

# THE OFF-SIDE UNDO

Volume 24

July 2010



## Up & Back

*Norfolk AR* – Up early on July 7, 2010 Brother Clay and I struck out on a warm morning for our 2010 Arkansas driving tour. Traffic was light at 4:00am as we headed west toward Tallulah Louisiana where we took our first major turn north along the bayous heading toward Pine Bluff Arkansas. Making good time we arrived in Pine Bluff to take in the Arkansas Railroad Museum thinking that we'd spend much of the day out of the mid-day heat. The Museum has a great collection of rail memorabilia in air conditioned comfort but we were more interested in touring the stock of rail equipment maintained by the Cotton Belt Rail Historical Society out in the rail shop. Tour guide Bill was more than gracious with his time showing us around the shop which includes a snow plow, somewhat out of place in July, several diesel engines, work and passenger cars, a caboose or two and the pride of the Cotton Belt Route steam engine 819 built by the St. Louis Southwestern Railway Co. in the Pine Bluff shops in 1942. The 4-8-4 is undergoing repairs but it's quite a monster to see. After an hour or two in the shop we decided that the shop was not the place to avoid the mid-day heat. The heat in the shop was even more stifling than that of our MG's, I promise. Taking Bill's advice we traveled a couple of blocks over for a great lunch at the Sno-White Grill. There's that cool and refreshing word again.



Engine 819 of the Cotton Belt Route

Photo Courtesy EMC

After lunch and a rest we set off for day one's evening stop in Arkadelphia. About half way over we made a stop in Sheridan to gas and cool off for a moment. The heat not only was getting to the drivers evidently it got to Old Red also and the infamous heater valve could take no more. On returning from the cool of the quick-stop I found a large puddle of water draining out underneath. As luck would have it I did have a spare heater valve in my very limited parts arsenal and after about an hour or so we were back on the road making Arkadelphia before dark. At 9:30pm the third member of our traveling group, Blake Sonnier arrived just in time for dinner after his long trip up from Lake Charles LA.

Up early on day two we headed north on Scenic 7 to Hot Springs where we took in the Ansel Adams exhibit at the Museum of Contemporary Art. Nice museum and a great place to spend a couple of hours out of the heat and then across the street to Bubbalu's for burgers and dogs. Day two continued as the MG's purred and growled north thru Russellville on 7 and onto other secondary, read curvy roads arriving at our second nights stay in Mountain View. After the 250 or so miles of undulating mountain roads we were all bushed and didn't get to any of the music offered in the area known as the Folk Music Capitol of the World. Next year we'll have to work in an extra day.

We enjoyed a great breakfast and conversation with fellow visitors at the Inn at Mountain View after which we continued our trek north around the Ozark National Forest boundaries passing thru Mt. Olive, Callco Rock and to our apex near Norfork before turning our MG's south headed toward home making it to Hot Springs in what had to be record time. Along the way we enjoyed smooth roads, beautiful vistas and only one thunder shower that left us soaked. What a ride!

Next morning we said adios to Blake at 6:00am and kicked in the overdrives crossing the mighty Mississippi at Greenville dodging most of the rain clouds headed down to the final stop of our four day excursion arriving in the big city of Braxton for EMC's Lotus Weekend at Mike and Alice Glore's. A big crowd was on hand for the gathering. There was lots of very good food for lunch. After lunch President Barbara Cashman called a brief meeting to re-mind every one of our upcoming Brits by the River show set for September 24 – 25 in Vidalia LA.

