

# Off-Side Undo



Published by the  
**ENGLISH MOTORING CLUB /  
CENTRAL MS VINTAGE TRIUMPH REGISTER**

VOL. 9006

PO Box 5263 Jackson, MS 39236-5263

DEC

190

*The English Motoring Club  
invites you to the*

## *Christmas Party*

*When: Sunday Dec. 16<sup>th</sup> 3:00-5:00*

*Where: 122 Langford Dr., Brandon, MS*

*Dress: Casual*

*Food: Free beverages provided - Feel  
free to bring your favorite dish,  
snack or dessert.*

*Directions: From I-55, Go East on Lakeland  
Dr. (HWY#25) 13 miles to HWY 471 and turn  
right. Head South on 471 for 1/2 mile to  
Lindy's Catfish House. Turn left (East) at  
Lindy's onto Langford Dr. Look for the  
yellow 2-story house on the right. Home  
of Keith & Pat Anderson (829-2573)*

PRESIDENT: DENNIS LOFTIN 372-6576 SEC/TREASURER: ALEX WADE 626-3011  
EDITOR: CRAIG HOUSE 469-3279  
RALLEYMASTERS: PAT CASHMAN 638-3240 JOHN SIMMERS 638-0968  
BCD CHARMEN: JEFF HACKMAN 924-6860 DENNIS L. CRAIG H.

---

Dear Craig,

I will try to give you a brief run down on the National MG Convention in Atlanta. The show was held at the Holiday Inn in north Atlanta in June. The facilities were real nice. The large lobby was mostly used by vendors selling parts. The motel had a huge parking lot out back which was used for the car show. Approximately 200 MG's were there. The most MG's I've ever seen in one place. There was a lot of rubber bumper MG's and a lot of chrome bumper MG's. But only about 15 MGB/GT's. There were not as many "T" series there as I expected, probably about eight or ten, very few MGA's. The red MGA that took 1st place in Memphis took the "Best of Show" in Atlanta. There was one modified MGB with a small block Buick V8 engine. Overall, I expected to see more quality cars than were there.

There were probably about 75 cars in my class but a lot of them had been modified in one way or the other.

The only people I remember seeing from our area were John Simmers and Dr. Thomas and his daughter from Hattisburg.

After the judging we took a one hour tour through the "rich" section of Atlanta. Only about fifty cars took part in this. It was a beautiful drive.

They used the "poplar judging" method of which I do not care for, even though I have always done very well with it.

The Moss Motor's MG Heritage" car was there and drew lots of attention. In case you don't know about this car, it is one they built using the new MGB body shell and all new parts. They take it all over the country to show it (but they haul it on a trailer).

Check with John before you write your article. He probably can tell you more about the show than I can.

Also, I checked with the battery place here in Meridian and you were right, they can't repair your old battery.

Also, I have been checking with the Lauderdale County Tourism Commission about having a show here. They really want us to come over. They want us to use the Mall (inside). I'm not sure this will work out. However, we can use several other options such as the park, mall parking lot & etc. They said they would call me back later. I will keep you posted on this. If you are in Meridian sometime I would like to show you a certain spot in the park near some big shade trees.

