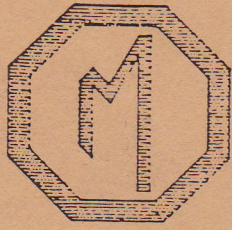


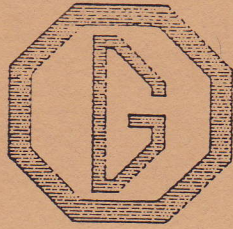
LA. MG C.C.
 P.O. Box 641095
 Kenner, La. 70064



DECEMBER, 1989



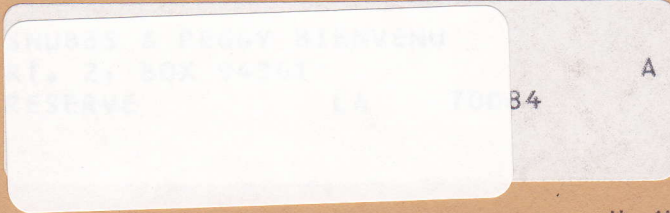
MORRIS



AZETTE



TO:



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

MG MG

MINUTES OF GENERAL MEETING. NOV. 28TH, 1989

Meeting called to order at 8:15pm
 Ballots were passed out for the election of officers. Results to be announced at the Christmas party.
 Candidates for the election were introduced.
 After voting, ballots were then collected.
 Christmas party is to be at Roger Gibson's house. Bring your tools since Roger's engine is still out of his MGB.
 A list was made up of foods everyone was bringing to the Christmas party.
 Roger Gibson then gave an announcement on the progress he was making on the detailing of his engine compartment.
 It was announced that Passport Foreign Car Parts is going out of business.
 New members were introduced.
 Tilden Holiday made an announcement of the Pinewood Soapbox Derby is to be on the 3rd Saturday in January. The LAMGCC will be making a presentation at this event, as well as doing the judging.
 After everyone ate supper, the 50/50 was drawn.

FOR SALE

- 1967 MGB/GT, 1966 MGB, plus four other car bodies worth of parts. One of the parts car bodies is an MGB/GT. The others are all roadsters. Also a rebuilt engine with engine stand. Call Larry Cassanova for more details on this. Hm.-456-0427 Wk.-832-2446
- One weber downdraft carburettor jetted to fit an MGB. Complete with intake manifold and tuning booklet. Richard Kilpatrick-1-748-8223. Amite, La.
- 1959 MGA COUPE. Dark red with black interior. Runs great. Driven daily. Call Michael Delacerda - Home 738-3246, Work - 588-3047. Asking \$4000.00 or best offer.
- MGA TWIN CAM for sale. No rust, very solid body and clear title needing restoration. Missing the correct TWIN CAM engine, but has 1500 engine. Luggage rack and extra brake parts. Asking \$5000.00. Call Brent Alderman at (608) 238-6224 Madison, Wi.
- 1979 MG MIDGET - Yellow, rebuilt engine with Weber carburettor and exhaust header. \$3000.00 Larry 391-0102
- 1951 MGTD for restoration. This car is completely taken apart, but is in very good condition. Hardly much rust, but requires some wood replacement. Asking \$4000.00 OBO. Call Jimmy Bruno at 885-6849
- Set of pre-1968 MGB carbs needs throttle shaft replacement-\$75, Dual S.U. intake manifold-\$20, Early exhaust manifold-\$50, 1974 rear bumper assembly, complete-\$50, 15' wire wheel with tire-\$25, MGB Rostyle wheels-\$10, Also many other MGA, and MGB parts. Jimmy Bruno 885-6849
- Rebuilding and engine in your MG? Would you like some help? Chuck Blouin would like to help to gain more experience in this area. H-482-0728, W-522-9369

WELCOME NEW MEMBERS

Delvin and Rita Price
513 Bellemeade Blvd.
Gretna, La 70056
H - 391-9733
W - 582-9778

Delvin owns a red 1959 MGA roadster.

Delvin Price is the last new member to join our club in 1989, making the total of thirty-six new members for the year. This is great considering that in years past, the club had to go on 'membership drives' to help drum up new members. We used to park our MG's in groups in very visible locations such as Clearview Shopping Center, hoping other MG owners would spot us. We would also go on drives putting flyers on MGs, each member taking a different section of the city. There was also a time when the club incorporated a points type of system, where if you recruited a new member, you would receive points. The most points at the end of the year won prizes. Our club has come a long way since then,

with our membership growing and growing. Could it be that people are becoming more interested in British sports cars because they see them as possible investments for the future? Maybe. Whatever the case may be, it seems as our cars grow older, our enthusiasm for them grow with it. I hope next year is just as successful as this year and I hope that this is a trend that continues to grow into the 90's as well.

