

THE MORRIS GAZETTE

THE NEWSLETTER OF THE LOUISIANA CENTRE OF THE MG CAR CLUB

JUNE 1979

OFFICERS FOR 1979

Toni Creel.....President
Jack Kennedy.....Vice-President
Snubbs Bienvenu.....Secretary-Treasurer
Audrey Kennedy.....Newsletter Editor
Rodger Talley.....Member-at-Large
John Winter.....Librarian

UPCOMING EVENTS:

June 24th Jerel's Loop Rally (Delta) Drivers will register at 12:00 to 12:55 at Lake Forest Plaza. Drivers' meeting at 12:55 with first car out at 1:00. All Loop Rally is one in which the Rally Master prescribes a course that is navigated twice. The first time can be driven at any speed desired, but the second lap of the course must be done in exactly the same length of time.

June 26th MG Car Club meeting at 7:30 at Pepperoni's Pizza House.

July 8th ZCNO/RX-7 Rally. Contact Wayne Molinary at 468-9485 for info.

July 15th Lighthouse Autocross. Contact Jack Kennedy at 885-7021.

July 22nd ZCNO Tubing Trip. Contact Wayne Molinary at 468-9485 for more details.

MINUTES OF MAY MEETING:

- 1) Meeting called to order at 8:29pm by Toni Creel.
- 2) New members introduced themselves.
- 3) Rallye of April 29th discussed.
- 4) Funkhanas set for June 10th discussed. Outlook dim. Unable to secure location for it.
- 5) The MG Car Club are now members of Car Club Council.
- 6) ZCNO Autocross set for June 3rd. at UNO parking lot for 9:00am.
- 7) Car Club Council Softball Game set for some time in August. See Jack Kennedy for more info.
- 8) MG Car Club will hold a Sponsors' Rallye on Sunday, August 5th.
- 9) Camping trip talked about. More Locations being checked into.
- 10) Crayfish Boil on May 12th was enjoyed by all.
- 11) Carlisle & Joy Smith purchased a 1957 MG-ZB Magnette recently.
- 12) Rodger Talley showed a film of our Zemurray Garden Tour.
- 13) Meeting was adjourned at 9:10pm.

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SUMMARY OF PAST EVENT:

May 12th A Crayfish Boil was held on Sat., May 12th. The crayfish were good, the beer was cold, and the company was excellent!

CONGRATULATIONS TO PAT GARIN & MICHELE LEFORT ON THEIR RECENT ANNOUNCEMENT OF THEIR ENGAGEMENT!

BEST WISHES TO MIKE CENAC ON HIS UPCOMING WEDDING ON JUNE 30th!

WELCOME NEW MEMBERS -

Lonnie Sehlinger

&

Linda Ridge



"THE OTHER HALF SPEAKS"

In a recent newsletter we read a very interesting and humorous article by Rodger Talley. After reading that story I decided to write my story from the passenger's or wife's point of view.

While Jack and I were dating he purchased a 1963 TR-3. It looked like he had resurrected it from the grave. It was a "beautiful" rust-o-leum red with a saran wrap window on the passenger's side and a hole in the floor- you guessed it- on the passenger's side. Cold air leaked in from everywhere. This car held the La. record for receiving the most battery jumps. Once we were going to a dance in Chalmette with several couples. One couple refused to let us travel in our car because they were afraid we wouldn't make it from Canal St. to Chalmette in time for the dance.

Jack was a little short of funds, so he decided to paint it by himself. Can you imagine what a TR-3, painted black with a brush, looked like? Finally, Jack decided to sell the car. Thank God!

After we were married, we bought a 1962 MGA Mk II. Jack was slowly restoring it. We had plenty of good times in our "A", but one that will stick in my mind is this one. One day while working at my real estate office, I received a call to show a house. For some unknown reason I was driving the MGA that day. It was okay getting to the house and showing it, but when I was leaving it started to rain. Luckily I had met the lady at the house, so I didn't have to drive her home- just myself. Because I was not accustomed to driving the A, I didn't know how to turn on the wipers. After frantically pressing every switch on the dashboard, I found it. I could finally see where I was going. Since we were slowly restoring the car, I was unable to put the driver's window on because the wooden strip on top of the door was off. Naturally water poured in from the left. I put an old towel on my shoulder to keep me a little dry. The driver's seat had a bad habit of sliding back if you didn't lock it just right. While proceeding down the street, with rain coming in on my left, the seat slid back. I had to sit on the edge of the seat the rest of the way home. Between the wipers, the seat and no left window, I almost became the first person to drown in an MGA while still on the road.

We finally sold the A and bought a 1975 MGB. So far we've had good luck with this one. I hope the luck continues for a long, long time.

THE EDITOR

" Look Out Monte Carlo ; It's The Cajun Grand Prix ! "

by: Snubbs Bienvenu

The Cajun Grand Prix was held at Chenault Field in Lake Charles on Saturday and Sunday, May 26 & 27. The SCCA regional points races were held on Saturday and the divisional points races on Sunday. These races were run on a 2.1 mile track consisting of 8 turns. Before we left, we had been informed that this was not set up as a spectator sport. But, boy were they wrong ! Sunday we were able to view over 366 miles of high speed racing. After the qualifying laps that morning, there was a break in the action which gave us a chance to stroll through the pit area. Most cars were undergoing final preparations for the day's racing. We did have an opportunity to look under the hoods of some of the British Leyland products.

