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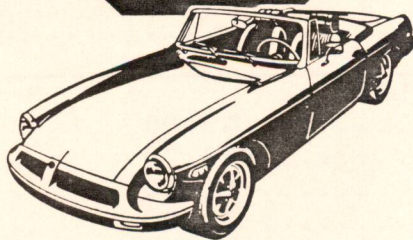
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In view of the fact that few authentic classics have ever been created since the evolution of the motorcar, it is little short of astonishing to contemplate how many of them are MGs.

Today's MGB may well be the finest expression of the MG philosophy. It is clean, lean and quick to respond. It is satisfying to look at and great fun to drive. Equipped as it is with rack and pinion steering, short-throw four-speed stick with optional overdrive, track-bred suspension, radial tires, lively 1798cc engine and power-assisted disc/drum brakes, the MGB has reflexes that match your own. It all adds up to a very contemporary classic, the best-selling convertible sports car in America. Find out how it feels to be part of a great classic sports car tradition. Drive the wide-open MGB today. For your nearest MG dealer, call these numbers toll-free: (800) 447-4700, or, in Illinois, (800) 322-4400.

⊗ **Jaguar Rover Triumph Inc.**
Leonia, New Jersey 07605

LETTER FORM THE PRESIDENT:

Wow! We start the year with nearly 100 club members. One of the goals we have set for 1990 is to have as many of these members as active in club activities as possible.

We have a number of great activities planned for the next few months. There are fun things, learning things, and as always, family things.

The Louisiana Centre MG Car Club is a great club that just keeps getting better and better, thanks to the members.

Joe Tiemann,
President LAMGCC

TECH SESSION!

DATE: Saturday, March 10th, 1990

TIME: 10:00am SHARP.

PLACE: 404 N. Meadow St., Metairie

The MG car club is having another one of their famous Tech Sessions. Remember last year, we all had a great time learning about our cars with a lot of repairs getting done. This year the Tech Session will be structured a bit differently. Three topics will be covered, with subjects that will be sure to help all MG owners. This Tech Session will have something for everyone who works on their MG. Even if you do not work on your own car, come on out, since this Tech Session is geared for the novice.

The schedule is as follows:

Brakes.....Peter Brauen/10:00 - 11:00am
Carbs.....Roger Talley/11:00 - 12 noon
Ignition-Tune up.....Jack Kennedy/ 1:00 - 2:00pm

The session will start at 10 AM SHARP, with a break for lunch at around noon. Don't forget to bring all your MG questions.

Congratulations to Peter and Beth Brauen on their marriage.

Congratulations to Mike and Almita Cenac for the rabbit has died.

MGs can be habit forming.

That first MG, the green TD roadster, was my introduction to the gentlemanly sports car world, where tweed golf caps and perforated driving gloves were *de rigueur*, and drivers of two-seater sports cars waved at each other when passing.

Within marques and between marques of equal stature there was much friendly waving of hands, while the show of hands tended to be more feudal and perfunctory a salute when disparate classes met. According to protocol, an MG driver approaching an oncoming Jaguar had to wait for the other driver to initiate the greeting. Similarly, the Jaguar driver was at the social mercy of the operator of a lofty Aston Martin.

Probably, at that time, my MG's right-hand drive layout moved me up a notch in the automotive greeting pecking order. A badge bar bearing RAC, SCCA, marque and local car club membership emblems also was a status enhancer.

The green RHD MG-TD served as my entree into the fraternity, assuring at least provisional membership. Unfortunately, a seasoned member, a veteran who actually had raced at Bridgehampton and Watkins Glen in his blown (supercharged) TC, and who carried with him the Dawn Patrol aura of a Spad pilot at Bar Le Duc, Jeff Moore was gracious enough to offer me some hands-on instruction in proper cornering technique. On a quiet summer Sunday morning on a black macadam back country road near Watch Hill, Rhode Island, my well-intentioned teacher wrote off the car.

I don't blame him really. I think the MG's cornering behavior was sufficiently altered by those inappropriate General tires I had installed that when Moore intended to induce an easily managed four-wheel drift, he got terminal understeer instead. The MG plowed off the narrow two-lane road, jumped a drainage ditch, crashed heavily into a large boulder left over from the ice age and came to rest in waist high weeds.

At least we avoided decapitation by the barbed wire fence that was soberingly close to the folded down windshield when we finally came to rest.

From the insurance proceeds and Moore's having "done the right thing" with respect to the cost of several hundred dollars worth of uninsured add-on accessories, I was able to place my order for a replacement MG forthwith. Accordingly, I took myself off to the corner of Madison Avenue and 54th Street, where Rolls-Royce, Bentley and Nuffield distributor, J.S. Inskip, maintained a satellite showroom, sort of a four-car boutique. There, I was waited on by an imposing gentleman, resplendent in a three-piece navy blue pin-stripe suit, gold watch chain across his ample guardsman's girth...and dove gray spats. William U. Day was undoubtedly the most elegantly turned out salesman I had ever encountered. Truthfully, I cannot say he sold me my new MG. Rather he deigned to allow me to buy it from him.

After a wait that seemed like a decade, but in reality was about 10 days, Mr. Day called me at the Buick showroom where I then made my living selling more mundane automobiles. A blue, LHD export model TD with beige leather awaited my inspection and acceptance, I was informed.

