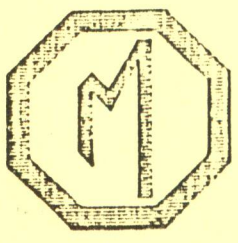
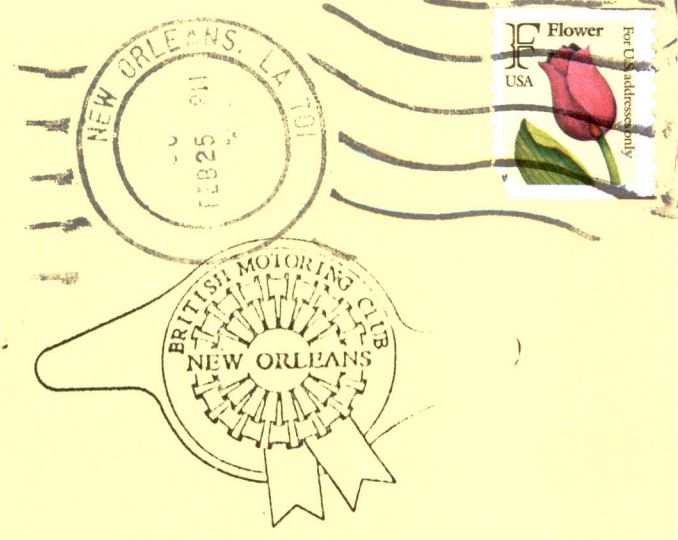
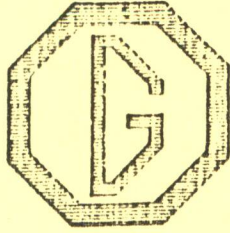


P.O. BOX 73213
METAIRIE, LA. 70033

February 1991



MORRIS



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	Feb. 26th
Day Trip To Natchez	Mar. 2nd
Breakfast Trip	Mar. 24th
General Meeting	Mar. 26th
Sonic Drive	Apr. 6th
British Car Show	Apr. 20th
Plantation Tour	Apr. 27th
General Meeting	Apr. 30th
Crawfish Boil	May 11th
Junk Yard Run	May 18th
General Meeting	May 28th

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 \$25.00 for the first year of membership and \$20.00 a year thereafter. Correspondence membership is available for those out of town and is only \$10.00 a year.

**IMPORT PARTS
CENTER**



**PARTS & ACCESSORIES
FOR ALL IMPORTED CARS**

IF WE CAN'T GET IT - IT ISN'T MADE

**LUCAS • BOSCH • GIRLING
835-8525**

2727 N. CAUSEWAY • METAIRIE, LA 70002

HOURS
MON - FRI 8:30 AM - 6:30 PM
SAT 9 AM - 5 PM
SUN 10-2

On The Tech Session.....

Thanks to all who helped and those who attended the Tech. session at Steve Lindsoe's warehouse. Through the day we probably had 20 - 25 members show up. Some stayed while others drifted in and out. I know we had 15 there for lunch because Joe Rogers and I picked up the Po-boys. The "OLD LADY" didn't show up this year and I was disappointed. She is an interesting character. Frazier showed up with his new MGB/GT. George Barton told us about his new MGB/GT, but it never showed up. Since I couldn't get the folding table, ice box, chair, etc. in my MG, it stayed home. All in all, I think everyone enjoyed the day, especially the part where someone else does all the work and gets dirty too. Guy Foster said the clutch works great and I guess that is the bottom line. Now if I could only remember what Peter said. Was it top left and bottom right or top right and bottom left? Oh well, guess I'll call Peter if my clutch ever goes bad.

Roger Gibson

Guy Foster would like to express a warm thank you to all the members attending the Tech Session who helped change the clutch on his 1979 MGB. What a difference a new clutch makes! A special thanks to Peter Brauen, Chip Laussade and to Roger Talley for lending their expertise and doing the tough work. Thank You...

