

THE OFF-SIDE UNDO

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

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Dedication



Fannie Mae Keys

September 28, 1922 - November 24, 2015

This edition of the Offside-Undo is dedicated to Jo Ann Bailey's mother, Fannie Mae Keys who passed away on November 24, 2015 at the age of 93. The picture above was taken at Tops Down at Rocky Springs earlier this year. She enjoyed attending EMC events with David and Jo Ann when she could. We will certainly miss seeing her.

Mrs. Fannie Mae was born in Smith County on September 28, 1922. She worked at Chef Pierre Pie Factory in Quality Control for many years and she also worked at Talon Zipper Plant in Morton. Fannie Mae loved her family very much and will be greatly missed by all who loved and knew her. Our deepest sympathies go out to her family.



This 'n That By Charlie Durning

November Tech Session at Gene & Martha's

Though it was a rainy day, the November gathering at Gene and Martha's lovely home was another success. As usual the women hung out in the house while the men gravitated to the garage for manly talk. On display were Gene's 2 MGBs. The highlight of the gathering was the chili feast. MMMMMMMM. This month's recipe is for that very chili brought by Rich Greene. In the end I believe we were all several pounds heavier. Thanks to Gene and Martha for being gracious hosts.

Click on this link for a short slideshow from the event.

[November 2015 Tech Session at Gene & Martha's](#)

See "From the Passenger Seat" in this edition for the chili recipe!



You don't have to be an old geezer to love LBC's!

One topic of discussion that comes up on a regular basis is the age of members in the Little British Car community.



At the Fairhope show last month the number of folks who were under 50 years old could be counted on one hand. This month, Allen Batchelder of the Z

Magnette group put together a survey of member's ages. The results are hardly scientific, however, they are interesting.

Z Magnette Group
 "Actuarial" (Age) Data

	30-40	41=50	51-60	61-70	71-80	81-90	91 +	TOTALS
		42	51	61	72	82		
		45	52	61	73			
	37	48	55	62	75			
		50	56	63	76			
			56	63	76			
			58	64	77			
			58	65	77			
			58	65	79			
			58	66	79			
			58	66	80			
			58	68				
			59	69				
				69				
Total years	37	185	677	842	764	82		2587 63.097561
#/column	1	3	13	13	10	1		#/Mbrs: 41
								Average age 63
								Median age 63
								Modal age 58

The photographs below are a few examples of young people getting some exposure to LBC's.



The Making of Young British Car Lovers

Photo by DDShots Freelance Photography

When I was young I enjoyed LBCs because they were inexpensive to own and fun to drive. I credit my dad for passing down the love of British cars to me.



This photo of Charlie's family was taken in 1953. That's Charlie on the spare tire.

These days I enjoy them because they are quirky and unusual. In the days of smart phones and computer games it looks like the young folks of today are looking for something else.



Well, this is one way to expose young folks to LBC's!

Photo by DDShots Freelance Photography

Perhaps we could each make an effort to introduce the young folks in our circle of friends to our LBCs. That way we may spark a new interest in our hobby among the younger generation.



Sparking a New Interest

Photo by DDShots Freelance Photography

Awards

Awards

Awards

January is the time for our annual business meeting. It is also a time for awards. The giving of awards is a fun aspect of the business meeting. Take some time and consider joining in on the fun by creating and giving an award. An award can be to anyone for any reason. We have 4 perpetual awards, so it will be fun to see

who gets the pleasure of receiving one of those. The Eager Beaver is awaiting for someone. Who will be the lucky recipient this year?



Photo from 2014 with Steve Whitlow , Stephen Turner. and of course....The Beaver!



The saga continues....With the help of Bro. Gene and Bro. Clay, VP Steve has removed the engine from his rubber bumper Midget. The engine and trans have been cleaned and are ready for paint. The challenge is to clean up the engine bay and replace a rusted out battery tray.



Gene, Clay and Steve giving Steve's engine a close inspection in Charlie's Garage.

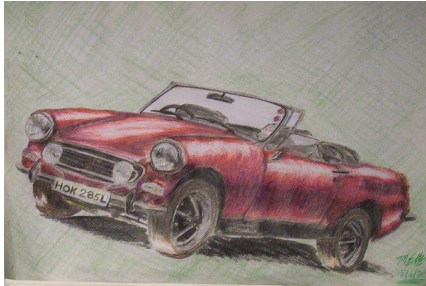
Editor Charlie is making progress on his disc brake conversion for the Chick Magnette. Hoping for good results by Thanksgiving weekend.



