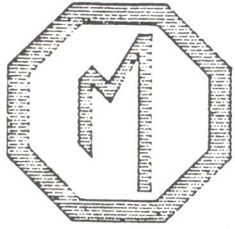
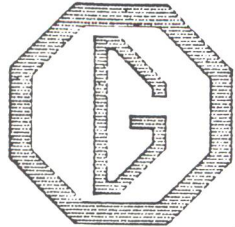


L.A. MG C.C.
P.O. Box 641095
Kenner, La. 70064



July 1990

MORRIS



AZETTE



TO:



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_____	Jul. 31st
Cruise or Tape_____	Aug. 11th
MG Breakfast_____	Aug. 19th
14th Annual University Motors Summer Party_____	Aug. 25th
3rd Annual Parts Sale_____	Sep. 8th
Wash and Wax_____	Sep. 16th
English Motoring Club's British Car Day(Jackson,MS.)_	Sep. 22nd
British Car Day (Memphis, Tn.)_____	Oct. 13th
Daughters Of The British Empire's Tea_____	Oct. 20th
Eldrige Reynolds Memorial Rallye_____	Nov. 4th
LAMGCC's British Car Day_____	Apr. 20th(1991)

Car Club Regalia:

LAMGCC T-Shirt.....	\$6.00
LAMGCC Green Polo Shirt...Now Only	\$10.00
LAMGCC Windshield Transfer.....	\$1.50
Jacket Patch.....	\$2.00
MG Old Fashioned Drinking Glasses..	\$2.50
LAMGCC Baseball Caps.....	\$12.00

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

See Peter Brauen if you are interested in obtaining MG Car Club grille badges. He is trying to work up a special order on these items.

MINUTES OF THE GENERAL MEETING

Meeting came to order at 8:05pm

The meeting was to be short due to a rallye that Snubbs and Peggy were planing to run afterward.

There was a special recognition of officers past and plaques were awarded.

Our recent Plantation Tour was discussed.

The upcoming events were discussed:

Junk Yard Trip

Cruise Night in Elmwood

An announcement was made to find out who has our carb rebuilding tape.

A special sale on the Green Shirts was mentioned.

(continued)

FOR SALE

1971 MG MIDGET parts car for sale. Many good parts - some will fit up until 1974. \$100.00 Call Joe Tiemann at 456-1313

1979 MG MIDGET for sale. Needs top. British Racing Green With Grey interior. Driven daily. Must sell, need a bigger car. \$750.00 Call Don Davis at 466-4403

1967 MGB/GT - \$500.00 Also 1968 MGB/GT - \$500.00.
Fred Winningham, Baton Rouge - 1-766-1202

1967 MGB Silver Blue with wire wheels. Nice Black int. Older restoration, but not running. Last of the pre-Nader MG. Also many MG spares from a 1970 MGB parts car. Head, carbs starter etc. \$1100.00 Call Tony Merrick at 392-5542.

For Sale - Many MG parts for sale for MGB parts include body as well as mechanical items. Also some wire wheels for sale. Jim Bruno 885-6849

MG MIDGET/ AUSTIN-HEALEY SPRITE 1961-1971



HISTORY

The original A-H 'Bugeye' Sprite (Mk I), was restyled in 1961 with new front and rear bodywork added to the original unibody, becoming the Mk II, at the same time the MG-badged variant, the Midget (Mk I) was introduced, interestingly, at a slight premium. The original 948cc motor was replaced by a 1098cc in '62 and front disc brakes were added. Both cars were basically identical, allowing loyal MG or Austin-Healey fans to choose a BMC car. Basic to the point of crudeness, they didn't have wind-up windows until 1964, when the Midget became the

Mk II, the A-H the Mk III. Although still spartan, they offered a cheap introduction to open sports cars for the first-timer. In '66 came an improved folding top and a 1275cc engine; the Midget became the Mk III, the Sprite the Mk IV. The A-H was dropped in '71; the Midget continued on with larger engine in '74, more amenities, and federal safety and emissions equipment, until 1979.

