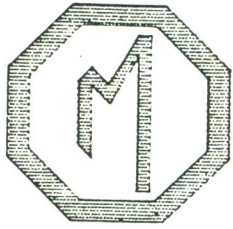


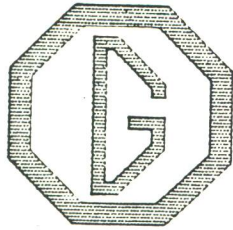
LA. MG C.C.  
P.O. Box 641095  
Kenner, La. 70064



JANUARY 1990



MORRIS



AZETTE



TO: JOHN & KATHIE WINTER  
2029 GENERES  
HARAHAN LA 70123

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

MG MG

PORT HUDSON TOUR

# Civil War cannon comes home to Port Hudson

An original cannon used by Confederate troops at Port Hudson during the Civil War is back home in Louisiana and has taken up residence at the Port Hudson State Commemorative Area north of Baton Rouge. It joins another vintage cannon, giving the park two of the four involved in the fighting at Port Hudson, a 48-day struggle for control of the Mississippi River during the Civil War.

Cast at the Fort Pitt Foundry in Pittsburgh in 1845, the 32-pound cannon was designed for the Navy. Confederate troops captured the gun from Union gunboat wreckage in 1862 and placed it in one of the river bat-

teries at Port Hudson, where it exchanged shots with Union naval ships during the siege of Port Hudson in 1863. It was remounted on a siege carriage and moved to Slaughter's Field, where Union artillery fire disabled the gun in June of that year. The damage is still visible.

The new cannon is on a five-year, renewable loan from the Fort Donelson National Battlefield at Dover, Tenn.

The Port Hudson State Commemorative Area features a museum, observation towers, outdoor displays, and a six-mile network of walking trails. Hours are Wednesday through Sunday from 9 a.m. to 5 p.m.

On Saturday Feb. 10th, the LAMGCC will go on a tour to the Port Hudson State Comemorative Area. We will be meeting at our usual spot, at the Whitney Bank on Causeway Blvd. and 17th street. (Behind Lakeside) We will all meet there around 9:00am and will be leaving about 9:30 or so. We will probably be having lunch in Baton Rouge, but maybe we'll just bring a picnic type lunch to be eaten on the Port Hudson grounds. More on this at the meeting. See ya' there.

B6

Now that the holidays are over, and with springtime on the horizon, we can all spend more time with our MGs. Now is the time to get our cars ready for all of the exciting events in store for us in the coming year. Some of us are fortunate in that they may only need some cleaning and a tune up to have their car ready. Others like myself still have their MG in kit form. One of the upcoming events is our tech session/clinic. This year it will be handled a bit differently. There will be designated people to handle certain topics; carbs, brakes, paint, etc. If you feel you would like to donate some of your skills in this area, by all means speak up.

As always, we still need more tech articles to be used in the newsletter. If you have any ideas, jot them down and send them on in. Articles of the technical nature as well as interesting related reading could also be used. Don't forget that this is your newsletter, so use it. Whether you are selling parts or whole cars, our newsletter is the best medium for letting other members know.

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If you missed the January 6th showing of the MG video tape, you missed a good one. This tape included factory footage, research and development, as well as covering some of the more famous record breaking events and rallies. Everyone seemed to really enjoy this tape even though none of it covered the ever popular MGB. I am now working on getting another tape, this one covering the MGB exclusively. The turnout for this tape was much more than expected, and I expect the MGB tape to be an even greater success.

Those in attendance for the tape showing were:

Peter and Beth Brauen  
Michael Delacerda and Phyllis Jacomet  
Joe and Sandra Rogers  
John and Kathy Winter  
Snubbs and Peggy Bienvenu  
Roger and Carol Gibson  
Tilden and Joshua Holiday  
Jimmy Bruno  
Rodger Talley  
Wayne and Alicia Aucoin  
Raymond and Marie Busch



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ROSTER UPDATES

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We are currently updating our club's membership roster. If you have had a change of address or phone number, or even if you have a different MG, please let us know. We are compiling this info to send out an updated membership list in a future newsletter. Call Michael Delacerda if there has been any changes, or send all changes to:

LAMGCC  
P.O. BOX 641095  
KENNER, LA. 70064

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!!!!!! NOTICE !!!!!!!

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Our Club's general meeting, scheduled for February 27th, will be moved to the following night Wednesday, February 28th, due to Mardi Gras falling on the last Tuesday of the month.

