

THE OFF-SIDE UNDO

“A GENTLEMAN DOES NOT MOTOR ABOUT AFTER DARK” JOSEPH LUCAS



Official Publication of the English Motoring Club of Mississippi

Editors: Roy and Penny Schooler

On the web at www.msemc.org

January
2021

This 'n That

By Roy Schooler

We can definitely say this is strange times we are living. Not only did we have to cancel our December Christmas Tech Session, but also the January Awards and Luncheon. I also just received a call that the annual January car show at the Trade Mart center had to be cancelled since it is an indoor event. I know several of us were looking forward to also seeing the newly renovated Trade Mart in addition to fabulous cars. Barry and I enjoyed it last year and even recruited new members.

I know you will enjoy the interesting articles that came in this month. Who would have thought someone would run in to Santa on a bike on the Trace, or receive a call that a movie company wants to use your car.

I just hope everyone will consider taking the vaccination when offered so we can get back to somewhat normal lives. I know we all miss the “good ole days”.

We are working on another countryside drive but will probably make it a February or March event.

Happy New Year Everyone

It's a Wonderful Life in Historic Brandon

Vintage Car Show

The threat of bad weather passed and the sun finally came out late in the morning for several cars to drive to the vintage car show and it was a nice array of vehicles. Even with 2020 being remembered for the Covid 19 pandemic it was important that this annual event go on. We supplied masks for everyone—even the craft vendors and tour of home participants and *the show went on*. Thanks to all who helped make this day special. See you next year



A Tale of Two Axles.....British Engineering At It's Finest
Or How I Got Shafted
By Richard Greene



Having owned my 72' Lotus Europa TC for over thirty years I have always wondered why the two rear Intermediate Drive Shafts were not the same size in diameter. The lengths are the same, but the diameters are: Right side 42.5 mm with the Left side being 36.3 mm. This have never presented a problem but seemed somehow off to me. The shafts appear to be made of a hollow pipe with the universal joint housing welded on.

After checking through old parts catalogs, shop manuals and calling the few vendors who specialized in the Europa, I determined that the Drive Shafts for all the 72-77 TC and Special Europas used the same Shafts. Of course no one had any in stock (new or used), and haven't for decades. No one could come up with specified diameter.

Since the Shafts on my car were clearly different in diameter, I assumed that perhaps one had been damaged and repaired with a different diameter pipe. They both looked the same and I couldn' really detect any repair on either. I also had removed them a couple of times in the past and may have mixed them up. The last time I removed them I replaced all four universal joints and reshimmed them. Not a hard job but very time consuming.

While checking E-Bay for Europa parts that come available (A regular habit for all my British Cars), A pair of Intermediate Drive Shafts from a 73' Europa Special popped up. In over twenty years these were the first to come up. They had the wheel hubs and three universal joints included. I knew the hubs were for the Special and not the TC but I didn't need them, as my hubs were still good. The Spline end on one was a little suspect, but I would be using my existing splines so it was of no concern.

I only wanted the shafts and planned to replace the one that matched my existing set-up (or so I thought) Measuring the diameter of the shafts I found them to be of the same size to each other, but the size is 39.5 mm. This meant that I would need to replace both shafts if I wanted them to be the same size on the car. Something I had not planned to do.

Just for kicks, I e-mailed Pat Cashman in Vicksburg who has a TC Special in his collection and I asked him if he could measure the shafts on his car. He quickly got back to me and said that both of his are the same diameter and that they measured at 45.5 mm. Now I had a real dilemma on my hands. Change both out so that they matched or leave along and live with them being different.

Since the Europa were never made in large lots and were mainly hand assembled it seems like Lotus must have job lot'd the manufacture of the intermediate drive shafts and just used what was on the line at the time. Most likely during the run of the Europa a couple of different vendors provided the shafts with varying degree of quality control. I don't think the diameter really matters that much (to a certain degree) and I might just leave well enough alone for now.

In the meanwhile I will disassemble the E-Bay shafts, clean, prep and paint them for when I decide to change them out in the future.



St. Nick?

Is that you?

