

THE OFF-SIDE UNDO

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

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June 2015 Tech Session Hosted by the Andersons

A good time was had by all at the June Tech session hosted by Keith and Pat Anderson in Brandon, MS. Everyone brought great food, stories and cars! Many thanks to the Andersons!

Keith showed us his rare Austin Healey barn find. He also volunteered his tune-up services to anyone who needed a minor tune-up on their LBC.



Keith has quite a collection of cars well as this Vespa scooter.



Here are a few photos from the day:

There's that camera again!





Hello Class,
I'm Mike
Glore

Gene, is this my
blue TR3?

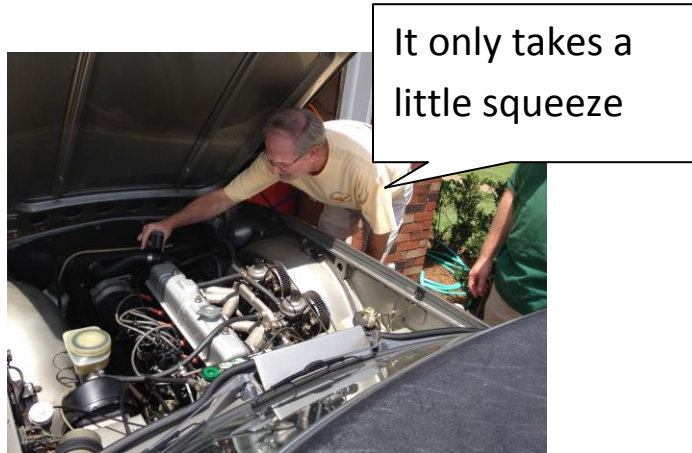
Time to
eat!



No food until we get
this car *running*!

Maybe it just
needs
batteries...





Euro Summit

At Trustmark Park

Hosted by the Mississippi Braves

by Mike Marsh

Good time had by all, total of eight Marques pleased the crowd with their on-field introduction. Braves General Manager was very pleased and felt the crowd was also up for this first time event to be held again next year.

Here are a few photos from the event:





More Euro Summit

By Gene Johnston

Pearl MS - Mike Marsh has organized many car events across two states during the past several years. His local touch has fallen on the very successful Renaissance Eurofest in Ridgeland MS. He has organized Coffee and Cars on Saturday mornings in Flowood and periodically has organized Euro Summits around the Jackson MS area. Events are well attended and the multi marque gatherings allow all lovers of the automobile to gather for celebrations.

On Saturday June 27th Mike organized a Euro Summit event in conjunction with the Mississippi Braves Double-A baseball game. Seventeen cars made this first gathering at Trustmark Park. An excellent turnout considering days upon days of high chances for rain that we've had during 2015. Saturday the 27th was no different, and although there were heavy clouds around as we gathered outside the gates of Trustmark Park, it turned out to be a beautiful evening under the lights.

It's Show Time! The cars, drivers and riders were allowed to parade around the warning track as part of the pre-game festivities.



LBC's at Trustmark Park

Martha Eagerly Awaits Field Time

The year of manufacture, make and model of each car was announced by Braves General Manager Steve DeSalvo. Each received a generous round of applause from the crowd.



Keith Anderson and His Rover P4

Following the intros, and other pre-game activities, I'm glad to report that all cars re-cranked and completed the circumnavigation of the field. After parking, we returned to the stands and enjoyed a good game other than the final outcome, the Pensacola Blue Wahoos outscoring the Braves 7 to 5. Thanks Mike for putting together a great evening.



Mike Marsh, Organizer El Supremo!

We dedicate this Marsh to you, Mike!



The Durnings found a "Marsh" at the Wheels Thru Time Museum.



Mike Marsh's Mercedes



Bro. Gene's Old Red near First Base



Tony Stangelo's '64 Porsche



From the Passenger Seat

Editor's Note: We welcome your adventure stories, recipes, or anything of interest you'd like to contribute. We look forward to hearing from you soon! LADIES! PLEASE EMAIL ME AT durning.donna@yahoo.com with your contributions!

By

Donna Durning



It's Veggie-Time!

Don't you love it when all of the fruit stands are open and start selling fresh veggies and fruit? That's when I get ready for my sautéed vegetables.

Here is one of my favorite concoctions:

Summer Squash Saute' Spectacular

Slice yellow squash, zucchini, **Vidalia** onions, red and bell peppers. I've even added sliced home-grown tomatoes to the mix.

Spray a pan with Pam cooking spray. Sprinkle with Tony Chachere's Creole Seasoning and saute until desired texture. Hope you'll enjoy this summer time treat!



