

THE OFF-SIDE UNDO

“A GENTLEMAN DOES NOT MOTOR ABOUT AFTER DARK” JOSEPH LUCAS



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THIS 'N THAT

By Charlie Durning

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Greetings Fellow English car lovers. The best word I can think of to describe this issue is “Adventure”. We have filled the pages with adventures from the road—some long ago and some just recently. Vlad Greene, son of Richard and Elena Greene also sent us a nice update from his trip with the robotics team.

We hope you enjoy your newsletter. We always welcome your contributions!

Natchez Euro Fest



Four MBCA sections joined forces to attend and participate in the inaugural Natchez Euro Fest on April 9th in Natchez, Mississippi. Members of the Memphis, New Orleans, St. Louis Gateway, and Mississippi Sections of the MBCA caravanned to the grounds of the Rosalie Plantation overlooking the Mississippi River to join in the festivities.

In conjunction with the 300th anniversary of the founding of Natchez, MS, European car enthusiasts as well as local patrons experienced a real treat! Mercedes Benz, Rolls Royce, Ferrari, MG, Austin Healy, Bentley, Porsche, and Lamborghini were some of the marques on the show field. It was a stunning array of automobiles not seen in Natchez previously!

Participants and patrons alike expressed their admiration and appreciation for the opportunity to see the show which included more than just cars! The Natchez Euro Fest opened with a Color Guard and a stirring rendition of the Star Spangled Banner, followed by a Bag Piper, a fabulous air show put on by the Bulldog Flight team, a polka band, wonderful food vendors, and hours of fun under a beautiful blue Mississippi sky.

Mercedes Benz and Porsche clubs had car corrals on the edges of the show field and enjoyed the full Euro Fest experience! Many participants were making plans for a repeat of the Natchez Euro Fest in 2017 even before this year's show ended and plans are underway to select a date and see if there are even more European car lovers that would join in the fun!



Many thanks to Scott Boone, V.P. MS section MBCA and Mike Marsh for providing this article and pictures!

Natchez Euro-Fest 2016

By Gene Johnston

Natchez MS – April 8, 2016, members of the EMC gathered at the Clinton MS Visitors Center to greet travelers from Memphis, St. Louis, Little Rock and even as far away as Chicago for a caravan down the Natchez Trace to the first Euro-Fest production held in Natchez coordinated and hosted by Mike Marsh of Marsh Marketing. The show was held in Natchez in celebration of the 300th Anniversary of the first settlement at Natchez. The day's weather was absolutely perfect for the large contingent of travelers in Aston Martin, Jags, MGs, Mercedes, Porsches and even a 1970 Saab 95 Estate Wagon that traveled down from Barrington IL. That little Saab was a long way from home.



Best in Class, Dominic LaValla's Austin Healey 3000 MK III

Travelers set their own pace and all of us arrived at the southern in of the Trace waiting for a police escort to tour us into town. Within thirty minutes of our arrival we were joined by other travelers that had driven in from New Orleans, Baton Rouge and Pensacola. Uncoiling the snake of automobiles, everyone was able to jump in the cue as the Euro caravan made its way under the canopy of old oaks into Natchez to the delight of those persons that were strolling the downtown area. Right down the hill from the uptown area we arrived at the Friday afternoon reception at the Magnolia Bluffs Casino. The reception area was right on the Mississippi River and the food and beverages were enjoyed by all as the lazy river passed on to the south. Mike made announcements that set the promise of the exciting day to come on Saturday.

Saturday started a bit cool but warmed rapidly and the excitement grew as the participating cars began to fill the manicured lawn between Rosalie Mansion and the river. Mid-morning activities included a color guard and national anthem, a bag piper and Pilgrimage Belles toured



Keith Anderson gives Rick Huber’s Healey 3000 a thumbs up.

the Rosalie Mansion show grounds for photos. Large crowds also started arriving and grew as the day progressed as did the level of excitement surrounding all of the exquisite cars on hand. All of the cars were really decked out and the spic and span effort was evident on all from the most exotic to the most unusual. Lunch was provided on the field as was the art work of Lory Lockwood. Lance Coren, a Ferrari appraiser from California gave a presentation on car valuations under the big tent.