By Gene Johnson

This past Thursday, December 10th, I was out running errands in the MG and decided to take a break and run north on the Natchez Trace for a few miles. My usual resting spot and turn around is the Ratliff Ferry Trading Post. That's about twenty-three miles north of Ridgeland. It was a great day for driving with the temperature in the high 60's/low 70's with high clouds and plenty of sun. Top down was the only way to go and with the vents closed and my collar up it was just perfect. I approached the Cypress Swamp Nature area off in the distance, I could see what appeared to be a cyclist or hiker dressed in bright red also heading north. As I closed the distance and moved into the oncoming lane for passing, I recognized that it was a cyclist dressed in red and white along with a full flowing beard and a night cap that could not be misidentified as anyone other than dear Old St. Nicholas. I was shocked to say the least and couldn't pass up the opportunity to stop and chat with this the grandest of elves. I pulled over at the River Bend Picnic Area and in anticipation waited for St. Nickolas to arrive. St. Nick spoke with a thick French-Canadian accent stating he originally hailed from an area north-east of Quebec but was now residing with a relative in Ridgeland. His daily ride took him about five miles north on the Trace from Ridgeland, returning home in the afternoon following his tour. He was a spry gentleman for his indicated 83 years of age. I didn't think to ask where he started is daily journey from but by my calculations, he was much further north than five miles from Ridgeland. We spoke for ten to fifteen minutes during which I let him rest for a few minutes in the MG before he announced that he needed to keep moving. Those traveling the Trace seemed quite shocked at the sight of Old St. Nick in a bright red MG. Bidding each other a Merry Christmas I headed further north to my appointed turn around spot at Ratliff Ferry maybe a mile or two further north. I took the right onto Ratliff Ferry Road and drove to the Trading Post and set for a few minutes watching the Pearl River pass by and contemplating what had just occurred. I anticipated that I'd pass St. Nick during my return trip home. At the stop sign of Ratliff Ferry Road and the Trace I looked to my left, no traffic was approaching from the south and to my right there was none approaching. On rechecking for approaching traffic from the north however off in the distance a good piece I could see that same bright red image of St. Nick continuing to pedal northbound. Now, I'm not one to conjure up illusions or anything like that but I'm sure glad that I snapped a couple of photos of the jolly little man as others might think I've gone completely bonkers.

*Note that if you go out in search of St. Nick please be aware that there is an extensive amount of tornado debris along with clean-up crews along the Trace in the ar-

*Note that if you go out in search of St. Nick please be aware that there is an extensive amount of tornado debris along with clean-up crews along the Trace in the areas noted. Watch out for cyclist and as always, Merry Christmas and Happy Motoring to all and to all a good night.

St Nicholas Arrives !!!!!



St. Nick takes a break



My visit with St. Nick

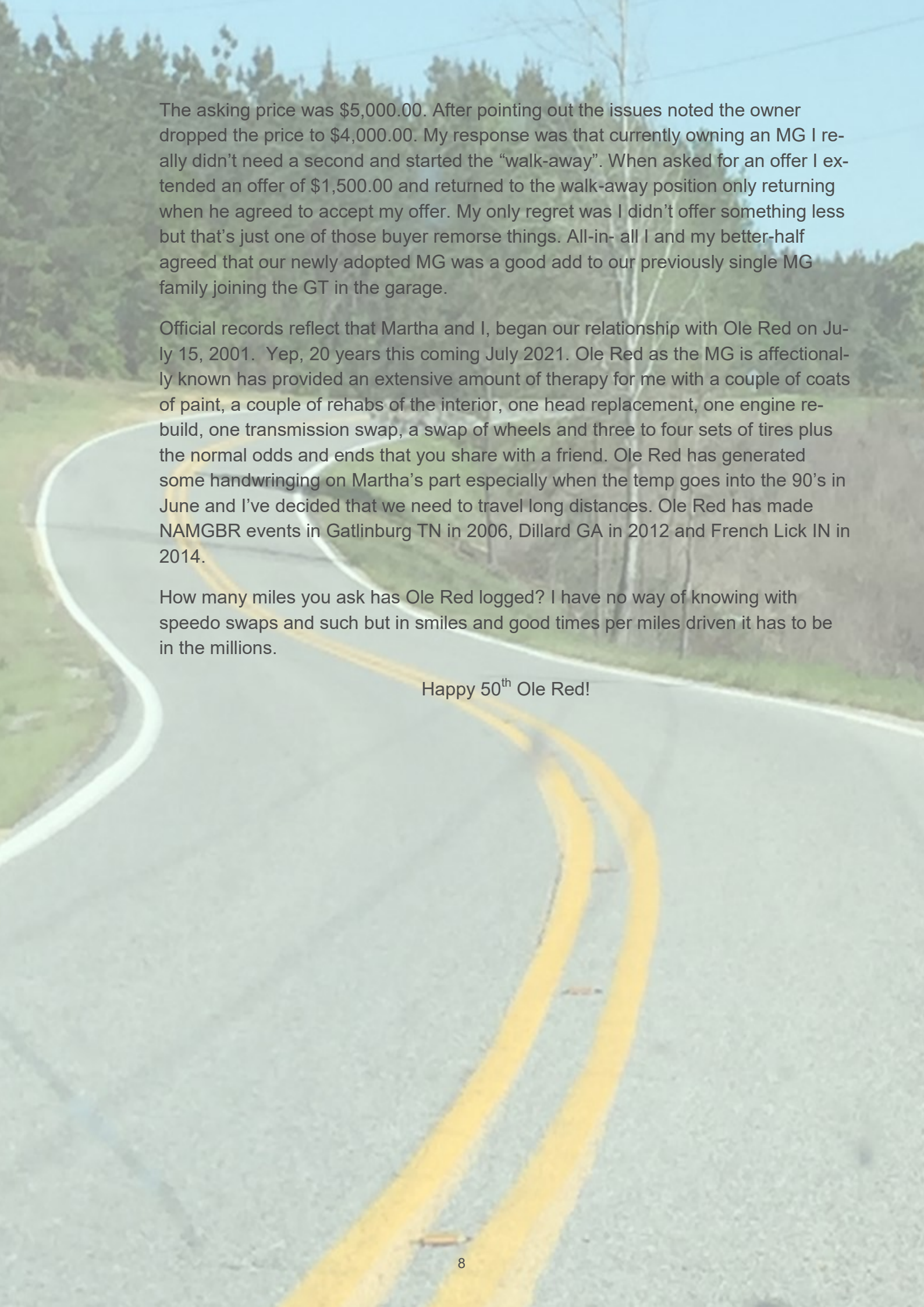
Ole Red arrives for NAMGBR 2014, French Lick Indiana

