

THE OFF-SIDE UNDO

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



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This 'n That

By Charlie Durning

This month we have a report from Membership guy Stephen about his adventures at the driving school at the Barber Motorsports Park, a visit from the folks heading through Vicksburg on their way to San Diego for MG2017, the tech session at Tech guy Keith and Pat Anderson's house, a Blast from the Past from Merideth and history guy Terry Trovato, and finally an unauthorized drive to Pineville for lunch.

Hope all is well as we weather the hot months of summer.



Porsche Driving School

by Stephen Turner

Editor's note: Although our membership chairman, Stephen, attended a driving school that used Porsche cars, his training does apply to LBCs. Let's congratulate Stephen on a job well done.

The 25th and 26th of May, I attended the 2 Day High Performance Driving Course at the Porsche Driving School at Barbers Motorsports Park and my dad went as a guest. Guests are not allowed to drive, but can ride with the instructors. We arrived the night before at the Grand Bohemian Hotel in Birmingham. The next morning a shuttle from the school picked us up at 7. When we arrived at the school we were fed a nice breakfast and went straight to the classroom to learn some basic driving techniques. The classroom session lasted about an hour. Then we were split up into 6 groups of about 5 drivers. Half the groups went straight to the track while the other half went to the autocross/skidpad/driving technique area. My first destination was the autocross course. Once the instructor gave everyone a ride around the course in a Cayman S, we did a few laps around it.



I am getting in the Cayman S for the autocross.

That was when we were told that the following day would be an autocross competition. Each group member would perform 3 laps around the track and then exit the car and tag the next member to enter the car and do 3 more laps. Lap time, driver change, and overall time would be recorded and awards with a value of up to \$10,000 would be given. After the autocross we walked down to the driving technique area and practiced braking techniques in some 911's.

I am getting into a 911 with an instructor



Once that was over we went to the skid pad. It was an area that had about 3 or 4 coats of what is used to recoat parking lots but wetted. This was also in a 911 but traction control and all other driver aids were turned off. This area was slick as ice. Due to the lack of traction you might be able to get the car to 20 mph. Everyone spun the car multiple times.



The skid pad

After this we traded places with the groups on the track. We were split up again into 4 groups with about 3 - 4 students per instructor. The instructor would be in the lead car with the students following. Kind of like a mother duck with her ducklings. There were 4 different Porsche models they would rotate us through for the day on the track. I started in a 911 GTS. We did about 7 or 8 laps changing positions every couple of laps so the instructor could focus on us and give us guidance on when to turn in and hit the apex and turn out. After this we came in for a quick break and a car change. We then changed to the 911 Carrera S and repeated.



Cars lined up before track session.

By this time it was time for lunch. We were taken into the Paddock building where they had fixed us a nice light lunch of salads, tuna salad, and various deserts. This is also where they gave us a thumb drive that we could plug into the cars and it would record video of our laps on the track. A camera was pointing out the front of the car and at the driver. The telemetry of the car was also recorded. After lunch was a repeat of before lunch. However, this time on track I got to drive a Cayman S and a 911 Turbo S. The Turbo S was an incredible machine and I hit my fastest speed of 120 mph. We concluded the day with a quick classroom session and were taken back to the hotel around 5 pm. Dinner was provided that night at the hotel. This gave us an opportunity to socialize with the instructors and learn more about their racing experiences. The second day routine was

the same as the first with a quick breakfast and classroom session. My group was the first to complete the autocross competition. However, since we were group 6 we only had 4 drivers while all the other groups had 5 drivers so we had to elect a driver to do 2 stints in the competition. I was given that honor. I started in the car, did my 3 laps and tagged the next driver in. When he was done he tagged me back in. Two second penalties were given for every cone hit, when changing drivers the car must be stopped in a box or a 10 second penalty was given, when changing drivers you must walk to and from the car or a 10 second penalty was given, forgetting to buckle up or putting the car in park was an automatic disqualification. Overall we only received 1 penalty for not parking in the box between driver changes. We were not given the results until the end of the day. The rest of the morning was the same as the previous morning except before going back on track, we were taken around the track in the Mercedes Sprinter vans by the instructors. They got a little competitive with each other because about halfway through the lap our instructor says "I wonder if I can catch the other instructor". I did not know those vans could go around corners like that. The tires were definitely being put to their limits. Lunch was provided again with salads, barbeque, and deserts. After lunch was a little different than the day before. We took the Cayenne SUV's off road. The Cayenne was launched in North America at trails set up at Barbers. Some of those trails still exist and are maintained for the driving school. See the attached pictures of some of the terrain we drove through.



