

THE OFF-SIDE UNDO

"A GENTLEMAN DOES NOT MOTOR ABOUT AFTER DARK" JOSEPH LUCAS



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Volume 31



This 'n That

By Charlie Durning

2017 Business Meeting

Pres John made a good choice in the selection of Berry's Fish House in Florence, MS for this year's meeting. The food was good and the room was big enough to accommodate the EMC crowd. Good job, John.

The meeting started with **Pres John** announcing "it's time to eat." Once the food was mostly consumed, **Pres John** began the awards portion of the gathering. There is a list of awards later in the newsletter. The awards were followed with a short business meeting and that was followed with the recognition of visitors.

At the end of the meeting **Richard Green** read a proclamation by,

Sir Fredrick Poopalot, Grand Poopbah Exalted Mystic Director

Department of Public Manifestations,

about our mistreatment of the **Eager Beaver**. The club will take all of this into consideration.



British Ministry for the Proper Representation of the

genus *Castor Canadensis*

Sir Fredrick Hoopalot Grand Hoopbah Exhaled Mystic Director

Department of Public Manifestations

To: **English Motoring Club of Mississippi**

Members at Large

It has come to our attention that the English Motoring Club of Mississippi (EMC) has participated in activity that wantonly, factiously and is in direct disregard of historical British Standards. This shameless disrespectful display of British trophyism without the proper full apparel cannot and will not be allowed under the principles set forth by the British Royal Ministry for the preservation of one of the official symbol of the sovereignty of England.

Further more, due to the stationary movement of the said offender, the Ministry of Silly Walks have been notified to the lack of compliance of the current mandate for silly walks. The lack of any self motivated movement is no excuse for blatant disregard of the current statues.

Section 18-34 Section 264 Subset 32 states that:

*“At no time should any genus *Castor Canadensis* be displayed, represented or in public without the proper head gear. Nor should any despairing remarks, nicknames, catcalls, or snide remarks be made during said appearance of stated object.”*

Recent surveillance of the EMC has shown that the said subject has been publicly displayed without any proper head gear in direct violation of stated norms. The EMC is quite proud to state that “A Gentleman does not motor about after dark” yet willfully displays the ‘Beaver’ without any headgear.

Additionally many club members have been know to be very disrespectful of the use of proper names directed to the 'Beaver'. Recorded examples of such are:

Bucky Eager Leave it to Beaver Busy Beaver Away Harry Work like a Beaver Beaver Cleaver

For the record, the Beaver's proper name is Sir Woodrow Cuckalot (Woody is totally unacceptable) and should be address in such a proper fashion that reflects current English practices. Name tag may be needed. (Curtseys are not required but recommended).

A few facts that seemed to have been overlooked by the EMC are that:

A beaver is an unaggressive, hard-working, unassuming wonderful animal. Beavers are second only to humans in their ability to manipulate and change their environment. The English verb "To Beaver" means to work hard and constantly. As you can see, a very fitting mascot for any English motoring club. FYI- April 7 is *International Beaver Day*, please honor this day with the appropriate festivities.

Henceforth, the EMC is mandated to show proper respect by always displaying Sir Woody Chuckalot with an appropriate headgear and be addressed in his proper name. Hopefully no further action will be required by this Ministry. Should further action be deemed necessary the club will be subject to a last meal consisting of liver pudding, blood sausage, rag pudding and kidney pie. But will also be required to be renamed the "French Motoring Club" or the "Yugo Downhill Racers".

Let it be said, let it be written, let it be done.

"GOD SAVE THE QUEEN"

BY HER ROYAL MAJESTY DECREE





At the end of the presentation **Richard** adorned the Eager Beaver with a new cap.

Be sure to visit the MSEM website, <http://www.msemc.org/index.php> , for the calendar of events for 2017. Our next event is a visit to **Cashman's garage** in February. Hope to see you all there.

Volunteer Opportunity

We are looking for a volunteer to host the **2017 Christmas party**. If you are interested please contact **Gene Johnston** and he'll put it on the calendar.

