

Off-Side Undo



A publication of
THE ENGLISH MOTORING CLUB

P. O. Box 5263
Jackson, Mississippi 39216

May 1988



EMPIRE TROPHY RALLY VICKSBURG MS

The English Motoring Club held its annual rally in Vicksburg this past May with a good turnout of participants and visitors.

The rally was designed as a "hare and hound" event by members John Simmers and Pat Cashman through the historic town of Vicksburg, once known as the "Gibraltar of the South." The rally was loads of fun and we all got to see some of the most enjoyable roads and countryside in the state. That is, if you made it past the first turn - many of us spent a good part of the afternoon totally lost from the start! Once on track, however, the route was easy to follow and enjoy.

Rally participants and their finishing rank are as follows:

1. Keith & Brian Anderson
Jaguar XKE
2. George & Betty Callow
MGA
3. Thom Anderson & Bobby
Hadskey - AH 3000
4. Speedy, Janet, Gimma &

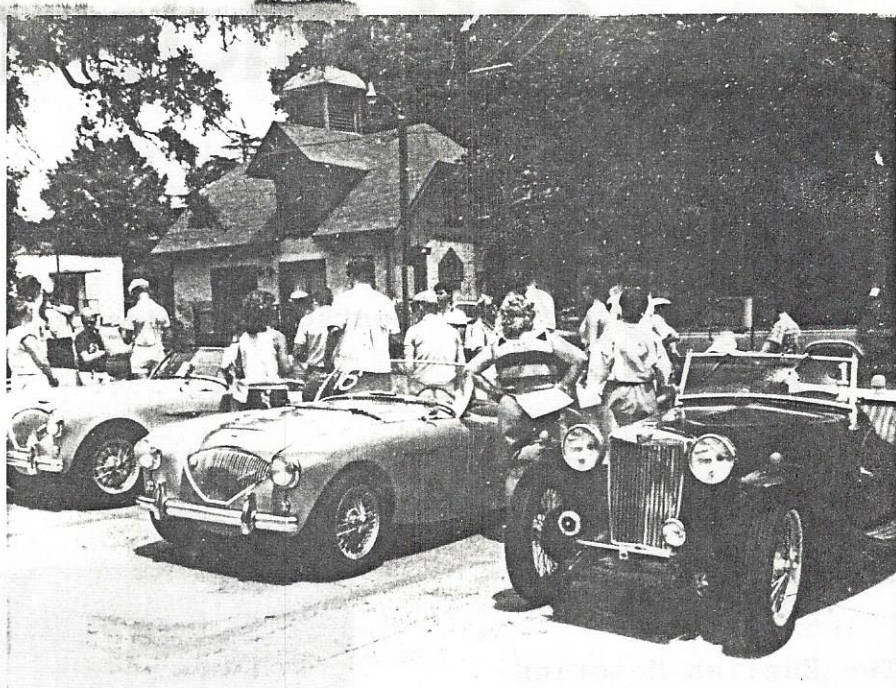


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| Tasha Moore - Jaguar
XJ6 | 12. Joe & Mary Ann Speet-
jens - TR-3A |
| 5. Skip & Janet Brunson
Triumph GT-6 | 13. Don & Donna Parker
MGB |
| 6. David & Dean Crawford
MGA | 14. Barry & Linda Coker
Morris Minor |
| 7. Jack & June Reynolds | 14. Joe & Barbara
Stianche - Lotus
Europa |
| 8. Craig & Jane House
AH 100 | 14. Jack Pool & Dick
Kingsafer - AH
100 |
| 9. Alex & Tere Wade
MG-TA | 14. Charles & Doris
Roberts - AH 3000 |
| 10. Peter & Janet Hough-
ton - Jaguar XKE | 14. Dennis & Mary Kath-
erine Loftin
AH 3000 |
| 11. Mike & Bitsy Hemsley
Alfa Romeo | |

We were particularly pleased to have George and Viola Geeson from South Witham, Grantham, Lincolnshire, England in attendance as guests of their daughter, Janet Houghton of the Memphis club. Mr. Geeson and his brother, Leonard, own a fantastic motorcycle museum in Britain. He had some interesting stories to tell and he showed us pictures of some extremely rare bikes.

Saturday evening gave us a chance to unwind and give out awards. In addition to the coveted Empire Trophy Cup, numerous door prizes were given out as well as an award the most suitably attired crew. This was won by Craig and Jane House who ran the event in 50's attire, right down to a poodle skirt and 50's cameras. (Participants in this part of the event appeared in the Vicksburg Evening News the following week.) We also had a great time with the debut of John Simmers' British Car Trivial Pursuit game - we now know what brand of hand cleaner to get in England and know who drove Aston Martin to victory at the 1959 Le Mans. You can too, as John is willing sell copies of the game cards for \$25.