Barry Schmidt has been hitting all of the local hot rod cruise in's with his modified TR7 Coupe. Barry has been good about submitting photos of those events.

Thank You For Your Support

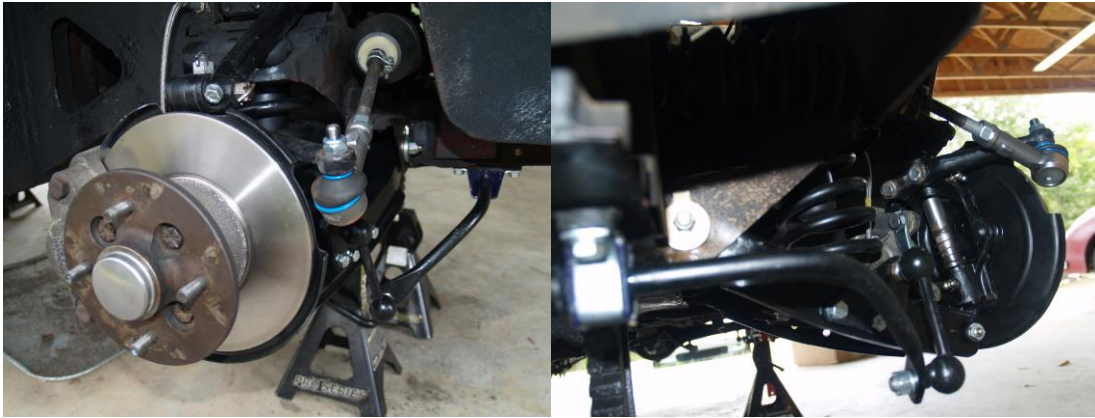
Donna and I would like to thank everyone for your support for this newsletter. You are the folks who make The Offside-Undo possible.



Fun With Midgets!

By Steve Whitlow

With the 1275 Midget happily back on the road following the water pump replacement and an extensive list of 'might as wells' it was time to turn my attention once again to the 1976 Midget 1500, my first car. In short order the front end rebuild was completed as I was on the downhill slope of this job. Anti roll bar, brake calipers with new pads, track rod ends were all installed either new or thoroughly refurbished. It was with a great sense of satisfaction that I rechecked all the torque settings and installed the split pins, here's two views, the front suspension hasn't looked this good since July 1976 when the car was new.



Now it was time to do the prep work to pull the engine and gearbox. It got me thinking, the last time this occurred was late spring 1980. The original engine had always proved chronically problematic, it seemed low on power, produced a fair bit of vibration and never had very good oil pressure. I had the oil changed every 3,000 miles at the dealership filling up two 'Passport to Service' booklets in the process before they closed with the demise of British Leyland. I even followed the break in procedure as outlined in the owners manual. Nonetheless the timing chain was replaced twice, it spun a main bearing necessitating a new crank and finally, at roughly 87,000 miles it cracked an exhaust ring on No.4 cylinder and even though I shifted to neutral, turned off the engine and coasted to the shoulder, a sliver of the ring still managed to score the cylinder wall beyond repair.

The Midget and I were at a crossroads, scrap it or fix it. Well, I guess you figured out how that went, eh? So a new short block was ordered, along with a new clutch and oil pump. The head was shot pinged and magnafluxed, the valves were polished and there it's sat for thirty five years or 31,000 miles which in this case arrived at the same time. This engine has been absolutely trouble free (I'm NOT jinxing myself), good torque, smooth in the upper rev range and good oil pressure. Wines have preferred years for a specific vintage and the same hold true for Midget 1500s. Unquestionably 1976 was THE year. Why? They had sorted out the overheating issues of the inaugural year, and had upped the compression to 9:1. The very next year the catalytic converter was applied to all North American Midgets requiring unleaded gas and the compression was promptly dropped to anemic levels. I can still remember how white the inside of my exhaust pipe was burning high octane leaded premium, those were the days!

The most tedious task in prepping the engine for removal was unbolting the gearbox from the drive shaft, why was the bloody access opening so small? Oh, and sometimes I really hate fine thread bolts.

I digress, so here we go. Engine out with the assistance of the Johnston boys, Gene and Clay posing proudly whilst the engine and gearbox dangle in mid air.



