

Off-Side Undo

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March 1997

Passing Remarks From the President

February 27, 1997..... This is the first letter composed on my new Dell laptop. I am in New Orleans on business, and thought I would write to say thanks for ^{NOT} electing me club president again! The January business meeting was well attended and we mapped out activities and officers for 1997. I am excited about the momentum in EMC and am looking forward to a good year of car fun.

What do Coca Cola, bbq potato chips, Budweiser, and peanut butter Girl Scout cookies have in common? Those were the delicacies served at my home last Saturday for the TR-6 camshaft replacement Tech session. The event was epic! Dennis Loftin came in his sleek '69 E-Type, (the maiden Club outing for the car). I have affectionately named this Jaguar "squirts" because it deposited about a gallon of lubricant on my driveway. Keith Anderson came in his beautiful new triple black '67 E-Type. Alex Wade came in his wonderful BRG TR-6 (which used to be factory purple. I took a lap around Road Atlanta in this car when it was still purple in 1987.) Nobody dared show up for this get greasy event in an NBC (non British car).

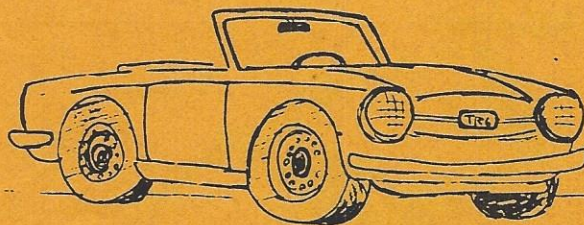
British Leyland lore has it that a TR6 cam can be taken out of the front of the engine compartment through the grill opening without removing the engine. The Official Triumph Repair Manual makes the project sound easy. One simply removes the bonnet, radiator, valve train, water pump, timing cover and chain, distributor and grill. I can only assume that the author of the re-

pair manual was drunk when he wrote this section. In addition to the above, I had to remove the head, intake/exhaust manifolds, EGR, air pump, diverter valve, air injector manifold, steering rack, and all the considerable front frame stiffeners used to meet the 5mph crash test.

After 10 hours of work I am ready to remove the cam. I can already tell that contrary to the repair manual, both front engine mounts will have to be removed so the drive train can be raised in order for the cam to clear the bottom of the grill opening. In short, this has proven to be major surgery. At this juncture, the entire engine can be removed by loosening about 10 more bolts.

I am going to use this opportunity to

NOON



6:20 p.m.



clean and paint the thousands of parts removed, replace the radiator hoses, belts, water pump, etc. This project *WILL* be completed in time for the New Orleans show in about 3 weeks. Only a complete nut like me could enjoy such an undertaking. I have looked forward to replacing the Kent cam ever since I first drove the rebuilt engine. The high lift, high duration cam has great power above 3,000 RPM but produces very little low end torque and almost no vacuum at lower rpms. I am looking forward to enjoying the original timing, fuel economy and low end torque characteristics of my TR6. It will also be nice to have enough vacuum at idle for my brakes to operate! See you in New Orleans in 3 weeks!

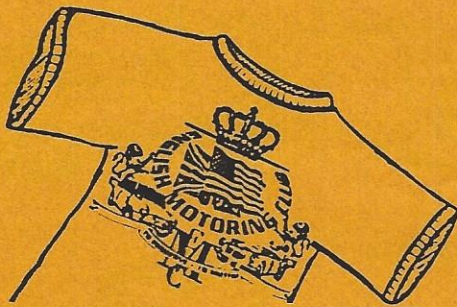
Steve Collins

CLUB T SHIRTS ARE IN STOCK NOW

Several members have picked up their shirts and have worn them to spring events. You should join them.

In stock now are 2 mediums, 3 large, and 3 extra large. All sizes are \$14.00 each. More shirts can be ordered after these are sold.

Send \$1.50 for postage. Shirts are in Vicksburg and can be picked up at my house. Call 638-3240.



NAME: _____

ADDRESS: _____

SIZE: _____ QUANTITY: _____

Checks to : English Motoring Club, PO
Box 5263, Jackson, MS 39296.

Bob Bondurant Driving School Class

I had the opportunity to take a three day high performance driving course at the Bondurant school in Phoenix earlier this month. It was tremendous fun but very intense. I had to concentrate on whatever task was at hand but really, it would be hard to imagine anything more fun.

I chose the 3 day course and drove Mustang GTs. A 4 day course features Formula Ford cars and I just might have to go back. It seems to be infectious!

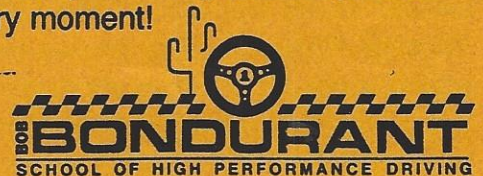
There was an instructor for every 3 students so we spent most of the time behind the wheel. The skid cars fitted with hydraulic rams to lift either end of the car really taught me a lot about correcting skids with steering and throttle.

I managed to shave 3 seconds from my second day runs through the autocross course so I was quite pleased with that. My instructor said 45 seconds was average so I felt I learned something going from 46.2 to a 42.1.

On day three we went out to the full race course. There is a 1.6 mile course for the students of the 3 and 4 day classes. We went out in full suits and helmets for the last afternoon. I didn't want to stop! The instructors are very patient and able to give a lot of information in just a short while.

I was "comfortably mid pack" but enjoyed pushing myself and the car. I guess the hardest thing for me was to really push the car since I don't drive any of my own cars that hard. The Mustangs were great though.

I doubt that I will ever race in the future but it was one of the best "car things" I've ever experienced. The school is topnotch and very safety conscious. Everyone is given the chance to drive as fast as is comfortable. If you can get there you will enjoy every moment!





ON THE CALENDAR

**Annual Tops Down Picnic
Saturday April 5**

Join us at Rocky Springs picnic area on the Natchez Trace Saturday April 5 for our annual rite of Spring. Show up in your English car with a suitable picnic and help us usher in the spring driving season. We will meet around 1:00 p.m.

**5th Annual Pensacola British Beach
Bash
Saturday April 19**

Sponsored by the Panhandle British Car Association. Call Tom Schmitz, 334-962-4747.

**Saturday May 17, 1997
Tech session in Vicksburg.**

This will be with John Simmers and more details will be coming closer to the date.

**Saturday June 17, 1997
Tech session in Jackson**

Dennis Loftin will host this and will have the subject later. If you have a particular subject or interest give him a call.

**July 18, 19, 20, 1997
Biloxi, Mississippi**

10th annual Autorama at the Mississippi Coast Coliseum. An indoor judged show open to all types of vehicles. Contact Jimmy Hall at 601-832-5809. Entry forms will be available at the Tops Down Picnic on April 5.

**Saturday October 18, 1997
Natchez, Mississippi**

This will be a new event for the club and will mark a return to Natchez after an absence of several years. More to come from the Travatos.

Send in information on any events that would be of interest to club members. Mail them to : OFFSIDE UNDO, 237 McAuley Drive, Vicksburg, MS 39180.



RENEW YOUR DUES NOW

Make checks payable to: English Motoring Club, P.O. Box 5263, Jackson, MS, 39296.

FAMILY MEMBERSHIP: \$20.00

NAME: _____

ADDRESS: _____

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237 McAuley Drive
Vicksburg, MS 39180

