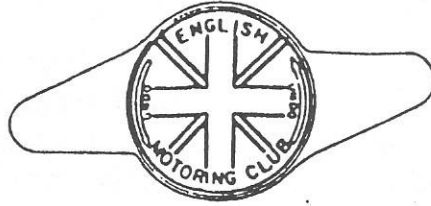


Off-Side Undo

Published by the English Motoring Club



February 1998

ANNUAL TOPS DOWN PARTY MAR 14

Our annual picnic to welcome spring will be held at Rocky Springs Park on the Natchez Trace Saturday, March 14.

We plan to assemble around 2:00pm. Arrive with your top in the up position so that we may perform the annual rite of lowering the tops in as much unison as possible so that we get maximum benefit of our appeal to the spirits of warm spring weather.

Jackson folks will meet at the Sears at Metrocenter at 1:00pm for the caravan to Rocky Springs. If possible bring some friends or prospective club members. Also be sure to bring your own lunch and snacks.

IT WASN'T JOE'S FAULT

by Alex Wade

Tere and I had made great plans for the October car show in Natchez. We spent the week prior to the event cleaning, polishing, and checking the reliability of our TR-6. Several trips to work convinced me that the trip to Natchez would be a piece of cake. I even allowed the car its every 18 months -official -inspection -so-I-don't-get-ticketed visit to a Jackson repair shop where the '6 passed with flying colors. (I'm just glad he didn't toddle the hooters).

Saturday morning was perfect. The '6 fired up right away making all those wonderful sounds that have been built into every British six cylinder engine ever

made. The short run from Brandon to Jackson was smooth sailing. We decided to stop at a south Jackson Exxon for a full tank of premium before continuing south at a leisurely pace. Since we had not yet eaten and we had plenty of time we anticipated a nice relaxing breakfast in Hazlehurst. We accessed the highway, the tach climbed into the red and all was right with the world. Of course it was not to last.

Within 10 minutes after leaving the Exxon station the '6 seemed to be running out of steam. It coughed and jerked a number of times and we steadily lost power. We rolled to a stop on the shoulder and I immediately popped the bonnet. Since I have had trouble off and on with a bad electrical contact on the coil I cleaned the contacts and cranked the car again. Perfect! I lowered the bonnet and we were off once more. Again, the car balked and we coasted to a stop. A more thorough inspection revealed a rotted vacuum advance connector. It looked pretty bad and it seemed like an unlikely source for my trouble. I applied a little electrical tape anyway and we were off. Well, at least for a few minutes.

We continued our journey in fits and starts until we made it to Hazlehurst. We stopped at a car parts store and the clerk was kind enough to help me assemble a better vacuum advance connector from a Buick part. The car ran perfectly afterwards, at least for the first few miles. Another trip to the parts store. A new coil, made in Mexico, was installed (something the car has needed for quite sometime).

Again we launched our assault on Natchez only to fall to the same gremlin a few miles down the road. Since the morning was now gone we reluctantly turned North and committed ourselves to a long afternoons drive back to Brandon.

By the time we reached Crystal Springs I had made my mind up to try one more trick. The fuel filter which was only a few months old would be replaced. A large generic see through filter was purchased to replace the existing metal-cased filter. As before, the car cranked and ran great. Only this time it ran great all the way home while we held our collective breath.

An inspection of the new filter revealed a lot of garbage collected in its base. My gas tank which had been Redi-Stripped and coated with sealant 5 years ago could be suspect. However, I believe that I got a bad tank of fuel at my last gas stop. I called the distributor to report the problem so that they might have someone to check their supply. In any case the TR-6 runs fine now and I intend to put a few more miles on it before winter sets in.

Just for the record, it wasn't Joe Lucas's fault!

ed. note Alex sent this in right after our great Natchez event but an extremely bad case of laziness got me and we published no December or January issues of OffSide Undo. Thanks Alex for your contributions..

