repainted a tan color, later on.

The car was definitely an uncommon car and I was surprised that it did not catch on better. They changed the name to Austin America a couple years later, but that did not improve sales.

In 1974, I "sold" the car to my son, who was 16 years old and in high school, then. He used the car until he was in college and has not had the time to work on the car since, so it has been sitting in the carport all this time. We thought about moving the car to our property across the lake, but was afraid it would just rust out there, so made the decision to sell the car instead. It was either that or send it to the scrap yard..."

Since the MG 1100, Dr, Holmquist has owned a Fiat sports coupe and just rcently(2 weeks ago, to be exact)finished putting together a kit car modeled after the 1952 MG-TD that he had purchased in 1980. It's not original, but it's attractive and fun to drive, and he's been enjoying it very much!

WELCOME NEW MEMBERS:

James Dougherty, he has a 1959 MGA Twin Cam and lives at 738 Frenchman in New Orleans.(HM 949-2874)

Fred Faber, he has a 70 Midget and lives at 3745 Prescot in Baton Rouge.

Mark Jobin, he has a 74 MGB amd lives at 301 Neil Ave. in New Orleans. (HM 394-8323)

Guy Foster, he has a 79 MGB and lives at 4524 Purdue Dr in Metairie. (888-5592)

Gary Walker, he has a 77 MGB and lives at 5501 Tullis Dr in New Orleans. (HM 391-1675)

LETTER FROM THE PRESIDENT

The November meeting will be the last one for 1988. I want to thank the officers and the membership for their support in 1988. The club had a very successful year. Voting for 1989 officers will be at this meeting. Try to show your support by attending. Nominations for officers are still open.

The Christmas Party was a lot of fun last year and with the way the club has grown promises to be even better. It is scheduled for 8:00 Saturday December 10th at Roger and Carol Gibson's house at 6304 Schouest (about 2 blocks from Jimmy Bruno's house) Food is provided by all those who bring something. Drinks are BYOL with the club providing set-ups. There will be door prizes, videos of the events of the year, an updated photo album, plenty of food and lots of good company. I look forward to seeing each of you there.

Jimmy

MG MG

HEATER VALVE TECH TIP By Michael Delacerda

If the heater control valve on your MGA or MGB is old or starting to leak, now is the time to change it. When the rubber diaphragm inside the heater control valve fails, coolant leaks from the valve causing the engine to either overheat, or kill due to coolant leaking on the distributor. Not to mention the obvious problem of rust if the leak continues.

When you change the heater control valve, it is also a good idea to lubricate the entire length of the heater control cables with a light grade oil such as Marvel Mystery Oil. The light oil will soak through the strrl wrapping, lubricating the cable within and making your heater easier to operate.

MG MG

STICKING BRAKES By Michael Delacerda

Are your brakes sticking or pulling to one side in your MG? Well before rebuilding your calipers or wheel cylinders, check and see if your brake hoses are clogged. The brake hose may look fine from the outside, but the inside of the hose tends to colasp with age. When this happens the brake fluid is able to travel to the calipers and wheel cylinders, but the colapsed hose acts as a check valve not letting the fluid back to the master cylinder, causing your brakes to bind and premature wear.