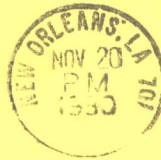
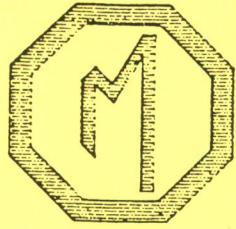


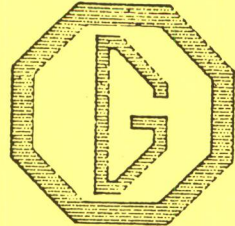
LA. MG C.C.  
P.O. Box 641095  
Kenner, La. 70064



November 1990



MORRIS



AZETTE



TO:

JOHN & KATHIE WINTER  
2029 GENERES  
HARAHAN

LA 70123

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A

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

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CALENDAR OF EVENTS

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LAMGCC General Meeting.....Nov. 27th

Christmas Party.....Dec. 15th

\*\*\*\*\*NO DECEMBER MEETING\*\*\*\*\*

New Orleans British Car Show.....Apr. 20th, 1991

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## MG Club Returns To Abingdon



**Abingdon, UK** - MG enthusiasts from around the world gathered in Abingdon, on July 15th, to see Lord Montagu of Beaulieu open the MG Club's new offices in the ominously named Cemetery Road.

Adding to the sense of occasion was the fact that the spacious Victorian

building stands adjacent to the old MG Car Company's offices, making it the perfect setting to mark the club's return to Abingdon after 21 years.

The new offices will house the Administration Headquarters, serving the 10,000 UK and 40,000 plus overseas members of the club.

### CHRISTMAS PARTY

On December 15th, the LAMGCC will have its annual Christmas Party. This year it will be at the Joe Tiemann's home. The festivities will get under way at about 7:30 or 8:00 PM. This is the best club event yet.

At the next club meeting we will be passing around a sign-up sheet to let everyone know what sort of dish you will be bringing. This is perfect for all you aspiring chefs to show off your specialties. If you need to know more information, or just directions contact Joe Tiemann, or one of the officers.

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**MINUTES OF THE GENERAL MEETING. OCTOBER 30TH, 1990.**

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Meeting was called to order at 8:00 PM.  
New members and guests were introduced.  
Twenty-five British cars in the parking lot. This is a new record for a club meeting.  
The upcoming E.E. Reynolds Rallye was discussed.  
Coy Tippy and Fred Fabre gave an excellent presentation on the Uncertain, Tx. Auction.  
British Car Day 1991 was discussed.  
The floor was opened for nominations of the election of officers.  
The election for our club name change was discussed.  
The S.O.B. Car Show was mentioned.  
This year's Christmas party will be held at Joe Tiemann's home on Dec. 15th.  
The club's 50/50 was drawn.

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**ANNOUNCEMENTS:**

Remember Jackson's British Car Day this year? Well it seems that we did a lot better than we first thought. They somehow left out or miscounted the votes for the rubber bumper MGB class. They recently sent Jim Jones a plaque for third place for his beautiful 1974 1/2 MGB. Thank you English Motoring Club.

When pre-registering for our British Car Day in 1991, please make all checks out to: The New Orleans British Car Show. If you don't have a registration form, contact one of our officers.

A few months ago we passed around a sign-up sheet for volunteers for our British Car Day 1991. We are firming up all of the details right now on the location of this event. Don't think that we forgot about you, because we haven't. Our club officers will be in touch with all volunteers in the next couple of weeks.

We have a winner of this years E.E. Reynolds Memorial Rallye. It was Terry Dempre who won it with a four of a kind hand. This years rallye was put on by Roger and Carol Gibson as a Poker Rallye. I am looking forward to next year to see what type of rallye that Terry has in store for us.

## TECH TIPS:

### Hydraulic Failures!

Your Clutch Hydraulic system can fail all of a sudden! No! It doesn't happen that way. At least it doesn't have to happen that way.

Here's a tip to prevent that sudden failure. Pull the slave cylinder boot loose at it's bottom. Does fluid come out? You can bet it's not water. The internal rubber parts are passing brake fluid and that's not normal! Replace or rebuild the slave cylinder now, before that all of a sudden failure occurs. Remember, if you must top-up your master cylinders often, you're headed for trouble. Hydraulic fluid does not get used up. It leaks out of wheel, master, and slave cylinders. Check hoses and lines also. Brake hoses are not cheap. But you bet your life on them every time you go for a drive. Especially those of us with older cars which are equipped with single line brake systems. Play it safe. The club needs your dues next year.

MR. GOOD SPANNER

## MGB-GT 1965-1974



### HISTORY

The new unit-construction MGB debuted in 1962, was well received by all, and BMC decided to build a closed version. In-house designs looked awkward, so a roadster was sent to Pininfarina and came back as the well-styled coupe issued in '65. Weighing 220 pounds more than a roadster, it was not as quick, but faster on the top end due to better aerodynamics. The GT offered a level of comfort and practicality absent in the open car, and a small fold-down back seat doubled as extra luggage space. The hatchback design made this a true sports/utility car, and sales were

excellent. Options and upgrades through the years were as for the roadster, but the GT was withdrawn from the U.S. market in 1975 to avoid competing with the new Triumph TR7. The MGB-GT carried on in England until 1980. Two variants were the rare 6-cylinder MGC-GT, and the UK-spec-only MGB-GT V8.