Guy Foster

MINUTES OF THE GENERAL MEETING, JANUARY 29, 1991.

Meeting called to order at 8:03 pm.

We special welcome was extended to all of our new members and guests.

The new officers for 1991 were introduces as the results of the election was discussed.

Roger Gibson explained the club name change and presented the logo made up by Snubbs Bienvenue.

The upcoming calendar of events was discussed.

Breakfast trip

Tech Session

British Car Show

Many details wer given on the upcoming car show in April. Raffle tickets were given out for the raffle of the MG clock. Julian Fiebelman and Delvin Price both won king cake door prizes.

Roger Gibson and Randy Shoemake both discussed the subject of donations for our upcoming British Car Show.

Fred Mayer announced that he has his MGB for sale!

It was announced that Jim Bruno traded in his MG TD for a new baby.

UPCOMING EVENTS:

Day Trip To Natchez - This promises to be a really nice trip. This trip will take us on the back roads all the way up to the beautiful and historic Natchez, MS. We will be leaving from Shoney's on Williams Blvd. at 8:00 am sharp to enjoy a drive in the country. I hear that these roads were made with British sports cars in mind. Natchez is about 150 miles from New Orleans. Saturday March 2nd, 1991.

Breakfast Trip - If you didn't join us on our last trip to A Touch Of Bavaria last summer, now's your chance! We will be leaving from Shoney's on Sunday, March 24th at 8:00 in the morning. We will then drive up I-55 to A Touch Of Barvaria for the best breakfast around. This turned out to be a very popular driving event, so get those cars ready!

TECH TIPS.....

REAR AXLE LEAK

Are you finding thick lube all over one of your rear brake backing plates? Time to change the rear axle oil seal you think. Maybe so, maybe not!

Check the axle housing breather cap. It can be found on top of the housing and to the right. If it is clogged rear end lube will be forced passed the axle oil seal when the lube expands due to frictional heating.

Make sure that the short tube over which the cap fits is clear also. The vent cap may have a tube inserted into it. It's purpose is to carry away oil vapours and to relieve internal pressure.

Usually only one seal is involved. The weaker one is the one which leaks. Clean off the backing plate and after a couple of good long rides, check it again. If it stays clean, you have found the problem. If not, you were right the first time. Replace the leaking seal.

MR. GOODSPANNER

It is also a good idea that when the leaking seal is corrected, replace any contaminated brake shoes or pads. Remember: Safety Fast!

