

THE OFF-SIDE UNDO

“A GENTLEMAN DOES NOT MOTOR ABOUT AFTER DARK” JOSEPH LUCAS



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This 'n That

By Roy Schooler

Well I think I am beginning to learn what retirement is all about. I finally did it in late May. The to-do list has been around for years—now just hope I live long enough to get most of it done. Best of done last month was to drive Baby B to the store—no country roads. I told myself that I would return to part time after long awaiting tasks were finished—still have my fingers crossed.

Sure missed the annual Arkansas trip but planning now for next year. Thanks for sharing the trip and all the photos. The “view from the passenger’s seat was quite entertaining”

EAT MORE ICE CREAM!



ARP 2021—A VIEW FROM THE PASSENGER SEAT

BY Rick Huber

First our best wishes and prayers to Keith Vezina who couldn't be with us this year as he's recovering from surgery. We missed him.

Second, a sense of gratitude for all of the great friends that come together for this event, share the adventure, enjoy one another's company, and do whatever it takes to take care of each other and our little cars.

Third, genuine appreciation for the organizers, primarily Blake, Gene, and Clay who spend a lot of time and effort making all the plans and picking all the hotels, restaurants, routes, sights to be seen along the way, finding pit stops and gas stations, and make it effortless, relaxing, and so enjoyable for the rest of us.

So this year's view is from the passenger seat, as Rick's car didn't make it to "the show", with her 2 week old rebuilt alternator failing on the way to Hot Springs on Wednesday. There certainly is wisdom in driving an MG on the trip, as with an almost exclusively MG event, most parts that are needed along the way are carried by someone, and everyone is willing to share what they brought with anyone else. But nobody had an E-Type alternator, rats.

The 13th edition of the event was the largest, with the most cars (16) and the most people (20) along for the ride. The large number presents a logistics challenge - where to park all the cars, how long it takes to fill up at gas stops, how to seat and feed all those people - but that all went pretty smoothly. "The more the merrier" aptly describes the perspective most of us have. It's a great sight to behold all those little cars snaking through the hills and turns on the twisty back roads, and it's great to have even more people with whom to share stories.

The line-up this year was 7 MGBs, 2 MGB GTs, 1 MGA, 1 MG Midget, 1 Triumph TR6, 1 Jaguar E-Type (at least in Hot Springs), 1 Mazda Miata, 1 Alfa Romeo sedan, and the granddaddy of them all, a 2013 Porsche 911 Carrera 4S.

The weather forecast was foreboding, with significant chance of rain predicted for all three days in and around Eureka Springs. To quote a couple of opinions about the weather forecasts - from Danny - "don't ever make car driving decisions based on the forecast, they're almost always wrong" and from Blake - "50% chance of rain means there's 50% chance it WON'T rain". The forecast said 90% chance on Friday, but hey, we pressed on. Also, chilly - with lows in the 40's and highs in the 60's. Chilly is definitely better than hot, just bundle up!

Day 1 - We make our way to Hot Springs. Three groups, from Baton Rouge, Covington, and Jackson planned to meet at the welcome center in Lake Village. One group was late, and the meeting point moved to the lunch spot, Hoots in McGehee. It was a great reunion for some of us who hadn't been to a car event in a year during the

AR2021...A View from the COVID blackout. After a hearty BarBQ lunch and much idle banter, we hopped in our cars, stopped for a gas fill up, and set out to the west toward Hot Springs on the Arkansas back roads. We did a pit stop in Fordyce, at which point the Jaguar "failed to proceed" with a dead battery, some hours after the rebuilt alternator had given up the ghost. Praise for the new technology battery jump boxes they sell now which got the Jag started again. Keith and Brian in the Miata stayed behind to help, Rick bought a new battery, swapped it, and headed off again. On the way out of Fordyce, the rest of the group had pulled over to fix a detached throttle cable on Tom's MGB, so the 14 vehicle armada reformed and proceeded on, without any further complications.

Once in the parking garage for the Hot Springs Hotel, there was some more charging system troubleshooting, and with the delays, we ended up in two groups for dinner. No spare Jag alternator, and none at the parts stores. Rick decided it was going to be a "riding" adventure instead of a "driving" adventure. Blake joined us from Lake Charles, and Al from Austin.