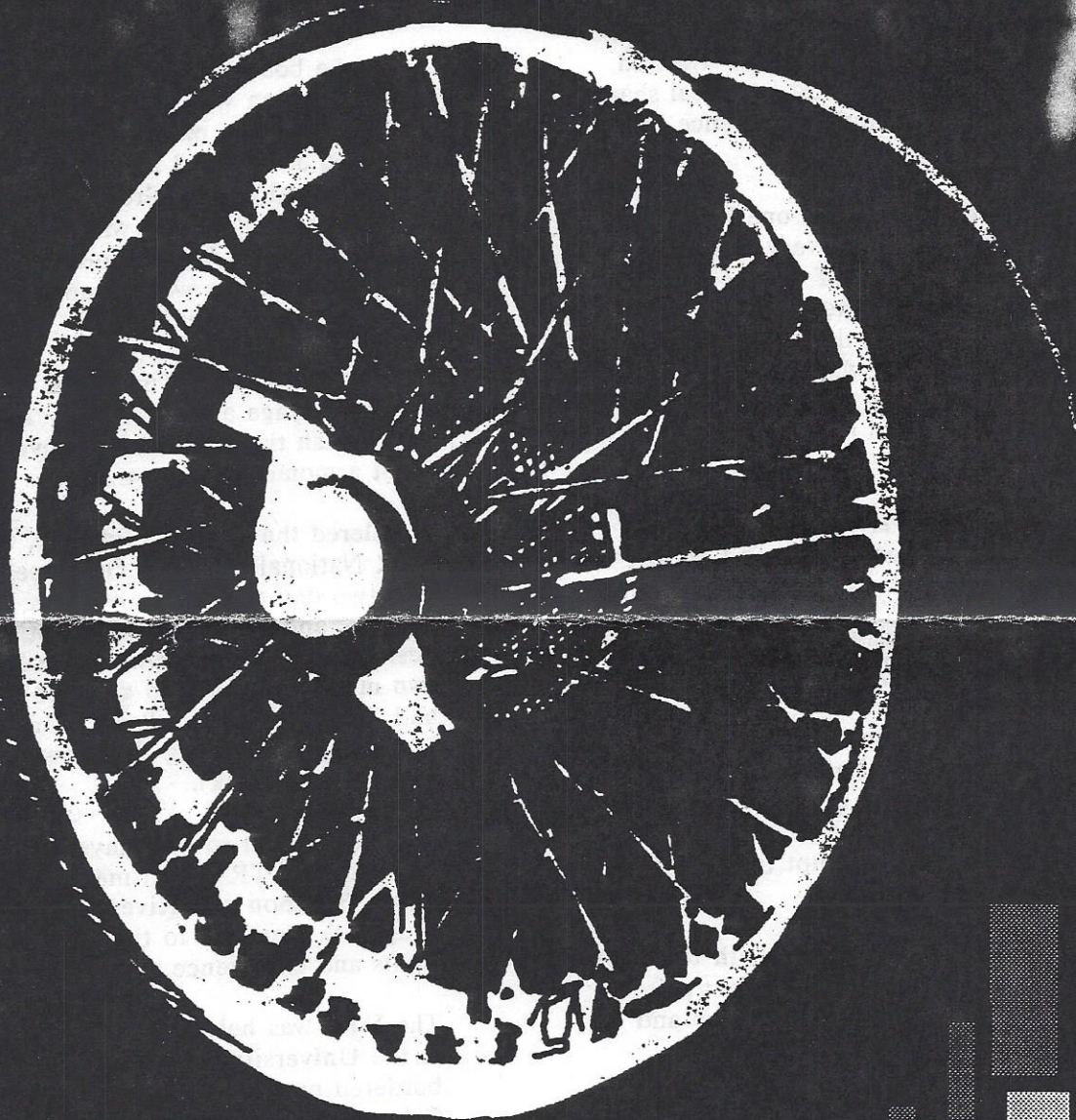
Sincerely,



Wilburt Easom

# THE ENGLISH MOTORING CLUB

*Proudly Presents*



The Empire Trophy  
Rally

## WE TRIUMPHED IN BOULDER!

By Steve Collins

---

It's Alex Wade's fault. I only intended to take a few fenders off, fix a little rust and repaint my 1975 TR-6. Alex came over one day to inspect the progress and somehow convinced me to do a frame-off restoration. He said something like "Gee it would be a real shame to respray when you could experience the fun of pieces parts".

Two and one-half years and one billion dollars later, after taking every nut and bolt off the car and having half of the EMC over to help put it back together because I'd forgotten where several thousand of those parts went, the project was completed. In fact, it was finished 12 hours before I left for the 1990 VTR National Convention in Boulder, Colorado.

Let me digress to cover a few restoration details. The body, doors, boot and bonnet were dipped at RediStrip, and then the bare metal was coated with OSHPO, a phosphoric acid product which removes moisture from the pores of the metal.

The frame was sand blasted in my backyard. Sand blasting is serious business. Even with protective clothing, sand got into my mouth, underwear, etc. Therefore, I recommend that no EMC member ever attempt to operate sand blast equipment in the buff.

I primed the metal components with two coats of Ditzler DP40, a three step catalyst primer highly regarded for its metal adhesion and compatibility with a host of paint types. Broom's Body Shop in Pearl, MS painted the body with three coats of PPG acrylic enamel and four coats of acrylic urethane.

All components were rebuilt to new, original condition. While rebuilding the wiring harness, I noticed it had a Sept. 1975 inspection label, but my body commission plate reads June 1975, so it made me feel better knowing the factory also had a hard time figuring how to put my car together.

As originality was the objective, most parts came from the Roadster Factory. I researched as many details as possible through pictures in sales brochures, Triumph books, other original TR-6's, and old photos I had taken when I bought the car (it was nine months old at the time).

Once the body shell came back from Broom's, the restoration was truly a club effort. Frank helped bring the painted body home, and provided advice and assistance with several hard-to-find parts. Greg Collins helped rebuild the engine and was a maestro with interior details. Wardell provided many hours of rebuild help as well. Bubba Brown, Alex and Kieth also pitched in.