Cayenne going through a puddle.



Trying to get the Cayenne on 2 wheels.

We then got to experience launch control in the 911 Turbo S. Porsche claims these cars accelerate from 0-60 in 2.9 seconds. However, Road and Track accomplished it in about 2.5 seconds. Honestly, I don't think I would be able to tell the difference in 0.4 seconds. The acceleration produced around 1.10 g's of acceleration and 1.14 g's of braking. I got to conclude my driving school experience with driving the Cayman S on track. The instructors ended the driving with taking everybody on track at full speed. They lapped the track about 20 seconds a lap faster than we were lapping. One last classroom session was given to tell us what we could do next and give us the results of the autocross. My group came in 3rd or 4th for overall time, but I turned in the fastest lap time. **For fastest lap I was given a Pirelli polo shirt that could be valued up to \$10,000.**



Autocross results

The program concluded with a quick tour of the museum. If anyone has ever wanted to do this type of thing I would recommend going to the Porsche Driving School. All the instructors were top notch. They really loved racing and loved sharing their passion with others. They worked hard to make sure the students had as much fun as possible. I cannot say enough nice things about the instructors and the experience they create. The cars are also wonderful machines that take a lot of abuse and still perform flawlessly.

Traveling Thru MG 2017

By Bro Gene

The English Motoring Club of Mississippi welcomed fourteen hardy MGB travelers to Mississippi on June 24, 2017 at the garage of **Pat and Barbara Cashman** in Vicksburg. This was no local or even regional group of travelers. This was a real over the road traveling MG group of enthusiasts. The departing location was Savannah, Georgia. However, some of the group had traveled significant distances just to get to the starting point, say Chicago Illinois. They were headed to MGs at the Bay at Paradise Point Resort in San Diego, California for MG 2017. Included in the cars in the garage was a factory MG V-8, **Mike Cook's** Silver Lady. Also joining us was BMCNO members **Mark and Rick Hubert**. Rick and Mark had signed on for the Vicksburg to Shreveport, Louisiana portion of the trip.

We had a full serving of hors d'oeuvres and good times with our visitors before sending them off to their overnight accommodations. The next day they toured local sites including the Vicksburg Military Park, before leaving the state. **Martha** said that the only thing that they left behind when they left the state was the two of us.

If you would like to look back on their travels, take a look at <https://www.facebook.com/MGBAdventure>. Heck, as hardy as these folks were when they came thru here, I think they may still be out on the back roads somewhere.

Photos by Gene Johnston



Dick Lunney share one of many chuckles with Pat and Barbara and the group



NAMGB Register Secretary Larry Norton and Gayle arrive



Mike Cook, Clay Johnston and Silver Lady



WOW! I could have had a V8!



Terry and Mary Ellen McClain's MG-V-8

Hail, Hail the gang was all here!



Anderson Tech Session 2017

By Charlie Durning

There's always something to do when **Keith and Pat Anderson** have a tech session. This year was no exception. The projects were to install a new cloth top on **Denise Krauses' MGB** and solve a performance issue with **VP Steve's** chrome bumper Midget.

In preparation for the top install, **Brian Anderson** corrected a couple of problems with the top bows and fixed some body issues. The bows and header just need to be cleaned up and painted.

Photos by Keith Anderson



On the body, the captured nuts for anchoring the top bows to the left side of the body had broken out. **Brian** got that issue resolved by welding the nuts back in place. **Brian**, thanks for a job well done.





By the time everyone arrived, **Keith** had the top laid out in the sun so the top would be easy to work with. With **Bro Clay's** supervision, the basic install went smoothly. Then he and **Bro Gene** took care of the details. It was poetry in motion.

On **VP Steve's** Midget, it was a lesson in going back to basics and never assuming anything. The Midget had a rough idle and an issue with mixture. The rough running issue turned out to be that the ignition timing was too far advanced. Perhaps because the timing mark on the crank damper was very hard to see and an incorrect place in the damper was mistaken for the timing mark. **Tech Guy Keith** was able to identify the correct mark on the damper. From there it was a matter of getting the total advance set.

For the mixture issue **VP Steve** acquired some new carb metering needles. The new needles were installed and got the mixture into an acceptable range. The car runs much better now.

Thank you to **Keith and Pat Anderson** for opening their home to us!

Photos by Charlie & Donna Durning





More pics from Anderson's Tech Day 2017



Even more pics from Anderson's Tech Day 2017





Meanwhile....

Back in the garage.....



