

THE OFF-SIDE UNDO

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“A gentleman does not motor about after dark” Joseph Lucas

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The Fall EMC Gulf Coast Visit

Fairhope AL – A few ribbons of clouds were present as Steve Whitlow, Martha and I headed off to our season final British car show, The South Alabama British Car Clubs, Car Festival held October 24 thru 25, 2014. Stopping off in Mount Olive Clay Johnston joined us and we headed down Highway 49 to our annual lunch break at the Purple Parrot restaurant in Hattiesburg. Following a satisfying lunch we



Midgets and T's at Fairhope

departed the Hub City making our next stop in New Augusta a regular fuel stop along our path. Steve's Midget keeps us B drivers away from the low side of the gauge and besides; it was time for a rest stop anyway. It was here that Steve's MG Midget let us know that it would tantalize the best diagnostic efforts of not only EMC members but those of at least one other club. Following a fill-up it wouldn't turn over, at all. Diagnosis number one was a non-functioning starter solenoid. By passing the relay but unable to keep the Midget running I rocked the car and deduced the issue as a starter that wasn't engaging properly. A second attempt and it fired on and maintained itself in good running order. Able to keep the Midget

operational and we continued on Hwy 98 and then took a right on Hwy 63 to Moss Point and an additional opportunity to deduce the bee in the Midget's bonnet.



Keith Vezina's B Trailer is a central gathering point at most shows

Arriving at one of our favorite car show abodes, the famous Baron's on the Bay in Fairhope we joined the parking lot party that was already well underway. As we washed away the road dust in the parking lot members of the British Car Club of New Orleans were engaged in the "where's the bee under the bonnet of the Midget" exercise. After the influence of a few imbibed cool ones it was summarily decided that the issue was not the starter solenoid, not the starter, it must be the starter relay. Yep, had to be it all present summarily agreed. Steve's Midget is very..very..very original. At the end of the trip, following our return home the real culprit was deduced by, well, stay tuned. I've had my bouts with Steve's Midget and after repeatedly pointing to starter as being the point of failure I have agreed that I'll never point to the starter in this car again, ever.

The Saturday night reception was an excellent gathering with the great hall full of British auto enthusiasts from across the southeast. Sponsors as well as members of the organizing committees were recognized following an excellent meal.

A good overnights rest, a bit of clean- up of the cars and to the show site that was new for 2014.

Once thru registration the B GT was parked along with two others Bs and one C GT in a nice shady area toward the rear of the car queue. The show site was well shaded which was a good thing as although the morning started rather cool by mid-day the temp had jump up to the high seventies. The collection of Jags, Sunbeams, big and small Healeys, MGs and Triumphs in attendance were all cleaned, polished and in a great state of tune for a day in the sun. Attendees and visitors alike inspected and admired them all. At the end of the day Brother Clay's MGB was recognized with a first in class award and Steve with a third in class. Other EMC members in attendance, Richard Branyan were recognized with an award in the Empire class as was Bill Silhan in the Jaguar Sports class.

Saturday night members of the EMC loaded up and drove a short way up the road for a fine dinner at Guido's Restaurant in mid-town Daphne. Members of British Motoring Club of New Orleans and the EMC just about took over the restaurant. Food was great and was a well-deserved end of a fine car show day.



Morgan 3-Wheeler made the show in Fairhope

Sunday morning and all were out early loading cars. We ran just down the road to Two Sisters Bakery and had a quick bite of breakfast before heading north for a great early fall drive back to central Mississippi. The sky was bright blue and the leaves were just beginning to change to the golds and browns of fall. The temp was a bit cool which was really agreeable to the B GT.

Thanks go out to the South Alabama British Car Club for a well-organized event. Members of the EMC and other visitors all had a great time.

A few days following our return home Steve, in his continued search for the evasive cranking issue located and verified the cause of the cranking resistance in the MG Midget. No, it wasn't the starter solenoid, relay or starter. The culprit was, drum roll please, the seat belt interlock relay which was a 1974 only effort by MG (British Leyland) to meet US safety specs. Excellent investigative work Steve!

My First Involvement

By Larry Spencer

FYI, my love of cars goes back a long way: My first collector car was 1957 red Chevy convertible. This was in 1962, so it wasn't a collector car back then. I paid \$750 for it, sold it a few years later for the same amount. Since then I've owned a 57 T-Bird (Pepto-Bismol Pink), a 62 Corvette, a 66 Corvette, several newer Jags, a 1987 El Camino (still have), a 56 T-bird (still have), two 67 Corvettes (still have one), 2 1976 TR-6s, still have a 3rd one which you will see. Probably others I'm not recalling.

Funny stories about TR-6s: The first one I bought in 1978 (it was a 1976). I kept it a few years before selling it. The guy I sold it to said, when he saw it, "Great! It has overdrive." So that's what that stalk on

the steering column is for, I thought. Really! I had a BRG 76 TR-6 in 1987 that had only 14,300 miles on it. I was honestly afraid to drive it, fearing that it might get hit or my adding miles to it would harm it. I felt like too much of a caretaker so I sold it. I also had a 1980 TR-8, which was literally a blast to drive. The exhaust note was the best I've ever heard, including a TR-6. Anyway, everything you wanted to know about my cars...and more.

Ed. Larry is a recent addition to the EMC family. Thanks for the history Larry. Hope that we see you at an EMC gathering before too long.