Exhaust Rattles

Clay Johnston now has his MGB at Walker Auto Body to get his deer collision damage fixed.

On the way to the Indy Car Races the engine in Bro. Gene's pickup grenaded. But he still made it just in time for the gentlemen to start their engines! The pickup is up and running again with a fresh junkyard engine.

Charlie Durning has completed the MGB seat conversion in the Morris Minor. He is still working on the 4-wheel disc brake conversion.



Charlie is also devising a strategy to teach Donna how to drive it. She has been an automatic lady since 1976, when she was traumatized while driving her brother's standard. She stalled out in front of the Sonic in McComb on a Friday night. The incident was witnessed by her teenage friends. She declared that night that she'd never drive another

standard. Things are about to change... We will have an update on the driving lessons in an upcoming issue.

Car of the Month

By Steve Whitlow

The Midget was my first new car. I 'd wanted one since my senior year in high school, so upon graduating college and landing my first real job I started saving for the down payment. After two months I'd saved enough and drove home in my shiny new 1976 Damask Red Midget. New car brochures are prone to wild exaggerations while extolling the virtues of the car. The Midget brochure was no exception. The 'new' 1500 engine was described as "thrifty, quick and strong"well, one out of three maybe, but it was spot on when it came to "F.P. G." or fun per gallon. The Midget was a hoot to drive and I drove it everywhere. It was my daily driver for almost a decade. I'd come close to selling the car on a few occasions but just couldn't part with the little car.



Around 2004 the car quit running, being in need of a new electronic ignition module and also a distributor. My Volvo mechanic at the time somewhat reluctantly agreed to do the work, but it was not a priority for him. The car sat for well over a year, it was rather far down my priority list as well. What I didn't realize was that he left the car outside most of the time and would roll it inside when I'd come by. By the time I got it back the paint was faded and the top badly damaged. I was not happy when I saw the car - at long last it was running again. I was glad to have it back but was unhappy with how she looked. I had to accept that I'd not stayed on top of the situation properly. I did find another Volvo mechanic.

I also found Jim Trunzler, a local British car mechanic. So when it came time for maintenance or repairs, I was sorted. I also discovered the English Motoring Club in 2009. I wasn't the only one out there crazy enough to still have an LBC although most weren't the original owners.

So in 2010 I decided to begin a much deserved restoration. The Midget had always been well cared for but had not lead a charmed life as it seldom was garage kept.....not having a garage will do that. I'd had various car covers mostly purchased from MG Mitten in the classified section of Road & Track magazine and later from Moss Motors but thirty-four years of weather, not to mention the time spent in exile at the Volvo shop had taken their toll cosmetically.

I quickly discovered that the labor cost of disassembling the car for a proper respray was prohibitive unless I did the work myself, so that's what I did. The doors were the most challenging. I remember it took nearly three hours on the first but less than half that on the second. So after fourteen months, a fresh coat of paint, including the Rostyles, all new rubber seals, a new windscreen, new top, carpet, switches, etc. she looked like new-as long as you didn't raise the bonnet. The car's exterior and interior appearance were a study in contrast with the engine bay to say the least, also the suspension was in dire need of new bushings.

Now five years later Phase 2 and 3 begin, thanks to Charlie Durning who graciously (or perhaps foolishly) has allowed me to use his shop for the work. Three stipulations are required however; first- that I do all the work, second-that

he gets to make fun of me, and third-that I write articles about all this. Being under the kosh I had little choice but to accept.

So for Phase 2.1: Rear Suspension, the fasteners surprisingly didn't offer much resistance.



The banjo axle was cleaned and re sprayed. The fuel tank and floor area was cleaned and re sprayed with under coating and all reusable bits were cleaned primed and re sprayed. The only real challenge was replacing the center bolts on the rear springs but with a little “out of the box thinking” as Charlie like to say we were able to replicate the largish caps of the original bolts by welding sleeves cut to the proper height on the new bolts. The brakes were refurbished two years ago with new brakes shoes, Green Stuff pads for the front and Goodridge stainless brake lines so no work was required here. The bushes in the upper link and front spring eyelet have been replaced leaving this weekend to reassemble the rear spring assemblies using Super Pro polyurethane bushings.

Next on the list, Phase 2.2: Front Suspension Rebuild. The fun continues...yippee!!

If you would like one of your British cars featured in Car of the Month, please send pictures, the story of where and how you found the car, and any adventure stories you

Got 'em

by Gene Johnston

Speedway IN – 2015 was the year that Martha and I decided to introduce the grandkids, Miller and Olivia to the Memorial Day Classic in Speedway Indiana, The Indy 500.