Greg and I took the "new" TR-6 out for its maiden voyage around the block. It was even better than the first time I drove it in 1976! What a moment for a car nut.

I trailed the TR-6 to Boulder, CO for the VTR National meet the first week of August. The two day trip through Texas, New Mexico, and Colorado was great. I had not been in the hotel parking lot in Boulder for two minutes when who do I see but Frank and Tricia Peel! The Peels' were vacationing in the Rockies during the show (what a coincidence Frank).

I spent the next several days washing and polishing the TR-6 and meeting a lot of great folks. Shannon and Rivers (my 2 year old daughter), flew out to the show to see the sights and experience concours.

The VTR was held at a large hotel adjacent to the University of Colorado campus, bordered by a trout stream and the beautiful Colorado Rockies. The Roadster Factory had a huge parts display, along with a host of other firms catering to British car enthusiasts.

The weather on the morning of concours was absolutely spectacular. We all woke up early to put the finishing touches to our cars, and to meet at The University of Colorado's soccer field by 8:00 a.m. for a panoramic vehicle/owner photo.

## NEW MEMBER

Over 200 Triumphs showed for concours including 78 TR-6's, a '68 TR-250 with 20,000 miles and original yellow stripe hoses, and the only red fuel injected TR8 ever produced.

There were enough TR-6's for three classes; early ('69-70), middle ('71-73) and late ('74-76). Twenty seven of us competed in the late TR-6 class. Thanks to all my EMC friends, we scored well enough for 1st place.

After the judging, the head judge told me I had points taken off for several bent radiator fins, the finish on the airpump was too shiny, the wiper motor housing needed a shade more metallic finish, the trunk trim screws were incorrect, and the B-post door gaps needed adjustment. I had turned every screw head on the car in the same orientation, and he said that my efforts in this regard were "ridiculous", however no points were taken off. I have corrected most of the above transgressions, but I like the screw heads oriented, so they are staying oriented!

Best of Show honors went to a beautiful BRG TR-2 with spats, works racing wheels, and a louvered hood.

To say the least, I was on cloud nine even if all the gas station attendants in both directions of the trip asked what kind of MG I had.

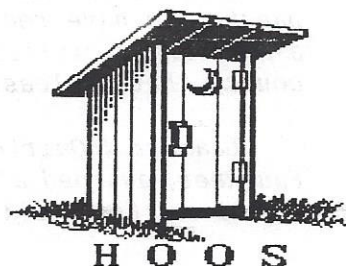
It is wonderful to walk out into my garage and not see one million pieces parts! It is even more wonderful knowing that the EMC played such a major role in the restoration. This was a victory for my wife and my EMC friends. To be sure, the EMC Triumphed in Boulder!

Let's WELCOME a couple new members to EMC - Daniel Fredericks with a '75 Spitfire and Harry & Susan Brown with a '59 XK-150. With so many new names in our Roster, you'll be seeing a 1991 Membership drive to collect annual dues (\$15) so I can distribute a great Club Roster in the Spring!

### EDITOR'S LICENSE

That elusive "RUPERT" guy is at it again! At least he likes the classy shows we put on in the South/Mid-South area. There will be some more pictures of recent events in the up-coming issues of O.S.U. for your pleasure.

Have you noticed some new looks to our Club events (and the logo on the cover of this O.S.U.)? Our resident Artiste, GREG UTZ, the "Major & Only" stockholder in "DESIGN OPTIONS", has done a marvelous job with our image! We'll no doubt see a lot more of his expertise this coming year . . . that is, if he's still roaming the streets. There is some doubt as to his on-going cognitive abilities, based on a recent correspondence received by this Editor. Something about "Rupert" smelling of limes, company picnics, water polo, icy bottoms, and Super Snipes being to risque for the D.A.R.! Let's hope for a speedy recovery!



A LETTAH FROM THE COLONIES (Rupert goes up rivah)

Deah Mater and Pater:

It is my fervent hope that this lettah finds you well.

As I mentioned when I last wrote, I had hoped to join an expedition to journey up-rivah to a place they call "Memphis". As bearers have become uncustomarily onerous and recalcitrant, I was fortunate enough to find accommodations in the commodious Hoopah bodied Roller (actually a Bentley) of a fellow Brit, Chris Ryan. A good sod is he, but I am afraid that he has gone native.

Memphis, Mater and Pater, is a strange place that appears to be lost in time while awaiting the return of some King. In fact it is somewhat like the stereoscope pictures of Egypt that Grandmama kept in the drawing room next to the sherry, except that there are apparently very few camels and not nearly so much sand. There must be, however, problems with the potable water supplies as I have heard many of the local gentry speak of "dry counties". I assume that these areas are uninhabited.