Day 2 - Rick and Danny missed breakfast at the Pancake House (rats again, that's Danny's favorite meal!) moving the Jag to a safe place (no security in the hotel garage) in Hot Springs Village (nephew's house) during the next 3 days, and then rendezvoused with the group on the way north on Arkansas Scenic Highway 7 with Rick starting his 3 day passenger seat (mostly) odyssey. After our first taste of hilly, winding roads, the first pit stop of the day was at Nimrod Dam. After talking and looking at each other's cars, checking fluids, Joe driving Cliff's MGA, and Rick swapping rides (legs were mighty cramped in the air conditioned TR6), we set off again for Pettit Jean State Park. Rick's ride was Dominic's Porsche, and from Rick's point of view, that is like being on another planet. The technology is phenomenal, the power monstrous, and the turning and road holding capability unbelievable (like defying gravity unbelievable). But then it's really a race car outfitted for the road. What an experience!

We had a very nice lunch at the Mather Lodge at the top of the bluff at Pettit Jean with a gorgeous view of the mountain and the valley below. With the weather warmer, some of the convertible tops came down, and Rick jumped in to ride with Gene for the next leg. Gene drove to the first pit stop, and then encouraged Rick to drive the next leg. He happily agreed. Riding in and driving an MGB is the heavenly experience he remembered, nothing like the out-of-this-world Porsche, but 60's little British cars are his (most of our) favorites. As we got closer to Eureka Springs, gas stations got pretty difficult to find. We stopped at a couple that were closed, and it looked like a few of us were going to run out of gas when a 2 pump country station appeared, and the thirstiest cars filled up. Rick swapped seats again, this time with Clay for the last leg into Eureka Springs. We made it through the first day with no rain, although the tops went up overnight for the rain that was on the way. We all got checked in to the Best Western, who were glad to see us again this year, headed over to Sparky's for a nice meal, and then headed back to the hotel for plenty of parking lot conversations and to bed.

Day 3 - Buffet breakfast in the hotel - Charlie leading the early shift, and making plans for the day. John led a group out for a hike to a scenic overlook for the day. They rented a car and set out on their own. The rest of us dried off cars and headed off for a day's driving adventure supercharger performs climbing up those hills. Yes, indeed, that's a mighty fine addition to the little 4 cylinder MGB engine. After a couple of hours, it was time to go convertible again, so another seat swap into Blake's MGB. Blake must have been driving conservatively with a passenger in the car, because it wasn't nearly as scary riding with him as Rick thought it would be after watching him from behind whipping around corners. Riding was much more pleasurable and a lot less nerve wracking than he thought it would be. Blake tossed Rick the keys after one pit stop, and he got another chance to challenge the twisties in another MGB. Back to Eureka Springs. Ask Charlie or Steve what the police had to say when we arrived at the hotel! . It was pretty chilly, and Rick started out riding with Charlie in his MGB GT. 1st destination was the Cliff House Inn just outside of Jasper for lunch. Cliff House is the right description, as the restaurant sits on the edge of Arkansas's Grand Canyon with a spectacular view of the valley below. The pictures just don't do it justice. After lunch, Rick swapped into Gene's MGB GT driven by Dr Word. Had to check out how well that

There was also some repair work to do. Cliff's regulator in his MGA had failed, and Hugh rigged up a digital multimeter for Cliff's grandson Brighton to use as a "manual" regulator for the generator for the rest of the trip. Hugh had his own issues, with a spring on the back of his MGB cutting a tire. It's always something. John and the hiking crew got back pretty late. They thought they were heading back when they saw a sign that said Springfield, MO and decided they had made a wrong turn, so did a "U"ey and proceeded back into Arkansas toward Eureka Springs. The steak house restaurant couldn't take us, so we split up into two groups, with one group going back to Sparky's and one going to Bubba's BarBQ. The rain started about 7, so another day of driving with no rain, but tops up again for overnight. The parking lot chat after dinner was under the upper floor overhang. Ask somebody to tell you about the Corvette couple who tried to park in the handicapped spot and what they had to say!

Day 4 - Still raining Saturday morning. Two shifts for breakfast again. Postponed the departure time, and everybody went to get gas individually to avoid all being out in the rain. The rain started lightening up and we hit the road about 10. Rick riding in John's MGB. Destination Oark General Store for lunch. Half way there, a pit stop at another beautiful scenic overlook, John gave Rick the keys, and he had some more fun in another MGB on the very hilly, very twisty roads on the way in to Oark. The rain had stopped, and Oark had just built a new outdoor pavilion that was perfect for the 20 of us to eat lunch. The owner wanted to get a picture of all of the little British cars in front of the store, so we lined them all up for the photo shoot.

