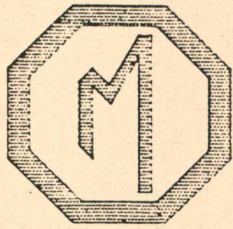


I.A. MG C.C.
P.O. Box 641095
Kenner, La. 70064

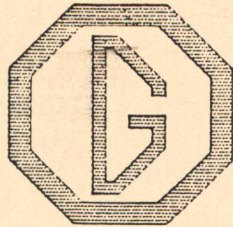


August 1989

~~JULY 1989~~



MORRIS



AZETTE

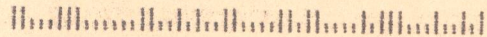


TO:

JOHN & KATHIE WINTER
2029 GENERES
HARAHAN LA 70123

88-01
A

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



MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG

OUT NEXT GENERAL MEETING WILL BE HELD AT 7:30 ON
AUGUST 29th AT SHONEY'S, 3410 WILLIAMS BLVD, KENNER.

MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG

ATTENTION MGA OWNERS

We are considering starting a New Orleans chapter of NAMGAR.
If you are interested, contact Cliff Hughes or Michael
Delacerda for more info.

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER AUGUST 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

Hi & Lois



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UPCOMING EVENTS:

- September 16th - British Car Day in Jackson MS. This event is put on by the English Motoring club of Jackson. It is open to all Marques. Meet at Kenner Shoney's at 6:30am. We will drive to Hammond for Breakfast. We will then caravan on I-55 for a pleasant drive to Jackson, Ms. We should arrive in Jackson at about 11:00am. We will send someone out for lunch or pack a picnic basket. The MG club will have a shade canopy, drinks, and our allegiance will be shown by our new MG banner. This event is similar to our British car day. There will usually be a large display of all British cars, with games, and plenty of "weird" MG people.
- September 17th - Fun rallye in New Orleans, sponsored by the Austin Healey club. \$8.00 entrance fee. For details call Craig Clark at 347-6317
- September 23rd - Louisiana MG car club will have it's 12th annual picnic. Meet at New Orleans Lakeshore Dr. #2 shelter, just past Mardi Gras Fountain. Bring your own food, everything else provided by the club.
- Oct. 13th-15th - This is the big one! Last year was the first time the LAMGCC attended this event. We will meet on Oct. 13th at Shoney's at 7:00am and drive to Hammond on I-55 for breakfast. We'll arrive in Jackson Ms. at around 11:00am. We have lunch there and possibly meet members of the English Motoring club to join in our caravan. We should arrive in Memphis TN. at about 4:00pm for hotel check-in and registration. Saturday will be great with over 200 British cars and motorcycles, regalia, and parts vendors. Saturday night is a free banquet and awards presentation. Sunday is breakfast and the ride home. This is the perfect time to get out on the highway, see plenty of other British cars, and meet people from all over the country. Try to make this one. For more info. call Jimmy 885-6849

WELCOME NEW MEMBER-

Gary Hand of Denham Springs with a 1978 MGB

BRITISH CRUISE NIGHT

The Louisiana Center MG Car Club's first British Cruise Night was a huge success with 16 cars showing up for the event. We met at Bart's on the Lakefront for the impressive lineup. As Leon Tsai and I pulled up we both noticed that you could see all the red shirts a block away! Before leaving on our ride across town, we celebrated Roger Gibson's birthday with cake and champagne. We were ready for our cruise. We all pulled out of the parking lot onto Lakeshore Drive with Roger Gibson and Jimmy Bruno keeping us on course, front and rear. You should have seen the looks on the faces as a gaggle of British sports cars purred on past them and into the evening. We enjoyed a wonderful drive through our city, answering questions the whole way, rallye style as proved by Roger Gibson. We see more on our short evening cruise, than do most tourists on their vacations. The lakefront, City Park, the French Quarter and more. We continued down St. Charles Avenue to Carrollton and ended up at O'Henrys. There in the parking lot, Morton Sherry showed up late. He found us by asking innocent bystanders "Which way did all those MG's go?" We all had a great time and I'm sure this event will be scheduled again in the near future. We can thank Roger Gibson and Jimmy Bruno for such a memorable event.

FOR SALE

1973 MGB - New tires, good top, extra hard top, good interior, 180,000 miles. Right front fender and grille wrecked. Make offer. Also 1973 MGB parts car. Joe - 392-8348

MG Midget parts for sale. Call Frank at 888-9346

1972 Triumph GT6 body, no engine. Jerry 361-0518

1971 MGB With wire wheels, partially dissassembled, bad top, rusted floorboards, but good title. Sam 347-7576

1977 MGB - 65,000 miles, maroon, bad top, very good shape. Leaving town MUST SELL. \$1,500.00 Mike 626-1318

SERVICES OFFERED

Bodywork and welding. No job too large or too small. From patch panels to complete floors and sill assemblies. Also painting. Call Peter Brauen 835-2971

A BRITISH RENAISSANCE

England is reviving its sports cars. One is based on an old car while the other is a contemporary interpretation of a classic

By Daniel Ward



MGB (left) is restored using new bodyshell from Heritage Trust. Healey 3500 (right) is Healey Motor's version of classic Austin-Healey 3000

Jim Forrest photos

Now a brand new 1967 MGB bodyshell, complete with doors, hood and trunk, can be bought for \$3,995. For that price, the U.S. agents will deliver the body to your door.

It is now a familiar sight at British classic car shows to see a team of mechanics set to and build a "new" MGB from one of these bodyshells in just two days. The red MGB in the photographs was built by MG specialist Brown & Gammon using a new bodyshell. The transplant work costs the equivalent of between \$12,000 and \$18,000 in Britain—but the gleaming result is likely to be better than new.

