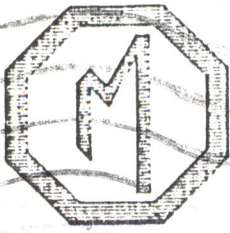
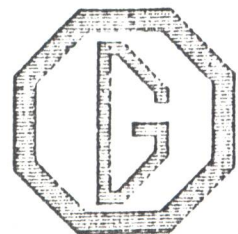
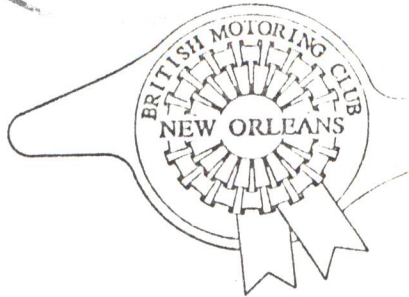


P.O. BOX 73213
METAIRIE, LA. 70033

January 1991



MORRIS



Hi JOHN!
AZETTE

TO:

John V. Winter
2029 Generes Dr.
Harahan LA 70123

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

OFFICERS FOR 1991

- Roger Gibson, President _____ 887-2725
- Guy Foster, Vice President _____ 888-5592
- Wayne Aucoin, Treasurer/Corresponding Secretary _____ 469-9083
- Michael Delacerda, Recording Secretary/Newsletter _____ 738-3246
- George Barton, Member at Large _____ 469-7221
- Peter Brauen, Member at Large _____ 601-467-0519
- Mike Brown, Member at Large _____ 785-8245
- Joe Rogers, Member at Large _____ 467-4246

CALENDAR OF EVENTS

General Meeting_____	Jan. 29th
Tech Session_____	Feb. 16th
General Meeting_____	Feb. 26th
Breakfast Trip_____	Mar. 24th
General Meeting_____	Mar. 26th
British Car Day_____	Apr. 20th
General Meeting_____	Apr. 30th

Car Club Regalia

LAMGCC T-Shirt.....	\$6.00
LAMGCC Polo Shirt.....	\$10.00
LAMGCC Windshield Transfer.....	\$1.50
Jacket Patch.....	\$2.00
LAMGCC Baseball Caps.....	\$12.00

Car Club Dues:

Car club dues are \$25 for the first year of membership and \$20 dollars a year thereafter. Correspondence membership is available for those out of town and is only \$10 a year.

MG's IN THE MEDIA.

There is a shot of the interior of a MGTD in the very beginning of the new Close-Up toothpaste commercial. Check it out.

WELCOME NEW MEMBERS!

Mr and Mrs F. Daniel
6030 Brighton Pl.
New Orleans, La. 70131
H -581-1341 W -394-7378
1946 and 1947 MGTC
and 1980 MGB
Welcome aboard!

TECH TIPS:

SHIFT LEVER LOOSENESS

Gearshift lever loose? Shifting not precise? The fix could be easy. Replace the gearshift lever bush. It's made of plastic and simply snaps onto the lower end of the gearshift lever. If it's badly worn it may not be found there but in the remote control shaft of later transmissions or the rear selector lever on early transmissions into which the gearshift lever fits. Either way it's easy to replace and costs about one dollar and can be ordered through "MOSS". The same bush is used for both early and later transmissions.

Later transmissions have a second bush of a different size. But it can't be reached without removing the transmission control unit. However, it's oiled by internal transmission splash and not like the bush in question which is open to the environment.

The pins which fit into the grooves of the gearshift lever ball also wear. They are available from "MOSS" for less than three dollars apiece and are not hard to replace.

So, for about seven dollars you might be able to make your MGB shift a whole lot easier.

- Mr. Goodspanner -

U-JOINT UPDATE - The universal joints that fit MGA's and MGB's, as well as most cars of BMC of the fifties and sixties, is a very popular item. It also fits the driveshafts of International Harvester Metro Trucks!