Richard Harris with his 1954 Healey BN1

During the day members of the Bulldog Flight Team made several flybys complete with fancy maneuvers and even trailing smoke. Lunch time music for the afternoon included a Bavarian band, The Delta Krauts. At 12:00pm the call to start engines was given to allow the real stars of the show the opportunity to be heard. Judging was completed around lunch time and Outstanding in Class ribbons and silver trays were delivered to those noticed. As the day wound down the Best in Class awards were called to the carpet and be recognized with a roar of applause and approval. Here are some of the winners from the British contingent on hand:

Best of Show Vintage / British Open: 1954 Jaguar XK 120 SE OTS of Werner Kettlehack / Pensacola FL

British Closed: 1966 Aston Martin DB6 of Bill Silhan / Pensacola FL

Austin Healey Class: 1967 Austin Healey 3000 MK III of Dominic LaValla / Jackson MS

MG Class: 1958 MGA of Danny Varnado / Denham Springs LA

Grand Saloon: (tie) 1966 Rolls Royce Phantom V of Bill Borchert / Slidell LA and 1949 Rolls Royce Silver Wraith of Richard Branyan Slidell LA

The day at the field ended with a big round of applause for Mike Marsh and the crew for organizing an excellent event and the city of Natchez for the warm welcome extended to the participants and for hosting a great event and Happy 300th Birthday. That didn't end the day for the participants as the party adjourned to former Mississippi Central Rail Depot now converted to condominiums. The party was hosted by Bobbye and Bill Henley and included refreshments, hors d'oeuvres and wonderful music. For more information, photos and even videos of Natchez Euro-Fest visit: www.euro-fest.net/natchez

Additional Photos:



Cliff Hughes 1958 Austin Healey 100-6



Pat and Barbara Cashman's 1964 Gordon Keeble



Steve Whitlow's 1974 MG Midget

Car of the Month

Thanks to Mike Hemsley for this submission about his 1956 Lotus 11LM

By J. Michael Hemsley



A painting of Mike's 1956 Lotus 11LM

Soon after my return from Vietnam in 1969, I bought a 1956 Lotus 11LM from Evil Kneivel's father, Bob Kneivel. The car was in Butte, Montana; I was teaching ROTC at Eastern Washington State College in Washington, so it meant an all day road trip. Two cadets and the son of another instructor came with me across northern Idaho and over the mountains to Butte.

As we descended the Continental Divide, we saw how treacherous Montana in late November could be – a VW Beetle was down a slope on its side. When we saw the first head pop out of the window, we came to a careful stop, rescued two women and four kids from the VW, and put it on its wheels again. We left them at a gas station and had a good feeling about being able to help. Amazingly, we saw them again as we headed west that evening – all the VW needed was a tow up the slope, and they were on their way again.

Arriving in Butte, we had to wonder how Bob Kneivel survived selling used foreign cars and new Siata Springs in such a decaying town. We quickly found his showroom, and Bob led us to the Lotus.

It started up immediately, and we were completely seduced by its beauty. The price was \$900, and I handed it over without any negotiation. The car was quickly loaded, and we were underway by late afternoon.