In Memphis to my astonishment yet another British Automobile conclave was convened. The Memphisians called it the "British Car Fest" but I was a puzzled as I know you, Mater and Pater, must be by the use of the word "Fest". As I understand the etymology, the word is, in fact derived from the Latin Festivus, a minor deity (borrowed from the Greeks) and related to earthquakes and small volcanoes.

At the "Fest" I reacquainted my self with many of the colonials I had met earlier in Jackson. I am forever impressed, Mater and Pater with the homespun wit and rustic charm these peoples have developed even though they are without the enlightenment possible in the mother country. As I mentally adjusted to the Memphisian dialect, I wandered around Crump Park (apparently named in honor of one of the presidents after they left the Empiah, as I do not recall a "King Crump").

The automobiles and automobileers were well turned out and gloriously displayed in the soft autumn afternoon light while the bucolic atmosphere was disturbed only by the snarling exhaust and hissing SUs of the voitures and voiturettes being conducted from their display areas through the judging compound and back. I chatted with the Cashmans (Cashmen?) the Brunos (who I believe speak a dialect called "Yat"), the Lodens, the Easoms, and folks from Illinois and Iowa places that are apparently far to the north.

Presiding over judging, Hiram Shepard exhorted his staff to be fast, fair and reasonable. To my great amazement, all scores for the multitude of vehicles were tabulated and prepared for presentation at the awards banquet (held inside). The awards banquet was somewhat of a mixed bag. I had been led to expect such a banquet to have red indians wild dancing and half naked drummers, but this was a relatively civilized affair with relatively civilized people (not English, of course, but at least as civilized as the French).

Laamarr McQuirter, apparently written into the script especially by William Faulkner, awarded all kinds of worthy prizes and told humorous provincial stories that I am afraid did not understand. However, Mater and Pater, many, many people

in the State of Memphis worked very, very hard to see that I had food, drink and a good time.

A fair quantity of the people in the English Motoring Club that I first visited, in the colonies, were rewarded for either their virtue or their eternal vigilance lest a mote of dust accumulate on their any of their sumps (I suspect the latter rather than the former) and took home nice trophies. I was particularly impressed by one of the Mississippians who even attempted to raise his automobile on a jacking devise while on turf. Of course the automobile fell off the jack excavating a sizable divot. But, not unlike Robert Bruce watching the spider, as I watched, he labored on to re-raise the automobile and even managed to eke out a small award.

While in Memphis I heard rumors of two other gatherings that I will endeavour to attend, first there will be some kind of a British Car congregation in a place far to the south called N'Awlins and there is a thing called the Empiah Trophy Rally in a place called Vicksburg. I have no idea exactly where Vicksburg is located.

I may not be able to get any further letters out to you until spring, I am now going into winter camp and have purchased a squaw who will tend to my needs whilst I hunt and trap until the snows are gone and the rivahs are no longer choked with ice.

Until then, I am, as always, your obedient son,

Rupert

**SMALLER THAN A  
SPRIDGET!**

Interested in miniature cars? Flashback Racing and EWA Miniatures can probably fill your needs! Their addresses can be found in this issue.

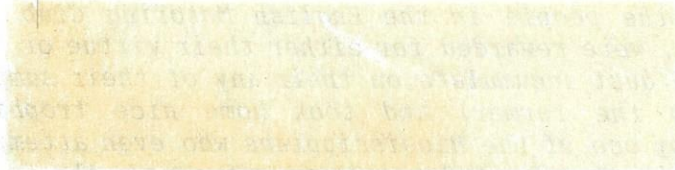
**LA. MG CC!**

The Louisiana Center of the MG Car Club, guys & gals we all know and Love, is stretching and growing. They are investigating a name change to be more "all-marque" oriented (retaining their MG Club affiliation), and are getting pretty excited about their April 20 upcoming British Car Show! For information on their events, contact Roger Gibson at 504-887-2725.

**FLASHBACK  
RACING**  
Sports Car Collectables  
211 Old Meramec Station Road  
Manchester, Missouri 63021

**ERIC WAITER ASSOCIATES/MINIATURE CARS USA**

369 Springfield Avenue • Box 188 • Berkeley Heights, New Jersey 07922 • Tel. (201) 665-7811 • Fax (201) 665-7814



J1



JACKSON, MS 39296  
PO BOX 5263  
English Motoring Club



# HAPPENINGS ON WHEELS

(EMC) CHRISTMAS w/ ALFA CLUB . . .  
Jackson, MS                      Dec 16

(LAMG) BRITISH CAR DAY '91 . . . . .  
New Orleans, LA                      Apr 20

(EMC) EMPIRE TROPHY RALLEY . . . . .  
Vicksburg, MS                      May 3-5, '91