### GOOD POINTS

Arguably one of the best-looking MGs ever. Stiffer body handles better than the roadster, carries more people, luggage, etc., more comfortable at speed. Parts cheap and plentiful, easy to fix, low running costs. Terrific club support.

### BAD POINTS

Notorious rust-traps, even in dry climates. Often neglected due to low value in past years, few really good ones. Not as much in demand as roadster today. Typical Lucas woes.

### SPECIFICATIONS

Engine: 1798cc OHV Four, 100/92 bhp (after '68)  
Transmission: 4-speed manual (O/D optional)  
Wheelbase: 91.0 in. Length: 153.3 in. Weight: 2190 lbs.

### VALUE GUIDE

Condition	#5	#4	#3	#2	#1
Value	\$200	\$800	\$2,300	\$3,500	\$6,000

### INVESTMENT GUIDE

A cheap car when new and a cheap car today adds up to little investment potential in today's soft market. The best examples will rise ahead of inflation, as really good ones are rare (see premium prices for #1 car). Buy the best you can if for transportation; a lesser car as a fun project.

**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.

## AUCTION NEWS

An auction was held in Uncertain, Tx. on Oct. 20th 1990 by Kruse International. This was a no reserve auction, meaning that the cars went with no minimum price. Here are the prices that the MG's went for.

1931 MG M type - \$22,500.00  
1932 MG M type Midget - \$30,000.00  
1932 MG M type Midget - \$65,000.00  
1932 MG M type Midget - \$35,000.00  
1934 MG PA Midget - \$32,500.00  
1935 MG PB - \$66,000.00  
1936 MG Midget - \$30,000.00  
1936 MG PB - \$47,500.00  
1937 MG Tickford Drop Head - \$95,000.00  
1938 MG VA Tickford - \$50,000.00  
1938 MG SA - \$65,000.00  
1938 MG SA - \$90,000.00  
1938 MG TA - \$22,000.00  
1939 MG WA - \$146,000.00  
1939 MG TA - \$22,000.00  
1947 MG TC - \$28,000.00  
1948 MG TC - \$25,000.00  
1948 MG TC - \$33,000.00  
1951 MG YT - \$23,000.00  
1952 MG TD Arnolt Roadster - \$40,000.00  
1952 MG TD - \$26,000.00  
1953 MG TD MKII - \$29,000.00  
1953 MG TD Arnolt Coupe - \$45,000.00  
1954 MG TF - \$26,000.00  
1958 MG ZB Magnette - \$12,000.00  
1959 MG A Twin Cam Coupe - \$21,000.00  
1959 MG A Twin Cam Roadster - \$25,500.00  
1961 MG A Twin Cam Coupe - \$22,000.00  
1962 MG A MKII Deluxe - \$36,000.00  
1968 MG C/GT - \$13,000.00  
1969 MG C Roadster - \$19,000.00  
1974 MG B/GT V8 - \$19,000.00  
1980 MG B Limited Edition - \$9,000.00

By the looks of these prices, I guess our MG's have turned into investments after all.

BALLOT SHEET FOR OFFICERS 1991

Vote for one except as noted. Use the blank lines for "write in" candidates. Please do not write in a name without talking with the person you are nominating.

PRESIDENT:  
Roger Gibson \_\_\_\_\_

VICE PRESIDENT:  
Guy Foster \_\_\_\_\_

TREASURER/CORRESPONDING  
SECRETARY:  
Wayne Aucoin \_\_\_\_\_

RECORDING SECRETARY/  
NEWSLETTER EDITOR:  
Michael Delacerda \_\_\_\_\_

Vote For Four (4)  
MEMBER AT LARGE:

Peter Brauen \_\_\_\_\_

George Barton \_\_\_\_\_

Mike Brown \_\_\_\_\_

Joe Rogers \_\_\_\_\_

Cliff Hughes \_\_\_\_\_

Vote For One (1)

British Motoring Club/  
New Orleans \_\_\_\_\_

All British Sports  
Car Club/New Orleans \_\_\_\_\_

No Name Change \_\_\_\_\_

Keep in mind that for official purposes we will keep our Louisiana Centre MG Car Club name. This change has been proposed due to the number of cars other than MG's that are in our club and for future growth.

DUTIES OF OFFICERS:

President: The president shall preside at all meetings of the members and officers and shall perform the duties usually pertaining to this office. The president will serve as the chief executive officer of the club and as chairman of the board of directors. Special meetings may be called only by the president's authority.

Vice President: It shall be the duty of the vice-president to act as activities director and chairman of all club committees.

Treasurer/Corresponding Secretary: The treasurer shall, subject to such conditions and restrictions as may be made by the officers, have custody of all moneys, debts, and obligations belonging to the club. All money of the club shall be received and deposited into the club account by the treasurer. All debts of the club shall be paid by the treasurer. All contracts, checking drafts, notes or other orders for payment of money shall be co-signed in the name of the club by the president and the treasurer. The treasurer shall give a report on the financial status of the club at every meeting. No obligations, debts or other liability shall be incurred by the treasurer without the specific prior approval of the majority of the officers. The treasurer shall handle all correspondence; membership lists; report new members to the MG Car Club Ltd; take care of all club regalia; etc.

Recording Secretary/Newsletter Editor: Attend all meetings of the membership and officers and keep records of all minutes and notes in a book. Publish a newsletter once a month.

Member At Large: It shall be the duty of the member-at-large to represent the general club membership at all meetings. One member-at-large for every thirty members in good standing.