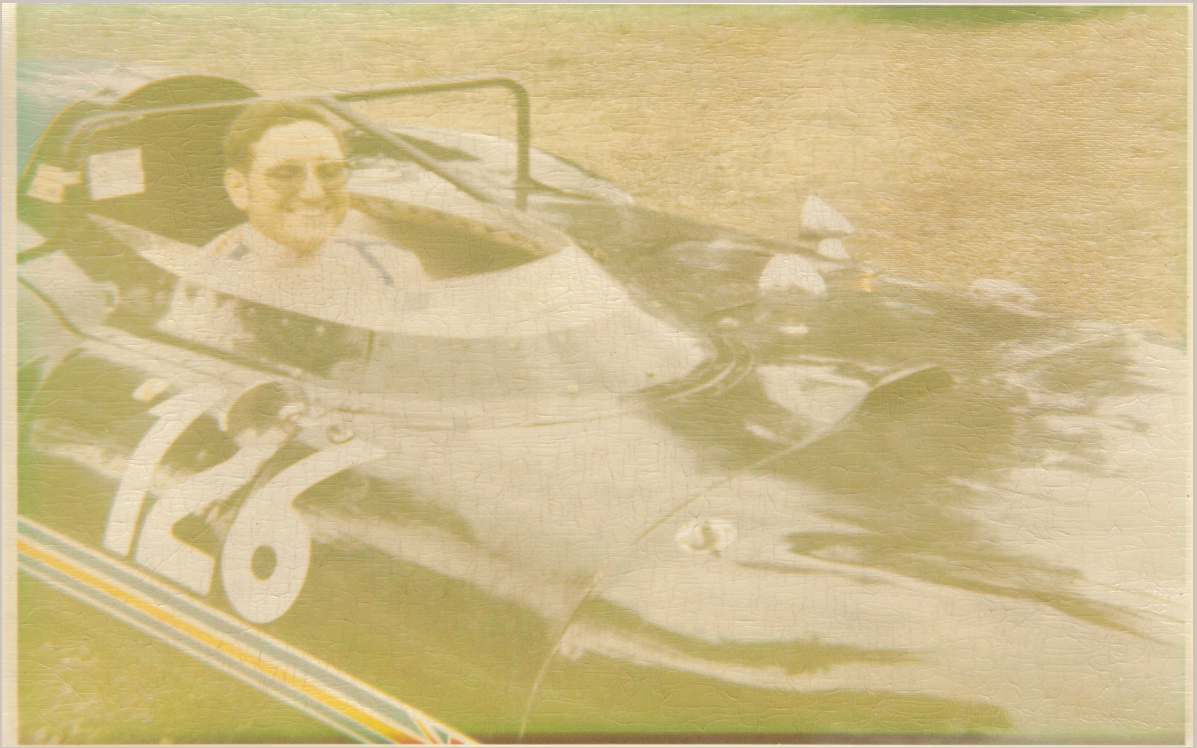
At a stop at Porkchop John's for sandwiches, my three companions realized that we'd have to stop for gas somewhere in rural west Montana and that whoever was pumping gas would probably ask what kind of car was on the trailer. For the next few hours, a new marque and model emerged. The Lotus, competition number 426, became a 426cc Babushka-engined Zeiss Icon Skoda.

When we stopped, I asked to have the car filled and opened the hood to check the oil. As anticipated, the attendant, a wizened looking old cowboy, asked "What kind of car is that, sonny?" It was Dean who got to him first and announced the well practiced, "It's a 426cc Babushka-engined Zeiss Icon Skoda." There was a pause, and I could imagine the cowboy looking at the Lotus. Then he said, "Hmmm, looks like a Lotus to me."

Dean didn't say much during the rest of the trip and looked just a little annoyed when one of us would say, "Hmmm, looks like a Lotus to me."