By Gene Johnson



It's been 50 years, December 1970, since Ole Red rolled off the assembly line at Abingdon-on Thames. The "Passport to Service" documents that on September 20, 1971, Ole Red appeared at Peninsular British Cars, Inc. in Palo Alto, CA and on February 8, 1972 was purchased by Mr. Eugene Weaver residing at the time in Cupertino CA. The first service occurred on October 18, 1971 at the 1,500-mile mark. The second recorded service was December 1, 1971 with 3,304 miles on the clock and the final reported service was on December 19, 1972 with 14,760 miles on the odometer.

From there I've no records related to ownership, travels, service or how Ole Red was treated, good or bad. On July 14, 2001 I responded to a for-sale ad in the Clarion-Ledger in Jackson MS. I contacted the owner, a student nearing graduation at University Medical Center. We arranged for an inspection later that day. Ole Red had undergone a color change from the mostly unloved Bracken to multiple color codes of red. I could tell that some of the panels were a bit wavy but rust or at least what was showing was limited. The interior was a bit tatty. You sat basically on the floor in the driver's seat, the carpet was a wish and the dash was cracked in several places. On first start up there was a definite rattle in the engine and the clutch sounded as if it was about to fall thru the bell housing weep hole. The first drive revealed the tires to be a bit out of round, later determined to be wobbly Rostyles and cheap tires.



The asking price was \$5,000.00. After pointing out the issues noted the owner dropped the price to \$4,000.00. My response was that currently owning an MG I really didn't need a second and started the "walk-away". When asked for an offer I extended an offer of \$1,500.00 and returned to the walk-away position only returning when he agreed to accept my offer. My only regret was I didn't offer something less but that's just one of those buyer remorse things. All-in- all I and my better-half agreed that our newly adopted MG was a good add to our previously single MG family joining the GT in the garage.

Official records reflect that Martha and I, began our relationship with Ole Red on July 15, 2001. Yep, 20 years this coming July 2021. Ole Red as the MG is affectionally known has provided an extensive amount of therapy for me with a couple of coats of paint, a couple of rehabs of the interior, one head replacement, one engine rebuild, one transmission swap, a swap of wheels and three to four sets of tires plus the normal odds and ends that you share with a friend. Ole Red has generated some handwringing on Martha's part especially when the temp goes into the 90's in June and I've decided that we need to travel long distances. Ole Red has made NAMGBR events in Gatlinburg TN in 2006, Dillard GA in 2012 and French Lick IN in 2014.

How many miles you ask has Ole Red logged? I have no way of knowing with speedo swaps and such but in smiles and good times per miles driven it has to be in the millions.

Happy 50th Ole Red!

HOLLYWOOD CALLING

By John Turbeville

I got a call from Mike Marsh looking for a black Land Rover for a production being filmed in Natchez the next day. A Land Rover was needed for an HBO program called Red Bird Lane starring Susan Sarandon being filmed at Longwood Plantation. They wanted a black Land Rover to drive from the gate to the house for actor Danny Huston and would pay \$1500 for rental of it, plus a hotel room, gas, and food. After sending Mike a few photos, the 1998 Discovery that I had bought from the Jake Weaver estate in July was selected! The original owner of this car was our own club member, John Lange —you may know his 1949 MG TC that has been on display many years at EuroFest at Renaissance.