Then it was off again heading to Mt. Magazine. Rick was back with Danny in the TR6 with limited passenger leg room. Even less driver's leg room, so no chance to experience driving a TR6 on the twisty roads. Off to Mt. Magazine for a tour of the visitor center at the top of the mountain, then Rick and Danny headed off to Hot Springs Village to pick up the Jag, get the two batteries fully charged for the trip home. They then met up with the rest of the crew who went from Mt. Magazine to the Hot Springs Hotel and headed over to The Porterhouse for dinner. Quite a nice steak dinner (despite the wait), all together in two side by side tables, lots of laughing and sharing stories, a fitting end to another Arkansas driving adventure.

Day 5 - Heading home day. Louisiana crew up early - Cliff, Brighton, Hugh, and Hans loaded up cars on the trailers and set off for Covington. Rick and Danny outfitting the Jag for a no alternator drive to Baton Rouge, Blake set off to Lake Charles, Al to Austin, and the remaining 10 cars and Gene, Clay, Word, Charlie, John, Steve, Keith, Brian, Tom, Dennis, Joe, and Dominic heading back to the Jackson area as a group.

What a great adventure. Sincere thanks to everyone in the group for all the help, support, and camaraderie, and especially the rides and the drives. The best part was getting to talk with and get to know so many of you so much better. Can't wait to do it again next year.







Exhaust Rattles



By Charlie Durning

Gas and Oil Caps

In the past I have been admonished for creating solutions for problems that don't exist. That may or may not be true for some, for me it is my reality.

Case in point, for some reason I have a bad habit of driving off without my gas and oil caps. Out of self-defense I have started carrying spares in some cases not enough. During my last 5 day trip in the GT I left 2 gas caps behind and used up my 2 spares.

Clearly this was a problem for which I needed to find a solution. Perhaps attaching tethers to the caps would help me in my laps of memory.

In thinking about this problem I contrived an evil plan. The oil cap is one of those snazzy chrome caps attached to my alloy valve cover. I figured I could drill a hole in the cap for a screw for attaching a wire. So then where could the other end be attached? That alloy valve cover had those snazzy chrome dome cap butts for securing the valve cover. It would be a sin to defile one of those. So off to the gold mine.

In the gold mine I was able to find some "factory original" valve cover cap nuts that have a threaded stud on top. Bingo, that is the solution. From there it was just a matter of attaching some round wire terminals to a short piece of electrical wire to make a tether.

The gas cap was an entirely different problem. Defiling the chrome cap by drilling a hole in the cap was not a problem. The problem was where to attach the other end. I got inspiration for the other end from one of my favorite shows on Motor Trend. On that show they have a segment called the "zip tie moment". A zip tie could very well be the solution.

Back in the gold mine I dug out an 11 inch zip tie. With a quick test fit I figured that the 11 inch zip tie is just right. All I needed was an eyelet attached to the loose end, a hole in the gas cap, and a screw. Boom, the tether was quickly created and looped around the filler neck on the gas tank.

Another problem is now solved.



MORE EXHAUST RATTLES

By Keith Anderson



'78 MGB clutch removal-the impossible way

The factory MGB manual says the engine has to be removed to change out the MGB clutch. All posters on the MG Experience say the same thing, unless you use a Sawzall or cutting torch. Brian said he could do it by turning the gearbox sideways and moving it back. I told him not to bother trying. But he just won't listen to me.

He did it anyway, and it worked. Proud dad,



LATEST FROM MARGIE HOLLINGSWORTH



Margie Hollingsworth has been working on her 76 MGB. She replaced the radiator and rebuilt the ZS carb. She also replaced all of the associated hoses. All she lacks is replacing the steering rack gaiters and adjust the toe in to be road worthy for a spirited drive with EMC. Good job Margie

English Motoring Club

Membership Application (\$25 per Year) Calendar Year 202__

Name(s) _____

Mail Address _____

City _____ State _____ Zip Code _____

Best Phone _____

E-mail _____

Vehicle inventory (optional). Please indicate condition: a) drivable b) project c) parts car

1. _____ 5. _____

2. _____ 6. _____

3. _____ 7. _____

4. _____ 8. _____

Please indicate areas you would like to offer active assistance in club functions.

1. Newsletter _____ 4. Membership _____

2. Technical _____ 5. Special events _____

3. Annual car show _____ 6. Drives and Tours _____

Annual Dues of \$25.00 are due in January of each year. This amount includes your annual subscription to *The British Marque*.

Make checks payable to: English Motoring Club

**Remittance address: EMC of MS
c/o Stephen Turner
104 SouthPark Drive
Vicksburg MS 39180**



Call to MG owners or others that maybe interested.

