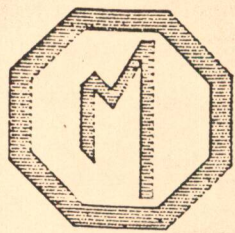
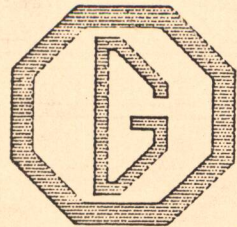


LA. MG C.C.
P.O. Box 641095
Kenner, La. 70064



MORRIS

April 1990



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

L.A.M.G.C.C. Officers for 1990

- Joe Tiemann, President _____ 456-1313
- Roger Gibson, Vice President _____ 887-2725
- Mike Loden, Secretary/Treasurer _____ 467-5490
- Michael Delacerda, Newsletter Editor _____ 738-3246
- Wayne Aucoin, Member at Large _____ 469-9083
- Peter Brauen, Member at Large _____ 1-601-467-0519
- Tilden Holliday, Member at Large _____ 467-4209

Calendar of Events

LAMGCC General Meeting_____	Apr. 24th.
LAMGCC Crawfish Boil_____	Apr. 29th.
Empire Trophy Rallye_____	May 5th.
British Cruise Nite_____	May 19th.
Plantation Run_____	Jun. 16th.
2nd Annual Junk Yard Trip_____	Jul. 14th.
Elmwood Cruise Nite_____	Jul. 28th.
Tape and Cruise_____	Aug. 11th.

Car Club Regalia:

LAMGCC T-Shirt.....	\$6.00
LAMGCC Polo Shirt	\$13.00
LAMGCC decal.....	\$1.50
Jacket Patch.....	\$2.00
Club Drinking Glasses....	\$2.50

Other items such as grille badges, tankards, etc, must be paid for in advance and ordered from the Mother club in England.

MINUTES OF THE GENERAL MEETING. MARCH 27, 1990

Meeting started at 8:25pm

Joe Tiemann introduced new members:

Joe Trippodo
Brian Landry
George Barton
Hank Coppock

Joe Tiemann announced that the video tape of the tech-session can be borrowed. (Tuning Miss Daisy)

Roger Gibson gave a run down of the upcoming functions;

Zemurray Gardens Tour
Crawfish Boil
Empire Trophy Rallye

LAMGCC Officers were introduced.

Kathie Winter offered a suggestion of the car club buying a brick for the aquarium.

Mike Loden gave a treasury report.

Roger Talley announced a source for used MGB parts.

The 50/50 was won by Susanne Carr

Crawfish Boil!

It's that time of year again, when everyone seems to be having boils. And the MG Car Club is no exception. We will be having our annual crawfish boil on April 29th, out on the New Orleans lake front. We will be trying to secure shelter number two for this event. Being that the shelters are on a first come basis, we will be somewhere in the vicinity of shelter number two if the shelter is already taken. Just look for the MG Car Club banner.

The crawfish should arrive at around noon, so come early if you want to get a good seat. And speaking of seats, try to bring along some lawn chairs or something similar if you can.

The price for crawfish is \$3.00 for adults and \$1.00 for children. We will be collecting in advance at the meeting. If you cannot make it to the meeting but will definitely be going to the boil, call Roger Gibson and let him know that you will be there.

The crawfish boil will be moved to Roger Gibson's house if there is bad weather.

Roger Gibson
6304 Schouest St.
Metairie, La. 70003
887-2725

Empire Trophy Rallye

The annual Empire Trophy Rallye in Vicksburg, Miss. will be held this year on May 5th. It is a rallye put on by the English Motoring Club of Jackson, Miss. If anyone is interested in attending this rallye, contact Mike Loden for more details.

British Cruise Nite

May 19th is the scheduled date for our British Cruise Nite. We will be riding up River Road to Laplace where we will all end up at the Sonic drive in for a bite to eat. The Sonic Drive In is a fifties style drive in complete with curbside service. This should be fun! We will be trying to make as big a showing as possible for this drive, so have those MG's ready!

We will be meeting at the end of Williams Blvd, at Rivertown. Try to get there at around 6:30pm as we will be leaving at 7:00pm sharp.

FOR SALE

1970 MGB - Red with Black interior. Wire wheels and in exc. overall condition. Won 3rd in class at British car day. Stereo, runs great asking \$4000.00
Call Raymond Bush at 735-8172(Bogaloussa)

Weber Down Draft Carb. to fit an MGB. Complete with manifold and air cleaner. Also comes with owners manual.
Call Richard Kilpatrick at 748-8223(Amite)
Asking \$120.00 (negot.)

WANTED

Wanted MGA Call Suzanne Carr. Work - 733-4254, Home - 733-1990

MGA wanted - Restorable condition. Running not important.
Call Richard Kilpatrick at 748-8223

Wanted - one dual master cylinder from an early sprite or from an MGA. Call Roger Talley at (N.O.#) 431-8053

Wanted - One 5-speed transmission from a 79-80 Datsun(Nissan) 210. Transmission #fs5w60. This is to be used in a Bugeye sprite. Will pay up to \$100.00
Call roger Talley (N.O.#) 431-8053

Welcome New Members:

Hank Coppock
6004 Flagler st.
Metairie, La. 70003
888-3134
Hank has a beautiful
white MGA Roadster.