In the next photo the gearbox bids 'bon voyage' to the engine bay. You can see the results of battery acid corrosion. The battery shelf actually reminds me of underwater video of the 'Titanic 'only on a smaller scale and obviously not at the bottom of the Atlantic. In my early years of ownership I apparently wasn't careful when topping up the original battery. On a Midget the battery isn't exactly easily accessible anyway...that's my excuse and I'm sticking to it.



You certainly can't fault the workers at Pressed Steel Company in Cowley for scrimping on the number of spot welds used to secure the battery shelf, geez Louise! The spot weld remover bit proved the weapon of choice but in few cases a chisel and hammer were used judiciously or maybe brother Clay just liked giving it a good whack!



But with persistence and a few profane mutterings the shelf eventually surrendered. My worry was the condition of the plenum chamber. Would it be corroded too? Fortunately it was sound and so was the firewall.



I breathed a sigh of relief and prepared for what I hope will be the relatively simple task of removing the remaining ancillaries to prep for cleaning and re-spraying the engine bay.

Stay tuned for more *Fun with Midgets* next month.....

A Note from the President



John Turbeville

A fun time was had by all who attended the chili and desserts at Gene and Martha's in November. Great seeing some new faces and visiting with all while the drizzle came down outside. I personally didn't witness any wrenching happening on either of Gene's MGs in the garage, so I guess we can classify it as a

verbal tech session as I did witness lots of discussion and camaraderie happening around the MGs. Whether a tech session is a verbal kind or greasy hands kind, each kind can be productive. Thanks Gene and Martha for the most excellent hospitality.

Verbal Tech Session

vs

Greasy Tech Session



The venue for the January meeting has changed. We will meet at Lone Star in Pearl next to the Hilton Garden Inn on January 16, 2016, at 11:30. They have a great private meeting room reserved for us there. Please remember to bring your “awards”. It is a time to work on our calendar of events for 2016 and renew our annual membership dues. Hope to see you there.

A Blast From the Past **By Terry Trovato**



Drive Through History
Year 2000

English Motoring Club's 'Drive Through History' Attracts Record Number of Participants



Jackson, MS--Not even the threat of inclement weather could dampen the enthusiasm of EMC members and their guests as a record number of people and cars turned out for the Club's 3rd Annual "Drive Through History," which was scheduled in conjunction with "British Car Week" across the U.S.

The tour was led by Tour and Rallye Master supreme John Simmers with able assistance from his wife, Florence. The Simmers were in their 1969 MGC-GT. On hand to participate were the Adams Family (Al and Debbie in a 1977 MGB and son Ray and wife Stephanie in a 1960 Austin-Healey 3000), Pat and Barbara Cashman, 1974 TR-6; Wilbert and Jean Easom, 1968 MGB; Dennis and Mary Katherine Lofton, 1969 Jaguar E-Type roadster, Joe and Cynthia Speetjens, 1995 Morgan Plus 8; Cappy Stahlman, representing the U.S. in a Cadillac Allante; John Turbeville and Renee Cole in John's 1977 MGB; The McMahan Clan (Charles and Marie in a 1960 Austin-Healey Sprite followed by additional family members in two MGB's), J.T. and Audrey Seale, 1977 MG Midget; Ed and Kay Alderman, representing Germany in a BMW 318i; Randy Thompson and Edie Hayes in Randy's 1974 MGB, and Tom and Leine McNeely, 1986 Jaguar XJ6. Distinguished guests included Dave and Dianne Tietz, 1970 MGB, and Jim and Sharon Alonso, 1969 MGC, with both cars/couples representing the Florida Suncoast MG Car Club, St. Petersburg (who had driven 787 miles one-way to join up with the group); and Charles Ake, 1977 MGB, Vice President of the British Motoring Club of New Orleans. The EMC Prez

and First Lady, Terry and Merideth Trovato, brought up the rear of the stately procession in their 1958 MG ZB Magnette Sports Saloon.

Since a part of the tour involved War Between the States artifacts and sites, it was appropriate that the day began by splitting the entire group into two divisions to journey along the picturesque Natchez Trace Parkway, with one heading south from Jackson and the other heading north from Natchez. They converged at The Old Country Store, founded in 1875, in Lorman, Mississippi, where they quickly attacked a fabulous breakfast prepared by Chef Alvin Davis and his staff. (Man, love those grits!)