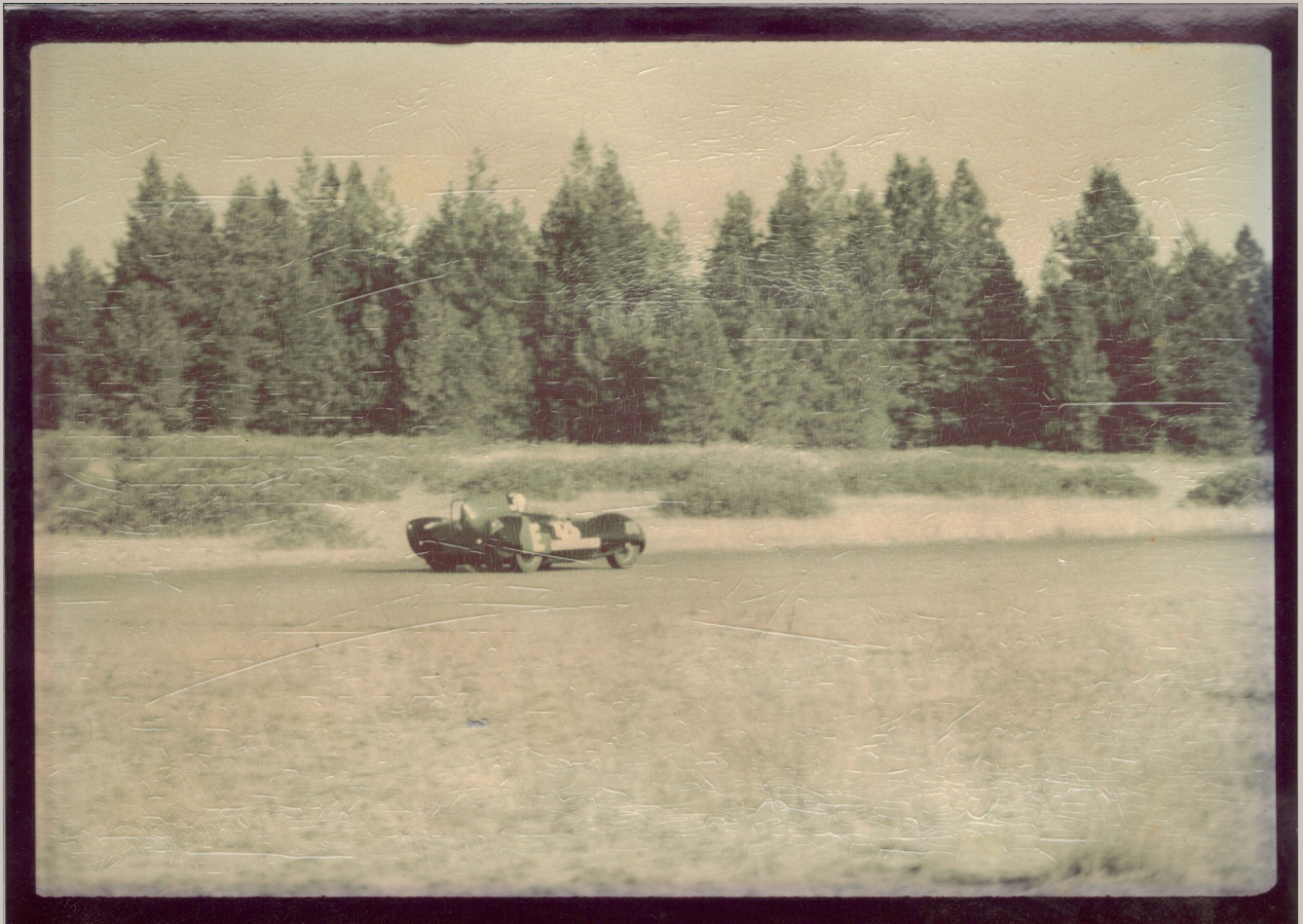
I spent much of 1970 trying to get the many layers of paint stripped and finally had it in primer in time for the last two races of the year, which would be my required novice races. My first race was at Portland International Raceway, and I gotta tell you, the butterflies were tearing me up as I waited to pull onto the track for a standing start. Once the green fell, though, the butterflies were gone, and I was last by a lot – the car was geared for a rolling start and bogged down when the clutch was popped and a lot of gas was applied. I worked my way up the field of mixed race cars driven by novices like me and finished OK. I even got some good reviews from the senior drivers who were observing us novices.





Mike—"in the pits in Portland"

The second and last novice race was at my home track in Deer Park, Washington. It was an old bomber field with mostly right angle turns and very long straights – one was 5000 feet with a slight kink at about 3000 feet. I had the same problem at the start, but there weren't many slow corners, so I soon began catching and passing the other novices. My Lotus sports racer was decidedly quicker than all but one of the cars in the race, and I didn't figure I'd catch him. When I passed a Datsun 2000 sports car, I figured I was in second and backed off a bit – at least until I saw a red car disappearing around the turn at the end of that long straight. I soon realized it was the car I didn't think I could catch – a Lotus 23 sports racer powered by a Porsche Carrera 4-cylinder DOHC engine. Backing off was soon forgotten. With a couple laps to go, I had caught the other Lotus, and it became apparent that the driver was having a lot of trouble finding gears in the corners. I would pass him in the corner, he'd find a gear, and he'd blow past me. That kept up for the remaining laps until he threw a stone that hit me on the side of the nose. That would be the last race I ever ran in an open helmet. He took the checker first, but I was awarded the win because his required physical was out of date. I don't count that win.



