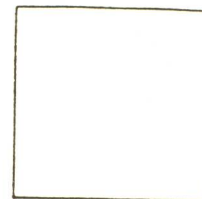
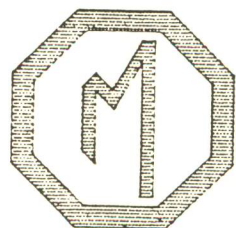


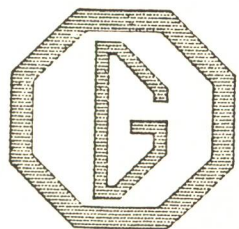
LA. MG C.C.
P.O. Box 641095
Kenner, La. 70064



MAY 1989



MORRIS



AZETTE



TO: JOHN & KATHIE WINTER
2029 GENERES
HARAHAN LA 70123

88-01
A

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

FOR SALE

- Weber 32/36 DGV(downdraft) carburettor. Like new with intake manifold, air filter and manual \$180
Call Richard Kilpartick at 1-748-8223
- 1977 MG Midget in good condition, call 466-2776
- Early Midget or Sprite cylinder head, carbs, and other miscellaneous engine parts for sale,
Call Michael Delacerda at 7383246
- MGA parts, doors, fenders, engines, trans, etc.
Also some miscellaneous MGB parts
call Richard Kilpatrick at 1-748-8223
- 1957 MGA red, black interior, wire wheels - Best offer
Call George HM-1-643-7217, WK-641-8252,
Also a 1953 MGTD (dismantled) make offer.
- 1961 MG Midget roadster, Red, runs good with new brakes and tonneau, side curtains, Make offer, Call Jay or Shanda at 1-732-7825 (Bogaloosa)
- 1976 Midget, Red with good top, run^dgood and good general condition,\$850, call Patricia at HM 366-0756, WK 523-2500

MG CAR CLUB

NEWSLETTER MAY 1989

PRESIDENT JIMMY BRUNO
 885-6849
 VICE-PRESIDENT ROGER GIBSON
 887-2725
 TREASURER/SECRETARY MICHAEL CENAC
 469-1882
 MEMBERS-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 AVAILIABLE

MG Club T-shirt(cream colour) - - - - - \$ 7.00
 LCMGCC Cloth sew-on patch - - - - - 2.00
 LCMGCC Window decal - - - - - 1.50
 MG Car Club Old-Fashion Glasses - - - members \$2.50
 non-members \$3.00

**NORTH SHORE TOUR-D'PINES
 (JUNE 11TH)**

Well, this was to be the tour to Zemurray Gardens but as luck would have it they are only open one month a year and its not this month. (we couldn't even find out which month it is to schedule this tour in the future)

The current plan is to meet at the Lakeside Whitney Bank at 3:30 on Sunday June 11th. We will leave at 4:00 and head North across the Causway. We will drive through the country up to the area around Folsom and circle back to Covington to have dinner. If we are to early we will stop at Cliff's house for a break. As it is planned right now dinner will be at the Bar-B-Que House, but that is still being firmed up. Dinner will be under \$20 a couple. Afterwards, we will convoy back to the South shore.

If you have any questions call Michael Delacerda.

LAKEFRONT CRAWFISH PICNIC

If we could have ordered the weather for the day we couldn't have done better. Leon went out early to reserve a pavilion for us but they were all taken. Being a quick improviser, he grabbed a shady spot with parking close(we had to walk all the way across the street, maybe 20 feet).

