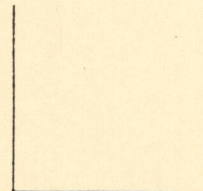
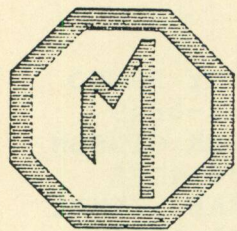


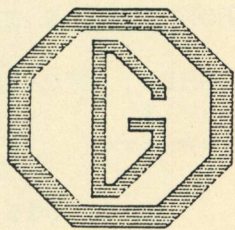
LA. MG C.C.
P.O. Box 641095
Kenner, La. 70064



JANUARY 1989



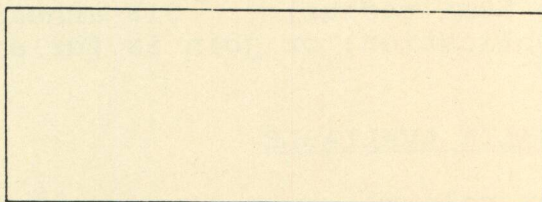
MORRIS



AZETTE



TO:



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

MG MG

FOR SALE

- 1976 MGB parts car, no title; Make Offer,
Call Brett at 340-3276

- 1970 MGBGT and 1973 roadster project cars.
Wire wheels, some new parts. Make offer, call John
at 362-9989

- MG Midget for sale, real cheap; call 737-4193

- 1973 MGB, red w/ centerline wheels, runs good, make
offer. Also 1974 MGB parts car, has engine, no seats,
bad rear end, no titles, \$300; call Brett 340-3276

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER JANUARY 1989

PRESIDENT JIMMY BRUNO
 885-6849
 VICE-PRESIDENT ROGER GIBSON
 536-4193
 TREASURER/SECRETARY MICHAEL CENAC
 469-1882
 MEMBER-AT-LARGE LEON TSAI & SHELLY DEHOOG
 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 AVALIABLE

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

WELCOME NEW MEMBERS:

Bobby Hines, 168 Carmen Drive, Avondale, 1979 MGB;
 Fred Rhoads, 15 Spanish Fort Blvd, New Orleans;
 Bill Whitlock, 16 Winifred St., Waggaman, 1980 TR7;
 Dohn Bohn, 3706 Jean Pl., Metairie, 63 & 67 Midgets;
 Pierre Granier, 1432 Sigur Ave., Metairie, 1979 Midget;
 Raymond Busch, Rt 1, Box 152A, Bogalousa, 1979 MGB;
 Wayne Aucoin, 2605 N Bengal Rd., Metairie, 1977 MGB;
 Tilden Holliday, 1512 N Sibley St., Metairie, 1976 MGB;

The Christmas Party

It was a balmy evening on Dec 10 when the Louisiana MG Car Club's Christmas party took place at Carol and Roger Gibson's house. I was the first guest there, and Roger was out to greet me. "I could hear the MG passing from inside the house," he said. Those are the ears of a true enthusiast!

It didn't take long for the members to pack the warm and inviting home, and almost everyone brought something to eat or drink. What a splendid variety of gastronomic delights there were! Roger had fixed some stuffed bread loaves, and Tom Snook had a huge iron cast pot of terrific jambalaya filled with savory sausages, shrimps, and oysters. My chicken jambalaya looked anemic next to his. The dinner table was overflowing with food trays, and there were plenty of desserts to choose from. For the spirited, we had lots of spirits with which to quench our thirst.

I remember seeing Mike Cenac and John and Kathy Winters there, as were Morton and Roma Sherry, and Mike, Cliff, and Tim and his wife. Of course, Barbara and Jimmy were present, with Jimmy walking around with a video recorder. And I could've sworn RJ was there, but was he?? Jimmy said he counted at least 25 people present, not counting the little ones.

As we ate, we also got to watch videos of the British car shows in Jackson, Miss and Memphis, Tenn, as well as videos of past club picnics. And what door prizes! Posters, and MG glasses, and fog lights were given out to the lucky winners.