Spokane—racing at Deer Park, Washington

In 1971, I raced much of the season, missing only the race on Vancouver Island in Canada. Half of the ten races were at Westwood in British Columbia near Vancouver, two each were in Portland and Seattle, and one at Deer Park. At the last race, in Seattle, I had a one point lead in the E Sports Racing class, but I blew a head gasket on the Coventry Climax engine and didn't get a qualifying time. Luckily, there was a guy in Seattle who raced an 11 in SCCA, and he loaned me a head gasket. Starting from the back of the grid, I passed much of the sports racing field before I got to the start/finish line. I was driving very hard, probably over my head, for no reason. The guy in second in the championship had pulled into the pits with a throttle problem. I was going to beat him, at least until I got to Turn 2A, where I dropped a wheel off on the outside of a very tight, downhill corner. Second time I did it, I broke a shock absorber in half! I was out, and I finished second in the championship.

That was the last race for the Lotus. I sold it to a fellow in Boise, bought an Alfa Romeo Giulia Super sedan, and turned it into a race car for 1972.

- J. Michael Hemsley

AR 2016

An Unauthorized Adventure

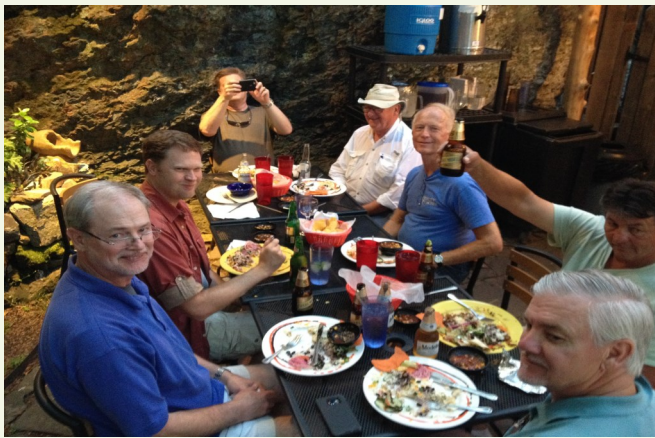
Although AR2016 is not an “authorized” EMC event, six EMC members participated in this Arkansas adventure: Pres John, Treasurer Brother Clay and Communications guy Brother Gene, Tech guy Keith and son Brian, and Editor Charlie gathered @ the Beagle Bagel in Madison the morning of April 27 for a 9AM departure.



After a light breakfast, a tops up or down departure was debated. The decision to leave the tops up was a wise decision. By the time the group turned onto HWY 12 the sky turned dark and a blinding rain dumped buckets of rain onto our path. This was a sign of things to come for the next 5 days.



First stop was at Lake Village Visitor Center to pickup Ron Stuckey in his TR7. After some pleasantries, Pres John adding oil, and lunch at a local eatery the group headed northwest towards Hot Springs where they would be joined by trip co-leader Blake Sonnier. That leg was uneventful and all arrived safely and without incident.



On Thursday morning the group set out on a 10 hour version of a 3 hour drive to Eureka Springs. Basically Blake took the group on a sampler of Arkansas' twisty roads. The rain was an on and off affair with tops being erected and then taken down.





The lunch stop was at a cliff side restaurant overlooking the Arkansas Grand Canyon. The lunch destination was discovered last year while waiting for the tow truck to pick up Bro Clays MGB after his encounter with a deer. We'll be back. After **adding oil** to Pres John's car we were off again.



The next leg was not without incident. While on an especially fun section of hills and switchbacks the otherwise pristine air was accented with the aroma of something burning. At first the smell was like hot brakes, which is not uncommon on these outings. A few hills and switchbacks later Tech Guy Keith pulled over to smoke from his right rear. The right rear tire of his Miata had suffered catastrophic failure. Keith just wanted to re-live his tire adventure from last year. The tire was changed and the group moved on.



Since it was late plans were made to get to the Walmart in Berryville for tires before the close @ 7pm. Keith was just barely able to make. Though Walmart did not have the correct tires the promise was made to have a pair in the following morning.

At the motel in Eureka springs we found that we were joined by the Mid America 2002 BMW annual gathering. No wonder Blake had challenge on getting rooms reserved for our small group. The BMW folks were nice and eager to show us their cars.

Meanwhile Bro Gene and Bro Clay were working on an issue of no brake lights in Bro Gene's Ole Red. The brake light switch was quickly condemned. Bro Clay had a spare switch and it was quickly changed. Bro Clay also encountered an electrical issue which he and Blake resolved after a considerable amount of grumbling.



Walmart came through on their promise for Keith. He headed to Walmart, bright and early, to get his new tires. Two new tires installed and he made it back for Friday's 9:30 AM departure.