CHRISTMAS PARTY UPDATE

By Keith Anderson

We enjoyed seeing one another again at the Christmas party at the Anderson's home in Brandon. Seventeen British car enthusiasts showed bearing gifts of delicious food for all to enjoy requiring some of us to let out the lap belt in our older cars that don't automatically adjust to the increase in one's girth.

A number of out of town members and guests were welcomed including our friends from Natchez. Terry Trovato drove his '58 MG ZB Magnette with new members Chuck Daniel and Linda Webber in

Linda's 1980 MGB. By the way, Chuck recently purchased a small warehouse for new and used MGB parts. Be sure to call him in Natchez for a good price on whatever you need. Chuck has a couple of MGBs that he is fixing up so we understand the need for the warehouse of spares.

We were glad to see Jake Weaver again. Maybe we can talk him into having a get together at his house sometime this year so we can kick the tires on some of his British iron.

JAGUAR MKII REBUILD

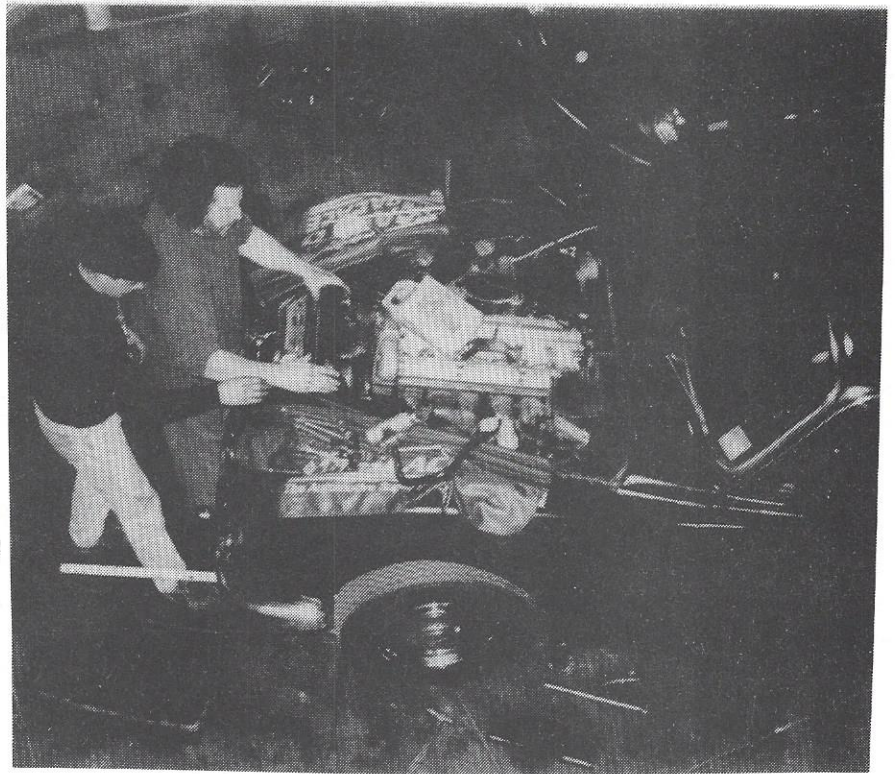
by Keith Anderson

A small group of us drove over from Jackson in December to "verbally assist" the two topnotch Jaguar mechanics from Crowe Engineering who were installing Pat Cashman's rebuilt engine in his Jaguar sedan. While we were poking around I was able to gather a lot of valuable information on Jag engine rebuilding along with a few odd parts that I needed for my car. Pat made a good decision when he chose the two roving Jag specialty mechanics for the work.

Afterward Pat loaded us in his Ferrari and I followed in his Lotus Europa over to Parker Hall's house to inspect his new acquisition. In addition to his antique Buick "woodie" wagon and Porsche 356 he is the proud owner of a beautiful AC Ace, the precursor to the Shelby Cobra powered by a 289 Ford engine. His house site on a bluff overlooking the Mississippi River is at sunset quite a sight.