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The Following is a **tentative calendar** of events for 1990.  
(Partial Listing Only)

PORT HUDSON TOUR	-----	FEB. 10th
GENERAL MEETING	-----	FEB. 28th
TECH SESSION	-----	MAR. 10th
GENERAL MEETING	-----	MAR. 27th
ZEMMURAY GARDENS TOUR	-----	APR. 7th
GENERAL MEETING	-----	APR. 24th
CRAWFISH BOIL	-----	APR. 29th
EMPIRE TROPHY RALLYE	-----	MAY 5th
LAMGCC CRUISE NIGHT	-----	MAY 19th
GENERAL MEETING	-----	MAY 29th
PLANTATION RUN	-----	JUN. 16th
GENERAL MEETING	-----	JUN. 26th
GULF COAST CRUISE	-----	JUL. ??th

1973 MGB - Blaze red with black interior. Runs great and is in excellent condition. Even has air conditioning! Call Asking \$4000.00 OBO. Call Joe Rogers at 467-4246

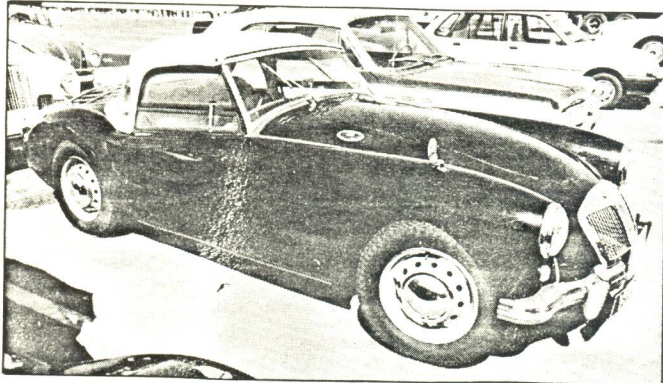
MGA wanted. Any condition considered. Contact Raymond Bush at 735-8172.

MGB wanted. Prefer 1972 - 1973 and semi-complete condition O.K. Call Joe Bartley - Work 948-5706, ext 5199. Or at home - 361-5481.

Wanted! Rare or older M.G.s, or any other older British car considered. Also wanted: LAND ROVER. Jake Hansen in Ocean Springs, MS. 1-601-896-3337.

MGB exhaust manifold wanted for a chrome bumpered MGB. Michael Delacerda h-738-3246, w588-3047. Also looking for those funny looking covers that rivet to the front door posts underneath the windshield frame.

## MGA 1500/1600 1955-1962



### HISTORY

MG, with its T-series, was quite outdated by rivals Triumph, Austin-Healey, and others by the mid-fifties. The new MGA roadster, introduced in '55 (the coupe in '56), was a radical departure from its predecessors, based on the streamlined 'EX175' prototype of '52, inspired by MG designer Syd Enever's '51 Le Mans racer. The new car was still body-on-chassis, but offered more interior space, a trunk and improved handling. The first were 1498cc, designated MGA 1500, then came the

1600 Mk I of '59. Also that year, the more powerful DOHC 'Twin Cam' model was offered (not covered here). In 1961 came the slightly modified Mk II 1600, actually 1622cc. When production ended in '62 to make way for the new MGB, a total of 101,081 MGAs had been built, with 94% exported to foreign markets.

### GOOD POINTS

Still relatively affordable to buy. Parts and accessories abound; easy to restore. Practical for daily use, cheap to run. The 1600s have front disc brakes (Twin Cam and 'DeLuxe' have four-wheel discs). Classic looks, great club network.

### BAD POINTS

As most older British cars, very rust-prone, especially batteries boxes behind seats. Roadster offers minimal weather protection.

### SPECIFICATIONS

Engine: 1489cc/1588cc/1622cc OHV 4 cyl 72/80/86 bhp  
Transmission: 4-speed manual  
Wheelbase: 94 in. Length: 156 in. Weight: 1,985 lbs. (Rdstr) 2,050 lbs. (FHC)

### VALUE GUIDE

Condition	#5	#4	#3	#2	#1
Value	\$1,800	\$4,000	\$6,500	\$11,000	\$15,000

### INVESTMENT GUIDE

Excellent investment potential if market in general continues upward trend. Jaguar XK models have topped \$100,000, and the MGA is like an XK in miniature. Good build quality, leather interiors, sporting appeal and revered MG name add up to a winner. Prices could double by the end of the year. Some #1 cars are already listed over \$20,000.

**KEY TO CONDITION:** #1- Completely restored to as-new condition, show quality, award-winning standards. #2- Excellent older restoration or part restoration/part superb original. #3- Good older restoration that shows wear, or excellent original unrestored. #4- Fair example, complete and driveable, needs restoration. #5- Poor example, complete or mostly complete, requiring complete restoration and repairs to be driveable.

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## THE PINWOOD DERBY

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The Pinewood Derby is a nation-wide, annual event put on by the Cub Scouts of America. It is a 'drag racing' type of event, where the Scouts build their own cars to be raced. The cars are carved out of wooden blocks of pine and any type of design can be used. The only regulations are that the cars must not exceed 5oz, and that the wheels supplied must be used.