At my request, Inskips installed a pair of fender mounted Lucas mirrors (convex lenses, of course), a luggage rack and a badge bar. Then, it was off to Perry Fina's for another of his trick, cast aluminum, three branch cut-out exhaust systems, plus a finned, cast aluminum valve cover. The MG sold, sans options, for \$1850, and the extras increased that by close to \$300. This \$2150 compared with just over \$3000 for a new XK-120 or a new Buick Super convertible.

A few weeks later, with my personal possessions stuffed into every possible niche, I set out on an autumn Saturday

morning...destination Sarasota, Florida, where a salesman's job awaited at Sunshine Buick.

In 1950, the Interstate highway network didn't yet exist and it was 3 p.m. when the MG's transmission packed up, locked in 4th gear at a traffic light in front of the University of Maryland's main gate in College Park. Distress phone calls to Jack Pry's in Washington, D.C., to the listed dealer in Baltimore, and to Inskips in New York were of no avail.

However, a collect call to J.S. Inskip, himself, at an impressive Sutton Place address met with a cordial and helpful response. First, and most surprising, Mr. Inskip immediately knew who I was though we never had met. He pegged the emotional, irate voice, on the phone as "the young man who had purchased a blue MG and intended driving it to Florida." It's hard to be mad at a man who knows who you are.

J.S. phoned me back a half-hour later to say that he had a driver leaving New York the next day, Sunday, at 5 a.m. He anticipated the replacement car should reach me at lunchtime, and that the driver would transfer my gear to the loan car so that I might continue on to Sarasota. He further assured me that when my MG was back in proper running order he would send it to me and have his driver pick up the loaner.

All this for a snotty 21-year-old who had purchased a mere \$1850 car.

Being 21, brash and innovative, I approached the University of Maryland, looking for a frat house with an empty bed for the night. I was unaware that the U.M. Terrapins had that afternoon whipped Illinois on the football field for the first time in several decades. The fellow who answered my knock on the DEKE house door handed me a martini and asked whether I preferred blondes, brunettes or redheads. Such is life.

—Harry Newton



FOR SALE

1973 MGB- Blaze Red, with black interior. Rostyle wheels,
Runs excellent. Asking \$4000.00 Call Joe Rogers at
467-4246.

1951 MGTD - Complete and original. Has not run in about
four years. \$5000.00 FIRM. Call Larry Secouski at
394-3995.

1980 MGB LIMITED EDITION - 57,000 miles. New Tires. Radio.
Asking \$3500.00. Mrs. Lawrence Rudman 835-5182.

MG 1100 SEDAN - Red, does not run. Needs back glass. Extra
engine and transmission and many other extra spare parts.
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WELCOME NEW MEMBERS

Joseph W Bartley
2017 Sugarloaf St.
Harvey, La. 70058
948-5706
1974 1/2 MGB

Richard Smith
2795 Mt. Laurel Dr.
Gretna, La. 70056
391-3047

PORT HUDSON TOUR

Port Hudson Tour.....02/10/90

We were skeptical about the turnout for the Port Hudson
tour, because of the questionable weather. But it turned
out to be a nice day with seven British cars and one van
attending the event.

After getting lost, we stopped at Fred Faber's shop,
The Carriage House Garage. The Carriage House Garage is
mostly a ROLLS ROYCE and British car repair shop. We stopped
here to pick up Fred and Jason to join us on our tour, but
not before we took in all the sights and smells of Fred's
shop. Fred has quite an impressive collection.

From here we toured on to Port Hudson, where we enjoyed
their demonstration and their displays. After the days
activities, we were all tired and wanted to return home.
We got back in town at around dusk with Fred Fabre
following us all the way back to new orleans.

Fred, thanks again for your hospitality.

NOTICE!

The general meeting scheduled for Feb. 27th has been moved to Feb. 28th, due to Mardi-Gras falling on the last Tuesday of the month.

Minutes of LAMGCC General Meeting, Jan. 30th, 1990

Meeting came to order at 8:02 PM
President Joe Tiemann was not present. Roger Gibson conducted the meeting.
Tilden Holiday gave thanks to all who participated in the Pinewood Derby.
New members were introduced.
Reorganization of Cajun Country weekend discussed.
An idea was presented by Roger Gibson on a car club reunion.
Visit to Port Hudson and to the Carriage House Garage discussed.
Roger Gibson announced that the Feb. meeting will be moved to the following night.
The schedule for the upcoming tech session was announced.
Other future events such as the Empire Trophy rallye, Cruise night, and our Plantion Tour were discussed.
The 50/50 was drawn.
Paul Webb showed a poster of a New Orleans streetcar with an advertisement of a British sports car dealer from the sixties on the front of it.
It was announced that a 1980 MGB LIMITED EDITION was for sale.
Roger Gibson announced that the carb rebuilding tape can be borrowed by club members.

Did You Know?

That there was a supplementary tool kit obtainable from MG dealers and distributors for the MGB? It was called part number 97H524, and contained the following:

- 4 spanners: 5/16x3/8
- 7/16x1/2
- 9/16x5/8
- 11/16x3/4
- 1 pair of 6" pliers.
- 1 adjustable spanner(7")
- 1 tommy-bar(3/8" in diameter).
- 1 tubular spanner(1/2x9/16).
- 1 Phillips screwdriver.

Does anyone have one of these? It would be nice to bring it to our tech session for a show and tell.

Did you know that Clark Gable owned an MGTC?

Did you know that the MGB LIMITED EDITION came in colors other than black?(Home market only). It also came with high intensity rear foglights as standard equipment. It also was available in MGB/GT form.