

North West Alabama British Sports Car & Motoring Club

Monthly News Letter July .2003

Notes from the President's Corner

The last month has been an active time for our club: a "British Car Week" drive out, an attendance reward, finalizing future drive outs, and various "club" activities.

We celebrated "British Car Week" by having a drive out to Tennessee at the Jack Daniels Distillery on May 31st. Jim McCoy mapped out our route that took us over some beautiful country roads and hamlets. Tops were down and all had a memorable fun time.

There was an attendance prize given at Paul Oglesby Open House in Tennessee for club attendance. Our clubs attendees successfully received a check for \$50, which our treasurer happily deposited to the club bank account. Thank you to those who represented our club so gallantly. The next club event is the "**Great American Race**" coming through Florence on June 30th. Chris McGee finalized with the Tourism Board the clubs participation. The streets will be blocked off at 9:00 am. **The designated spot for our club is on Tuscaloosa Street in front of the Kennedy-Douglas Art Center. Our cars need to be set up between 8:00 am and 9:00 am.** The tourism board is making up some flyers advertising our club's participation. Please contact me if you intend to have your 'baby' participate so we can have an idea of the count. This event will be publicized and broadcast nationally so this is an opportunity to shine.



Terry Geiger has finalized the purchase of "business cards" representing the club. They will be available at the July meeting to all members.

Thumbnail of the month Bob Brooks fabulous 1952 MG TD

The next drive out is July 12th. James Hester is coordinating the routing and refreshments will be provided at the final destination of the "Hester Garage" (the garage is for the mechanic in us, the house is for the hunger in us). We are to meet and ready to drive out at 8:00 am Saturday July 12th at the

McDonalds on Hwy 72 and Hwy 157 intersection in Tuscumbia. The object is to have a two-hour drive out and socialize before the heat of the day.

There are many more social occasions being planned, drive outs and non drive-outs for the coming months. There are various car shows coming up in the fall which we plan to participate in plus the ultimate show, our own "Northwest Alabama at the Renaissance Fare" the weekend of October 24-25th. The plans are coming together for a great show this year. Tim Glover is taking volunteer names now. There are many areas you can help with to make the event a success. And we have a good time by all doing it.

Club officers

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Upcoming Events

Here is a list of Events for the upcoming year. If you know of anything that should be added or if you need more information concerning a particular event, please email Terry Geiger at tgeiger@aitinc.com

2003	Event
Jun 19-22	MG National . St Louis, MO
Jun 30	Great American Race in Florence, 9am-3pm http://www.greatrace.com/
Jul 8	Club Meeting, 6:30 pm. Tourway Pancake House
Jul 12	Drive Out in Russellville area (James Hester)
Jul 19	Car Show, Redstone Arsenal - email Thomas.perkins@se.amedd.army.mil
Aug 12	Club Meeting, 6:30 pm. Tourway Pancake House
Oct 24-25	7th Annual British Renaissance Faire Show - The annual fall show put on by the members of our club

Editors note

Thank you thank you friends. Last month I was bemoaning the fact we were not getting much participation in the Thumbnails etc. This month I have been the happy recipient of a number of some very nice articles, so much so, that I am putting on hold my "little known facts" to substitute a very nice story by Jim Hester, which definitely fits the "little known facts" segment. However, please do not stop sending your articles, as I need all the stories I can get.

As Jean mentioned in her notes, our activities have increased and plans are well under way for the balance of the year. **All we need now is a lot of participation.**

The newsletter has received a lot of very nice comments and I thank one and all for this support. However, I feel that we still need more involvement from the members if the true potential of the Newsletter is to be realized

Last month I asked for suggestions on naming our newsletter, all good/bad journalism should have a title, so again I'm asking for suggestions and ideas. Again my own personal favorite is "**Big End News**". Lets hear some others.

Jean has covered the Great Car race in her notes, lets see if we can have a big turnout of our club, as it will be the opportunity for some media coverage and hopefully get the word out to other "British car owners" in the area to meet with us, which hopefully will lead to some new members.

The British Car Day at Chateau Elan

By Jim & Linda McCoy

The British Car Day at the Chateau Elan in Brazilton GA is certainly a must see event.

Imagine beautiful rolling countryside with majestic sprawling woods, colored gabled roofed building sitting on its own elevated knoll,

An array of vineyards leads down from the slopes in all directions. A fountain directly in front of the building, sprays water straight up in the air allowing it to fall over the statue of a lovely young lady. Her hand curves gracefully overhead, while she dances in a huge round vat of fresh grapes.