Charlie and Donna won't be able to attend the **February 18th event at the Cashman's**. We would appreciate a volunteer to take some pictures and write a brief report about the gathering. Just email Charlie at durningcharles@gmail.com. Many thanks!

Watch This

Here is a link to an interesting 15 minute silent film of a **1955 Caravan Rally**. There are many cars that never made it to this side of the pond.

<https://www.youtube.com/watch?v=okquge44NU>



Membership News

By Stephen Turner

A note from **Stephen Turner** about annual dues.

Hello all,

2016 just flew by and what a wonderful year it was. We had many great road trips all around the state and have plans for many more this year.

2017 membership dues. Dues are \$25.00 and we accept check (payable to English Motoring Club) or cash. Membership includes an annual subscription to ***The British Marque***. You can mail your renewal to me at the following address:

EMC of Mississippi
c/o Stephen Turner
104 Southpark Drive
Vicksburg, MS 39180

Stephen Turner
Membership Chairman

Please join me in welcoming **Brian and Beverly Smith** into the English Motoring Club. They own a 1959 Triumph TR-3.

A Note from the President

John Turbeville



Happy New Year! ! Hope your first month of 2017 is off to a great start.

We had a nice turn out for lunch at Berry's in Florence on the 21st-I lost count after 33 in attendance. Hope to see you next month at the Cashman's Tech Session in Vicksburg.

Exhaust notes :

Work progresses on my TR6 frame off restoration project. Extra shop time over the holidays and Martin Luther King holiday afforded me some catch up time for projects.

The front brake conversion to Toyota vented rotors and calipers is completed and the rear conversion to Nissan brakes is almost complete. So glad to see progress being made and projects completed. This has given me a boost to get more done and speed the process up. I'm hopeful that 2017 will see lots of completed projects.





My neighbor, **Lonnie Carlton**, paid a visit recently. We had a nice visit talking about MG's and I got ride in in 1926 Model T. Glad to see him and his wife, **Dianne**, at the January meeting driving their newly acquired 1950 MGTD.

Model-T Notes

from Tech Guy Keith Anderson

Lonnie and Dianne Carlton Brought their newly restored MGTD to the meeting. Lonnie had to leave our gathering early for another meeting with the antique Model A's club. He has restored many model A's and model T's, and owns several. The **MG TD** is his wife's car. So she has a "**Model T**" of her own.

The Road Trip That Fell Apart

By John Turbeville

Mac Culpepper and **David Neelley** contacted me to see if I'd be interested in a day trip to Windsor Ruins on Martin Luther King Holiday in our MGs. The goal was to make pictures of our cars in front of the Ruins in an effort to recreate a photo made in the 1990's on a Drive Through History. I remembered the Drive as we had a string of cars trying to park at the Ruins that day and oncoming traffic had to wait to turn in. To our surprise in the on-coming traffic was an Englishman! He was excited to see so many British cars in one spot, truly in the middle of nowhere.

Back to this year's planned trip. It all began to fall apart when Mac drove over to **David's** house to drive his Tr3 as **Mac's** Midget was experiencing electrical charging issues. David was driving his MGB. On the way to the rendezvous spot the Tr3's fan belt not only broke in two but pulled apart and wrapped around all the moving parts. The only way to get back to David's house was to have the MGB tow the Tr3. I only wish I had a photo of that classic scene! Glad David packed a tow rope.

The weather turned threatening with 40% chance of rain, so the road trip to Windsor Ruins was called off to be done another day. We opted for lunch at Froghead Grill in Clinton.

Here are pictures of **Mac** holding the stringy fan belt and **David** and his coworker, **Joel**, inspecting the newly installed belt.



Exhaust Rattles

By Charlie Durning

On the Road Again.....

VP Steve is in the final stages of his rubber bumper Midget restoration. He hopes to have the engine running and **back on it's wheels this month.**

Pres John is making progress on his TR6 Restoration. The suspension is assembled on-to the bare frame and he is now working on a modern 4 wheel disc brake conversion.

Editor Charlie should have his GT **back on the road** this month.

Tech Guy Keith has his TR6 **back on the road**

Kent Turner has announced that his Lotus is **back on the road** from it's 1 year illness. He thanks **Brian Anderson** for his tenacity and skill in making it well again.