M.D.

MG VIDEO!

This year we will be showing another MG video! This one will cover factory promotional footage of various rallies and appearances of MGs from 1930 through 1962. This video is great if you want to know what your car really looked like when new. The video is very informative and is about two hours long. We will be showing this video at Roger Gibson's home on January 6th at 7:00pm. The club will furnish refreshments or pizza or something. Ya'll come. Roger lives at 6304 Schouest st. Metairie. 887-2725

We all had a blast at the Christmas party at Roger Gibson's house this year. There were lots of familiar faces and some of the unfamiliar showed up as well. There was an add attraction this year. Roger had his engine out of his MGB for attention and detailing. There were as many people in his garage as there were inside the house. For those of you who couldn't come, it was great.

Peter Brauen and his soon to be bride weren't there because they were attending their pre-cana(whatever that means, we unmarrieds have no conception of this ritual). Suzanne Carr couldn't make it. She probably had a previous engagement, or perhaps she didn't have a ride. I heard her MGB had engine problems at the E.E Reynolds rally this year. I hope it's all better now.

Also overheard at the party was that Mark Jobin may be relocating to the Houston, Tx. area, joining the ranks of Leon Tsai, the Dehoogs, and others who have fled in the night. If you go, they say you'll return as most New Orleanians do. But in the meantime, perhaps we could interest you in a correspondence membership?

The votes were all in and official. The officers for 1990 were announced at the party. The line-up is as follows: Joseph Tieman-president, Roger Gibson-vice president, Mike Loden-secretary/treasurer. As far as members at large go, all three candidates were chosen because of our growing membership: Tilden Holiday, Peter Brauen, Wayne Aucoin.

As the party wore on, there seemed to be an MGA group developing in the kitchen. They were talking about their cars and other people's cars in a language all their own. Some of the MGA 'fans' were shocked to find out that James Dougherty sold his TWIN CAM. Especially after it underwent such a careful rebuild, and none of us actually seen it. Thats probably why he wasn't at the party. He was busy counting his money. The MGB conversation was located in the living area, and since I have both an MGA and an MGB I just stayed by the desert table.

M.D.

Goodbye Buick...Hello MG

In 1950, while working in New York as a Buick salesman, I discovered sports cars...falling hard for a new MG TD. During one of my daily treks between Grand Central Station and Glidden Buick at 55th Street and Broadway, I came across a service shop filled with an ever-changing kaleidoscope of the most exotic automobiles imaginable...some so rare that I had trouble pronouncing their names.

The proprietor, Perry Fina, was a short, wiry, acerbic Italian automotive guru to many of New York's elite, owners of Alfa Romeos, Maseratis, Cisitalias, Simcas and Jaguars, plus still rarer Pegasos, Bugattis, Lagondas and Delahayes. Fina's shop, where his two sons worked under his tutelage, also was the site of a burgeoning cottage industry, the installation of Kettering Cadillac engines in newly imported J2 and K2 Allards.

I took to stopping by Fina's 56th Street shop at every opportunity; to visually devour the exciting vehicles left in his care. One Spring day, Perry introduced me to a polished (almost oily) British type, Major Richard D. Seddon, hired to operate a small, four or five-car sales annex in an adjoining storefront. Among the very first cars to be displayed was a new, right-hand drive MG TD. Looking back, this probably was one of the very first Gray Market imports.

Painted in gleaming green with beige leather seats and matching canvas top and side curtains, the little roadster had chromium plating that looked to be an inch deep on its upright radiator shell, bumpers and headlamps.

My immediate reaction was pure, unadulterated lust. There were several obstacles between me and ownership

of this remarkable vehicle. Among them was fear of the conflict of interests represented by driving an English sports car while employed to sell Buicks. Then there was the matter of my less than six months old Buick Special sedanette...how to diplomatically dispose of same. The correctly anticipated main hurdle was the matter of parental ire. Somehow I just knew that BFN would view my purchase of this sort of car as the ultimate act of frivolity. At age 21, reason didn't stand a chance against lust, and the buck-tooth Buick soon was history. As to the MG purchase, I wouldn't have a thing to do with Major Seddon, insisting that I would deal with Perry Fina and no one else. The deed was soon done.