My introduction to Indy was about 1964 when there was no museum in the infield and the barrier between the infield and the racetrack was a wire fence. Martha's first visit was 2009, I think. To say she's been bitten would be an understatement. More on that in moment. Day one was spent visiting the Indianapolis 500 Museum, taking in the vintage car exhibit, the historic race and of course picking up 2015 Indy souvenirs.

Miller and Olivia were a bit perplexed when I pointed out the MG Liquid Suspension Special on Day One and attempted to explain it's relationship to the MGBs at home in our garage.

On Day Two we made the 500 Festival Parade held under clear, warm skies witnessed by large crowds.



The Grand Prize

Following the parade we traveled back to the track for the end of the Indy Lights race, the pit stop race. Martha and I rested up in the Pagoda Plaza area from the extensive hiking we did during the day while the kids made an infield concert. During their absence an exhibit of historic Lotus cars had been rolled out to the plaza area. When the kids returned, we wandered over to see what was going on .



Lotus on the Plaza

I noted one or two faces of Indy Car regulars in attendance. I must admit that Miller, perhaps didn't understand "grabbing the moment", but I pushed him into the scene and was able to divert Dario Franchitti from his function and get a photo of he and Miller.



Miller and Dario Franchitti

I'm not sure if Miller understood what it meant to me, the "motor head" that I am, but perhaps one day, with the bug planted, he'll recall his first visit to the motor racing capitol of the world.

Race day rolled around early, and we headed off to make one last infield pass pre-race. The intensity of the crowd had certainly increased from our very laid back visit on Thursday. People everywhere but we did manage a quick trip back thru the museum and then back to our assigned seats outside of turn one.

The kids were really getting into the swing as traditional pre-race songs were sung, celebrities introduced, parade laps completed, balloons set free, a vintage plane fly over, and drivers intros. When the green flag fell on the 99th running of the 500, they were wide-eyed and excited. During the race we were really pulling for Tony Kanaan. He was running quite well, leading the fast-paced race for several laps until a late race spin and engagement with the outside wall ended his race. You'd have thought that Miller had lost his best friend for a moment but he recovered, and we enjoyed the end of the 2015 Indy 500.



Tony Kanaan giving Miller a thumbs-up!

I knew Martha was hooked on Indy Car racing from her first visit several years ago but I was uncertain just how hooked until I suggested two additional races during the year. She agreed and we've made the race at Texas Motor Speedway during June and at the end of July we're headed to Mid-Ohio Sports Car Course. Are the grandkids hooked? Yep, I think they are hooked. On their recent trip to visit us just prior to July 4th they dropped several hints that they were looking forward to next years trip to Indy. **Got 'em**



Happy Motoring!

ATTENTION!!!

As always, pictures and submissions are welcome!!!

EMC Calendar

July 4, 2015 – Coffee and Cars / Flowood MS - Central Mississippi car enthusiasts are invited to a monthly car show in the parking lot of Primos Restaurant and Antonelli College on Lakeland Drive in Flowood. The event, Coffee & Cars, is held first Saturday of each month from 7 a.m. until 10 a.m. beginning on April 4 through September 5 Other events will be held on July 4TH, August 1. It is free, Primos will be closed but the show will go on. Golden Corral is open for breakfast at 7:30. and all makes and models are welcome. Participants are free to come and go as they like. "If it rolls, bring it"! Details: Mike Marsh 601.946.1950.

July 18, 2015 – EMC Lotus Weekend / Braxton MS - I'm sure we'll find some interesting roads on our way down to the beautiful burg of Braxton. Come and join the drive and the visit with Mike and Alice. Bring a dish and enjoy lazing on a sunny afternoon in the summertime with the EMC. Lunch starts at 12:00pm. Details: Mike / Alice Glore (504) 231 – 5801.

August 15, 2015 – EMC Tech Session / Brandon MS - David and Jo Ann have a way of throwing a great party in lead up to the EMC show. Come on out and see what David has added or improved on for 2015. Always lot's to see and do along with a great meal what else can you ask for. This will be the pre-Brits on the Bluffs gathering so bring along a dish and enjoy the fun. Gathering starts at 11:00am. Lunch starts as 12:00pm. Details: David / Jo Ann Bailey (601) 992 – 8566.

September 18 - 19, 2015 – EMC Brits on the Bluff / Natchez MS - In 2014 we entertained a record crowd and the weather was soooo nice. It's promised to be all sunshine and roses on the banks of the Mississippi for 2015 so we're looking for another great turnout. We hope that friends from near and far will join us. Stay tuned for registration information. ***Please make hotel reservations early. Host hotel: Natchez Grand Hotel (601) 446 - 9994. Reference: English Motoring Club.** Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.

And there's even more listed on the web-site at www.msemc.org