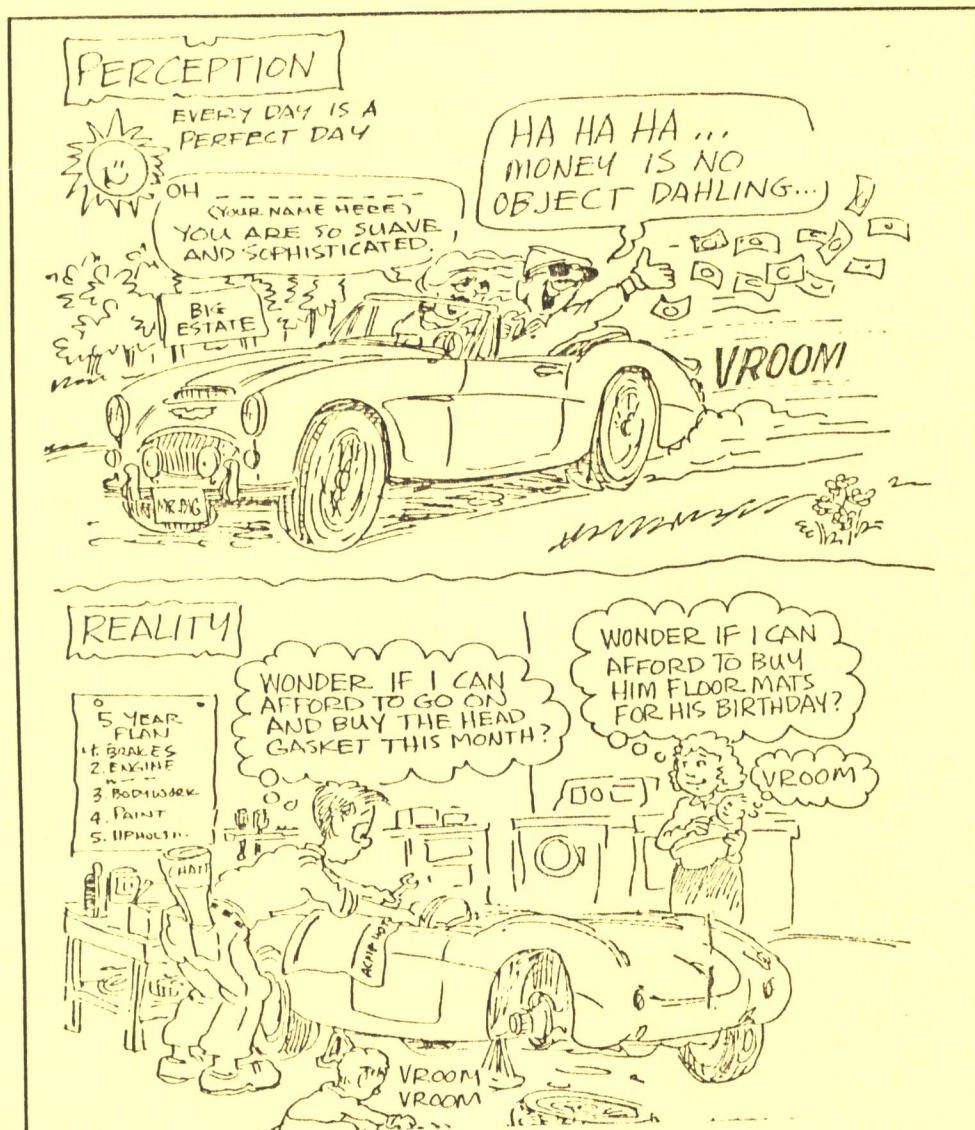
Michael Delacerda

FOR SALE

1971 MGB Roadster - Green with black interior. New brakes and top. Strong engine and clutch. Everything works!
Asking \$4100.00 or best offer. Call Fred Mayer at 1-626-8640.

MGB parts for sale. New hood (bonnet) never used. Pristine 1971 MGB dashboard. Wiring harness. Perfect windshield with sun visors. Many small items. Call Fred Mayer for more information. 1-626-8640.

1969 TRIUMPH SPITFIRE - Good engine and transmission. Body fair. Asking \$300.00 or best offer. Call Peter Brauen at 601-467-0519.



WE ALL HAVE OUR PRIORITIES.

This fellow was driving down Research Blvd. in his new XJS convertible, see, and his left arm was hanging over the window. A cement truck grazed the driver's side and clipped the guys arm clean off. The afflicted one began wailing, "My Jaguar, my Jaguar." A first arrival on the scene exclaimed, "How can you be so worried about your car when your entire left arm is missing?" The guy looked down at what was no longer there. "Oh, my God, no," he howled. "My new Rolex!"

BRITISH CARS IN THE MEDIA

I'm sure that I am not the only club member that has been watching CNN lately. But have you noticed that in the commercial they have been airing for the Lanier Pocket Pager, that there is a Beautiful JAGUAR MkII Sedan?

M.D.

On The U-Joint Update:

In the past few newsletters there has been a column called the U-Joint Update. In it was information pertaining to the interchangeability of the universal joints on MGB's with other vehicles. Well, Paul Calderera gave me the latest information. The U-Joint for the MGB is available through AUTO ZONE and it comes with a lifetime warranty. This U-Joint usually sells for around \$8.00 but sometimes they have U-Joints on sale for \$5.00 to \$6.00. This U-Joint is manufactured by a company called P.D.Q. and is part number: 1-0301

WELCOME OUR NEW MEMBERS!