They asked if I could remove the safari spotlights so I raced home from work, removed the spotlights, washed the car, threw some clothes in the luggage and headed down to Natchez to be on location at 5:00 am the next morning. After the sun came up and the producer saw the car, he also wanted the stainless steel bumper guard removed. They had a car wrangler on site to do this as there were other cars in the production. They kept the car and sent me back to the hotel due to Covid restrictions so I never saw the actual filming. They held the car over till the next morning but didn't need it for any more filming. I was ready to head home but the car wrangler was tied up with other cars being filmed so it was noon before he had time to put my bumper back on. He finished just as they called for lunch break. I left Natchez by 1:00 pm headed to Jackson but got a call 20 minutes later saying I must return to the set. I needed to have a proper double rapid Covid test as the one I had the first day was a 48 hour result test. They needed to know I was negative for my time on set as someone else had tested positive. So I had to return to Natchez for the test as "no" was not an acceptable answer. The good thing by being held over a second day was that they doubled my rental pay even though my car wasn't used in filming! This was an experience in patience and waiting as many people on set said it's industry standard to hurry up and wait. I managed to sneak one photo of the wrangler removing the stainless steel bumper and me hurrying up to wait by the hotel pool.



English Motoring Club

Membership Application (\$25 per Year) Calendar Year 202__

Name(s) _____

Mail Address _____

City _____ State _____ Zip Code _____

Best Phone _____

E-mail _____

Vehicle inventory (optional). Please indicate condition: a) drivable b) project c) parts car

1. _____ 5. _____

2. _____ 6. _____

3. _____ 7. _____

4. _____ 8. _____

Please indicate areas you would like to offer active assistance in club functions.

1. Newsletter _____ 4. Membership _____

2. Technical _____ 5. Special events _____

3. Annual car show _____ 6. Drives and Tours _____

Annual Dues of \$25.00 are due in January of each year. This amount includes your annual subscription to *The British Marque*. **Due March 1, 2021**

Make checks payable to: English Motoring Club

**Remittance address: EMC of MS
c/o Stephen Turner
104 SouthPark Drive
Vicksburg MS 39180**



Call to MG owners or others that maybe interested.

During early 2020 John Turbeville initiated the process of getting the EMC included as an affiliated club with the North American MG Register (NAMGBR). One of the requirements to remain in good standing is to ensure that there are eight persons that are active members with NAMGBR and have listed The English Motoring Club of Mississippi as either their primary or secondary club. There are several benefits to an joining the NAMGBR to you and also to the EMC so we'd like to stay in good standing. If you have received a renewal notice from NAMGBR please be sure that your respond timely. If you would like to review benefits, renew or join the you can check out the website at namgbr.org. Note that the NAMGBR did begin as an MG "B" organization however the organization now covers multiple models and series of the MG line. There is something for everyone that owns or has interest in the MG line.

Thanks for your consideration.

The EMC



Please give a big hello to Tim Brown, the new caretaker for a very nice 67 MGB roadster. Tim and his family live south of Sumrall MS. A singing D-type overdrive required Tim to pull the engine-transmission unit for repairs, he hopes the B won't be off the road too long. Here's a picture of Tim preparing to pull the engine. Tim's son Jake is acting as mechanic's assistant while out for holiday break from Ole Miss. Hopefully we'll see Tim and his family motoring about very soon!

Just a Penny's Worth



I would say that 2020 went by quite fast - but not without a lot of memories that will be with us for a really long time. So many events had to be cancelled and so many of our family and friends are sick or quarantined. I know all of us will be celebrating the New Year and all look forward to a much better and calmer 2021. With the December Tech Session and the January Awards meeting cancelled, maybe we will see you at another countryside drive probably in the Spring. Please stay safe and keep those masks close at hand for a bit longer.

Happy New Year

Email your articles at: pschooler@mail.com

Upcoming Events

English Motoring Club 2020 Calendar

These are some calendar entries that have been posted to the EMC web site www.msemc.org for 2021.

January 16, 2021 - EMC 2020 Awards & 2021 Kick-Off / Florence MS - Make plans now to attend the start of the English Motoring Clubs 2020 season. We'll have a look back and share a chuckle about the times and places of 2020. Sir Woody Chuck-a lot will make an appearance so come with your traveling awards from prior years to recognized 2020 and with all of the action in 2019 don't forget that new awards are always welcome! We'll be setting out the 2020 schedule of events so bring your suggestions. The fun and frivolity will be held at: Berry's Seafood and Catfish House (2942 US- 49, Florence MS) starting at 11:30am. Details contact: John Turbeville (601) 940 – 5288. **CANCELLED!**

If you are not receiving the OSU or monthly calendar notices of upcoming events, please email Gene at jjohnston18@msemc.org