The drive in the Europa was a real kick since the twin cam "big valve" 4 cylinder Lotus Ford engine in that light weight car can really scoot around those curvy Vicksburg roads on the little 13" wheels. Dodging potholes can actually be fun when driving a car like that! We all look forward to visiting Pat's garage every now and then.

Stuart and Dan of Crowe Engineering pull and rebuild the 3.4 in Pat and Barbara Cashman's '67 MkII.



ON THE CALENDAR

February							1998
S	M	T	W	T	F	S	
1	2	3	4	5	6	7	
8	9	10	11	12	13	14	
15	16	17	18	19	20	21	
22	23	24	25	26	27	28	

MARCH 20&21

New Orleans British Car Day

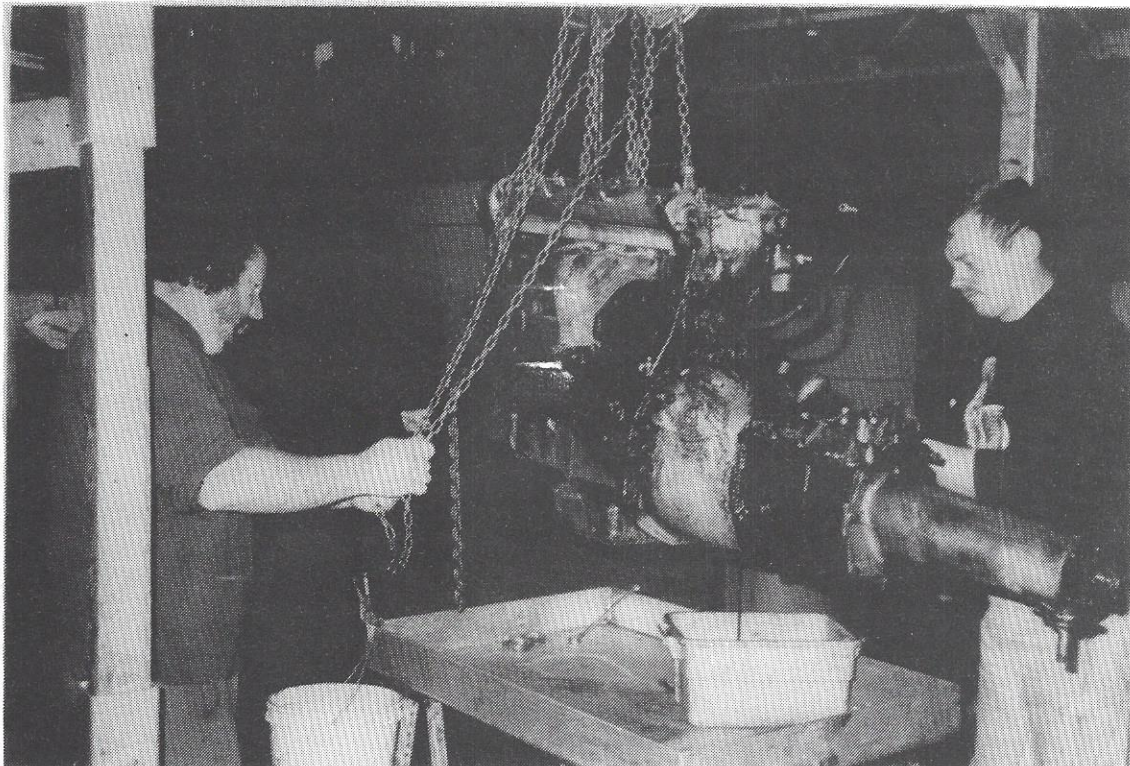
Call Bill at 504-288-4019 or Frazer 504-736-0452. Host hotel is Holiday Inn at Veterans and I-10. Always a great show!

APRIL 18

Pensacola British Car Day

Usually held at a beach side location and a lot of fun. More details next issue.

Bring someone to EMC Tops Down Picnic!
Saturday March 14 at Rocky Springs .



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