This Really Happened Last Week

By Denise Krause

Keith and Brian Anderson did some great work on my 1974 ½ MGB, both mechanical and aesthetic. They brought my MG home on a Tuesday afternoon. As we stood and talked in the driveway I told them about how pleased I was with all my vehicles -- the MG, a 2005 Subaru Outback L.L. Bean Edition, and my Aliner Classic camper. I remember saying, **“It’s so nice to want what I have.”** I was perfectly content and filled with gratitude for my older vehicles and very happy not to have any car payments.

The next day, Wednesday, January 18th, started off as just another regular day. I was looking forward to driving the MG, but glancing up at the sky I thought it looked just a bit like it might rain. With a moment’s hesitation I switched gears and got into the Subaru and headed for work. At lunchtime, I decided to skip spin class and run over to my son’s elementary school to take a few pictures of the playground, which we just finished updating. I parked behind a line of cars along Peachtree Street next to the playground at Power APAC Elementary School. The kids, including my son, were happily playing in the playground on the new equipment. I took my pictures and turned to go back to my car when we all heard a horrible sound ending with a loud crash.

I turned to look toward the dreadful sound. My son and everyone in the playground or vicinity stopped to look. What we saw was my beautiful green Subaru up in the air on top of the car that just crashed into it at high speed. A young person was climbing out of the passenger window of the car under mine. My son and I looked to each other. He ran to me and threw his arms around me. Thoughts racing through my head included being fortunate to have not been in or too near the car, that my son was safe, and that our dogs weren’t riding in the back like they often do. I told him that everything was going to be OK. At that moment, the kids were called to go inside and off he ran. Some of the kids were fairly shaken up and they were given a counseling session about the accident.

A few other adults who were in the playground and I went to the boy now lying in the grass. He told us he was having an anxiety attack. Other than that he seemed like he wasn’t physically hurt. It was a miracle considering the impact. There were several people who witnessed the whole incident. This is what happened.

A 17-year-old boy was heading back to Murrah High School in his father's 2002 Buick Le Sabre. Evidently the boy was in a hurry and thought that the white car in front of him was going too slow. He passed the car at high speed on a curve, came back across his lane and lost control, smashing directly into the back of my parked car. His car somehow went under my Subaru, which probably saved his life. The front of my car hit the car in front of it, which in turn hit the car in front of it. Those of us at the scene concluded that perhaps the boy was having an anxiety attack because he had just wrecked four cars. Two were totaled, including his dad's. On top of that, some high school kids who showed up suggested that he might have been skipping school.

There may be two morals to this story. One is that when you break the rules, consequences often follow. The other is that I should not skip spin class.

So now to try to find another car that meets all my criteria. Not an easy task!



Registration is now open for the 2017

NATCHEZ EURO FEST

www.euro-fest.net



Presenting Sponsors

Registration for the Natchez Euro Fest, to be held Saturday, April 8, 2017 is now open. Please go to [Euro Fest Auto Classic European Auto and Motorcycle Show](http://www.euro-fest.net) to submit your entry/entries for consideration. Acceptance will be limited to 150 entries. You will be notified of acceptance or rejection within two weeks of the arrival of your submission. On the web site you will find all information such as schedule, classes, hotel information, parking, etc.

The Bulldog Formation Flight will perform their air display once again at this year's event.

The Magnolia Bluffs Casino Hotel will be the Headquarter Hotel as well as host the Friday evening Welcoming "Pick Up Your Packet" Reception.

Bentley Driver's Club of England

By Terry Trovato



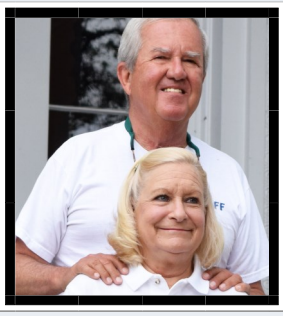
The Bentley Drivers' Club of England has been in touch with me over the past few months regarding touring Mississippi this April in their fabulous 'Bentley Blowers' (photo attached above) which they will be shipping to the U.S.