We especially want to extend our thanks to those who made this such an enjoyable event. John and Florence Simmers as well as Pat and Barbara Cashman did a great job of organizing and running the event. We wish to thank the music group TASH (led by Susan Simmers) for their stirring rendition of "God Save the Queen" and after din-



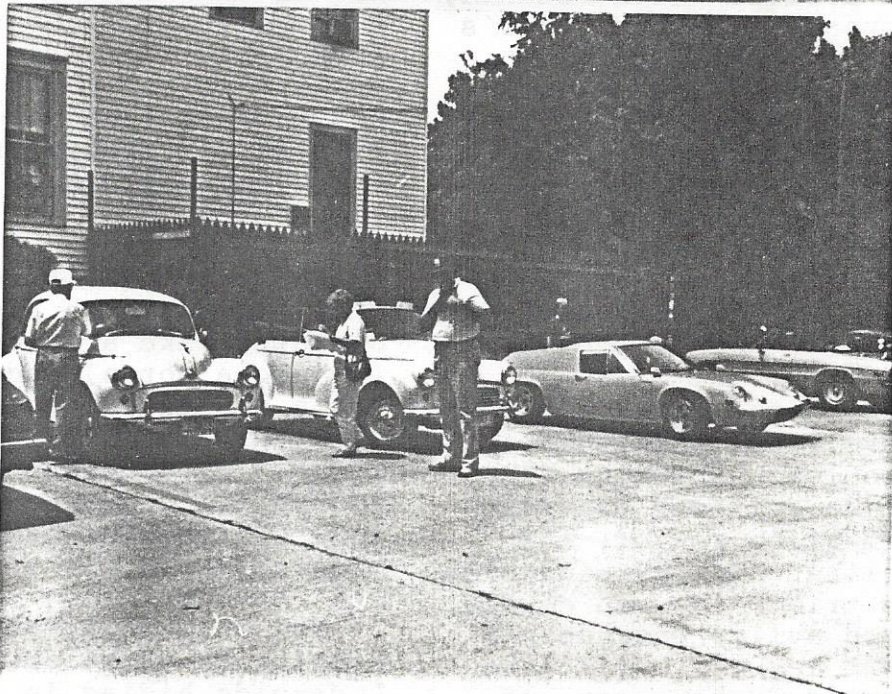
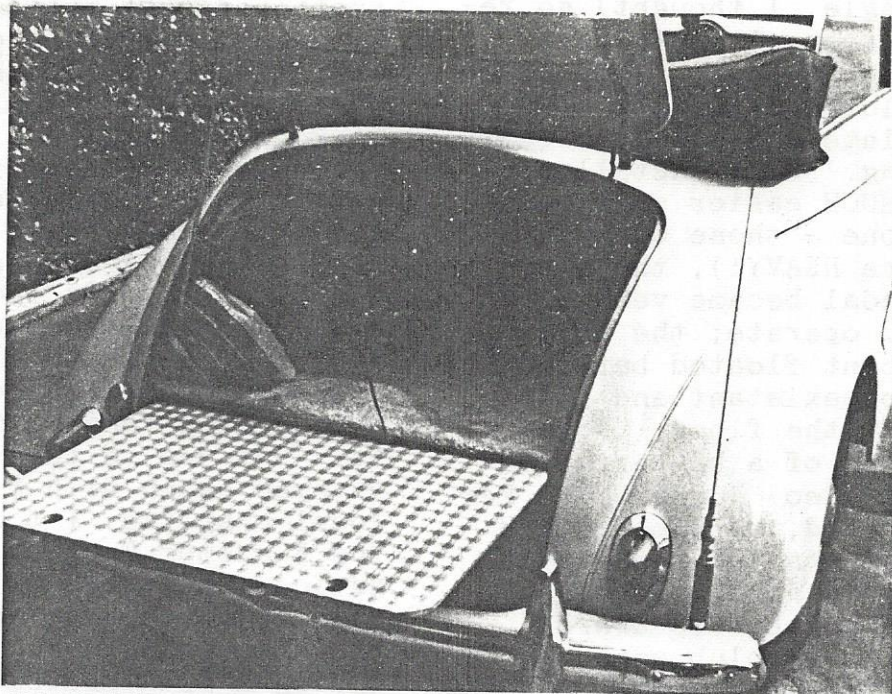
ner entertainment. We also wish to thank the Memphis British Car Club for joining us as well as the Morris Minor couples who drove down from Illinois and Kansas to join us. Lastly, special thanks is extended to the Vicksburg Evening News for their support and the people of Vicksburg for being such good hosts.