The MG served as an introduction to all sorts of automotive exotica: Lucas convex fender mirrors, Smiths radios, and AMCO luggage racks. But, another accessory, a Fina exclusive, made the others appear ho hum by comparison.

This Fina-patented contraption was a three branch cut-out exhaust system, operated by a T-handle control next to the transmission tunnel. The cast aluminum device imparted a dual personality to the MG, fierce or docile on demand. In actual fact, this modified exhaust in all probability reduced rather than increased the power output the 1250 cc pushrod engine could ill afford to sacrifice.

A final alteration was replacing the originally fitted Dunlop tires with a set of General Squeegee Dual 8 wide white walls. Looking back over the

years, those tires undoubtedly gave the TD the appearance of being New York's smallest pimpmobile. Fortunately, the automotive world's future purists had not established the rules of good taste.

Driving the TD was a revelation, quite unlike guiding my lumbering, cast-off Buick down the road. Shifting with the left hand proved to be no trouble at all, due possibly to the family's British heritage. Entering or exiting the MG without marring its painted running boards was a procedure quickly learned by me and by anyone else who wanted a ride in the MG.

If the MG's performance was statistically marginal, its gut impression (particularly with the windshield folded flat) was of brisk and exhilarating response, quick, precise steering...and instant status. Performance was further reduced by the pounds of Simoniz wax applied to the car's finish, and the additional weight of the Connolly's Hyde Food ritually applied weekly to the leather seats.

Another, almost weekly rite was adjusting the valves, which entailed a new, cork valve cover gasket about twice a month. An oil change at least every 1000 miles probably did wonders for the Castrol company's

common stock.

How I loved that green MG! Then, one fateful summer weekend, I drove the car to Watch Hill, Rhode Island. Boadie Rhodes, whose father designed some of the world's finest sailing yachts, rode shotgun. We had to hitchhike home. But, that's another story.—*Harry Newton*



Techniques for finishing engine accessories.

By Jim Richardson

So, whether you are just detailing your driver or going all-out for show, here is an easy way you can do a professional-quality paint job at home that will last for years.

Begin by removing the parts from the car, being careful to put any loose fasteners in Ziploc bags, including a note telling where they go and what they do. Now clean up the accessories with a rag and solvent (stay away from gasoline), and inspect them for dents. Damage is easy to spot at this stage and will be fixed later.

Next you'll need to strip off all the old paint. Rust can be hiding under the surface, and if left to grow will continue to damage both the metal and finish. Also, by now grease and oil probably have permeated the original finish and metal and will cause your new paint job to fisheye and flake off.

Stripping parts is not difficult, but it is hazardous and dirty work no matter how you approach it. We'll tell you about a fast, powerful and inexpensive stripping method, but you must follow absolute safety procedures when using it. Heavy neoprene gloves, safety goggles and plenty of caution are a must.

Imagine my amazement when, just a few years ago, I went into a good local restoration shop and found them painting engine accessories like fans, starters, oil filler caps and voltage regulator covers with cans of aerosol paint! Of course the shop had a complete array of expensive spray equipment—and they spoke two-stage Imron fluently—so why were these professionals taking the cheap way out?

It turned out that there were some very good reasons. High-quality aerosol paints such as Rustoleum work well to prevent rust, and they have a semigloss finish that, when dry, closely matches the appearance of the original paint. They are easy to find and use, and you never have to disassemble and clean the equipment after you finish. Don't bother trying to use the 99-cent paint specials. That stuff runs and won't last.

Since then I've also met a couple of pros who actually use bulk Rustoleum in their spray guns to do entire frames and suspension systems because the treatment lasts, looks correct and is easily touched up after a tour. For high-heat situations such as distributors, Plastikote is the preferred brand, and of course it also can be used for the other items.

Here's the way it's done: Fill a 10-gallon tub with hot water and stir in four cans of an ordinary crystal drain cleaner like Drano. This mixture will float away grease and paint in a jiffy, and most components can be stripped right down to bright metal in a few minutes.

It's wonderful stuff, *but don't get any of it on you*, and don't let any kids get near your bubbling cauldron. Keep a basin of water near for sluicing the stuff off, just in case you slip.

Lower the items into the solution on lengths of coat-hanger wire, then hook the wire over the side of the tub while the part gets clean.