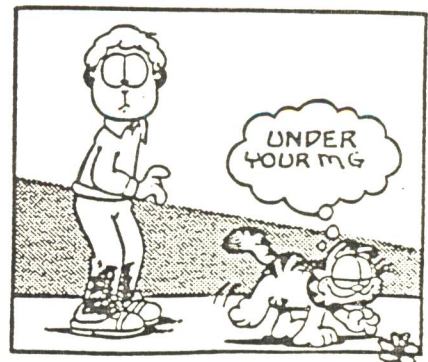
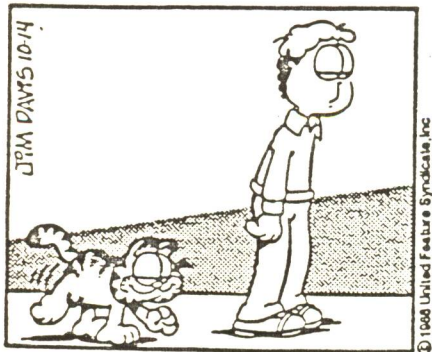
The Union Jack went up with the tables and plenty of crawfish, that Roger Gibson had picked up earlier, was made available. The location attracted serveral admirers suprised to see that many MG's working at one time. The group of 40 or so played Horseshoes, baseball and a game of "Pitch the Can in the Can" which Roger Gibson set up to see who would be the designated drivers home. One highlight was when Roger and John Winter went to get some Ice Cream and cones to cool the sping heat.

It was a delightful afternoon of sucking heads, pinching tails and shooting the breeze with fellow members. See the pictures in this issue.

MINUTES OF GENERAL MEETING OF APRIL 25TH

Meeting started at 8:00pm
Roger Gibson headed meeting in Jim Bruno's absence
Our Lakefront crawfish picnic was discussed
Bob Hughes & Michael Delacerda were commended on the quality of the newsletter
Vicksburg's Empire Trophy Rallye was discussed
It was announced that the All Cars Picnic is to be held on May 14th at POP's Fountain.
LAMGCC and Austin Healey Club to hold the annual swapmeet on May 20th
Discussed Zemmurry Gardens tour on 11th of June, it turns out gardens won't be open, see this newsletter for alternate plans
Discussed a possible tubing trip for end of summer
British Cruise Night is set for August 12th
Discussed University Motors' Summer Picnic and other regional meets
New members were introduced
 Joe Rogers, 1973 MGB
 Danial Scheer, 1971 Triumph GT6
 Jerry & Angela Glasoe, 1974 Midget
 Andre & Gwen Cenac, 1969 MGB
Joe Tieman announced that the Jefferson Parish Car show is to held in October
Talked about the downfalls of entering your car in a parade
Also talked about different ways of removing grease from under your fingernails - such as washing your hair, making hamburgers, etc.
Also Richard Kilpatrick announced that he is now the proud owner of Jack Kennedy's 1959 MGA coupe!
Meeting inside adjourned to parking lot at 8:45

GARFIELD



CASE HISTORIES

CLASSIC AND SPORTSCAR, MAY 1989

MGB GT

YEAR OF MANUFACTURE: 1974

RECORDED MILEAGE: 126,000

ASKING PRICE: £2500

FOR SALE AT: The Clarence Garages Ltd, 90 Staines Road, Twickenham, Middlesex TW2 5AN
Tel: 01-894 6607

£2500 doesn't seem too bad for an outwardly tidy-looking, chrome-bumpered MG BGT these days, so the orange example for sale at Clarence Garages caught our eye immediately. Now on a 'W' plate, it was first registered in Cyprus in 1980, having been sold new in the UK in 1974. It's had three owners since 1980, the last being a policeman.

There's no tax left but the car will be sold with 12 months' MoT and three months' guarantee. The price on the windscreen was actually £1995 but, on reflection, sales manager Jonathan Dean felt the car was under-priced.

For such a high-mileage machine, this BGT is in sound structural order. It's certainly had a new outer sill on the driver's side, which is still painted, rather untidily, in water-catching black underseal, and we suspect the one on the nearside has been replaced at



some time. Of course there's no way of knowing if the inner membranes are sound but this is probably likely if the car started its life in a dry climate. The inner wing structures are solid.