SO YOU THINK YOU'VE HAD CLUTCH TROUBLE!

As many of our club members know, I have been struggling for over a year with a TR-6 clutch problem that has defied all reason and driven both my son and myself nearly insane. Our story now has a happy ending, however, and this tale is being re-told here in hopes that it will help someone else who has this distressing problem.

In June of last year, my son and I purchased a TR-6 in fairly good condition, save one failing grace: a slipping clutch. The gentlemen we purchased the car from said that he had recently had a new clutch installed but thought that he had been ripped off by the repair shop. In any case, we arrived at a mutually agreeable price and nursed the car home at its maximum speed of 50 mph.

A new slave cylinder was promptly installed, followed very quickly by a new flexible clutch line and a new hydraulic cylinder. No luck. We pulled the transmission and found that the throw-out fork had been welded to the throw shaft (probably at the wrong



angle, I thought) so replacement parts were sought, as well as a new clutch disk, pressure plate and throwout bearing. Once installed, (MUCH easier said than done - those OD trannies are HEAVY!), the clutch pedal became very heavy to operate; the friction point floated between non-existent and just off the floor. For want of a better word, it also "juddered". Perplexed, we removed and reinstalled the clutch again with no success. I then became aware, through club members, of an article which recently appeared in Moss Motor's newsletter which mentioned the use of a TR-250 clutch master cylinder which displaced more volume. Confident that this would solve our problem, I ordered and installed one. It was, however, of only marginal help.

For the past year we have lived with this problem. Shimming the slave cylinder provided almost no relief, and neither did anything else we tried. My son developed a limp because his left leg was built like Arnold Swarneggar and his right like Pee Wee Herman. Finally, the clutch died with a bang; the pressure plate and throw-out bearing collapsed with a load crack and a clattering sound. Once again, it was time for major surgery (unloading the beast also came to mind)!

For openers, a very close inspection of all components revealed that the fellow who welded the throwout fork to the operating shaft also

spattered some metal in-between the splines of the main shaft. This made it very difficult to move the clutch plate back and forth, causing some of the heaviness and the "juddering". It also may have caused the plate to drag. However, it was also found that the preassure plate also had an excessively high spring tension to it. Not one to take chances again with my local supplier, I took The Roadster Factory's advice and fitted a Laycock clutch set to the car, as well as adding a new throwout bearing carrier and new fork pins. The weld spatter on the main shaft was ground smooth by hand and everything was reassembled with high hopes.

These changes paid off! This clutch now operates like a dream (my son's words) and has a friction point about half-way to the floor. My confidence in hydraulic and mechanical engineering has been restored.

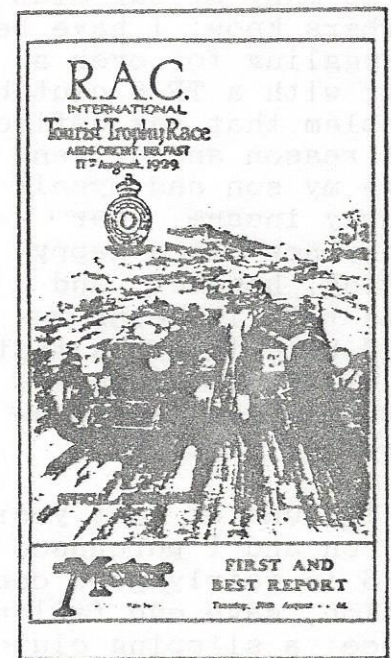
The only thing now keeping me awake are the Lucasoids hiding in the wiring harness. That, of course, will be another story.

FROM THE PRESIDENT'S GARAGE

Many thanks to those members who contributed toward our 1987 newsletter deficit. Although we put a good dent in it, we only collected one third of the amount needed to pay off last year's debt which still exceeds \$400.

Our 1988 newsletter expenditures are keeping within budget, so if we can pay off last year's debt we'll be in the black again. Therefore, I encourage those members who enjoy our newsletter to send in a contribution within the next couple of weeks, and I thank those who have already done so.

Donations may be made to The English Motoring Club, P. O. Box 5263, Jackson, MS 39216.



TRIUMPH MEETS

All Triumph enthusiasts need to be reminded that there will be two big TR events in the South this year.

The first, and biggest, event will be the VTR convention to be held in Dallas during August 11 - 14. Brochures for this event were distributed with the March newsletter.

The next event will be the fourth Triumph regional meet to be held at Sebring during the week-


end of October 13 -16. Participants will enjoy Sebring track time, a concours, rally, Roadster Factory beer party, banquet, and a photo/model/trivia contest. Last year's event drew over 70 participants and organizers anticipate over 100 for this year.