Best Little Air Show in the World

By Charles Durning

Plans were made to meet Pat and Barbara Cashman at their secret garage in Vicksburg on Saturday October 18, 2014 for the annual Southern Heritage Air Show at the Vicksburg-Tallulah Airport just across the river from Vicksburg. From the garage the plan was to parade the LBCs to the final



The Waco Classic at Southern Heritage Air Foundation

destination. Brother Clay and I gathered in Magee for the trek to Vicksburg. The decision was made to get a stiff upper lip and take the Chick Magnette, which was a wise choice. The drive down Hwy 28 and 27 was uneventful. The scenery was nice and the traffic was light and the Chick Magnette performed flawlessly. We arrived at Cashman's garage a little early but the wait was short. Pat and Barbara apparently kept forgetting things like chairs, sun glasses, sun screen, and hats, each requiring a return trip to the house. Before too long we were off to the show. As we exited the interstate we noticed that the gentleman's club was doing quite a vibrant business for such an early hour but our biggest surprise came as we enter the gate to the airport. The folks at the gate thought we were part of the show and instructed us to head out to the ramp show area. We got VIP parking. What a deal. There is a benefit to driving an old car. The Cashmans set up camp in the show area by the military vehicle display while Brother Clay and I wandered around the ramp. As we wandered we met up with EMC'ers Kent and Stephen Turner. Kent saw the Corps of Engineers G2 in a nearby hanger so he hopped the fence to see if he could get a look inside. After about 20 minutes he was told NO. Poor Kent slinked back across the fence and joined us again. In the meantime Steven filled us in on the 6 Pack gathering in Oxford. It had been awhile since I had been to an air show. It was refreshing to be around airplanes again. AHHH the smell of av gas,

mineral oil, and un-burned jet fuel. The aerobic performers were flawless and varied. It was a day well spent.

We had intended to get lunch on the field, big mistake. The lines were a mile long and didn't look like they were moving. At about 3pm, or so, hunger and impending dehydration took precedence over entertainment so we headed home. The drive home was uneventful with the exception that both inside door handles decided to quit working trapping us both inside. HMMM what are the odds of that happening? In spite of that issue we made it home safely. I ended up spending Sunday afternoon investigating the door handle issue. I truly dislike working on doors. In the end a dose of brake clean and some new grease returned them to working order.

A Short Note from the EMC President

Sir Charles Durning

Guys and gals we have had a great year. Our tech days were fun, the picnic was on a nice relaxing day, Andy's rally was challenging, and Brits on the Bluff was a success. It's always fun to meet and greet old friends and meet new ones. This year our members grew in numbers so we have lots of new faces.

It's that time of year to set the 2015 calendar so if you have an event please let Gene know as soon as possible. It's also time to think about awards to be given during our annual meeting in January. There are three perpetual awards to be given to some unsuspecting member as well as the coveted Eager Beaver Award. An award can from anyone to anyone for anything. Let's see lots of awards this year.

On another note Gene Johnston has resigned as the newsletter editor. His last day will be December 31. Gene has done a fantastic job of keeping the club together and well informed for the last 12 years. We will miss Gene as editor. Please let Gene know how much you have appreciated his efforts as editor over the past 12 years. We are now looking for someone to take that very important position. Gene has committed to helping the new editor get up and running.

Other Exhaust Rattles

Pat and Barbara Cashman's 1964 Gordon-Keeble is on the cover of the November issue of Vintage Roadcar/Vintage Racecar magazine. The cover article is written by our own, J. Michael Hemsley. You can see the intro and photo of the Gordon-Keeble at <http://vintageracecar.com>. To read the article in entirety you can check your local book stores for the November issue.

The EMC continues to attract new members. Clint and Mary Gee joined us during the month of October. Welcome Clint and Mary and we hope that you're able to make an EMC gathering soon. We understand that you'll be attending with a very nice 1980 MGB.

Clay Johnston has pulled and scattered the insides of his MG B engine over the inside of his garage making a few needed repairs and updates. He's making his list and checking it twice as we head into the holiday season.

John Turbeville had a visit from Keith Anderson a few weeks back and made some additional headway on his TR-6. Stay tuned for additional details.

I continue tweaking the B GT. The plug color is correct if not just a bit sooty. Tuning continues.

We hope that you've had a great time with the EMC during 2014. The Christmas Party is always a great end to the year and we hope that you can make it to Vicksburg for this year's party. The weather's been very nice this fall. Get your four wheeled friend out and get some exercise while watching the leaves change.

That's it for this edition of the OSU. We hope that you enjoy.

Happy Motoring

The EMC

Upcoming Events

November 22, 2014 – Renaissance Euro Summit / Livingston MS – Mike Marsh is rounding up drivers and riders for an outing that will depart from the west side parking area of The Renaissance at 9:00am for a drive and lunch and to check out the happening over in Livingston. Details: mike_marshall@bellsouth.net or (601) 946 – 1950.

December 6, 2014 – EMC / DSARC Christmas Party / Vicksburg MS - We return to the place that started the 2014 EMC tech sessions. Make plans to join us at Pat and Barbara's to wind down 2014 with the EMCs year end gathering. Again in 2014 we will be sharing the table with the Deep South Alfa Romeo Club so bring a dish and join what's become a great gathering. The party starts as 2:00pm. Details: Pat / Barbara Cashman (601) 638 – 3240.