Altogether, it was a splendid affair, and the turnout could not have been much better. Thanks again to Carol and Roger for hosting the party. I'm sure everyone had a grand time. And if you missed it, well... I can't wait til next year to taste Tom Snook's jambalaya again.

Leon Tsai

From the Prez:

1989... Another year is upon us. Last year was a blast. The Club has grown and best of all everyone had fun along the way.

Now is the time plan for 1989. The January meeting will be an open floor for the membership to make suggestions, complain, volunteer for projects or just listen to everyone else. We are working up our calender of events and could use help and suggestions. I have been calling a few other clubs and will work with them to keep the activities from falling on the same day.

The article in the Times/Picaune on January 20, 1989, was great. John Winter's car looks like new! The article has sparked a lot of interest in the club from people all over the city. I have had plenty of calls that start with "I did not know there was a club." Many of these interested MGers will be at the January meeting. Be on the look out for new faces and make them feel at home.

Thanks for all the support last year and get ready for a better year in 1989.

Jimmy

CALENDER OF EVENTS FOR 1989

JAN 31	- - - - -	GENERAL MEETING
FEB 26	- - - - -	CARAVAN/TOUR TO NASA (See Details in Newsletter)
FEB 28	- - - - -	GENERAL MEETING
FEB ??	- - - - -	Austin Healey Club Annual Road Rallye
MAR 28	- - - - -	GENERAL MEETING
APR 25	- - - - -	GENERAL MEETING

OUT NEXT GENERAL MEETING WILL BE HELD AT 7:30 ON
JANUARY 31TH AT SHONEY'S, 3410 WILLIAMS BLVD, KENNER.

MG MG

CARAVAN/TOUR TO NASA IN MISSISSIPPI FEBRUARY 26TH, 1989

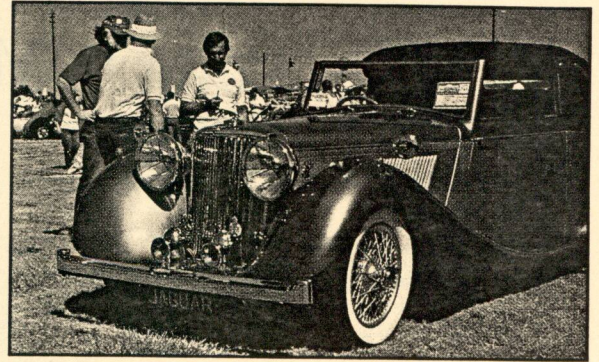
We have set-up a caravan/tour to NASA in Mississippi. We will meet at the Whitney Bank in the Northeast corner of Lakeside Shopping Center at 1:00 on Sunday February 26th. We will take I-10 to U.S. 90 and wind our way to NASA. We will tour the NASA facility in Mississippi and return to Slidell around 5:00 or 6:00 pm. We are planning to stop at Kelly's Catfish Corner, those wishing to may join in or those not can continue back to N.O. If the weather is anything like it has been, this should be a very enjoyable drive. You can call Jimmy Bruno if you have any questions. Hope to see you there!

MG MG

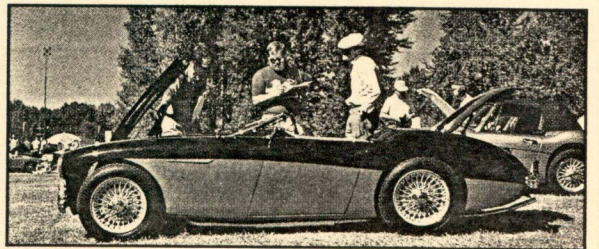
MINUTES OF NOVEMBER 1988 GENERAL MEETING

- 8:15 Meeting called to order
- Introduced new members and guests
- Discussed E.E. Reynolds Memorial Rallye
- Jan 14th, 7:00pm, MG Tape showing at Jim Bruno's house
- Christmas Party at Roger Gibson's House Dec 10, 8pm
- Nominations for elections Leon Tsai and Shelly Dehoog as members at large
- Announced 24 new members in 1988
- Mike Loden won 50/50 - \$13.00
- David Dehoog and Roger Talley won driving lights as door prizes
- Discussed a possible trip to Michigan in July for the University Motors Summer Drive-in
- Meeting was ended but the talking went on for another 45 minutes in the parking lot

