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Date: Mon, 17 Aug 2009 22:36:05 -0500

**Subject:****From:**

johnston19@comcast.net

**To:**

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The OFF-Side Undo August 17, 2009

Only So Much

The Dog Days

Here at my place there's not been much progress on the GT. After July's run to Arkansas I've run into some minor transmission issues that have occupied my time. What I originally thought was a case of low transmission oil causing the overdrive to freak out turned out to be a cotter pin with a mind of its own. Don't ask until you see me. I want to see the look on your face. Anyway the overdrive seems to be working fine however the second gear remains in a funk and occasionally if worked hard will give a gear ring as though it's attempted to engage one of the other assorted gears or synchro rings in the box. Well there's only so much that can be done all at one time so I've convinced myself that the thing to do for the time being is to be patient on entering second gear on the up shifts and the downshifts to get to the fall. No sense in getting all hot and bothered by it now.. No fun but the tranny pull needs to wait for cooler weather. I've shared my gearbox woes with Jim Enzman who's had his share in his very yellow GT. Next time you see Jim be careful about regarding is tranny troubles, you may get more than asked for. Jim and John Turbeville have gotten in some floor pan repairs on John's TR-8 and at the gathering at the Baileys John indicated that the work resulted in some almost like new floor pans. Way to go John and Jim! I'm not sure if it's me or the humidity but it's been too hot to get too deep into much in the way of LBC repairs. A little here and there but difficult to spend all day out in it. Come on fall.

Tech Session II

We had a gathering of fifteen or so at David and Jo Ann Bailey's on August 15, 2009. Those arriving by British steed were Dennis Loftin, Clay and Debbie Johnston, John Turbeville and Keith Anderson. It was warm out but that didn't stop Keith from taking out David Bailey's MGA out and visa-versa for a tour around the neighborhood. Clay and Keith were seen hovering around David's E-Type looking for the cause of a no fuel pressure issue. They narrowed it down to a good pump but something in the wiring that wouldn't deliver power. I didn't get the final diagnosis from Keith and Clay so I'm uncertain if they were able to rectify the issue. Madame President was pre-occupied for the day and couldn't make our pre - Brit's By The River meeting but she sent her right hand men, John and Pat to run the program and our discussion of BBTR things to do. We got task assigned and sorted and got our first pass of goodie bags completed. Things are shaping up for a great 13th anniversary gathering so I hope that you can make it down if not for Friday and Saturday at least for the Saturday show which will be in the usual location and associated with the Jim Bowie Festival.

That's it for this edition of the Off-Side Undo.

Happy Motoring

Gene

Events Calendar

SEPTEMBER 18 - 19, 2009 - EMC Brits By The River / Vidalia LA

2008 was a memorable year for the EMC's Brits By The River. Everyone indicated they had a great time in the new location with lots of shade to spare so we'll repeat the location in 2009. Mark your calendar to be in Vidalia in the fall. Additional details and registration information can be found on the web-site at [www.msemc.org](http://www.msemc.org) Details: John Turbeville (601) 940-5288, Gene Johnston (601) 607-7021

OCTOBER 1 - 3, 2009 - Memphis Euro Fest / Memphis TN

Always a good fall show. If you haven't made this one your missing a great fall show that's close to home. This will be the 25rd edition so make plans to attend one of the oldest shows in the area. (\*note, this date is tentative at time of posting please check their web site to confirm).  
Details:[www.memphisbritishcars.org](http://www.memphisbritishcars.org)



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**Subject:** EMC Off-Side Undo (photos)  
**From:** ~~jjohnston10@msmc.org~~  
**To:** editor@britishmarque.com

Date: Tue, 18 Aug 2009 06:00:12 -0500

Barbara,

I have attached photos for the upcoming BM.

Thanks

Gene Johnston