The front valance under the bumper is rough-looking, crudely filled at the ends and painted black. The front wheelarches are rot-free, but there's creeping rust and filler on the seams between scuttle and front wings.

The doors seem fair at first, but have actually been filled mercilessly where the outer skin meets the frame. Corrosion is also beginning under the chrome strips at the tops of the doors.

The seams on the rear wings are also blistering and there are some

meaty-looking bubbles on the rear wheelarches, especially on the nearside. There's filler under the tail lamps, which is starting to crack and fall out, and the rear valance has been quite heavily filled.

Rust is creeping up the screen pillars and it is also evident in the rain gutters. A non-period Mk1-style grille is fitted (it looks fairly new) while the bumpers are in presentable, unholed condition. The trim strip on the driver's-side wing is missing - but will be replaced - and the Rostyle wheels are painted in a horrible gaudy silver, straight out of a spray can. A tacky smoked-glass sunroof is another feature, though it doesn't leak.

The engine bay is relatively grimy and the engine is painted entirely in light blue. The boot and spare wheel well are in tidy order and there's a jack and wheelbrace with the car.

Tyres are legal-looking Firestones at the front and Ceats(!) at the rear.

Inside the car has black cloth seats, the driver's being fairly well sagged and ruffled-looking, though there's no obvious damage. Apart from the one in the driver's footwell the carpets are reasonably intact, and the B has its full complement of switches and instruments, plus its original leather-rimmed steering wheel. The driver's-side door trim is tatty, and the window-winding handle has snapped off.

We only had the briefest of drives in this BGT, but it felt tight. The engine had no bearing rattle, didn't smoke and behaved how a good B-series should, though we'd like to see how the unit performed once warmed up and off choke. The steering was typically stiff and heavy, as were the brakes, but the car stopped straight and true. The box was slow but crunch-free and the overdrive functioned well.

Verdict: Mechanically good, but the body is worryingly filled and will need considerable tidying work before long. It would have been a value-for-money buy at its earlier price, but £2500 is trying it on a bit.

MG Price Guide

Now seems to be the time to buy an M.G. This is especially true in America, and is even truer in the North. I don't know why anyone would try to sell such a car in the winter, but there seem to be several available in all of the various publications. There are bargains to be found.

The best place to find these bargains seems to be in the club publications. All of the major clubs produce fine journals that have a good classified section. I see most of these and usually find the prices quite realistic. The seller knows that his buyer in these publications is apt to be more knowledgeable than the average person; furthermore, the buyer here is apt to already have an M.G. Let's face it, if you're not anxious, then you're not apt to pay more than a car is worth.

This brings up haggling. By all means, bargain! Don't pay the asking price! It just isn't in keeping with the old car hobby. Remember to do this at flea markets as well when looking for parts and other memorabilia.

Hemmings Motor News is the other place to find cars for

sale. Here the prices are apt to be inflated. A good check on prices appears in each issue of *MG Magazine* on this page. We make every effort to revise these figures right up to press time, and these should give you a good indication about what's happening with the old M.G. market. You can help us, of course, by jotting down selling prices for us when you know them and sending them to us.

The bargain this time around had to have been the complete, running TC for \$5,000.00. Yeh, I know...I have a TC too! This just goes to show that there are bargains out there. Keep looking. Remember, if you find you have paid too much, don't worry. It's just a hobby; besides, if you hang onto something long enough, you'll be okay. Happy hunting...the fun is in the search.

MG Magazine's Exclusive Price Guide

These figures are derived from the latest magazine and auction prices. The last two Actual Prices are verified reports of real selling prices as reported by our readers. Readers are invited to send observed prices to us.

	US High	US Low	UK High	UK Low	Actual Low	Actual High	Average
MGA	18,000	900	9,650	650			3,675
Z	-	-	3,950	300			3,105
Midget	7,900	975	4,250	1,100			3,050
B	10,000	1,000	8,250	1,000			5,950

CRAWFISH PICNIC