The trip for Friday was to take in the Walmart Museum in Bentonville and then to the Arkansas Air and Military Museum in Fayetteville. That plan was a good thing since rain was predicted for the morning. The rain came as promised. As we got lined up for the departure Ron's TR7 wouldn't start. Instead of fiddling with it in the rain, Ron opted to join Charlie in his Miata.

Once at the Walmart Museum we discovered there was a school field trip of 2nd graders who had already invaded.



The place was like a box of snakes with movement and cheers of joy everywhere. The museum is an interesting place and was a good stop. Then is time to head south to Fayetteville.

At the Arkansas Air and Military Museum we were met by a nice lady at the counter. The normal admittance charge is \$10 per head. After a short conversation she gave us the group discount of \$5 a head. What a deal! The collection is small and interesting. We had the entire collection to ourselves. Apparently the museum gets less than 30 visitors per week. That's a shame.





At the end of the visit the lady at the counter suggested lunch at Pelican Ed's. Though the directions given were OK, Ron decided to do a search on the GPS. Not sure what the connection is with Fayetteville and Pelicans but there sure are lots of Pelican entries in Fayetteville. In spite of that we managed to find the restaurant. The service was excellent.

After chow the sky had cleared so tops went down again. Pres John added oil and the group headed out to find new roads. Charlie and Ron headed back to Eureka Springs to see if they could bring the TR7 back to life.

When Charlie and Ron got back to Eureka Springs the TR7 started immediately, go figure. They spent the rest of the afternoon just fiddling. The rest of the group spent the rest of the day driving the twisty roads. They started off with tops down. While out the sky cut loose with an abundance of rain. In an attempt to get out of the rain Blake drove under a cliff for shelter. Well that sort of helped. Besides being soaked all made it back to Eureka Springs safe and sound.

On Saturday Ron discovered that he had one tail light out. In an effort to find the source of the problem the other taillight stopped working. We threw up our hands. Since we would be driving during daylight hours we figured no harm no foul and decided leave it alone.

We said goodbye to the BMW folks and headed out for the 10 hour drive back to Hot Springs. Almost immediately it was discovered that Bro Clay's stop lights are on full time. That just would not do. The plan was to look it over at our lunch stop at the Oark General store.

When we arrived in Oark we found that was a stop for a motorcycle poker run. Bikes and bikers were everywhere.



Since we would be waiting in line for a table Bro Clay took the opportunity to investigate his brake light issue.



As it turned out his new brake light switch had fallen apart internally. Well Bro Clay sacrificed his spare stoplight switch to fix Bro Gene's stoplight problem. So Bro Clay being resourceful decided to over haul the switch while waiting. Mission accomplished.

After the lunch adventure we once again headed for Hot Springs via Mt. Magazine. On the way up the mountain we found rain again and the MGB guys had their tops down. We caught in another deluge before a safe place to stop could be found to reassemble the tops. Aside from rain the remainder of the drive was without incident.





Upon arrival we found that the Arlington was hosting a Knights of Columbus convention along with several weddings. Needless to say parking for the night was a challenge. Parking was found on the remote parking garage roof. That was a hike. The evening was rounded out with a nice dinner at a local Italian restaurant.



All in all the AR2016 Unauthorized Adventure was a blast. The roads were fun, the challenges were resolved easily, and the time spent with friends was time well spent.

1932 Hillman Minx—Oldest Car to Enter a Banger Race

Simon Fixter bought a 1932 Hillman Minx for part that had been in a banger race. After he discovered he could get it to run, decided to rebuild it, and race it himself. He can now proudly boast he has raced the oldest car to enter a banger race.

To his credit, he only spent a little over 3 weeks rebuilding it to a high standard. The pictures at the end tell their own story.

Click the link below to see the entertaining video of the race.

<https://www.youtube.com/watch?v=x5hj6mUkwBM&app=desktop>

2016 DSARC/EMC FUN RALLY

April 2, 2016 Enterprise, MS Once again Andy, Bonnie, and crew provided a challenging rally. And yes, it was great fun! The highlights were 19 entries, 2 breakdowns, and several got lost. However the biggest faux pas is that Paul McNeil ran out of gas in his Ferrari before reaching the beginning point.