The southeastern MGT register and food setup occupied front and center stage. The grassy strip that runs between the drives leads up the slope to the fountain on top.

I have never seen so many British cars and motorcycles 500 plus, lined upon every grassy spot.

The people of SEMGTR added the magic touch to the event for us with their friendliness and the food was certainly was delicious. Highlights of the cars were: a super charged black MGT that ran so quiet yet sputtered down the road on its departure. An unbelievable red SS 100 Jag, a huge 1927 Rolls 4 door that looked so expensive and pretty. The MG B's, which was the featured marques, they really had their day. To cap it off being the biker I am, the beautiful red Triumph Trident literally knocked my socks off.

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Jim Hester

Little known facts about English Cars

After spending three years in England, I figured I had escaped the English ingenious ways of doing things. Later this proved to be untrue.

While in England, I became interested in British Sports Cars, so when I arrived back in the States I purchased a new 1971 TR-6.

The TR-6 manual plainly stated that two sets of keys came with the car. After considerable delay, I was able to obtain an uncut second set from the dealer. I took the keys to a local hardware store for cutting and true to form they would not work. Some 71,000 miles later I was replacing the left front parking light bulb, and there behind the lenses lay the second set of keys, rusty and neatly taped together.

I had since married, so as a token of my undying love and a display of true "bonding" (no greater love has a man for his automobile), I presented the keys to my wife, in hopes they would never reveal anything that had occurred in that car since I bought it.

Later a friend of my brother was seeking information from me about a malfunctioning heater in his TR-6. In addition to the information concerning the heater, I sent him word if he wanted a second set of keys, just to look behind his left front parking light lenses. To his utter astonishment, he produced a set of keys taped together.

He was completely flabbergasted; wanting to know how I knew his TR-6 was carrying a second set of keys. Now when I see a TR-6 on the road, I wonder if they have found their second set of keys.

Decatur Mall Show Report

On Thursday, June 12, we motored to the mall in Decatur. The weather was threatening, but we were lucky since we did not have any heavy rain.

Four cars represented the Florence club

- § Cheryl Ingle's red 1964 MGB with wire wheels
- § Jerrell Ingle's blue 1976 MGB
- § John VanSandt's 1957 Austin Healey 100-6
- § Alice and I brought the 1971 red Triumph TR-6.

The cars entered ranged from a 1951 MG-TD, to a modern Mini Cooper S.

A total of 21 cars were entered.

- 1 - 1961 Bentley
- 2 - TR-6s
- 1 - TR-8
- 1 - Modern Mini Cooper
- 1 - 1968 E Type
- 1 - 1971 Jaguar Sedan
- 3 - MG A's
- 5 - MG B's
- 1 - 1976 Jenson Interceptor
- 1 - 1957 Austin Healey 100-6
- 1 - 1951 MG-TD
- 2 - Sprites
- 1 - Midget

The Huntsville\Decatur club fed us BBQ Sandwiches with all the trimmings Thursday night, before we drove our cars into the mall. After putting up the necessary stanchions and ribbons, we were on our way home by 10:00 p.m.

One particular display that caught everyone's attention was the 2 sprites and 1 midget that had picnic blankets on the floor with a basket and other necessary bottles of wine and etc. On one of the blankets was a cardboard sign that read "Gone Swimming." Each car had 2-piece bathing suits draped over the windshields and laying on the hood and a pair of swimming trunks lying on the blanket, makes one stop and wonder for a moment.

Everyone that entered a car got two prizes by a drawing. Jerrell Ingle got excited when his name was called and they said a gift certificate for Victoria British and he thought for a moment it was for Victoria Secret.

Three Trophies were given out for people's choice. The Trophies were wooden, hand made by the club member Jerry Slaten they were 100% professional looking and very well crafted.

1st place was a Rolls Royce Roadster Trophy going to Don Province for his 1951 MG-TD.

2nd place was a Bentley Roadster Trophy going to Jerry Slaten for his 1961 Bentley.

3rd. place was a MG-TC Trophy that went to Alex Weaver for his Austin-Healey Sprite.