When finished, be sure to dispose of the stuff correctly by pouring it carefully down the drain and running plenty of water after it. A side-benefit: You'll have the cleanest drains in your block.

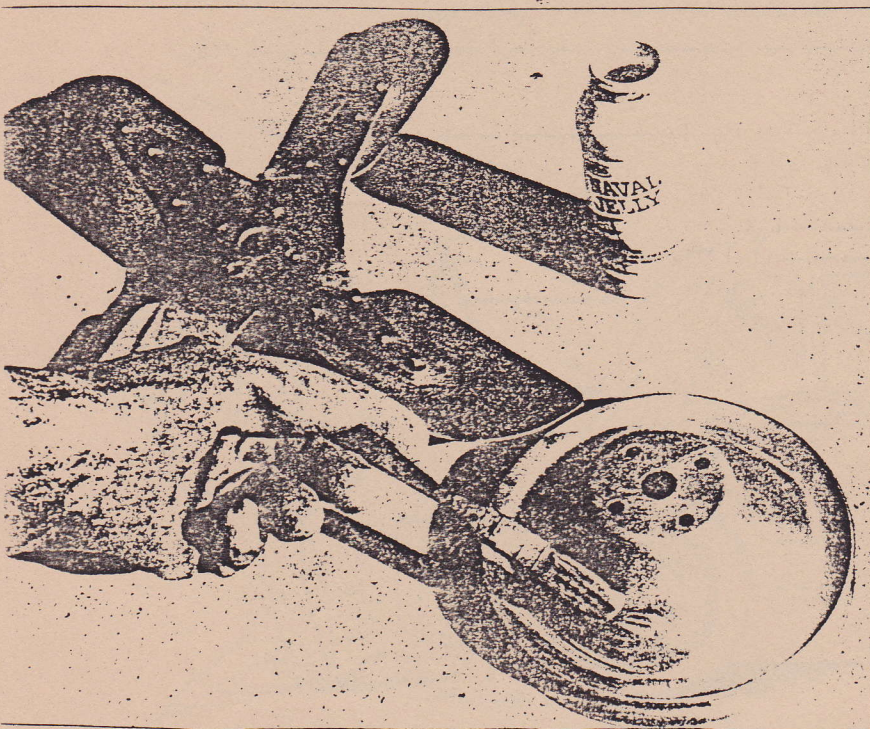
However, you can't immerse oil-bath air filters, horns, starters and generators in any liquids, for obvious reasons, so you'll have to use a regular good-quality paint remover on them.

Paint remover is easy enough to use. Just brush it on, being careful not to go back over your first strokes, and the paint will gradually fester and bubble loose.

Another warning: The same safety precautions apply to paint remover as to drain cleaner. It, too, is poisonous and evil stuff that will burn your skin if you give it a chance. It's a good idea to wear a painting mask while working with this stuff, to prevent damage to your nasal membranes and lungs.

After the paint has been loosened by the remover, gently scrape it away with a putty knife. String can be pulled through grooves and corners to clean them. Old newspapers are good for protecting your work surface and for removing the crud from your knife.

(continued on back)



Naval Jelly is a great etching prep for paint.



Finished parts look like new old stock. Decals add the finishing touch.

After the parts are clean, rinse them off thoroughly with water, whether you have used the Drano solution or paint remover.

Complete rust removal is our next problem. For a smooth, perfect surface. I prefer the direct approach of a wire wheel in an electric drill and 180-grit sandpaper, rather than just using rust converters. Be sure to clamp small parts in a vise when using the wire wheel on them. Clean all accessories down to bright metal so the plastic filler and paint will bond well.

Next, etch all parts with a good metal-prep or Naval Jelly from the hardware store, and rinse again with water.

Plastic fillers like Bondo are easy to apply, now that you have the surface clean and perfect. Build up deep dents with successive layers of filler, and let it dry hard, just a little higher than the surrounding metal. Sand carefully with the 180 grit until you can't find the patch without looking. Don't over-sand either the filler or metal, or you'll get a fried-egg look that will require more filler.

Now we've reached the most rewarding part: producing the final surface. Spraying with aerosol paint is not as hard as you might think. Run some tin cans through the dishwasher and practice on them until you are satisfied with your technique. When you can proceed with confidence, begin by giving your parts three or four even coats of the primer the paint manufacturer specifies.