Part 2 of an article run in 1988, part 3, next month;



British flavor of meet was emphasized by Jaguar (above), humor of Mini window sticker. Vintage racer, Jerry Cathey, had nicest Healey



Alan May photos

as a conclave of the followers of the S.U., it would have to be people used to dealing with that most idiosyncratic of creatures, the Jaguar. Not to mention creature keepers; Jaguar owners. (It had little to do with Anglophilia. Event chairman Kirk Krueger forever endeared himself to Brit-o-phobes by hanging the world's biggest Union Jack upside down in the banquet hall.) They were right. Compared to what they wrought in bringing together the British Car owners of the Pacific Northwest, forging a peace agreement in the middle east would be as easy as getting Orrin Hatch and Pat Robertson to shake hands.

It helps that Portland is the epicenter of a loosely organized collection of car clubs called the International Conference of Northwest Sports Car Clubs and has a couple of SCCA regions that exchange relatively friendly diplomatic missions.

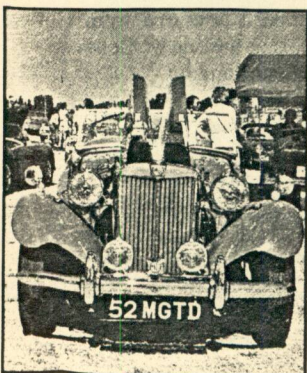
It helps too that what seems to be the hub of parts and information distribution outside Los Angeles is in Portland. Places like Faspac. Vintage Motor Books. Northwest Import Parts, Steve Rollin, prop. Steve Rollin? Ah, that would answer some unasked but obvious questions about involvement on the part of the second, perhaps even the third, generation. It's in the blood, some people say. The young are supposed to take a step beyond their elders, no? John Rollin is the successful proprietor of a business selling carpet. He spends what he makes on cars. His son is the successful proprietor of a business selling restored MGs and MG parts. He makes what he earns on cars. The very definition of generational progress.

There was a purity of purpose in the mists of the past. So who paid the piper? It's hard to remember. There were stories of amateur

racers who had pawned their fiancées' engagement rings. There were other stories of dark-side activities and there are records somewhere of antisocial behavior reprehensible enough to have landed the behavers in jail. One of the great venues for the celebration of the car was in the Bahamas during Nassau Speed Weeks, simon-pure. Sure. Talk to Speed Weeks veterans today and they'll tell you about Lola and March distribution deals done on paper stretched so thin it wouldn't bear up under the weight of ink. Yes, indeed.

Cars? Cheater cars? Oh, goodness gracious no. Peter Revson never ever ran a Cougar in the old Trans-Am so feathery light it had to be weighed with a bogus set of tires Bud Moore had filled with concrete. Revson's own backup helmet never had a filling of lead poured into its inside so that he could saunter over to the scales and toss it into the driver's seat. Racing as it was done during the grand old times was pure. Believe it.

At noon on Sunday, the more-than-100 Austin-Healeys registered were given a parade. It was to be led by Bill Bolton's car; well, one of Bill Bolton's cars. Bill has seven Austin-Healeys, this one was a particular pride. Bolton is a vice president of computer development for U.S. Natural Resources in Portland. He'd owned MGs and Morgans and then he married a woman who loved, plain loved Healeys. Theirs must have been a strong, good marriage.



TAKING A FLYER

THE NOSTALGIA MARKET

*Restoring the cars of their youth
is a pricey hobby for antique-auto buffs*

By ROGER RICKLEFS

IT SOUNDS like a snap. Five years ago, you bought a 1930 Packard roadster for \$90,000. Now it's worth nearly \$200,000. Three years ago, you paid under \$500,000 for a 1963 12-cylinder Ferrari racing car. Last summer, a similar car sold for \$2,725,000.