GOOD POINTS

'Spridgets' are extremely cheap to buy and run, easy to work on, parts plentiful. Great club support.

BAD POINTS

Very cramped interior, harsh ride, usual reliability woes, hard to find one that has not been thrashed.

SPECIFICATIONS

Engine: 948cc/1098cc/1275cc OHV inline four, 46hp/55hp/65hp
Transmission: 4-speed manual
Wheelbase: 80 in. Length: 137.5 in. Weight: 1550-1650 lbs.

VALUE GUIDE

Condition	#5	#4	#3	#2	#1
Value	\$200	\$650	\$1,800	\$3,000	\$4,500

INVESTMENT GUIDE

Spridgets were built in large numbers at low cost, and are therefore neither rare nor particularly desirable, except to one who wants a cheap, simple car for fun. Little potential for classic status; will not appreciate much. 1964-67 models, especially Sprites, most desirable. Buy the best possible - the cost of bringing a poor example up to #2 condition may be more than its total worth.

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.

MINUTES. continued:

Snubbs and Peggy Bienvenue gave instructions on the rallye to follow the meeting.

HOUND AND HARE RALLYE:

By Peggy Bienvenu

After the last meeting, Snubbs and I put on a very short "Hound and Hare" Rallye. In this rallye, the rallyemaster left minutes before everyone, leaving packets of "white powder" (flour) along the route. The powder marks indicated where drivers were to make decisions about which way to follow "The Hare". The route was short-under 10 miles-and took about 25 minutes for "the hare" to run. (An hour for some hounds!)

There were only a few problem spots - when high traffic volume caused the flour to disappear before some contestants got to them. But, otherwise, those who ran this rallye seemed to have a great time - and learned about a new type of rallye - one that is easy to put on!

The "You Caught Me!" award, (1st place) was won by Nick and Marie Alongi. The "You Just Missed Me!" award for second place went to Rodger Talley and Michael Delacerda. Thanks go to all those that did run this rallye!

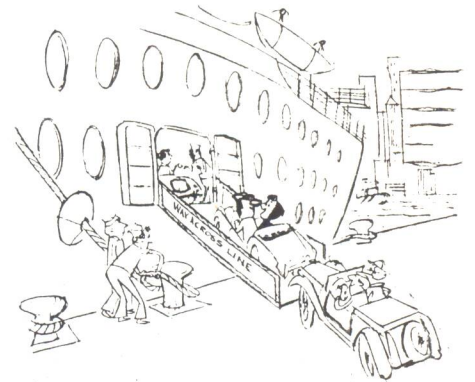
British Cars Turn Gold

North Hollywood, CA- Auctioneer Rick Cole's annual Gold List, highlighting various collector cars under \$25,000 due for great appreciation (his 'Platinum List' deals with over-\$25K cars), has targeted several British cars for 1990. This might not be news to *British Car* readers, who are amongst the best-informed when it comes to classic British car values, but here's the list for the benefit of our new readers:

Austin-Healey 3000, 1960-1967 - Currently: \$15,000 - \$20,000. 5-year projection: \$50,000+ "Europeans are buying these up in any form possible, whether rusted out or in showroom condition."
Jensen Interceptor Coupe, 1972-1976 - Currently: \$10,000 - \$15,000. 5-year projection: \$30,000 "The convertibles have finally brought attention to the coupes. Should follow the pattern of the Jaguar."
Triumph TR2/3/4, 1953-1967 -

Currently \$3,000 - \$8,000. 5-year projection: \$35,000 "These early Triumph roadsters can bring upwards of \$25,000 with minimal rehab costs." (In our opinion, the TR4 does not belong lumped in with the TR2/3. A fine car, but not as sought-after.)

MGA Roadster, 1955-1962 - Currently: \$5,000 - \$8,000. 5-year projection: \$35,000 "Twin-Cams particularly sought-after. The MG legend now continues into the 1960s version of this classic roadster."



"Somebody really must have worked on this rallye."