Then, the entire unit headed north to the ruins of the Windsor Castle Plantation. The original house was built in 1861 (no, it was not destroyed by the "recent unpleasantness") and all that is left are its fabulous columns. Unbelievably, also there touring at the exact same time the fleet of British cars arrived were Tom and Margaret Adams, London, England. They were duly surprised by this impressive display of rolling British history (the Adams' commented they had fond memories of their Austin Somerset) and enjoyed viewing the cars.

Departing the Windsor Castle ruins, the group headed toward the town of Port Gibson, Mississippi, which Union General U.S. Grant deemed "...too beautiful to burn." Historical points of interest on Main Street, which the group traversed, included the First Presbyterian Church, 1859, whose steeple is adorned with a gold hand with its forefinger pointing to heaven instead of the traditional Christian cross; and Temple Gemiluth Chassed synagogue of Moorish-Byzantine design. Built in 1891, it is one of the oldest synagogues in Mississippi. The beautiful antebellum home "Oak Square," 1850, was also nearby.

Motoring to the outskirts of Port Gibson, the group headed for the Old Rocky Springs Methodist Church and Churchyard/Cemetery several miles away. Located in a wooded grove, the church was built in 1837 and its adjacent cemetery contains several 18th century graves.

Then, it was off to Vicksburg, Mississippi, the "Gibraltar of the Confederacy." During the War Between the States a pivotal battle and siege took place here. The group's first stop was at "The Cairo," a salvaged Union gunboat with its own related museum. During the struggle 137 years ago, the Confederates sunk "The

"Cairo" with electrically detonated mines, making it the first vessel in history to be destroyed in such a manner. The yankee gunboat lay in its watery grave until an enterprising group of scientists found and raised it in the 1960s. It has painstakingly been reconstructed, to the extent possible, with all of its guns in place. An adjacent building displays all of the recovered artifacts found on board, including the officers' china and silver place-settings.

Leaving "The Cairo," the group journeyed a short distance through town to Vicksburg's Old Courthouse Museum, which houses priceless artifacts from the battle and siege. The city's most historic building, constructed in 1858, it has hosted such distinguished visitors as Jefferson Davis, John C. Breckinridge, Booker T. Washington, William McKinley, Theodore Roosevelt and U.S. Grant. It was at this site that the Confederate flag was lowered and the Federal flag was raised on July 4, 1863, after the city's inhabitants had been starved into submission.

Of course, all tours have to end on a pleasant note, so it was off to Duff's Tavern and Grille in downtown Vicksburg for fun and good cheer. As an additional treat, EMC members and Vicksburg residents Pat and Barbara Cashman invited participants to view their extensive car collection, which includes such British rarities as an Armstrong Siddley Star Sapphire Saloon and a Gordon Keeble.

As in the War, there were a few casualties (only mechanical, thank goodness) along the way. Barry and Patricia Schmidt's TR-7 refused to start at 7 a.m. that morning, and Nigel Gardner's Austin-Healey 3000 developed fuel pump problems in route and had to turn back. J.T. and Audrey Seale's MG Midget developed electrical problems (melting fuses), and even the "presidential limo" had problems as, on the return trip home, Terry and Merideth Trovato's MG ZB Magnette experienced engine bearing failure.

Those incidents notwithstanding, it was a great day to be enjoyed by all, and John and Florence Simmers are to be congratulated for again planning and hosting an outstanding and memorable event.

Editor's Note: If you have some EMC pictures from the past you'd like to share, please send them in! Thank you, Terry for this submission!

From the Passenger Seat by Donna Durning



Richard Greene

Thanks to Richard Greene for the Skyline Chili recipe! It was amazing!!



This recipe is an approximation of a famous dish in Cincinnati called "Skyline Chili" or just "Skyline". The original recipe

was developed by a Greek who owned several chili parlors, and is very different from what most of us think of as chili. It's very popular in Cincinnati, but the recipe is kept very closely guarded secret. When serving, you have to serve the chili with the toppings - each person can make their chili "3-way", "4-way" or "5-way" depending on the number of toppings they add. It is usually served with a small bowl of oyster crackers.



Ingredients:

1 qt water

1 large onion, finely chopped

2 (8oz) cans of tomato soup (If using condensed soup add proper amount of water.)