But this may be little consolation to one New York movie executive. His stunning black 1959 BMW sports car sat in a Stratford, Conn., antique car restoration shop for six solid years. Among the problems, a previous restorer simply lost the chrome parts, says Kevin F. Biebel, owner of the Stratford shop, Lordship Antique Auto Inc. Thus, Mr. Biebel's staff laboriously fabricated the parts by hand from photographs, taking exact measurements from similar cars at auto shows.

Before all this work, the BMW was worth about \$35,000 to \$40,000, Mr. Biebel estimates. He says the executive recently sold the car for a six-digit sum, seemingly a tidy gain. But with \$75,000 worth of restoration work at Lordship Antique Auto, plus work at the previous restorer, the movie executive barely broke even, Mr. Biebel says.

Of course, the executive also got to drive the spectacular car—exactly once in the last decade.

Few hobbies are more glamorous than collecting and restoring antique cars. And few can offer more frustrations. The field provides a graphic example of how the collecting bug can absorb more time and money—and sometimes provide more psychic rewards—than the enthusiast ever imagined.

"A person who has all the restoration done professionally will be lucky if he breaks even," says Leo Parnagian, a Romeo, Mich., surgeon who has

collected Pierce-Arrow cars for more than 20 years. "But I just eat, drink and sleep these cars," he adds.

When a professional shop wanted \$9,000 to paint Dr. Parnagian's 1931 black and maroon Pierce-Arrow roadster—more than the surgeon paid for the car in the first place—he tackled the job himself. Eight coats of paint and endless sanding took a solid year. "This just gives me so much pleasure," he says.

For thousands of collectors, the old cars fulfill youthful dreams. "I remember [as a teenager] a black 1960 Corvette with red interior that absolutely made my knees turn to jelly," says James Lentzke, now an editor of Old Cars Weekly in Iola, Wis. Years later, he bought a battered 1960 Corvette for \$350, spent \$1,800 plus his own time to restore it. He sold it 10 years ago for \$2,500. (Today, it would be worth \$10,000 or \$12,000, he says.)

"I made about 10 cents an hour for my work, but the car took me right back to my high school and college years," Mr. Lentzke says. "As a kid, I had four friends who had Corvettes, and I was always the guy with the empty pockets. The whole automobile collecting hobby is based on nostalgia."

But few know the rewards and problems of old cars better than people like Mr. Biebel who restore and sell them for a living. For his 11th birthday, Mr. Biebel got a set of welding torches. Twenty-five years later, he has owned dozens of antique cars ranging from a prewar Rolls-Royce to a 1955 Chevrolet. (Cars reach antiquity at about age 25.)

As baby boomers have grown old enough to afford the cars of their teen-aged fantasies, Mr. Biebel has watched cars of the late 1950s soar in value. A 1955 Chevrolet convertible—worth \$2,305 new—sold for \$33,000 last year, more than double its value five years earlier.

Mr. Biebel has also seen the rarest cars make fortunes for their lucky owners. A 1931 Bugatti Royale sold for \$9,845,000 last year. Two years earlier, such a car was barely worth \$6.5 million.

But Mr. Biebel has also seen fashions change. With restoration, a 1927 Ford Model-A Phaeton now in his shop would have been worth over \$20,000 five years ago, he says. Today, that car restored would be worth \$15,000 to \$20,000, but the restoration work alone would cost \$20,000 to \$25,000.

"The collector 10 years ago could remember growing up with the Model A. But the new buyer, 35 or 40 years old, wants to buy what he remembers as a kid and couldn't have," Mr. Biebel says.

Even if a car is in strong demand, restoration costs can wipe out any profits. Mr. Biebel says one of his customers will have spent \$48,000 to buy and restore a 30-year-old Mercedes Benz that will be worth \$35,000 to \$40,000.

One reason for high costs is that restoration work is loaded with seemingly small problems that get big. Richard Gold, a Deephaven, Minn., restaurant owner, says it once took nearly a year, and many repeat efforts, to cast a new windshield frame to fit a 1930 Cadillac properly. James Conant, a Cleveland construction executive, says he had to do library research to figure out the parts he needed to restore a 1912 Columbia.