Shirley Ockman
40484 Pearl St.
Prairieville, La 70769
1-622-5329
Shirley owns a yellow
1979 MGB!

Fred Denn
40484 Pearl St.
Prairieville, La. 70769
1-622-5329
Fred has a 1978 white MGB.

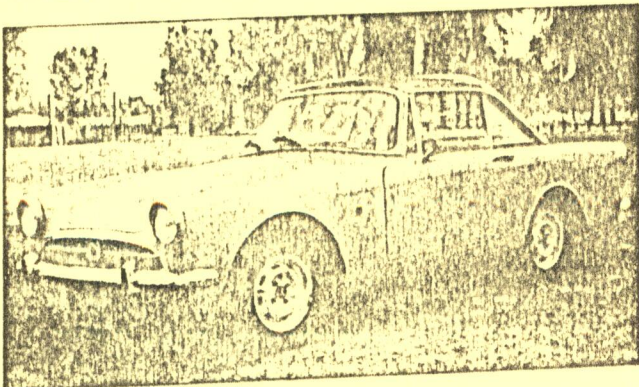
Michael E. Linn
1104 Nursery Ave.
Metairie, La. 70005
831-1534
Michael Owns a 1972
red TRIUMPH SPITFIRE
MkIV

John Ronderos
120 38th St.
New Orleans, La. 70124
483-8893
Welcome Aboard!

Mike Glore
235 Villere Dr.
Destrehan, La. 70047
764-2396
Mike owns many British
sports cars such as:
1971 LOTUS 7 Series 4
1983 LOTUS TURBO ESPRIT
An AUSTIN HEALEY 3000
And also a BERKELEY

SUNBEAM ALPINE

1960-1968



HISTORY
Launched in 1959 as the Rootes Group's hopeful entry into the lucrative US sports car market, the Alpine was based on a Hillman Husky floorpan with the Rapier 1500cc motor. The styling was heavily influenced by the Ford Thunderbird of '57, right down to the headlight eyebrows, tailfins, and rounded detachable hardtop. The Series II Alpine got a 1600cc motor, but the ride was still more cushy than agile and sporting like its rivals; it gained a reputation as a stylish boulevard cruiser. By '63,

the Alpine III had improved suspension for crisper handling and a new hardtop. For '64, the Alpine IV was redesigned with lower tailfins and a simpler grille. It even had an optional auto trans. Finally, the Series V gained a new 5-bearing 1725cc motor and close ratio 'box. By '68, parent company Chrysler dropped the Alpine (and V8 Tiger) after 69,251 were built.

GOOD POINTS

Being less common - and arguably more stylish, particularly the early 'tailfin' model - than its rivals, the MGB or TR4, the Alpine is a particularly desirable sports car. Still inexpensive to buy and maintain. Most parts are plentiful. More comfortable than its rivals, and better built.

BAD POINTS

Slower and less nimble than the MGB or TR4. Parts now cost more than for those cars. Earlier motor not as strong as 1725cc unit. Monocoque body construction rust-prone.

SPECIFICATIONS

Engine: 1494cc/1592cc/1725cc OHV Four
Transmission: 4-speed manual, optional automatic '64 on
Wheelbase: 86.0 in. Length: 156 in. Weight: 2255 lbs.

VALUE GUIDE

Condition	#5	#4	#3	#2	#1
Value	\$500	\$1,050	\$2,200	\$3,500	\$6,000

INVESTMENT GUIDE

Only recently have Alpine prices started rising, due to comparative rarity, and association with its sibling, the Tiger. A good bet for moderate gains within the next couple of years; may outprice MGBs soon. Buy a #2 or #3 car, as it's still cheap, and in good enough condition to enjoy

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 to be driveable.