1 tsp. of Ground Allspice
1 1/2 tsp. Cayenne Pepper
1 tsp. Ground Cumin
2—4 tbsp. Chili powder (2 for mild, 3 for spice, 4 for a kick)
1/2 oz. Unsweetened chocolate (baker's bar)
2 lbs. Ground beef crumbled (Can be put into a food processor and pulse several times for a finer mix) (Ground Chuck works great with less grease).
4 garlic cloves, chopped
2 tbsp. Cider vinegar
1 whole bay leaf
7 whole cloves
1 tbsp. Worcestershire sauce
1 1/2 tsp. Kosher salt
2 tsp. Cinnamon

Toppings:

Diced Onions
Kidney Beans
Finely shredded mild Cheddar Cheese
Oyster Crackers

Directions:

Begin by adding the ground beef to water in a 4 quart or larger pot. Stir until beef separates to fine texture. Boil slowly for 30—45 minutes. The finer the consistency the better and pulsing the beef in a food processor before helps.

Next, add all other ingredients. Stir to blend, bring to a boil. Reduce heat and simmer uncovered for about 3 hours (longer is better, all day is best!). Add water as needed if the chili becomes too thick (I add small amounts of water several times, especially because I cooked mine all day).

Remove bay leaf and refrigerate the chili after cooling overnight, and the next day remove the layer of fat from top before reheating and serving.

Serve over spaghetti with oyster crackers. True Skyline Chili is served 3-way, 4-way, or 5-way.

Cincinnati (Skyline) Chili



Proclaimed by many non-Cincinnati natives to be an acquired taste, most who were born and raised in Cincinnati can't remember life without Skyline Chili.

Early this century, many Greek immigrants to U.S. cities made their living running coffee shops, hash houses, lunch counters, diners, and other predecessors to the fast food industry. During the post-war years, the popularity of *chili con carne* had spread into the Midwest. In Cincinnati, Nicholas Lambrinides, the owner of the [Skyline](#), a Greek diner specializing in spaghetti and meat balls, decided to cater to the growing demand for chili. He knew that chili was some kind of spicy ground beef and beans and what he came up with was this dish spiced with Eastern Mediterranean spices, and offered variations ("Ways:") as follows:

- 2-Way Spaghetti topped with chili
- 3-Way Spaghetti topped with chili and shredded mild cheddar cheese.
- 4-Way Spaghetti topped with chili, shredded cheddar cheese, and either diced onions or Kidney beans.
- 5-Way Spaghetti topped with chili, shredded cheddar cheese, diced onions,
and
Kidney beans.

(Skyline) Chili Dog

Another popular use for Skyline Chili is the Skyline Coney Dog. These are particularly popular among teens and at sporting events. A hot dog bun with a small all beef wiener, slathered with a small amount of yellow mustard, covered with chili, diced onions (optional) and smothered with shredded cheddar cheese.



How do you like your Skyline?

Editor's Note: Submissions are ALWAYS WELCOME! Please email me at durning.donna@yahoo.com with your contributions!



We didn't get a submission for Car of the Month for December. We hope to hear from many of you soon so we can get your cars featured!

How can I get my car featured in Car of the Month?



- ❖ **Send pictures**
- ❖ **tell us where and how you found the car**
- ❖ **Include any stories you'd like to share about you & your car**
- ❖ **Email to durningcharles@gmail.com or durning.donna@yahoo.com**

EMC Calendar

The weather is about to change and Christmas is right around the corner. 2015 has been a great year with an event filled calendar of good times shared with many friends.

Here is your December EMC reminder:

December 5, 2015– EMC / DSARC Christmas Party / Vicksburg MS - We return to the place that started the 2015 EMC tech sessions.

Make plans to join us at Pat and Barbara's to wind down 2015 with the EMCs year end gathering. Again in 2015 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.



Also, don't forget that the 2015 year-end 2016 kick-off gathering will be held the **third Saturday of January**. President John Turbeville has been working on arrangements. We will meet at Lone Star in Pearl next to the Hilton Garden Inn on **January 16, 2016, at 11:30**. Updates and information will be e-mailed soon. Be sure that during the lazy days of winter you keep your mind sharp thinking of some lucky recipient of your recognition or reward. It's always a great time so keep your calendar open.

Hope you can make one of the upcoming events.

The EMC

Be sure to visit the web-site at www.msemc.org!



Happy Motoring!

ATTENTION!!!

As always, pictures and submissions are welcome!!!