LETTER FROM THE PRESIDENT -

1991 has the promise of being a very busy and satisfying year. January is almost over and the Car Show is only three months away. Things are beginning to fall into place and we will be proud of our Car Show. But the Car Show is not the only thing going on. In February we will have our annual Tech Session, and this year we plan to pull an engine and do a clutch job on one of our MG's. We also have a new name, British Motoring Club. We have new Officers and I'm sure we'll have a few new members this year. Let us make our new members feel welcome, give your officers feed-back on what is going on in the club. Let us know your ideas, that is what we are here for.

Roger Gibson

On February the 16th we will be having one of our famous Tech Sessions. This time Peter Brauen will be demonstrating the technique of removing the engine out of an MGB to change the clutch. Guy Foster will be providing the donor MG for this tech session. There is also a technique of changing the clutch that does not require the removal of the engine. We will not be covering this method. Mike Loden is the expert on this. The tech session will be at the same location as it was last year, 404 N. Meadow St. near David Dr. and Airline Hwy. The expert engine removal will start at 9:00 AM sharp! This tech session is meant for the beginner as well as the expert engine remover. This tech session will be video taped to add to our collection of instructional videos.

Silverstone 3500

The Brothers Holmes resurrect the Healey Motor Company.

- The Austin-Healey story is a romantic one. Donald Healey started building cars in 1946, and in 1952 he built a prototype sports car called the Healey 100. It was exhibited at the London Motor Show that year. Leonard Lord, then chief of the British Motor Corporation, saw it, liked it, and adapted it for production. It was rebadged an Austin-Healey.

Thus began the series of "Big Healeys" that continued from 1953 until the last 3000 Mark IIIs were produced, at the end of 1967. That year was the beginning of the end for the traditional British sports car. Soon afterward, BMC became British Leyland, the Healey association ceased, and the remaining two-seaters



RAY HUTTON

from MG and Triumph were dropped from the range.

Regardless, the Big Healeys have maintained a loyal following. About 72,000 were built, so they aren't rare, but it is becoming increasingly difficult and expensive to find one in mint condition.

Recognizing that, brothers Peter and Graham Holmes pondered the idea of building a new Healey. In 1985, they produced the Harrier, an excellent facsimile of a Mark I Healey 3000 that used a 3.5-liter Range Rover V-8 in a tubular backbone chassis. The bodywork of that car was fiberglass.

Surprisingly, Healey enthusiasts approved. Donald Healey himself saw the

car before he died, at the age of 90. Healey and his engineer son Geoffrey suggested some improvements, and their Healey Automobile Consultants company agreed to work further with the Holmes brothers in producing a car that could continue the Healey legacy.

Their collaboration is called the Healey Motor Company. Two cars, based on the Harrier, are to be produced, both recalling Healey names of the past: the Silverstone 3500 Roadster and the 3500 Mark IV convertible. Mechanically, they are identical.

At a glance, the cars are indistinguishable from their predecessors. On the road, however, they have a much more modern feel and considerably more performance. The fuel-injected Rover V-8 produces 190 horsepower. Coupled to Rover's SD1 five-speed transmission, it is said to propel the 2200-pound car to 60 mph in 6.0 seconds and on to a top speed of nearly 140 mph.

The front suspension comprises control arms, like the original, but the original live rear axle is supplanted by a semi-trailing arm independent setup using Ford

Scorpio components. There are disc brakes all around, and the Holmes brothers are even talking of fitting a Teves ABS system soon.

The modern Healey has greatly improved fittings and equipment as well, namely a properly functioning heating system, modern creature comforts, and a dashboard that doesn't mash the knees of tall drivers.

The Healey Motor Company will make as many as 200 of these cars a year, and although they will make left- and right-hand-drive versions, there are no plans to export to the U.S. Prices will range from \$40,000 for the basic Silverstone to nearly \$60,000 for the well-optioned Mark IV.

Judging from the first two prototypes, the new Healeys are well done. They are finished to a high standard, with nothing "kit car" about them. The only uncertainty is cost. A well-restored original Austin-Healey 3000 Mark III recently sold for \$46,000. An original will appreciate faster than a replica, so buyers may be turned off if they must pay more for a replica than for the real thing.