Let everything dry for a couple of days so gases won't be trapped under your top coat, then lightly sand, using #400 wet-and-dry sandpaper. Go lightly on the edges, and try not to cut through to bare metal. But if you do, just shoot some more primer onto that area.

Finally, you're ready for the finishing coats. Spray a light mist of paint over the whole part and let it get tacky. This will help avoid runs or "sags." Spray into those hard-to-get-at areas first and then do the easy sections, keeping your spray can a consistent distance from the part and letting up between passes.

The objective is to lay down as wet a coat as possible without producing runs. If it does run, let that part dry, then go back two steps; sand smooth, prime and finish again.

Give everything two or three top-coats, letting them dry in-between. And now let your now-beautiful parts dry and harden for a few days before returning them to service.

A nice finishing touch can be the application of a few of those special original-looking decals; they can be obtained from various suppliers, or from the club for your particular marque.

You'll get a little surge of pleasure every time you raise the hood and notice your personal handiwork: It proves that you've mastered a new skill, and have become a semi-pro spraycan painter. □

Supplies you'll need: Drain cleaner, paint stripper, cheap paintbrushes, putty knife, heavy neoprene gloves, safety goggles, electric drill with wire brush wheels, plastic filler, #180, #260 and #400 sandpaper, good quality aerosol primer and paint, such as Rustoleum or Plastikote.

MG's future uncertain

The MG name may be on the way out. Equally though, the marque could be revived in its own right, with the introduction of a new MG sports car. This is the slightly less than clear message from the Rover Group, following speculation on MG's future.

With the disappearance of Austin and the building up of the Rover name, the company is highly unlikely to offer MG-badged variants of future mid-range cars, and it now seems possible that the high-performance version of next year's new Metro may not carry the MG badge — "You'll have to wait and see," says Rover Group Commercial Director Kevin Morley.

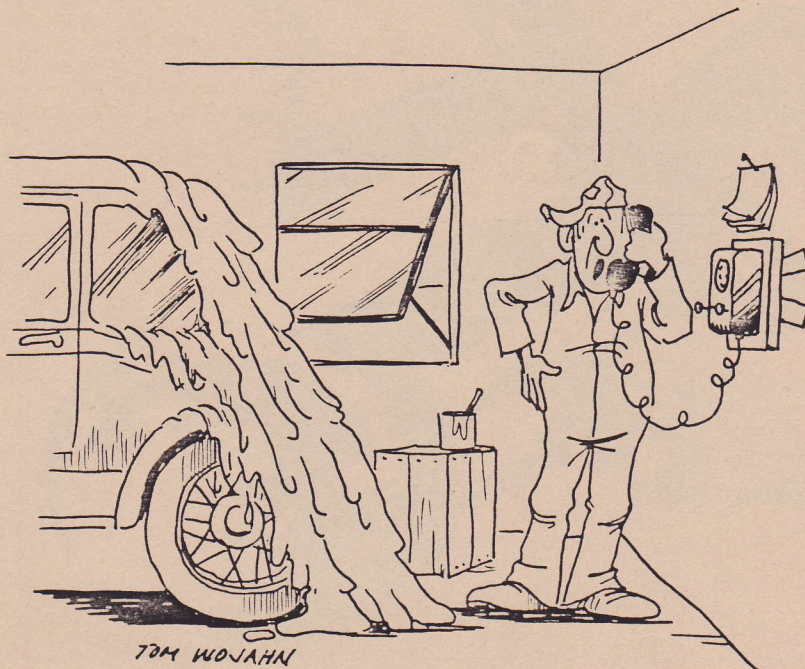
"MG will be around as long as the Maestro is around, which is for a couple of years yet, and for as long as the Montego is around. If we recognise a customer demand for the MG, we'll

satisfy that demand," Morley told us.

Notwithstanding this, the MG marque seems to be on the retreat. In France, for instance, only the MG Maestro EFi is being offered for 1990, MG-badged Metros and Montegos having been withdrawn.

Morley claims, however, that the Rover Group will not let MG "wither on the vine", and he feels that the time may now be ripe for consideration of an MG sports car.

"Now that we've been profitable for the past two to three years, and that our product planning has settled down, we do have the opportunity to consider seriously the future of MG and to look at the possibility of a new model suitable to the marque's traditions. We've done some research on the MG name, and we now know exactly what people want..."



"Hi, Phil. Say, about this paint stripper you gave me..."