We left the mall about 6:30 p.m. Sunday and did not encounter any rain on the way home. A great time for everyone

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Report Jack Daniel's Drive out Thanks Terry Geiger:

May 31st was a beautiful day for a drive out and we had a great one. The group put the tops down and headed to Lynchburg TN to tour the Jack Daniel's Distillery. We wound through the towns of Prospect and Bryson Tennessee on some beautiful 2-lane roads. A big thanks to Jim McCoy for choosing a great route.

Our tour of the distillery was interesting and informative. Our tour guide had a unique sense of humor and turned out to be very entertaining during the tour.

A few facts brought out in the tour:

- The distillery is in a dry county.
- Our guide initially scared small children (and some adults).
- Jack Daniel got into the business by purchasing his first still from a Lutheran minister, who was forced to choose between his still and his congregation.
- One of the antique fire engines on the grounds is an "REO Speed Wagon". A famous rock band is named after this fire engine.

After our tour at the distillery, we went to the historic section of downtown Lynchburg to eat lunch. We parked around the town square and ate at the Heritage House. The food was great

and I'll be stopping here again the next time I'm through this area.

While sitting down for lunch, we noticed a Mini Cooper (one of the "real" ones) with a Sprite and a TR8 close behind. These folks turned out to be from the Blount County (Tennessee) car club. This is the same group that puts on the show at Townsend Tennessee every year. They had driven six hours to take this tour and were planning on going back that same day. It was a great chance meeting to visit with some fellow British car enthusiasts.

While on the square, we encountered a group of motorcycle enthusiasts from Colbert County. John Van Sandt was standing beside Jerrell's

Sprite and one of the



motorcyclists walked up and started asking John about the Sprite, commenting that he had owned one just like it. After some discussion, we found the motorcyclist had sold this car to the Ingles over 30 years ago and he was actually looking at his old car. Jerrell talked with the motorcyclist at length and they discussed the details of owning this particular car. It really is a small world.

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Thumbnail of the month Bob Brooks

I first fell in love with British sports cars while in college. I was particularly taken with the beautiful lines of the Austin Healey 100-4. Becoming an avid reader of *Road & Track* and I'd drool at the ads for the Healey 100-6 (especially when shown parked next to a polo field or at the seashore).

We acquired a used 1957 100-6 in 1961 that a fellow had purchased in England while he was stationed in the Air Force, registration plate XNX398. We lived in Toledo, Ohio then, and I drove the car all over Ohio, Michigan, Indiana, and Illinois while on a training program for Marathon Oil Company. When it would get down to 10 degrees above, I'd have to give each air filter a shot of ether to get it to fire off.

On a trip to Memphis in 1962, we had a rear tire go flat while having our lunch in a Kentucky State Park. Not only were we not prepared for the heat and humidity of Kentucky, but also I wasn't prepared to remove a wire wheel from splines that had not been lubricated since the car left the factory! It took me a good hour of beating and pulling to finally remove the wheel. The car started showing rust damage from being driven in salt during Mid-west winters so we sold it in 1964 in Springfield, Illinois.

When I changed jobs (no more company car) we bought a very original 1959 TR3A and moved to Memphis. The car gave very good service and was very reliable. When we transferred from Little Rock to Savannah, enroute about Nashville, TN, a front wheel bearing went out through no fault of the car, because of my negligence,

We had to spend the night while the wheel

bearing was being replaced. Luckily we found a service station open on Sunday that could handle the problem.

While in Savannah, GA, our two cars consisted of a Chevy II and the TR3A (neither with A/C) and Elaine often found herself in the TR 3 driving to historic Pulaski Square to the C&S Bank. Proper office dress attire then consisted of dresses, heels, and hose. Savannah is noted for daily rain showers that combined with the sun popping out raises the humidity immensely. Needless to say, by the time Elaine drove stuffed into a confining TR3 with side curtains and inefficient wiper blades (especially in rainy days), parked along the historic square, crawled out and walked to work, she was not completely refreshed for the day's work. Because we needed a dependable car with air conditioning and our first child was on the way, we reluctantly sold the car in 1969 there in Savannah.

After moving to Florence and three children later, I began a restoration of a 1956 TR3A with Howard McCarl. Working one night a week and Saturdays, the restoration took about two years. We presently still have the TR. While a member of the old Northwest Alabama Sports Car Club, I acquired a 1965 Triumph TR4. We used both cars in a lot of TSD rallies and gymkhanas in the old club during the late 70's and through the mid-80's. Our club member, Rick Smith, purchased the car during the fall of 200

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