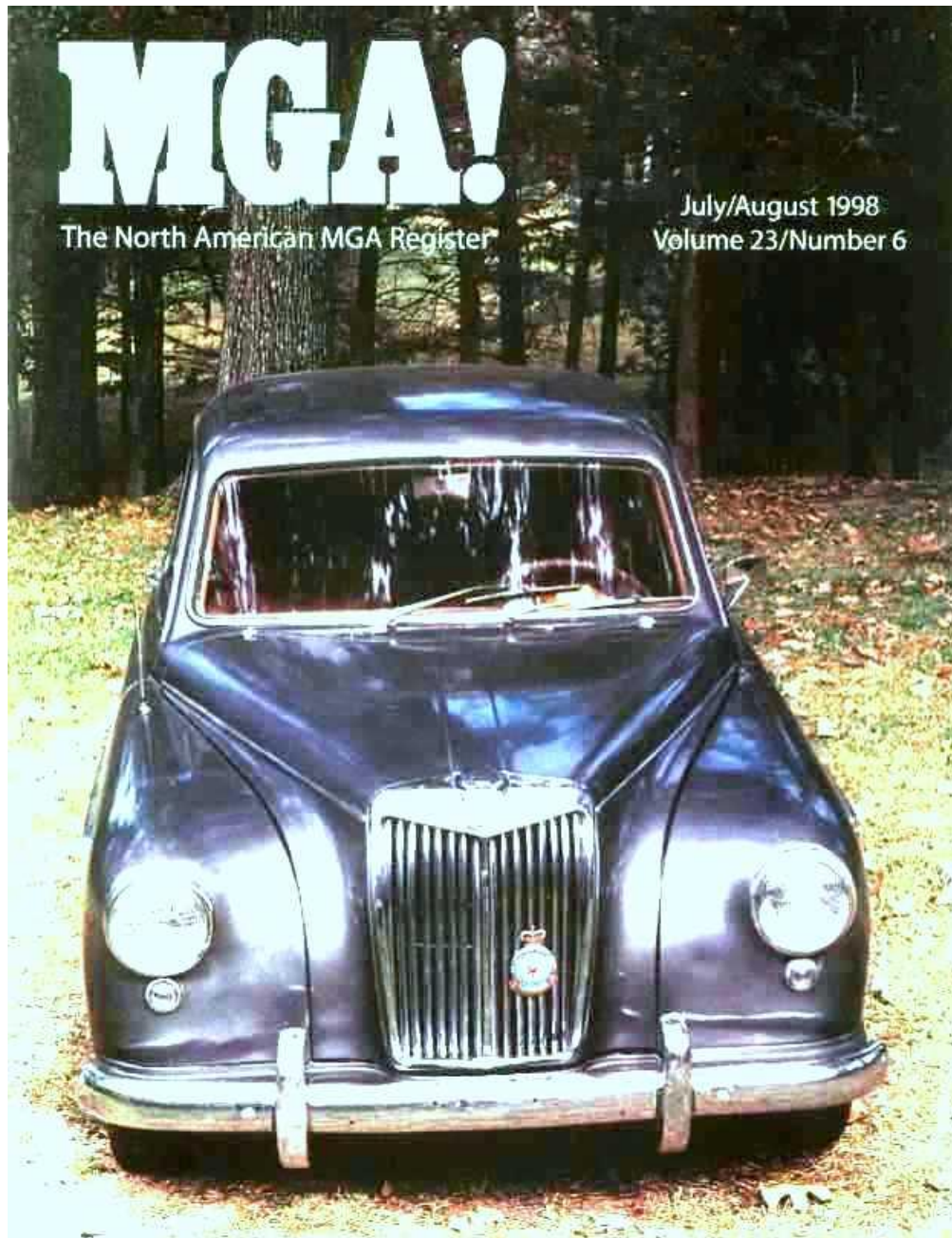
### **Other Exhaust Rattles**

Jim Enzman has been rebuilding again. He's waiting for the shop to conclude an engine so that Eddiceton can once again hear the hum of an MG. We'll visit Jim and check on his progress in October.

I'd passed around a video clip that was taken at the NAMGA Register GT – 35 gathering which was held in Delevan Wisconsin in July. British Car Club of New Orleans members Allen Bradley and Cliff Long traveled up for the gathering with spouses and Cliff's Magnette. In response Terry Trovato dropped me the following note:

Keep in mind several years ago EMC boasted two Mags, Cappy Stahlman's magnificent deep burgundy car, which he had purchased from Bob Mason, Fairhope, Alabama, and was the highest rated Concours 'd Elegance judged Magnette in the United States; and the gallant grey example owned by yours truly, which NAMGAR placed on the front cover of the July/August 1998 edition of the club magazine. Dubbed "The Baby Bentley" by the British Automotive Press, these were great "go to dinner cars" powered by MG's 1500 cc engine. As Bob Mason liked to remind everyone: "...the MGA was created from the Magnette, not the other way around!"

Terry



Thanks for passing the info along Terry. These were great cars of the MG line.

