

ABCS Newsletter

October 2003

Volume 12 Issue 10



NEXT MEETING – THURSDAY, OCTOBER 9, 2003 – RUSH STREET GRILL

Minutes of the ABCS Meeting For September 11, 2003

Gaël Bright, President, conducted the meeting with 26 Members and 1 guest present. The sunny afternoon brought out 5 MGBs, 1 TR6, Jaguar XK150 and a Jaguar XK140.

Orders are now being taken for shirts and hats with our club logo. Be sure to place your order with Gaël Bright at the next meeting.

Upcoming programs:

October: David L. Harris - Airplanes

November: Joe Coffey - Names and Things

Events:

See Smoky Mountain Jaguar Club next event. Page 7.

Don't forget about Al. He has T-shirts, sweatshirts and hats. All in stock at Al's Clothing Emporium. On sale now!

Lee Seats presented the program on his "King Midget" project. Lee purchased the car in very rough shape. With lots of fabricated parts and 150 filled holes, two years later the "King Midget" had been restored.

Lee's "King Midget" is a 1962 Model 3 with a nine-horse power engine, updated to 18 HP. Top speed 55 mph. His winter project is to boost horsepower again.

Lee recently brought home the President's Award from the Allandale Car Show with his King.



The winner of our drawing was Bud Shinall. He won an assortment of Notepads, pens, test clips and a frisbee from Advance Auto.

The human brain is a mystery-try this while setting at your desk. Make clockwise circles with your right foot. While doing this, draw the number "6" in the air with your right hand.

In what direction is your foot going now?

REPORT ON THE BIG ABCS-SMJC CAR-SHOW.

Reported by: Gerry Mitchell

Pics by: Penland, G. Bowman & B. Mitchell



Becky and I drove our 1956 Jaguar XK-140SE DHC the approximately thirty miles from Kingsport over to the Sycamore Shoals State Historical Park in Elizabethton on Saturday morning, 06SEP03, arriving about 8:40 A.M. for the joint ABCS-SMJC British-Car Show in connection with the Celtic Festival being held there at the same time. We were designated car number one since we were the first car to arrive for the show. C.C. Goodson, J. F. Workman, and

Jane Ogle were on hand to register the cars as they came in. After a while, other entries began to drift in and eventually there was a good group of British Cars.

The list of entries with their car numbers follows:

1.	Becky & Gerry Mitchell	1956 Jaguar XK-140SE DHC
2.	Sam Chandler	1971 MGBGT
3.	Faye & James Lanning	1970 Jaguar E-Type OTS
4.	Judy & Eddie Penland	1975 MGB
5.	Greg Bowman	1973 MGB
7.	Juan Dominguez	1978 MGB
8.	Gail & A.W. Amanns	1999 Jaguar XK8 Convertible
9.	Thomas A. Salvati III	1953 MG TD
10.	Randall Thomas	1978 MGB
11.	Larry Elswick	1976 Triumph Spitfire
12.	Kim & Gary Cobble	1997 Jaguar XK8 Convertible
13.	Robin & Carl Floyd	1979 MGB V8
14.	Bill White	1997 Jaguar XK8 Convertible
15.	Greg Cowan	1974 Triumph TR-6
16.	Julia & Cyrus Taft	1994 Jaguar XJ12
17.	Jon Whitt	1978 MGB
18.	Alice & John Tasker	1970 MGB
19.	Robert Hal	1952 Jaguar XK-120 FHC Replica
20.	Robert Hall	1998 Jaguar XJR
21.	Johnny Jessie	1989 Jaguar XJS Convertible
	Justin Kenton	1961 Mini Cooper



C.C. Goodson presented awards at 2:00 P.M. A well-deserved first-place trophy went to Tom Salvati for his beautifully restored white 1953 MG TD.

Second place went to Faye and Jim Lanning for their gorgeous 1970 Jaguar OTS, also a very meticulous complete restoration. Third place went to Becky & Gerry Mitchell for their carefully maintained 1956 Jaguar XK-140SE DHC.

The group of club members and friends who entered their cars for this fine British-car show enjoyed wonderful fellowship throughout the day which was enhanced by listening to enjoyable Scottish music, perusing the many Scottish-clan booths and the several concessions dealing with Celtic and Scottish items. One thoughtless person spoiled our lineup of beautiful Jaguar cars by parking his old, ugly, beat-up Chevy van right in the wrong location so that some of the Jaguars had to be parked on either side of it. It interfered with the taking of photographs by creating an ugly and inappropriate background. However, it was a beautiful sunny day and for once, we escaped rain showers.



I was given this list of car-show participants by those registering the cars as they entered the show area. There is no number six on the list. If there really was a number six, I apologize for not including it in the list of entries.