Story has it that the Ferrari gas gauge said he had 50 miles left in the tank. Paul knew it was only 40 miles left to Enterprise. Unfortunately the Ferrari did not understand Paul's driving style. As a result he ended up stranded on I-20. A call to road service netted some gas. Unfortunately the computer in the car sensed something was wrong and switched over to limp home mode and would barely run. That just would not do. So Paul ended up calling Ferrari tech help for a solution. The solution was to disconnect the battery and then reconnect. Like magic the car was sporty once again. Good work.

At the finish Andy awarded the winners. The highest finishing team for EMC participants was Bro Gene, driver, and Bro Clay, navigator in Bro Gene's red MGB.

1st place - Corey Poole & Wes Jones in Subaru WRX. It was their 5th rally.

2nd - Tim Spruill & Chris Curry in Alfa Romeo Milano Verde.

3rd - Gregory Marus & Sarah Mills in Honda S2000. It was their 1st rally.

We're looking forward to next year's rally! Thanks to Andy and Bonnie Menapace and all others who made the day such a success!

To the English Motoring Club of Mississippi,

Thank you once again for supporting our trip. Your contribution meant a great deal to us as a team.

Going to VEX Worlds was a lifetime opportunity that the robotics team and I were able to experience. It took place in the town of Louisville, Kentucky. Louisville is a wonderful town with much to do. We ate at a Brazilian Steakhouse and we saw the largest fireworks show in the world. Largest is an understatement.



At the competition, there are over 1000 teams from all over the world. Teams came from the USA, Britain, Australia, New Zealand, South Korea, China, Mexico and other South American counties, Saudi Arabia, Africa, Canada, India, and of course, Russia.



Each team had their own personal booth set up to decorate in any way they wish. This was ours.



The game for the robots was similar to basketball. The robots played 2v2 and had to outscore each other. Before each match, we had to work out a strategy with our allied team.



This is where the final rounds took place. It was a huge stadium filled with loud speakers and bright lights. It was just like a real sporting event. Each match was commentated on by executives of the VEX corporation. VEX worlds will actually air on ESPN2 this summer.



Guinness world records also made an appearance, and claimed this robotic competition to be the largest one ever held in world history.



This is our team plus our coach's son .



We never made it to finals, but we did alright for a first year team. Hopefully we can beat our record next year. This trip was a wonderful experience and it couldn't have happened without the English Car Club's help. I hope you've all found these photos of our experience enjoyable!

Sincerely,

Vlad Greene

Editor's note: Vlad Greene is the son of Richard and Elena Greene. Thank you, Vlad for keeping us informed about your experiences!

EMC Officers

John Turbeville, President

Steve Whitlow, Vice President

Keith Anderson, Technical Chairman

Clay Johnston, Treasurer

Stephen Turner, Membership Chairman

Faye Enzman, Regalia Chairman

Charles & Donna Durning , Editor—Offside Undo

Terry & Merideth Trovato, Historians

Gene Johnston, Website

2016 EMC CALENDAR



May 13 - 15, 2016 – Spring time in the Smokies / Townsend TN - The annual event takes place in the shadow of the Great Smoky Mountains. Friday night hospitality is an opportunity to reconnect with old friends and make new ones. There will be time after the show and before trophies are presented to drive over and around the hills enjoying a little of what east Tennessee is famous for. Details: Jim Watson, spridget@charter.net, or Richard Lockhart, (865) 548 – 9891 or <http://www.blountbritishcars.org>

May 21, 2016 – EMC's Drive Thru History – The event, location and activities are to be planned. Always a good time hanging out with the EMC to see what everyone's up to. Stay tuned for details. Details: John Turbeville (601) 940 – 5288.

June 3 - 4, 2016 - British National Meet / Blytheville AR - Details: <http://www.britishnationalmeet.com>

June 13 – 17, 2016 – MG 2016 / Louisville KY – This is the big one folks. The all marque's show will likely gather a count of MGs from around the country in excess of 1,000. Make plans early. Details: www.mg2016.com EMC Travel Details: Gene Johnston (601) 941 -4892

June 18, 2016 – EMC Tech Session / Brandon MS - If our Tech Guru calls for a tech session you know it'll be a real challenge. Join us to see the answer to whatever puzzle Keith has up his sleeve. Wrenching starts at 11:00am and lunch starts at 12:00pm. Details: Keith and Pat Anderson (601) - 829 - 2573.