William Smith, executive director of the 52,000-member Antique Automobile Club of America, says it took him nearly a month to fabricate a part "the size of two fingers" for a Model-T Ford. "I had half the part, so I figured out the rest from the existing half," the Hershey, Pa., executive adds.

Small wonder restorations sometimes seem too daunting even to start. Bernard J. Weis, a Rochester, N.Y., collector, says he has owned a 1938 Pierce-Arrow convertible for 26 years—and still hasn't restored it. The only obstacles are "lack of time, money, space and skill," he says. "I haven't driven it in 20 years, but I hope to start restoring it this fall," he says.

Big as the problems may be, plenty of enthusi-

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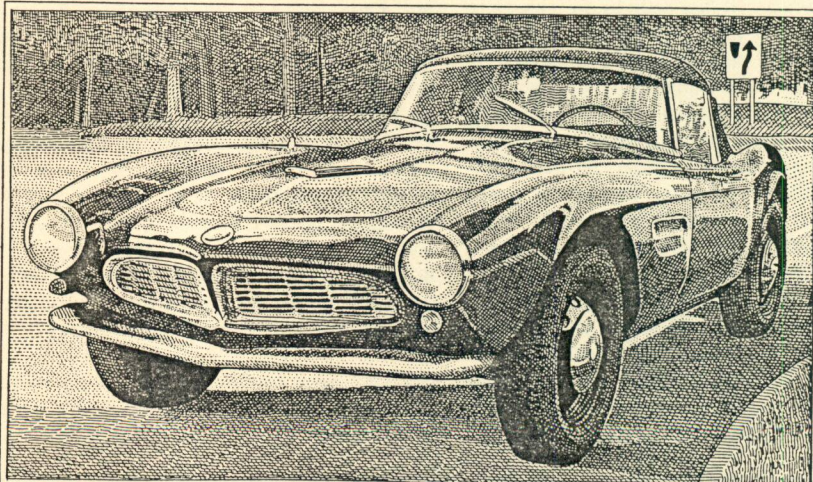
MR. RICKLEFS IS A SENIOR SPECIAL WRITER IN THE WALL STREET JOURNAL'S NEW YORK BUREAU.

An Expensive Hobby

The cost of restoring a 1959 BMW sports car at Lordship Antique Auto Inc., Stratford, Conn.

Metal work and preparation of body for paint	\$15,000
Painting and rubbing of finish	
Materials	1,000
Labor	5,000
Upholstery and interior trim	
Materials	3,000
Labor	4,000
Chrome work	
Fabrication of parts	6,000
Restoration-quality plating (subcontracted to outside shop)	10,000
Parts and subcontracted work for mechanical rebuilding of car	8,000
Disassembly, rebuilding of mechanical components and reassembly	20,000
Shipping of parts and miscellaneous	3,000
TOTAL (excluding previous work done at another restoration shop)	\$75,000

Source: Lordship Antique Auto Inc.



Hai Knafo

NOSTALGIA

Continued from page R24

asts want to tackle them. The Pierce-Arrow Society says it has 1,000 members and that about 1,700 of the old cars are still extant. (Not all of them are driveable, but you can't have everything.)

Less-patrician vehicles have their fans too. Mr. Bie-

bel, for instance, has a collection of 13 antique bulldozers. There are clubs for diehard fans of the Crosley, the Hudson, the Studebaker and, yes, the Edsel. The Nash Car Club of America says it has 1,750 members, up from 1,450 five years ago. Members meet regularly and exchange Nash lore. "People identify with the underdog," says Elizabeth Dworschack, a Clinton, Iowa, Nash lover.

Restoration work is loaded with seemingly small problems that get big.

Those who find it too intimidating to deal with the

whole car may find hope in a club called Hubcappers. Its 60 members are in the thrall of threaded hubcaps for cars and trucks built before 1930. "Around 1930, wooden spokes went out and the snap-ons and dishpans started," Dennis Kuhn, president of Hubcappers, explains disdainfully. The Buckley, Mich., collector says his basement walls are covered floor to ceiling with 1,600 hubcaps—none alike. ■