George Barton
501 Waldo st.
Metairie,La. 70003
469-7221
George is the proud
owner of an MGB!

Joe Trippodo
1612 Haring Rd.
Metairie, La. 70001
Joe does not own a
British car, but is
British Motorcycle
enthusiast.

A first attempt at serious rallying.

I first met Wil Tallmadge in 1952, in the enlisted mens' chow line at X Corps Headquarters in Korea. He was commenting to another soldier in the line about the unfortunate GI who had undoubtedly been killed the night before in the wrecked jeep that still lay overturned in a nearby culvert, its front bumper in the back seat.

When I tapped Corporal Tallmadge on the shoulder and identified myself as the uninjured survivor, a lifelong friendship was formed. We quickly discovered several common denominators; Army beer, Johnny Walker Red Label, Ella Fitzgerald...and sports cars. For the next year, we shared our addiction to all of the above, even creating our own fantasy scenarios of the Mexican Road Race and our own Sounds of Sebring, while consuming whichever potable that currently was available through my teetotaling CO's liquor ration, and listening to Ella or Doris Day.

Some nights, somewhat less than cold sober, we would hone our driving skills while flogging a war-weary jeep through the S-turns on a dirt road near the 38th Parallel, shouting, "You can't drive a trailer, you've got to pull the sonovabitch!"

Looking to the future, Wil wanted to return to his father's Warwick, Rhode Island-based industrial sewing machine business...and to buy a new Mk. VII Jaguar. He did both. My ambition was to become President of General Motors and a millionaire. I did neither. But, I did land a job with GM (Pontiac), processing warranty claims for a then adequate if not princely \$300 per month.

When I saw the new MG TF replacement for the TD, I understood what the man meant when he said, "The best way to get rid of temptation is to give in to it." Everything was improved it seemed, particularly the individual, contoured seats that did away with the prior model's full-across seat back. Then there was the sloped bonnet and slightly raked radiator grill,

the headlights faired into the fenders, and, as a nice touch, the octagon-shaped instrument faces. The new model looked longer and sleeker, yet it had lost none of its jauntiness.

My choice was birch grey with red leather. The wire wheels, never a factory option on the TD, were painted red to match the seats.

In 1954, having recently purchased the new MG, I was invited by Tallmadge to a gathering at the Stoney Point, New York, home of David Ash, the articulate and colorful wholesale sales manager for J.S. Inskip. A noted amateur driver, Ash was known as Mr. MG. The get-together resulted in our forming a three-car entry for the MG Car Club's forthcoming 1000 Mile Rally.

To this day I still don't know how it came about that Wil was selected to drive and I was designated navigator for the rally. At any rate, when the gray TF sat on the starting line at Westchester County Airport, YT was in the passenger's seat surrounded by stop-watches, clipboards and other accouterments of the sport.

The first day's run wended its way north through some of New York State's most scenic territory to the Thousand Islands at the Canadian border. Everyone spent a subdued evening upon learning that one competing car had crashed during the day, taking the lives of both driver and navigator. A heart attack was suspected, not excessive speed or mechanical failure.

On the second day, it became immediately apparent that the rally instructions specified average speeds for the run to Erie, Pennsylvania, via Niagara Falls, called for anything but leisurely motoring. Tallmadge, normally an aggressive driver, was in his element, and we bored across Ontario with the tachometer needle hovering uncomfortably close to the little engine's 5500 rpm redline, while the gearbox got a thorough workout indeed. The one thing about Wil's driving that made me nervous was a tendency toward tailgat-

ing at speed. This was to prove our Waterloo.

For the Tallmadge/Newton team the rally ended that second afternoon. A little girl appeared out of a deep culvert and, without looking, ran across the road. Because we were running nose to tail with the car ahead at that moment, Wil didn't have time to stop when he saw her. In a valiant attempt to avoid the six-year-old, he flung the MG off the road and into a ditch, substantially revising the MG's front end sheet metal and snapping the clutch rod. Fortunately, the little girl sustained only a minor cut to the forehead...and a \$3000 insurance settlement.

Having missed the closing of the day's final check points, we withdrew and headed back to New York, changing gears on engine revs as the clutch could not be disengaged. After 400 miles of driving in this manner, I became so proficient that I drove around Manhattan for about a week that way before finally having the part replaced. It was a little hard getting going on the starter motor at traffic lights, but, what the hell.

Wil Tallmadge still is one of my most valued friends. I've seen him through three marriages and an ever-changing series of Alfa Romeos, Elvas, Mercedes-Benzs, and Morris Minors. And I'll bet you that his most highly prized phonograph record still is Sounds of Sebring.—*Harry Newton*