Just received the following message from them today:

Following your recommendation, the tour will be lunching at Satterfield's in New Roads, Louisiana, on April 27th arriving from 1 pm. We have reserved one side of the restaurant for 60 people. We then have a route planned to drive to Natchez that afternoon. We'd be delighted if you and your English Motoring Club friends wanted to join us at Satterfield's and then follow the route with us. I can provide the afternoon's route, instructions and notes, if that would be fun. To avoid administrative complications, it would be easier if you made a separate booking directly with Satterfield's. My contact is Dana Blount who has been very helpful.

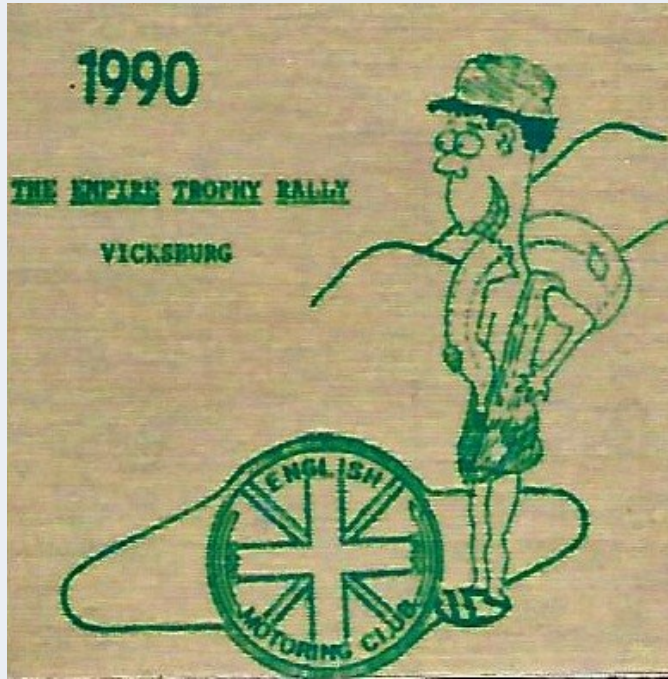
The next day (28th) is rest day for the group when they can relax in Natchez at Monmouth Inn and Linden, explore the city, watch the sunset or do whatever they fancy.

Mark your calendars now and let's team up with them for what will surely be a memorable experience.



Blast from the Past

By Terry and Merideth Trovato



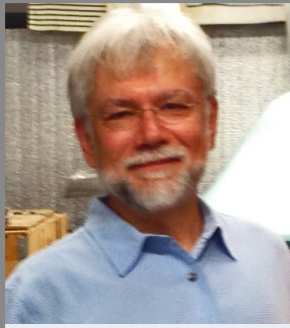
A dash plaque given to all participants engaged in the EMC's annual Empire Trophy Rally some quarter century ago.

According to **Barbara Cashman**, whose membership pre-dates that of the current Club Historians, The Empire Trophy Rally was started by EMC's **John and wife Florence Simmers**. It was held during May in the Vicksburg area for around four or five years.

It was a "hare and hound" type rally. Participants followed painted symbols found on the road shoulder. A "trophy" symbol indicated a turn at the next opportunity. A second confirming "trophy" told the driver and navigator that they had made the correct turn. If not, the vehicle had to turn back.

There were three or so checkpoints along the way. Closest odometer reading to the rally master's distance won.

The EMC had many from the Memphis club and others join in. The EMC hierarchy decided to discontinue the event after some unnamed fellows showed up with a cooler of beer that became empty very soon after the start. They missed several miles of a mandatory drive and came to the first checkpoint before the rally crew.



Fun With Midgets - 9

By Steve Whitlow

'Fun with Midgets', yes it can be fun sometimes, maddening at others. Sometimes it's both. For example, removing the bolts that secure the prop shaft to the gearbox are accessed by a very small aperture in the floor which is not particularly well placed either. Reinstalling them was tedious and time consuming, but task completed. Here's the funny/maddening bit. Now it was time to fit the gear shifter and gaiter so I opened the driver's door and noticed these four really shiny new bolts right at the top of the large opening in the gearbox tunnel. What could they be? You guessed it-the prop shaft bolts! I'd turned a job that should have been a breeze into something less than pleasant by not using the old noodle.