This year the judging for the Pinewood Derby was done by the MG car club! Joe Teiman and myself, were the judges for best design. Believe me, this was a difficult task. These cars were terrific. After the cars were judged for best design, the 70 or so entrants were taken outside to be raced on the ramp/track. This is where Tilden, Snubbs and Peggy, Wayne Aucoin, and Joe Rogers judged the races.

There is talk of next year, the MG car club judging this event again. I sure hope so, maybe making this an actual MG car club event.

M.D

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## REGALIA ORDER

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We will be making another Regailia order soon. Let us know at the meeting if you want anything. We will be ordering club grille badges, windshield transfers, patches, etc.

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# COMING OF AGE

DAVE DESTLER

**L**ooking ahead to the final decade of the twentieth century, there are going to be a lot of changes in our world, the way in which we view ourselves, and the things that we have taken for granted for a long time.

The automotive industry is now over one hundred years old, and in that time, has changed from maker of toys for the wealthy, to liberator of the masses, and finally a significant part of our culture. In fact, as the Western World has become more a mobile society, it has become more dependant upon its wheels and has actually, in many cases, found itself to be subservient to the machines.

But now, we've built and rebuilt the highways and bi-ways, created and torn down the drive-in burger joints, full-service gas stations, drive-in theatres, and other shrines to the automobile. We've become more comfortable with the car and its place in our world; on the one hand unabashedly catering to the massive vehicular load our cities must bear, with intricate road networks, vast parking lots, and the ubiquitous quick tune-up centers, and on the other, witnessing the homogenization of the modern car through increasingly stringent safety and environmental requirements.

One result of all these changes is a clear separation between the cars we buy and drive for transportation, and those we do likewise for fun. A driver of a Spitfire no more chooses his car as the most practical and utilitarian model available, than does the buyer of a '35 Bentley. Now, the old cars are *very* old - decades down the road from a time when they were mere transport. And even those of just fifteen or twenty years ago are so different from today's new cars that they offer a sense of style, charisma, and individuality difficult

to attain in a new, mass-produced car. But the new cars are in many ways better, and often a lot less expensive. So the decision to buy and drive older cars is no longer rationalized by lower price or better handling or any of those virtues we hold dear. We do it for fun. The hobby has come of age, the naivete is gone, the participants are obvious and stand out from the crowd.

Is this a good thing? Yes, in most ways. A dedicated industry now supports the old car hobbyist and it's easier to maintain or restore an old car now than it was just a few years after it was still new. But the price paid is the distinction created between those cars still regarded as means of transportation, and those now considered as artifacts of bygone eras. Some, in fact, go beyond artifact to object of art, and there is no limit to what the affluent collector will pay for an example of fine art.

Our 'collector' cars, British and otherwise, are now front page news in the financial papers. It's not just the latest 'goldrush'; there's also a newfound respectability to being 'into' old cars, and the years ahead will see the distinction between the *enthusiast* and the *collector* grow. Now, it's a bit of a gray area, there being so many who both collect and drive/maintain/restore their own cars. But in the coming years, there will be those who hoard cars like stamps or coins, and those eccentric enthusiasts who actually *drive* the beasts.

The new car market is experiencing its own growing pains too. Gone are the days of the small, independent car maker. Those marques not yet put to rest live on under the corporate umbrellas of the giants. General Motors owns Lotus, Vauxhall, Opel, and others. Ford, who bought Aston Martin a few years ago, has just purchased Jaguar for \$2.5 billion. Sir John Egan and Jaguar fans worldwide hoped they could hold out

until better times, but a punitive economic climate that has even big manufacturers like BMW and Mercedes Benz worrying, has left them no choice. They simply haven't got the staying power necessary to weather the financial storms, regardless of how good the product might be. Competition amongst automakers is so fierce today that any weakness could spell disaster. There's strength in numbers, and size. Ford has both, and Jaguar needs it now.

Rolls-Royce/Bentley has been owned by the Vickers Company for many years. Besides anachronistic Morgan and a handful of other small specialty car builders, there are no longer any independent British car companies. The same happened in Italy, with Ferrari and Alfa Romeo (both owned by FIAT), Lamborghini and to a lesser degree, Maserati (both Chrysler)

So what we see for the future is a consolidation of the traditional specialty car companies; perhaps distasteful to the purist, but not necessarily a bad thing if it means that these marques live on to produce interesting, exciting cars to choose out of the legions of more ordinary offerings. And we foresee the classic car scene expanding to take in some cars once considered common or mundane but now enhanced by their increasing uniqueness.

The gap between what went before and what will come has become a wide chasm. Occasional bridges will be built by those trying to recreate the past with replicars, neoclassics, and even new cars attempting to "recapture the spirit" of the past. But the fact itself that there's something special enough about the past to emulate it, underlines something the true enthusiast has known for a long time, and those in the years to come will learn:

Like real estate, they're not making any more old cars. □