Editors note: All good Celtic stories must end with A Warrior and Princess.



TRIP TO MIDDLESBORO, KY. AIR SHOW.

Reported by: Gerry Mitchell

Pictures by: Penland

Becky and I met a small group of British-car owners at the Rush Street Grill in Kingsport at 6:45 A.M. on Sunday, September 7, for the trip to Middlesboro, Kentucky air show featuring two P-38s and several other World-War-II aircraft.



Included in this early group were Otti and Herren Floyd in their 2002 Mazda Miata; Judy and Eddie Penland in their 1975 MGB; Ferne and Hubert Bradley (Judy's parents) in their 1998 Mercedes-Benz E230; Juan Dominguez in his 1978 MGB; and Becky and I in our 1958 Jaguar XK-150 OTS.

We departed soon thereafter and headed west on highway 11W with the Jaguar XK-150 in the lead.

At Bean Station, we turned north on US 25E and arrived at the Clinch Mountain Lookout Restaurant, our second designated meeting place at about 8:00A.M. At the Clinch Mountain Lookout Restaurant, we were joined by several other club members: Mark Whitt his son Travis, in their MGB; Dennis Cobble and his son Bryce in their 1988 Jaguar XJ12; Gary Cobble in his 1990 Jaguar XJS Convertible; Blair Trimble and his friend Paul Sherbakoff in Blair's beautiful black 2003 Jaguar X-Type; J.F. Workman and Jane Ogle in Jane's silver 1992 Jaguar XJS; Jon Whitt in his 1978 MGB; and Sid Lawson and his grandson Trey Collier in Sid's 1998 Jaguar XK8 Convertible. The food at the Clinch Mountain Lookout Restaurant has always been good and our group enjoyed a delicious breakfast before embarking on the final leg of our trip up through Tazewell, and Harrogate, then through the new tunnel near Cumberland Gap and on to the airport at Middlesboro. We had previously arranged with Bob Cardin, the P-38-restoration director to park our Jaguars and other British cars on the airport grounds. When we arrived at the airport, we drove on through the gate and parked beside one of the hangars so that all the other spectators could admire our treasures.

Anyone who loves airplanes, especially the World-War-II piston-engine aircraft would literally have been in heaven this day. The weather was lovely and there were several old airplanes to examine, photograph, and admire. A team of maintenance personnel was busy changing the sparkplugs in the Grumman Hellcat with the crowd of spectators milling all around it. It was fascinating to watch. They finally finished their job of installing the sparkplugs in all the cylinders of this big radial engine and the Hellcat then immediately took off and thrilled the crowd by making multiple very fast low-level passes. Prior the Hellcat's flight, we had been thrilled by watching the Vought F4U inverted-gull-wing Corsair and the Curtiss P-40 Warhawk with those dramatic shark's teeth painted on its nose make several high-speed low-level passes.

Finally, about 2:20 P.M., "Porky II" and "Glacier Girl," the two Lockheed P-38 "Lightnings" were rolled out onto the runways, signaling the approach of the "Main Event" we had all come to see. The two P-38s took off together. What a beautiful sight to see them climbing up into the sky! They buzzed the field individually at first several times then joined together for circling and making several high-speed low-level passes in formation. They were so close together everyone thought they were in danger of colliding. But, the flights went off very smoothly and after flying together for about 15 or 20 minutes they both came in for perfect landings. I believe Steve Hinton, who had flown "Glacier Girl" for her maiden flight on October 26, 2002, was flying "Glacier Girl" this time and also the Corsair.



Following the thrilling flights by the P-38s some of our group (The Floyds, Mitchells, Juan Dominguez, Ed Lawson and Trey Collier, the Penlands and Bradleys), being hungry as usual, caravanned down to Cumberland Gap and assembled at Webb's Country Kitchen where our members have had meals several times previously. The food at Webb's is always good even though it sometimes takes a long time to arrive. This time the meal was very enjoyable and we enjoyed the fellowship of visiting with our good friends around the dinner table. Feeling good and satisfied most of us took our individual routes home. Becky and I, in the open Jaguar XK-150, chose to return to Kingsport via US 58, a beautiful drive in itself, and arrived home at 6:30 P.M.



WHAT AIR SHOW?

Appalachian British Car Society Annual Get Together

Picture by: Al Bradley

Hamburgers, Hot Dogs with all the trimmings, good friends and a generous splash of sunshine were the ingredients for A great ABCS picnic at Warriors Path State Park in September.

The great weather inspired several members to arrive with tops down on their British cars. After a fantastic meal, we settled back to enjoy the lively auction conducted by Carl Floyd. The highest bidders left with gift certificates, CD's, calendars and cleaners. Two Jaguars (the stuffed kind) were let go at extremely good price.