The first cars to invade the track were the open-wheeled Formula Vee cars. These cars, with their sleek fiberglass bodies, look like small Indy cars. They put up a great tire-to-tire show throughout the 32 laps of the race. The next two races were Formula Ford car races. These cars are Pinto four-cylinder powered, open-wheel cars much like the F/V cars of the first race.

The fourth race was filled with some familiar cars. This was the first production race of the day. The D.S.R. cars were included in this race. These cars look like little Lola cars and are powered by Honda 750 motorcycle engines. The production cars in this race were SCCA "F" production. The field consisted of 3 Midgets, 1 Triumph Spitfire, 1 Mini-cooper, 1 Bugeye Sprite, a Datsun B210 and a Fiat 128. The fastest speed we clocked was a speed of 76.7 by the Triumph Spitfire. But, it didn't finish with first. It took fourth place, after a Third place D.S.R. car. Second place went to a Midget, which we clocked at 76.36mph. But, first place was taken by the Datsun B210.

Race five had the largest field with the cars from F,D,G & B production and sedans racing at the same time. This race, like all others, had a running Indy start of one lap with the fastest cars in front. This race had a top speed of 82.27 mph turned in by a Triumph TR7 while it was trying to catch the first place car, an Alfa Spyder that we clocked at 81.77 mph.

After a long, hot day, after we didn't think we could get worked up over another race, it was time for "A" modified! This race had the smallest field with only a handful of cars. But, they were the best ! The predominant cars were an Austin Healy 3000 with a Chevy V8 engine and drive train, a Lotus Europa, a modified 260Z and a Ford 350 Gt Shelby Fastback. From the start, the Austin and the Lotus were less than one second apart. During the majority of the race, they were nose to tail at speeds in excess of 89 mph. With only about five laps to go to victory, the Austin developed difficulties and left the race wide open for the Lotus, which turned the fastest time we clocked - 89.99 mph. The Datsun 260Z finished second, the Austin third, and the Ford Shelby fourth.

The times from which we calculated miles per hour were taken on random laps. The finishing positions are as we saw them. The above times and positions are not official ! So, if anyone finds any discrepancy in my article, please forgive me. For we only went out to have a good time and to see some good racing - and that we truly did !

"The Thrill of Autocrossing"

by Jack Kennedy

On June 3rd and June 10th the Louisiana Centre of the MG Car Club went in force to participate in what was for many, their first Autocross. After our fears were over, we realized that everyone had to begin somewhere. On our first run several of our group D. N.F. (did not finish) due to missing one of the many gates on the course. Missing a gate is not difficult on the course. This often happens even to the most experienced drivers.

The MG Car Club had 8 members participate in the June 3rd Autocross and 7 members came out to watch and join in the fun.

Results:

| B.I. Prepared Class | Car | Time | |
|---------------------|--------|--------|------------|
| C. Taravella | Vette | D.N.F. | |
| C. Prepared Class | | | |
| W. Molinary | 240-Z | 73.11 | |
| C. Stock | | | |
| W. Molinary | 260-Z | 73.42 | |
| P.D. Stock | | | |
| G. Landwehr | MGB | 83.19 | *1st Place |
| J. Kennedy | MGB | 100.06 | |
| B. Lee | MGB | 102.01 | |
| E. Stock | | | |
| K. Hinkel | Celica | 97.93 | |
| Lovely Ladies II | | | |
| A. Kennedy | MGB | 111.49 | |
| L. Lee | MGB | D.N.F. | |

On June 10th the MG Club had 4 members run and 6 members as spectators. The attendance was lower than on June 3rd, but the enthusiasm was still flying high. After our first run all of us were fired up, and ready to do well on the second. Even though none of our club placed, we all enjoyed the event.

(Sorry, but I do not have the results of the June 10th Autocross.)

*The MG Car Club sadly announces the death of Capt. G.E.T. Eyston of England on June 11th. Amongst his many accomplishments, Capt. Eyston broke the auto speed record twice in the 1930's. He epitomized the spirit of M.G. throughout his life.

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"HAPPY BIRTHDAY" to ...



Peggy Bienvenu 5/29 (Belated)

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BUY SELL TRADE

FOR SALE: 1968 MGB \$500.00 Call Michael Madere at 536-2086
1976 MG Midget, like new, 17,850 mi., original owner,
\$3800. 431-9052
4 New Spitfire Wire Wheels \$180.00. Call Chris Cox at
469-3621.
1974 MGB parts. Call Chris Cox.

*Tri-State proudly announces the opening of a Body Shop located in
the rear of their parts store at 2637 Delaware Ave. in Kenner.

1974 Austin Marina, great shape, low mileage. Call
Bill Schwartz at 897-0837 on Sat. & Sun. after 3:30pm.

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Please support these dealers who are generous enough to support
us by offering discounts to club members:

Tri-State Foreign Car Parts, Delaware Ave., Kenner 20%
Paretti Imports of Metairie 10%
Sacco'o Foreign Car Parts (Vets. store only) 10%
Foreign Part Mart on Veterans 10%
Delta World Tires & Southern Tire 10%
Dockside British Auto Parts 10% on most parts



LOUISIANA CENTRE

"HOUND
N'
HARE"



SUNDAY,
AUGUST 5th

CAR CLUB SPONSORS'

RALLYE REGISTRATION

11:00

START AT 12:15

LAKE SIDE SH. CTR.

FEE GEN. \$ 6.00

COUNCIL \$ 5.50

CLUB \$ 5.00

* CALL JACK KENNEDY, 885-7021 FOR DETAILS