During early 2020 John Turbeville initiated the process of getting the EMC included as an affiliated club with the North American MG Register (NAMGBR). One of the requirements to remain in good standing is to ensure that there are eight persons that are active members with NAMGBR and have listed The English Motoring Club of Mississippi as either their primary or secondary club. There are several benefits to an joining the NAMGBR to you and also to the EMC so we'd like to stay in good standing. If you have received a renewal notice from NAMGBR please be sure that your respond timely. If you would like to review benefits, renew or join the you can check out the website at namgbr.org. Note that the NAMGBR did begin as an MG "B" organization however the organization now covers multiple models and series of the MG line. There is something for everyone that owns or has interest in the MG line.

Thanks for your consideration.

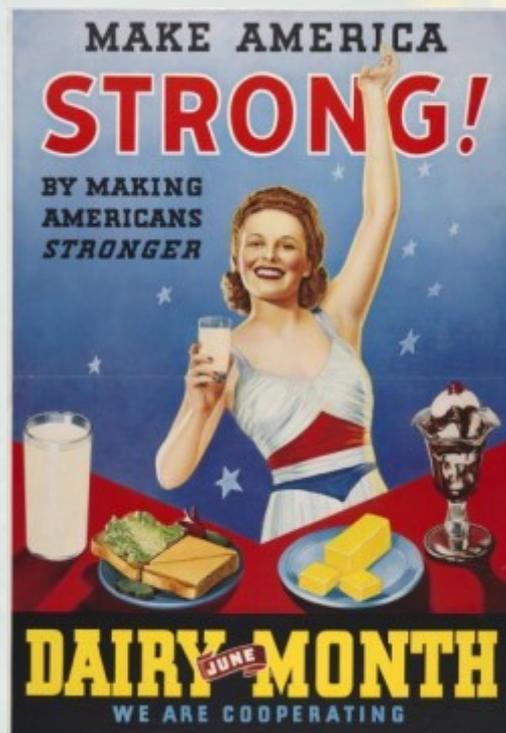
The EMC



Just a Penny's Worth

Well most of you are aware that I have had health issues for most all of 2021 and finally found out the answers this week after many tests and doctors. So now I can begin getting better with the proper medication (infusions) and PT. That is the real reason Roy decided to retire at this time—to help care for me—and his to-do list. The good thing is that I wilurn to I get better and he should be able to return to work if he chooses. Thanks to everyone who sent in the great photos and articles. I have at least two to begin with next month. Keep them coming.

Seems like our new member Margie Hollingsworth is enjoying her MGB and we may all have to find some good fitting gloves and join our husbands under the hood. Does Margie know she will probably have an article every month—MGBs always have something that needs repairing or replacing. Keep us up to day, Margie.



Upcoming Events

English Motoring Club 2020 Calendar

These are some calendar entries that have been posted to the EMC web site www.msemc.org for 2021.

June 14 – 17, 2021 – MG International / Atlantic City NJ – If you're and MG nut and you've not made an all register meet of the MG variety this is the upcoming event for you. It won't occur again for five years. Just a short drive up the east coast. Make plans early. Details: <https://ac2021.regfox.com/mg-international-2021>

June 14 – 18, 2021 – Vintage Triumph Register Convention / Lexington KY - (2021 show cancelled per website) Details: <http://triumphregister.com>

June 19, 2021 – EMC Tech Session / Brandon MS - If our Tech Guru calls for a tech session you know it'll be a real challenge. Join us to see the answer to whatever puzzle Keith has up his sleeve. Wrenching starts at 11:00am and lunch starts at 12:00pm. Details: Keith / Pat Anderson (601) - 829 - 2573.

July 17, 2021 – EMC Lotus Weekend / Braxton MS - I'm sure we'll find some interesting roads on our way down to the beautiful burg of Braxton. Come and join the drive and the visit with Mike and Alice. Bring a dish and enjoy lazing on a sunny afternoon in the summertime with the EMC. Lunch starts at 12:00pm. Details: Mike / Alice Glore (504) 231 – 5801.

August 21, 2021 – EMC Garage and Food Tour / Brandon MS - David and Joann have a way of throwing a great party in lead up to the EMC show. Come on out and see what David has added or improved on for 2021. Always lots to see and do along with a great meal what else can you ask for. This will be the pre-Brits on the Bluffs gathering so bring along a dish and enjoy the fun. Gathering starts at 11:00am. Lunch starts as 12:00pm. Details: David / Jo Ann Bailey (601) 992 – 8566.