Our special guest included Sid and Dorothy Lawson from the Smokey Mt. Jaguar Club, Bill and Maria Hall from Blount British Cars in Maryville, TN and former members, Chris and Janet Bordwine visiting from Winchester, VA.

Subject: Used Brains

In the hospital the relatives gathered in the waiting room, where their family member lay gravely ill. Finally, the doctor came in looking tired and somber. "I'm afraid I'm the bearer of bad news," he said as he surveyed the worried faces. "The only hope left for your loved one at this time is a brain transplant. It's an experimental procedure, very risky but it is the only hope. Insurance will cover the procedure, but you will have to pay for the brain yourselves." The family members sat silent as they absorbed the news. After a great length of time, someone asked, "Well, how much does a brain cost?"

The doctor quickly responded, "\$5,000 for a male brain, and \$200 for a female brain."

The moment turned awkward. Men in the room tried not to smile, avoiding eye contact with the women, but some actually smirked. A man unable to control his curiosity blurted out the question everyone wanted to ask, "Why is the male brain so much more?"

The doctor smiled at the childish innocence and explained to the entire group, "It's just standard pricing procedure. We have to mark down the price of the female brains, because they've actually been used."

Eddie:

Below is the info on our October 25 drive to covered bridges (not the one you went to earlier in the year). Of course the ABCS is invited so you can publish this in your next newsletter. Any upcoming ABCS drives I can add to our newsletter?

Bob Reid

Smoky Mountain Jaguar Club

Next Event: October 25 – Drive to Covered Bridges

David Easterly and Les Piniak have arranged a very nice drive for us for October 25. There are only three covered bridges in Tennessee, all in east Tennessee. We will drive to the ones near Sevierville and Greeneville on Saturday, October 25. Bring your camera, as they will be very photogenic, particularly when outlined by fall colors which should be spectacular by this date.

The Harrisburg covered bridge near Sevierville is in north central Sevier county and crosses the East Fork of the Little Pigeon River. The bridge was built in 1875 and replaced a bridge at this site that had washed away. The bridge served the Harrisburg community until 1915 when the county built a new road that bypassed Harrisburg and the community disappeared. The bridge is 83 feet long and has a gable tin roof. In 1975, the bridge was listed in the National Register of Historic Places for its significance as a rare surviving example of a covered truss bridge. The bridge was restored in 2002-2003. More info can be found at www.tdot.state.tn.us/bridges/Harrisburgbridge.

The Bible Covered Bridge is located in southwest Greene County, approximately 12 miles from Greeneville and spans Little Chucky Creek. The E.A. Bible family erected the bridge in 1923 as a private bridge to serve their farm. In 1940, the county paid Mr. Bible \$750 to make his road and the bridge public. The bridge span is 44.7 feet, has three windows on each side and a shingle roof. It was renovated in 1972-73. Also see www.tdot.state.tn.us/bridges/Biblebridge.

Meet at 8:30 AM at the McDonalds at Exit 407 (Hwy 66) on I-40. The McDonalds is on the northeast corner of the exit. We will depart promptly at 8:45 AM and will take all back paved roads to the bridges. After visiting the bridges, we will arrive at the General Morgan Inn at 1:00 – 1:30 PM for lunch. We will order off the menu but need a rough count so the appropriate room can be reserved. Call on phone David Easterly by Friday October 10 if you plan to attend although we can probably accommodate some last minute additions. David can be contacted at easterly@usit.net or (423) 586-9114. If you have a problem en route to the meeting place on October 25, call Bob Reid on his cell phone at (865) 386-8321.

APPALACHIAN BRITISH CAR SOCIETY
APPLICATION FOR MEMBERSHIP

NAME: _____ ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____ HOME PHONE (____) _____
SPOUSE'S NAME: _____ WORK PHONE (____) _____
E-MAIL ADDRESS: _____ DATE: _____

<u>CARS:</u>	<u>MAKE</u>	<u>MODEL</u>	<u>YEAR</u>	<u>COLOR</u>
#1	_____	_____	_____	_____
#2	_____	_____	_____	_____
#3	_____	_____	_____	_____

**DUES ARE PRORATED ACCORDING TO
THE MONTH IN WHICH YOU JOIN:**

January-March	\$20.00
April-June	15.00
July-September	10.00
October-December	20.00 (includes following year's dues)
All Renewals	15.00 (due February 28 of each year)

Enclose payment with application and mail to:
Appalachian British Car Society
c/o Al Bradley, Treasurer
143 Stonewall Heights
Abingdon, VA 24210

All meetings are held at 7:00 PM on the second Thursday of each month at the Rush Street Grill in Kingsport, TN

ABCS / Eddie Penland
4547 Grace Dr.
Kingsport, TN 37664

TO:

www.britcars.net