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Fairhope, Al 36532

Coy Tippy
1916 Kings Row
Slidell, La 70461

Randall Shoemake
801 2nd Ave
Picayune, Ms. 39466

New MG sports car taking shape

Rover may turn design grad's work into '93 or '94 production model

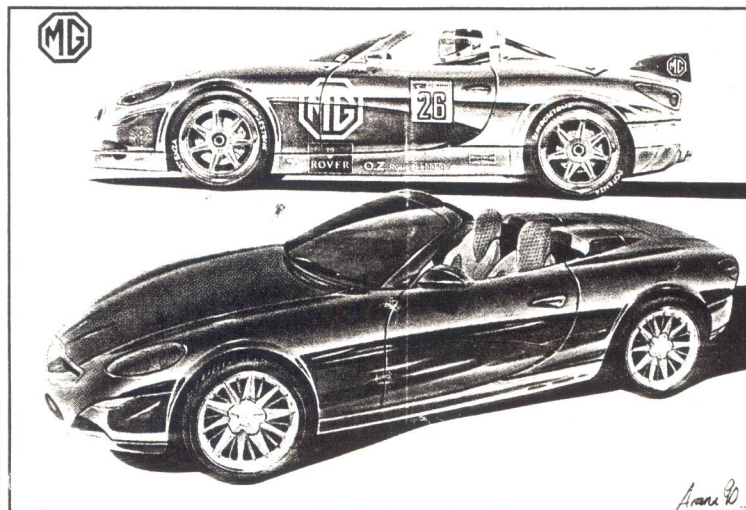
In Rover's design studio in Coventry, England, a new MG sports car is taking shape. Sources say it almost certainly will go into production.

"The Mazda Miata is a very nice car and very successful, but probably it would have been more successful with an MG badge on the front," said Rover managing director George Simpson.

The new MG may well look like Aram Kasparian's stylish design. Kasparian recently graduated from the post-graduate automotive design school at the world-renowned Royal College of Art.

His MG design, together with a model of a coupe version, helped him earn his advanced degree. Ironically, the 24-year-old designer was sponsored at the Royal College of Art not by Rover, but by Ford.

The car shown above is called the MG EX95. It has an aluminum-and-plastic body housing a conventional front-engine,



Aram Kasparian's MG design could become more than grad study project

rear-drive chassis powered by a turbocharged version of the Honda 2.5-liter V6 powerplant.

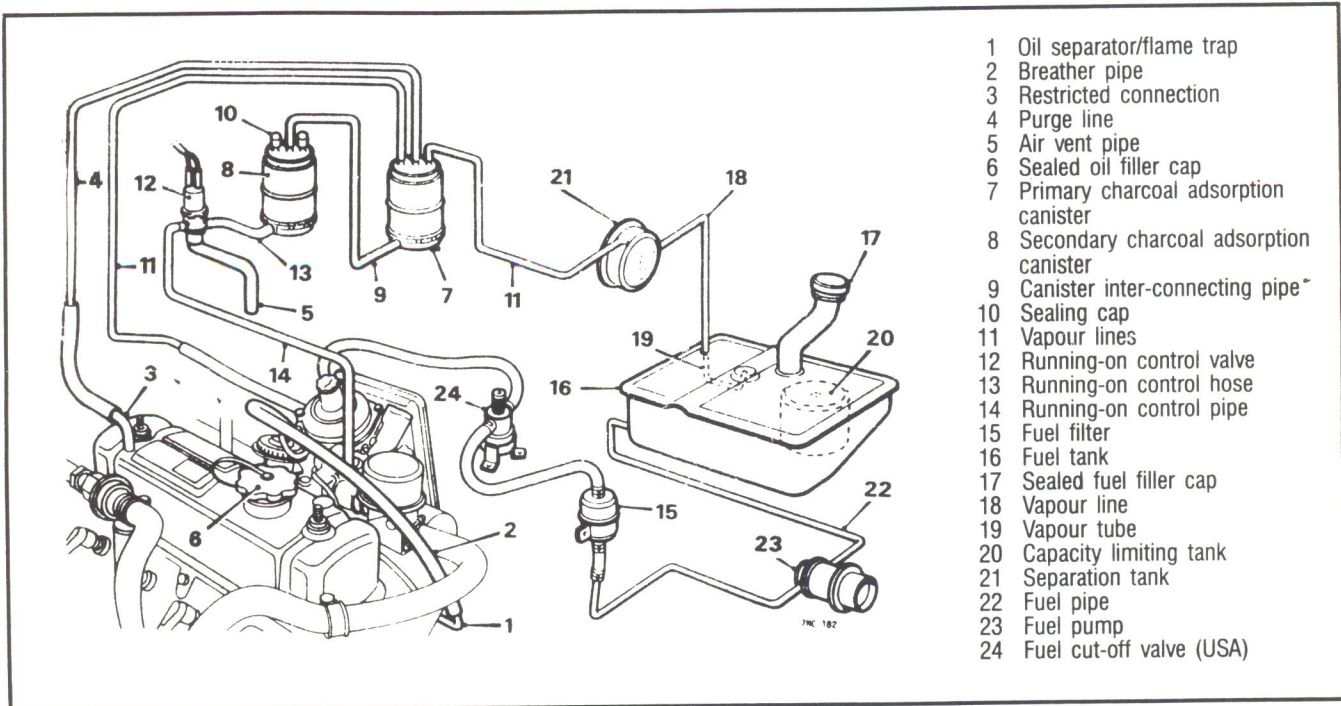
Kasparian designed a whole series of MGs, starting with a cheap, fun-to-drive successor to the MGB. His collection also included not only the EX95, but a dramatic shovel-nosed, mid-engined sports car, code-named EX2010.

