

# THE OFF-SIDE UNDO

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“A gentleman does not motor about after dark” Joseph Lucas

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## Christmas gathering in Vicksburg

One would have thought that rain would dampen the spirits of our hearty members and folks from DSARC. Not so. We had a wonderful turn out missing a few folks that were under weather.



Barney Demos Super Powerful Defroster

Barney Gaylord, the MGA Guru, was in the area so he stopped by for a visit. Upon his arrival he demonstrated the awesome power of his MGA's defrosters. We enjoyed the visit the second year in a row that Barney and his recently painted MGA made our year-end gathering. It was of course painted holiday red for the occasion.

Andy Menapace brought a seat pan restoration project from his Alfa that needed more than two hands. Some PB blaster and the application of some gentlemanly persuasion (read Pat's bigger hammers) and a couple of stubborn Italian screws relinquished their grip. Andy left that evening with an ear to ear grin and ready to move on to the next stage of his seat refurbishment.



Andy and the seat repair team in action

To keep the energy level up and everyone smiling the highlight of our gathering was the food. Once again all comers were not disappointed. The table for the main course was overflowing and the holiday deserts would have made Mr. Lucas glow with excitement.



The real power brokers of the EMC/DSARC

Before everyone snoozed off following the big meal reining master of ceremony John Turbeville called for a brief meeting. The EMC year was recapped with tails from travels along the road and stopping places in between. The Cashman's were thanked for being our year-end host for 2016. Plans for 2017

began to be hatched out and Gene Johnston agreed to start circulating a tentative calendar with proposed activities. Brother Clay said the club is solvent and it was agreed that dues and club benefits would continue at the 2016 levels. Stay tuned for dues notices from Stephen Turner.



The EMC Master of Ceremonies “Mr B”

After all was said and done the EMC’s ring leader “Mr B” wished everyone a very Merry Christmas and expressed excitement about the upcoming LBC season with a rousing rendition of We Wish You a Merry Christmas. Ho! Ho! Ho! and a Happy New Year to all!

## A Note from the President



Friends,

As this year rolls to an end I can't help but think of all the fun I've had with my British cars in 2016. Our LBCs always require maintenance and problem solving--I've had my fair share this year with the MG's defroster vent hose coming off requiring the radio to come out to gain access, and my issues with a blown air strut on my Jaguar which kept it un-drivable for about 5 months while figuring out the problem, and my rebuild issues with my TR6 suspension keep me busy. The good news is my learning curve went up on all three of these cars and I'm pleased with the outcome on each one.

You may be asking yourself "what parts do I need in 2017", or "what do I need to sell?", or perhaps, "what can I buy in 2017?". Whatever the New Year brings with questions about your British car, I hope your desires are met and that 2017 holds much excitement with this hobby of ours.

Mark your calendar for our meeting on the 3rd Saturday in January at Lone Star in Pearl near the movie theater. Bring your annual awards!

Wishing you a Merry Christmas and a Happy New Year!

John Turbeville, President

## FUN WITH MIDGETS - 8

By Steve Whitlow

Good progress has been made over the past few weeks. The small amount of fuel remaining in the tank has been drained and new flexible lines installed using either Gates 'Barricade' or braided stainless line in the carburetor routing to provide a bit of 'bling'.



Shiny parts....

The starter motor proved an easy install, once fuel pump was removed and duly re installed 'ahh-ghin' as Forrest Gump would say.

Oil cooler lines and sandwich plate were installed after a bit of trial and error to determine the best routing of the hoses. as Bro' Clay would say,' we're not dealing with stock parts here. I've copied the UK home market set up for the breather hoses simply routing from the rocker cover to the carbs. The radiator and cowlng slid into place easily enough but securing the lower fastening bolts was a pain. Funny how



...under the bonnets...

captive nuts put up a fight at every opportunity. While I was losing my patience with this task, Charlie took time out from his MGB GT project to help Clay fill and bleed the Clutch and Brakes with DOT 5 silicone fluid. The Dynolite fluid smells just like Bazooka bubble gum....weird.



...are always fun to see.

Lastly, the heater and radiator hoses were installed using new stainless 'jubilee' style clamps. I opted for Kevlar reinforced hoses to improve longevity a bit. Charlie thinks the heater hose routing looks like 'Rube Goldberg engineering'!....well, we *are* talking about British Leyland after all. See you next month!

# Blast from the Past

By Terry and Merideth Travato



Steve Collins leads the Drive Through History entourage up Silver Street from the riverfront in Natchez in his Triumph TR-6 fifteen years ago. Steve, an EMC past president, now lives in Texas, still has the TR-6 and has recently acquired a TR-3A.

## **2016 Year-end and 2017 Kick-off Meeting**

We will be gathering at the Lone Star in Pearl the third Saturday of January. This is the time when we will be reviewing 2016 and looking forward to 2017. Part of what we will be discussing is the 2017 calendar. Suggestions are welcome. Also this is the time for awards. We are looking forward to who will be getting the Eager Beaver Award so be sure to attend. In addition, this is the meeting where anyone can present an award to anyone for anything. Be prepared for some fun and perhaps a bit of mischief.