—Ray Hutton

FOR SALE

Three MGA roadsters for sale. For restoration \$4000.00 for all three or best offer. Call Bruce Rogers for more information. 1-673-3011

1974 MGB ENGINE for sale. Was running but could use a valve job. \$125.00. Call Mark Phillips at 392-0029

Brand new convertible tops for MGA's, MGB's, and TRIUMPH TR6's. \$125.00 each. Call Bruce Rogers at 1-673-3011

Miscellaneous MGA parts for sale - I have some body parts, such as hoods, trunk lids, rocker panels, etc. I also have many carburettor parts for MGA's. Make offer. I have an MGA transmission for sale also \$25.00 Call Mark Phillips for more information. 392-0029

1972 TRIUMPH TR6 for sale. Needs some restoration. \$800.00 or best offer. Bruce Rogers - 1-673-3011

Three MORRIS MINORS for sale. Two of them are sedans and one is a convertible. For restoration. \$700.00 or best offer. Call Bruce Rogers at 1-673-3011.

Wanted set of good useable MGA pistons. This is for an MGA 1500 engine. Oversize or standard considered. Call Michael Delacerda at W - 588-3047, or at home 738-3246/887-5756.

For Sale. Weber 45DCOE carb. With intake manifold and filter. Jetted for MGB. Make offer. Call Jim Jones at - 1-651-2937 (Laplace)

On Our Fort Jackson Tour.....

On a cold day in January, six MG's a Corvette and a Miata traveled down the long road to Fort Jackson. One brave soul, (Mike Brown) did it with the top down which prompted my wife to ask, "does he even have a top?". All arrived safely under the expert guidance of Guy and Madeline Foster. After a tour of the Fort, we found a spot out of the wind and enjoyed our picnic lunches. The return trip included a stop at the local Antique shop (actually a portable building and a trailer). No purchases were made but the ladies were happy.

BRITISH MOTORING CLUB NEW ORLEANS

Affiliated With The Louisiana Centre MG Car Club

On April 20th, 1991 The British Motoring Club New Orleans will be hosting its first annual British Car Day in the spring. This will be like no other British Car Day in New Orleans. Other than the usual people's choice awards given, there will be many activities to keep the British car enthusiast entertained. An awards banquet with "NEW ORLEANS" style food will be held following the day's activities. Hotel availability is limited so call early.

SCHEDULE OF EVENTS

Friday, April 19, 1991

7:00 PM - 10:00 PM Pre-Registration and Hospitality Suite

Saturday, April 20, 1991

8:00 AM - 12 Noon Registration and line-up

1:30 PM - 3:30 PM Judging (Peoples Choice)

12 Noon - 5:00 PM Show Time!

6:00 PM - 8:00 PM Banquet and Awards Presentation

There will be a Trivia Contest for those willing to participate. Also, children's games will be held.

REGISTRATION FORM

NAME _____ ADDRESS _____

CITY _____ STATE _____ TELEPHONE _____

CLUB AFFILIATION _____

1. YEAR/MAKE/MODEL _____ @ \$20.00 _____

2. YEAR/MAKE/MODEL _____ @ \$5.00 _____

3. YEAR/MAKE/MODEL _____ @ \$5.00 _____

4. BANQUET _____ @ \$6.00 PER ADULT _____

_____ @ \$3.00 CHILD 12 AND UNDER _____

(Banquet Dress Is Casual)

TOTAL _____

MAKE CHECKS PAYABLE TO NEW ORLEANS BRITISH CAR SHOW.

SEND TO 2605 N. BENGAL RD., METAIRIE, LA. 70003.

CALL ROGER GIBSON (504) 887-2725 OR GUY FOSTER (504) 888-5592

FOR MORE INFORMATION.



LOUISIANA CENTRE
M.G. CAR CLUB
P.O. BOX 641095
KENNER, LA 70064

DATE: 1/22/91

Dear M.G. enthusiast,

It's dues time again, and we would very much like to have you as a member for another year. Our club will continue to make owning a British sports car fun, as it was meant to be. Our club's newsletter will have more information than ever as the club membership grows. We also have more scheduled events now than we've had in the past. Your continued membership would contribute greatly to the club's success.

Thank You,

LAMGCC President