SHORT CIRCUITS

. . . former EMC member Tyler Hancock has put together an active TR chapter in Richmond, Virginia. It's good to hear from him again . . . our newsletters continue to run late. Our equipment has been in the shop for nearly three months, so this issue is being thrown together before our processor develops another Lucasoid . . . Gregg Collins now has two very nice MGA coupes in white . . . parts of the Lucas electrical manufacturing company have been sold to the Italian firms of Carrello and Mageti Marelli. Another company, British Classic Car Lighting Ltd., has obtained license from Lucas to reproduce obsolete items . . . Steve Collins has moved into high gear with his TR-6 restoration. The Collins' are especially busy this summer as Shannon is expecting their first child . . . Jack Pool's Austin Healey 100M has been sold and has returned home to England. Jack is considering a project car as a replacement . . . British Aerospace may buy Rover; their bid is currently stalled as the government studies the heavy cash injection and tax incentives required of the government by the deal . . .

FOR SALE: 1963 TR-4. Hard top with surrey top, wire wheels, overdrive, good engine. Needs body and interior work. \$650. Call John at (713) 485-4412.

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RALLYE AUTOMOBILE
 JANVIER 1936



MONTE-CARLO
 REGULATIONS

MEMBER OF THE BRITISH RACING DRIVERS' CLUB

THE
BRITISH EMPIRE TROPHY RACE
 AT BROOKLANDS
 SAT. APRIL 30, 1932



Motor 4th

FIRST FULL REPORT
 of this Drive in NEXT WEEK'S ISSUE

EVENT SCHEDULE
 1988

- 7/31 SCCA Autocross
Smith Wills Stadium. Info: 825-2005
- 8/11-14 VTR National Convention
Dallas
- 9/17 British Car Day (EMC)
Jackson
- 9/18 SCCA Autocross
Smith Wills Stadium. Info: 825-2005
- 9/24 Humber Super Snipe Owners Club Nat'l Meet
Three Flags Over Pelahatchie, MS
- 10/8 British Car Fest (BSCC)
Memphis
- 10/8 British Car Day
New Orleans
- 10/10-16 SCCA Roadracing Championships
Road Atlanta
- 10/22 Fall Picnic (EMC)
Tour to Rocky Springs, MS
- 10/22 All British Meet and Auto Jumble, Tampa, FL
- 11/6 SVRA Vintage Races at Road Atlanta
- 12/? Christmas Party

REMEMBERING OUR FRIEND

At 4:45 PM, May 9th, my June copy of Road & Track told me that my friend, Henry N. Maney III was dead. We had been friends since 1961. I first met Henry through his R&T reports on competition in Europe, and over the years he took me to all the major rallies, sports car races, Grands Prix and new model car introductions. He kept up a continuing commentary on the cars, drivers, engineering, as well as the local customs as we walked around at each race venue. Through Henry, I saw the cars, talked to the drivers, managers, and mechanics; I also learned about food, wine, customs, the other good things in life, and motoring trivia. Henry and I drank vino locale and ate fried octopus at the Targa, and we smoked Galoises in Paris. Often we made long trips by car and once we visited the celebrated Ile du Levant with the late motoring cartoonist, "the dreaded" Russell Brockbank.

In the mountains of Virginia, as a student and later a high school teacher Henry's world was very far away and to actually feel the world I could only visit through R&T seemed impossible. A fast run along the Routes Nationale at night with the bordering poplar trees flickering in the quartz halogen headlight beams was only possible through Henry's words, colored by my imagination. Eventually I discovered even more Henry Maney in other magazines such as Motor and Old Motor, written for European audiences and even more graphically hardcore.

Henry returned to the States in the late sixties and became enamoured with the desert and Southern California. He became more contemplative and his columns in R&T ("At Large") turned to more domestic discourses on dirt bikes and such. Many of the great races were no more and all the race cars looked alike, covered in advertising; I think he knew that his Europe was disappearing as the GPs of the sixties had gone. The beloved Ferrari GTO had been sold as had the Lancia and he bought a motorhome.

When I finally did get to Europe, it was like he said it would be, it was like the images in his articles; the trees along the Routes Nationale still flicker in your headlight beams at 180 kph and Galoises still give off sparks and make you talk like Edith Piaf. In my last fast run in my Citroen, on a rainy night from Paris to The Hague, Henry was terminally ill and in a coma but wraiths from his writings drifted in the North Sea fog that swirled around the Citroen. Through remembered words, every straight and every corner on the wet, slippery, roads through the Flemish farmlands and villages became the Monte, the Mille Milia and the Tour de France.

Ciao, Henry.

John Simmers

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