## **Goodwood Festival of Speed**

**By Michael Glore**

During July, my wife and I departed the Miami Airport destination Heathrow Airport and the City of Portsmouth, England to attend the Goodwood Festival of Speed. This event far surpassed my inflated idea of what I thought it to be. I can highly recommend any gear head to place it on their 'bucket list' as a must see. If the fly time was shorter (8 hours) I would consider returning ever so often. The event was that spectacular. This year's festival was extended to 4 consecutive days, July 1-4. We only had tickets for the last two days. You really can't see it in one day and we didn't see everything in two. The event is more than vintage to modern cars, it also includes motorcycles and airplanes.

First, this is an active not static car show, all day there are four and two wheeled vehicles. The day is filled with the sounds, smells and tire smoke of such beautiful vehicles at full song. To add to all this action are vintage to modern aircraft. The roar of the four engine Vulcan Bomber (the last one flying) was the loudest I experienced at the show. But the pair of P51 Mustangs with their Merlin engines droning in unison was truly something to see. You just didn't know whether to look up or down at some screaming formula car.

Among the busiest places were the canopied rows of race cars. These were significant by their history of race wins. All the cars were presented in a high concourse state. Notable drivers from the past to the present were totally accessible to the spectators; including, Louis Hamilton and Jenson Button. My wife got a personalized hat signed by John Surtees, the only champion on both 2 and 4 wheeled racers.

Another grouping of cars I liked were one offs and prototypes from the great design houses. Although, some of these were so outlandish there was little chance they would make it to production. They did show some real out of the box styling. It's sad to think most of the design houses are now shackled by regulations that their abilities will never be set free again.

Most of the European manufacturers erected large buildings where they displayed their current model ranges along with their wild concept vehicles. Do not think tents think ultra modern metal and glass structures. I was amazed at their complex structures and thought about the time and people necessary to erect them for the four day event.

I won't begin to try to name the cars and drivers there. Just figure if it was a winning car or famous driver still alive, it / he was there. Keep a watch for this event to make it to the Speed Channel or such and you will get a lot more info then I can offer.



Of note, Mike and Alice took a plethora of photos while at Goodwood and Alice assembled a very nice screen show for viewing at the EMC's Lotus gathering at their place in Braxton. It sounds like you had a great time Mike and I'm sure that Alice will truly treasure the cap signed by John Surtees, I know I would.

That's it for this edition of the OSU. Please take a look at the calendar and make plans to attend one of the gathers between now and year end. Remember that the gathering on August 21 at the Bailey's is centrally located and an easy morning drive. The Bailey's are always gracious host, there will be lots of good food and we'll be making final plans for September's Brit's by the River. We're looking for goodie back stuff and stuffers and any door prize items that you can accumulate. I'll be heading down to Natchez a couple of weeks before the show to check on arrangements and if you can't get your items to the Bailey's on the 21<sup>st</sup> let me know and we'll get together. Thanks everyone for your support of the EMC.

Happy Motoring

### **2010 Events Calendar**

#### **August 21, 2010 – EMC Tech Session II / Brandon MS**

There's enough room and AC for everyone at David and Jo Ann's place. Come on over, the atmosphere is great. David's got lots going on in his garage and it's always of interest so bring some of that along with a dish and enjoy the fun. Lunch starts as 12:00pm. Details: David / Jo Ann Bailey (601) 992-8566

#### **September 24 – 25, 2010 – EMC Brits By The River / Vidalia LA**

Join the EMC along the banks of the Mississippi River for the 2010 Brits By The River. The show is a laid back affair with a party on Friday night including food and a great view of Old Man River so come join us for the hospitality room. On Saturday the show is held in conjunction with the Jim Bowie Festival. [Click here](#) to view flyer. Details: John Turbeville (601) 940-5288  
Gene Johnston (601) 607-7021

#### **October 16, 2010 – EMC Tech Session III / Eddiceton MS**

Jim and Faye have invited everyone down to the center of everything British for a day of tooling around Jim's garage and some great food. Tools will be provided. Bring a dish and enjoy the afternoon in good company. Jim's always got a project or two and most are car related. Bring a dish, lunch starts at 12:00pm. Details: Jim / Faye Enzman (601) 532-6293