Lesson learned, time to move on. In short order the throttle and choke cables were fitted as well as bonnet release and speedo cable which is the UK market variety as the EGR counter and EGR Valve are in the trash bin. A new dual gauge and capillary tube as well as fuel lines and fuel filter were installed. I opted for K&N filters and stub stacks to smooth the intake air flow.



Finally the filters and carb to carb fuel line was installed. I decided to use stainless line for this.



With the charcoal canister removed I decided this was a good location for a Tudor washer bottle. Originally a plastic bladder had been installed and mounted under the opposite fender.

The stainless exhaust system had fitment issues, as in it didn't. Charlie and Clay put on their thinking caps and decided to remove about five inches of tubing where it mated to the collector. Then the tube was heated and the bend altered to allow it to line up correctly between the fuel tank and elliptic spring assembly.

Next, in went the battery and cut off switch and the last harness connections were completed and low and behold all the lights and accessories worked!



Lastly the engine and gearbox fluid were replenished and the expansion tank mount was modified, shifting it forward to allow clearance between tank and the front carb float bowl.

Next up-will she crank?

From the Passenger Seat

By Donna Durning



We had a great time at the Annual Meeting this year! If you'd like to see pictures from the event, please click the link below for a slideshow! Hope you enjoy.

[MSEMC 2017 Annual Meeting Slideshow](#) Ctrl + click on link

I will go ahead and ask for forgiveness because I know I didn't manage to write down all of the awards! But here are the ones I did make note of:

Bonnie Menapace presented the Connecting Award to Barbara Cashman.

Pat Cashman gave Donna Durning the Lead Type Award.

Keith Anderson gave John Turbeville the Big Valve Award.

Steve Whitlow presented the Burnt Piston Award to Charlie Durning and Clay Johnston.

Clay Johnston gave Steve Whitlow the Can-It Award.

Charlie Durning gave Gene Johnston the J. Thaddeus Toad Award.

Gene Johnston presented a Big Valve Award for editing the newsletter to Donna Durning.

Charlie Durning gave Bonnie and Andy Menapace the Preservation Award.

Paul McNeil presented the Eager Beaver Award to Steve Whitlow who turned it over to the Cashmans for safe-keeping!



Contact Me

If you have an idea or an article for "From the Passenger Seat", please let me know. I'd love to feature yours!

durning.donna@yahoo.com

(601) 953-1194

Upcoming Events

English Motoring Club 2017 Calendar

- February 18, 2017 – EMC Tech Session / Vicksburg MS** - Details: Pat / Barbara Cashman (601) 638 – 3240. **Volunteer needed to take pictures and send a brief report to durningcharles@gmail.com.**
- March 11, 2017 – EMC Tops Down - St Patrick's Day / Rocky Springs MS** - Details: Keith Anderson (601) 829 – 2938.
- April 1, 2017 - EMC/DSARC Fun Rally** - Details: Andy and Bonnie Menapace (601) 857 – 2829.
- May 13, 2017 – EMC Drive Thru History / Hattiesburg MS** - Details: Charles Durning (601) 668-7909.
- June 17, 2017 – EMC Tech Session / Brandon MS** - Details: Keith / Pat Anderson (601) - 829 - 2573.
- July 15, 2017 – EMC Lotus Weekend / Braxton MS** - Details: Mike / Alice Glore (504) 231 – 5801.
- August 12, 2017 – EMC Tech Session / Brandon MS** - Details: David / Jo Ann Bailey (601) 992 – 8566.
- September 15 - 16, 2017 – EMC Brits on the Bluff / Natchez MS** - Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.
- November 4, 2017 – EMC Tech Session / Ridgeland MS** - Details: Gene / Martha Johnston (601) 607 – 7021.
- December 2, 2017– EMC / DSARC Christmas Party / Vicksburg MS** - Details: Pat / Barbara Cashman (601) 638 – 3240.