In March 1988, a small "production line" in Swindon, Wiltshire, was established using the original MGB tooling discarded from the former MG factory at Abingdon. The new factory is run by a band of enthusiasts working for the Heritage Trust, a subsidiary of the Rover Group, charged with doing everything it can to keep as many of Britain's old cars on the road as possible. MG Midgets, rubber-fendered MGBs and perhaps Austin-Healey 3000 bodies will follow the 1967 Bs back into

limited production. Production of early Mini bodies is also being considered.

Heritage is now building up to 18 MGBs a week. The first batch of 100 bodies for the United States is just being built. Over two-thirds of all MGBs were originally shipped to the States before the weak dollar and cheap Japanese competition from cars like the Mazda RX-7 and Datsun Z killed the last MG sports car.

The Heritage Trust's own "new" MGB is a stunning-looking roadster with chrome wire wheels. From the driver's seat the view is pure '60s. There is a wood-rim steering wheel with polished aluminum spokes, and a line of chrome-rimmed instruments set in a black, crackle-paint metal fascia. The knobs to work the mediocre heater date back to the days before there were symbols for noting the direction of air flow.

Freeway travel in an MGB is no longer fun—if it ever was 20 years ago. Was the engine always so harsh and tappety sounding when worked above 3500 rpm? Probably. No one complained much because the 1.8-liter four delivered a reasonable 100 hp with all the reliability of an old tractor.

Changing gears feels like moving the bolt

of a rifle, so precise and machine-like is the movement of the stubby lever. You are left in no doubt that there are gears meshing down below. In the 1950s and '60s, British engineers never bothered with five-speed gearboxes, instead preferring a four-speed and overdrive. Drivers of MGBs became skilled at juggling the throttle so the overdrive did not judder too much as it was flicked in and out of action.

It stirs memories but cannot make up for the heavy steering and yesteryear handling. Worse are the brakes, which demand a fierce shove on the pedal yet retard the car lazily. How is it that Ralph Nader never complained about MGB brakes?

After the simple, uncluttered styling, it is the deep burble of the exhaust which you remember about an MGB. It's from an era when sports cars sounded different from sedans. Today's cars sound grimly similar, like vacuum cleaners or washing machines. Like being reunited with distant relations you would not want to see every day, the MGB is good to have around. Yet it is best kept for sunny Sundays, not rainy Mondays.

British Car Day

This annual event sponsored by the ENGLISH MOTORING CLUB of MISSISSIPPI (affiliated with the Vintage Triumph Register) is established for owners and admirers of British Iron to spend a friendly day together.

The events are open to the public at no charge, although there is a \$15.00 fee to register your British Car in the Popular Car Judging (\$5.00 for second or third car). Don't feel that your "tired iron" should be left out of judging - this is a FUN EVENT, not a Concourse Show!

In case of a rain-out, all scheduled events will be held SUNDAY, SEPT 17.

OTHER ATTRACTIONS

The CAR SHOW will be situated between the DIZZY DEAN Baseball Museum and the MS Agriculture & Forestry Museum. Both will be open with minimal admission fees.

In the large lot adjacent to Smith-Wills Baseball Stadium there is a Swap Meet & Car Corral being sponsored by the ANTIQUE VEHICLE CLUB OF MS, running from FRI Sept 15 through SUN Sept 17.

Picnic areas and Parks are also plentiful in the vicinity.

REGISTRATION

****PRE-REGISTRATIONS by SEPT 2 will determine final Judging Classes!**

PLEASE call or return the Registration Form by that time (late registrations and registering at the event ARE accepted).
(*REGISTRATION FORM ON REVERSE*)

CONTACTS ARE -

Jeff Hackman 601-924-6860 (eve)

Craig House 601-469-3279 (eve) Dennis Lofton 601-372-6576 (eve)

EVENT HOURS

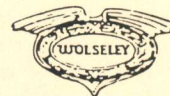
Have Cars on-site around 10AM for sign-in and parking assignment, Judging is from 1-3PM. Events will end at 4:30PM, with plans for optional evening entertainment made then.

CAR JUDGING

Trophies awarded to First, Second, and Third Places in Austin Healey, Jaguar, MG, Triumph, & Empire classes. Classes will be altered if Pre-Registration indicates enough cars in a "sub-Marque" group (MG-B, early TR, MG-A, etc).

MISCELLANEOUS

- ** GAMES provided (British Trivia; Fan Belt Toss; etc).
- ** DASH PLAQUES presented to Popular Car Show entrants.
- ** DOOR PRIZES to be drawn for Registrants.
- ** PEOPLE'S CHOICE AWARD given to "most admired" vehicle.
- ** SOFT DRINKS provided by English Motoring Club. CONCESSIONS may also be purchased. We suggest you bring an ENGLISH-Style picnic lunch!



HOST HOTEL/HOSPITALITY

BEST WESTERN MOTOR INN 5925 I-55 N. JACKSON, MS (601)-956-8000.

** PLEASE CALL EARLY FOR REGISTERING AND MENTION BRITISH CAR DAY!

** PLAN TO ATTEND OUR SOCIAL EVENING FRI SEPT 15 FROM 6PM TIL 10PM!

Registration Form

NAME: _____ PHONE: _____

ADDRESS: _____

CLUBS: _____

VEHICLES TO REGISTER

YEAR: _____ MAKE: _____ MODEL: _____ FEE: \$15.00

YEAR: _____ MAKE: _____ MODEL: _____ FEE: \$ 5.00

MAKE CHECKS PAYABLE TO ENGLISH MOTORING CLUB AND FORWARD TO
P.O. BOX 5263 JACKSON, MS 39296-5263