

Off-Side Undo

English Motoring Club

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PO BOX 5263 JACKSON MS 39296

DEC 1991

THE ANNUAL EMC CHRISTMAS PARTY IS HERE!

IT'S AMAZING - THERE HAVE BEEN SO-O-O-O MANY CAR EVENTS SINCE SEPTEMBER THAT I CAN'T BELIEVE IT'S COMING UP ON CHRISTMAS-TIME! I WILL HAVE ANOTHER O.S.U. OUT IN DECEMBER, AND WILL HIGHLIGHT SOME OF THESE RECENT GLORIOUS EVENTS. MEANTIME, I NEED TO MAKE AMENDS TO **JOHN SIMMERS** AND PRINT HIS EXPOSE' ON THIS YEAR'S AMGBA CONVENTION HELD IN CHICAGO, AND INFORM YOU OF OUR UP-COMING CHRISTMAS PARTY - DETAILS ARE BELOW.

WE WANT YOU TO BE THINKING ABOUT EVENTS AND GATHERINGS TO BE DETERMINED FOR 1992 - ALSO ABOUT PLAYING AN ACTIVE ROLE IN HELPING MAKE THESE WORK! BE TALKING TO YOU SOON! **ED.**

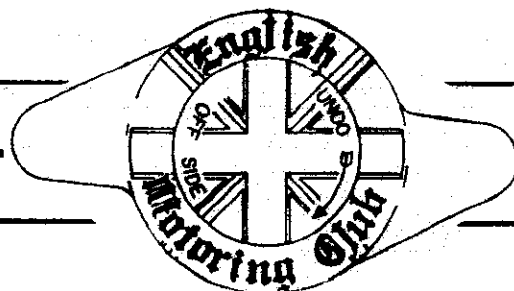
THE MOTHER OF ALL PARTIES!

MEET: Pat & Barbara Cashman's in Vicksburg. DEC 07, SAT, Party hours are from 3 PM 'til 7 PM.

OCCASION: EMC's CELEBRATION OF CHRISTMAS!

TO BRING? Snack & dessert goodies, drinks, and GOOD CHEER! ALSO any Automobilia you wish to share (pics, videos, books, velcro dash critters etc).

DIRECTIONS: exit 4B into V'burg; Rt at Mr Cook (2nd light); Left at dead end; Right at McAuley (at Hospital); Follow to 237 McAuley (up the hill!). P&B CASHMAN 638-3240.



GULLIBLE'S TRAVELS
OR JAKE AND ELWOOD LEFT ALREADY

The summer, so far, has been one of numerous motor trips of which one is worth a story. In mid-July I drove the faithful MGB to Chicago for the 1991 American MGB Association (AMGBA) convention. I put in two thousand miles of very hot weather during which I retraced the route of Woody Guthrie's train, "the City of New Orleans", at least from Mississippi to Chicago and back. On the way North, my traveling companion was the 15 year old son of a good friend in Chicago. He thought the son, David, would learn many things, and that possibly some of them would be of use to him in the future. David has been begging his parents for an MG, but he had never experienced one, so for that reason, his Dad and I thought a thousand mile trip in hundred degree weather would either make him a real enthusiast or cause him to give up any notion of owning British cars. His first concern was the heat. When it is 100° outside it isn't much cooler in a B-GT. In fact, it is probably hotter. David survived with some enthusiasm intact and still wants his father to keep him off the streets by getting a MG.

The ride was nice, the car ran fine, the company was good, but the AMGBA convention was really poor. I thought that last year's convention was poor but this year's convention broke new ground in redefining the word "poor". the show was conducted in a hot shadeless parking lot. Only size and absence of blowing sand prevented its being mistaken for the set of "Lawrence of Arabia". The Gymkhana or "Funkhana" was really clever and based on the "Blues Brothers" motif that characterized the show logo. The "Funkhana" was fun with all kinds of neat ideas like a 10-foot tall model of the Sears Tower with a little helicopter on a wire. When you backed over a switch, the helicopter went 'round. Unfortunately some of the gimmicks had not been field tested and did not work properly. The rally was nice but the first half of the cars got lost because the checkpoint crew was late getting in position and the second half of the instructions was handed out at that point. Of course, a rally scored on mileage that is run without an odometer calibration section can't be scored anyway. The hotel was nice, the food and drink were good, and all the people were very friendly but I'm afraid that the attention to detail that I see in Memphis, New Orleans and Vicksburg-Jackson (and expect to see in Mobile) was absent. It is the lack of that very attention to detail that may be considered almost a statement of contempt to the paying customers. I would have expected, for example, that the greater Chicago-Cook County area contained a functioning slide projector so the slides could be shown at the banquet. If they ever get the judging arithmetic sorted out and the scores obtained by a incredibly bizarre one-judge-per-class system, are revised and finally posted I may comment further. I have not experienced all the one-marque clubs, but I am compelled to give the AMGBA a low score for this National (less than 5% of the cars were from far out of the upper*midwest. The Chicago Chapter of AMGBA (or "National") unfortunately was indifferent to a lot of nice people who deserved better. Every single member of the host chapter was polite, curteous, efficient, and friendly, but as a collective whole, they failed to function well. I have been pretty hard on the Chicago Chapter of AMGBA, but hosting a small national event with all the resources and venues available in Chicagoland should be easy. Perhaps the national committee should handle this job instead. It is no surprise then, that since the Blues Brothers had a pack of cigarettes, a half tank of gas and were wearing sunglasses that they were long gone before the event fizzled out.

The only vendor of note was the Roadster Factory with an entire suite

devoted to parts display and sales. It is fun to watch them scramble for the rapidly growing MGB market even at the cost of selling anti-Triumph T-shirts ("I'd rather push an MG than drive a Triumph"). Glenn Towery from Baltimore displayed some of his V8 conversions. They are very good and all British. If you really need a rubber bumper B with a V8 Glenn has what you need and his attention to detail is great.

I went to the banquet with Frances and George Finch (famous Empire Trophy participants) where we heard the after-dinner address by Dave Destler Publisher/Editor of "British Car" (formerly "British Car and Bike"). At the time I mentioned to the Finches that I thought that there was something wrong with Dave, perhaps in the sincerity department. So if you get out your copy of "British Car" Issue No 21, October 1989, you will find that ol' Dave's wife Dayna is the Owner/Director of the magazine and gives one an impression, that commerce is more important than the metaphysical mysteries of the British car. But who could pass up the editorship of a magazine that his wife owns. We're probably fortunate that she didn't buy "Penthouse". As a representative of the Offside Undo, I chatted with Dave in the hospitality suite. When I suggested that his magazine needed a Henry Manney, he replied; "a who?"

Oh, I did get interviewed on TV for a Chicago cable TV auto show, but the interview was so short that I was unable to use much of the 90 minute script that I had quickly outlined.

The trip both ways was uneventful. Had it not been for the show, I would not have opened the bonnet during the 2000 miles.

Apparently, some people cannot get enough of a good thing. As I write this, I am in Pensacola, where the faithful MGB has delivered me in a degree of style of which I have become accustomed and to which others preferring not to travel in a pool of perspiration cannot understand.

John Simmers



HAPPENINGS
ON WHEELS



Dec 7

Vicksburg, MS

(EMC) CHRISTMAS PARTY.....

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