July 16, 2016 – EMC Lotus Weekend / Braxton MS - I'm sure we'll find some interesting roads on our way down to the beautiful burg of Braxton. Come and join the drive and the visit with Mike and Alice. Bring a dish and enjoy lazing on a sunny afternoon in the summertime with the EMC. Lunch starts at 12:00pm. Details: Mike / Alice Glore (504) 231 – 5801.

August 20, 2016 – EMC Garage and Food Tour / Brandon MS - David and Jo Ann have a way of throwing a great party in lead up to the EMC show. Come on out and see what David has added or improved on for 2016. Always lot's to see and do along with a great

bring along a dish and enjoy the fun. Gathering starts at 11:00am. Lunch starts as 12:00pm. Details: David / Jo Ann Bailey (601) 992 – 8566.

September (check for date), 2016 – Shoals British Car Show / Florence AL - If you haven't had the pleasure of visiting the Shoals British Car Show at Joe Wheeler State Park in Florence AL you should. It's a laid back gathering on the banks of Wheeler Lake. Everything including rooms, meals, Friday night reception and Saturday's Awards Banquet are within walking distance. Please check web-site to verify dates. Details: www.shoalsbritishcars.org.

September 9 - 10, 2016 - Brits in the Ozarks / Fayetteville AR - Still looking for excuses for a mountain drive? Here's another chance to see the Ozarks in all of their colors and have a car show at the end of your drive. The Fifteenth Annual Brits in the Ozarks will be there waiting for you. Details: www.britshironnwa.org

September 16 - 17, 2016 – EMC Brits on the Bluff / Natchez MS – Hang out on the bluffs overlooking the Mississippi River starting with our Friday night party and spend Saturday with us under the oaks at City Park. There will be lots to do on your visit with us. Stay tuned for registration information. Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.

October 1, 2016 – Renaissance Euro Fest Car Show / Ridgeland MS - The 2015 Renaissance Car Fest was one to remember. Lots of participation from EMC members as well as friends from surrounding clubs will be the order again for 2016. When posted get your entry in early and make plans to attend. You'll see cars that you don't get a chance to enjoy often and in the surroundings of the Renaissance it's just magnificent. Details: www.euro-fest.net.

October 3 – 7, 2016 – North American Triumph Challenge / Pottsboro TX - Bigger in Texas, better in a Triumph is their call out to join other lovers of everything in the land of Triumph for 2016. Make plans early. Details: www.vtr2016.org

October (check for date), 2016 - Brits at the Parthenon / Nashville TN - If you're looking for a nice drive up the Natchez Trace there's no better reason than to attend the Nashville British Car Clubs Annual Show. Lot's to do including taking in the Lane Museum of Cars while in town. A reception is held on Friday evening and the shows on Saturday.

Details: www.nashvillebritishcarclub.org



October 21 - 22, 2016 – South Alabama British Car Festival / Fairhope AL - It's a nice drive down to Fairhope AL so join the caravan to the lovely city by Mobile Bay. The Friday night meet and greet is always fun and the food is fantastic. The 2014 show was a high water mark for the EMC's final travel and show each year. Although moved to a new location the 2014 show remained within easy walking distance of all that downtown Fairhope has to offer. The show organizers put on a well organized show so make plans to attend. Details: www.sabcc.org. Travel plans with the EMC: Gene Johnston (601) 201 – 0801.

November 5, 2016 – EMC Tech Session / Ridgeland MS - We'll have the chili on the stove and a wrench ready for stirring. We'll put together a project or two or perhaps take one apart. Hope you can make the final tech session of 2016. The garage opens early and lunch starts at 12:00pm. Details: Gene / Martha Johnston (601) 607 – 7021.

December 3, 2016– EMC / DSARC Christmas Party / Vicksburg MS - We return to the place that started the 2016 EMC tech sessions. Make plans to join us at Pat and Barbara's to wind down 2016 with the EMCs year end gathering. Again in 2016 we will be sharing the table with the Deep South Alfa Romeo Club so bring a dish and join what's become a great gathering. The party starts as 2:00pm. Details:

**As always, we welcome submissions,
suggestions, and comments. If you
have an idea for the newsletter, please
let us know!**

Until next month....

Happy Motoring!