But Kasparian's apparently aren't the only MG designs Rover is considering. It also has its own EX-E supercar proto-

type which has been around since 1985 and an MG ragtop design based on the Rover 200 platform and the 16-valve engine which will be used in a new GTI version of the sedan (see page 12).

Britain's *Autocar & Motor* reported that Rover will introduce a new MG-badged car in the spring of 1994. However, Graham Morris, president of Sterling Motor Cars, recently said (*AW*, April 9) that he anticipates a 1993 intro for a new MG, likely to a front-wheel-drive roadster with a price tag of around \$20,000. ■

THE LAYOUT OF THE FUEL EVAPORATIVE LOSS CONTROL SYSTEM



- 1 Oil separator/flame trap
- 2 Breather pipe
- 3 Restricted connection
- 4 Purge line
- 5 Air vent pipe
- 6 Sealed oil filler cap
- 7 Primary charcoal adsorption canister
- 8 Secondary charcoal adsorption canister
- 9 Canister inter-connecting pipe*
- 10 Sealing cap
- 11 Vapour lines
- 12 Running-on control valve
- 13 Running-on control hose
- 14 Running-on control pipe
- 15 Fuel filter
- 16 Fuel tank
- 17 Sealed fuel filler cap
- 18 Vapour line
- 19 Vapour tube
- 20 Capacity limiting tank
- 21 Separation tank
- 22 Fuel pipe
- 23 Fuel pump
- 24 Fuel cut-off valve (USA)

U-Joint Update -

MGTD, MGTF, MGA, MGB, MG MIDGET, Sprite, Morris, Austin A30-A40 Nash Metropolitan, and most BMC automobiles after 1950 are all the same and interchangeable.

CRUISE OR TAPE -

This will be another evening cruising event, that will take us through many New Orleans neighborhoods. In case of rain there will be a tape showing of Lindsay Porter's Guide to MGB restoration. We will be meeting at 7:00pm across from Bart's on the lakefront on August 11th.

MG BREAKFAST -

We have had many complaints from members that there are not enough Sunday events. This should satisfy those members that cannot make the Saturday events.

We will probably be having breakfast somewhere in the Mississippi gulf coast area, probably at Waffles. Perhaps some of our Gulf Coast members can meet us there.

We will be leaving at 8:00am on Sunday, August 19th, from our meeting place on Causeway, the Whitney Bank. See you there!