Thanks again to Keith and Pat Anderson for allowing the "British" to invade their home!

Drive to Pineville, Mississippi

by Charlie Durning

Ten brave souls took up the challenge to brave the heat, rain, wind, and thunderstorms for the drive to Pineville for lunch. The folks at the Pineville Store had a great lunch prepared for the weary travelers. The rain, wind, and thunderstorms never materialized. Still, it was a fun drive to a nice destination. We'll do the drive again in the fall.

If you're ever near the intersection of Hwy 501 and Hwy 504 in Smith County, stop in and check out the Pineville Store!

Photos by Charlie Durning







Steve, Mr. Big Tipper!



Photos by
Donna Durning
DDShots
Photography



Blast from the Past

by Terry & Merideth Trovato



Back in **April 2002**, the EMC was given an opportunity to visit the **Gene Ponder Automotive Museum in Marshall, Texas**, to view his fabulous collection. At one time Gene owned the most extensive MG collection in North America. His collection contains vehicles and marques from every European country, and includes such rarities as an Aston-Martin DB 5 owned by **His Royal Highness King Hussein of Jordan**. In the first photo, four members of the EMC entourage (which included guests) inspect a yellow Ferrari TR, or 250 Testa Rossa, a race model, of which only 34 were ever built between 1956-61. Only 19 were built for customers. This particular Ferrari model has been valued in the past at more than \$8 million. In the second photo, also taken at the Ponder Museum, **Keith Anderson** demonstrates his excitement after locating a Jaguar XK-120 pedal car with right-hand drive.



From the Passenger Seat

By Donna Durning



This month we continue with Part-3 of our history lesson from the Drive Thru History 2017 series. Read on to learn more about Mendenhall and Magee.

Mendenhall

Mendenhall began as a small settlement called **Edna**. It was named after the wife of developer Philip Didlake. When the city applied for a post office, it was discovered that another town called Edna already existed, so the name was changed to honor **Thomas Mendenhall**, a prominent citizen and lawyer from **Westville**.

Mendenhall and Westville were arch rivals, battling for the title of county seat in a legal brawl that lasted two years. When the Gulf and Ship Island Railroad arrived, it bypassed Westville and laid track from Braxton through Mendenhall and Magee. The case for the county seat was finally decided by the Mississippi Supreme Court.

New Orleans architect **Andrew J. Byron** created the design for the courthouse in **1906**. Contractor **M.W. Land of Jackson** completed the courthouse by the next year for \$59,000. The courthouse was listed on the **National Register of Historic Places** in 1985. Today, it is one of several historic landmarks well worth exploring. The historic **Thames** house, now the **Mendenhall City Hall**, is another.

The clock at the Simpson
County Courthouse in
Mendenhall

Photo by DDShots Photography



Friday Night on Main Street

Something special happens on Friday nights in Mendenhall! It is even FREE! Folks gather on Main Street to display their classic cars. It is open to all antique cars & trucks, hot rods, and motorcycles. There is plenty of food, drinks and entertainment the whole family. You might even see a British car in the mix sometimes!

Photos by WLBT News



Magee

Magee and the rest of Simpson County belonged to the **Six Towns district of the Choctaw Nation** until 1820, when the area was ceded to the United States by the **Treaty of Doak's Stand**. This treaty was signed by **President Andrew Jackson** and the legendary **Choctaw Chief Pushmataha**. Magee began with the arrival of brothers-in-law, Arthur Mangum and Phillip Magee around 1820. They moved with their families from North Carolina and purchased land for 12 1/2 cents an acre. They were soon joined by more pioneers from the Carolinas and Virginia. A wave of white settlement soon began, and in 1840 **Willis Magee** built his grist mill on Little Goodwater Creek inside what are now the Magee city limits.

The grist mill was an excellent source of nourishment, feeding area residents and nurturing a small town that grew steadily throughout the following years. In 1916, spurred by **Dr. Henry Boswell**, the Mississippi legislature established the Mississippi Tuberculosis Sanatorium three miles north of Magee. The city donated 200 acres for the hospital and grounds. Tuberculosis was eventually tamed and the hospital closed in 1976. The hospital became an intermediate care facility for persons with developmental disabilities. Several of the hospital's original buildings still stand today and are listed on the National Register of Historic Places. Some of these buildings are open for public tours. The Magee Community House is now home to the Lamplighter Community Theatre. Another historic structure in Magee is the **McAlpin House**, a Victorian built in the early 1900's. It is now a popular event venue.



McAlpin House

Photo by Donna Durning
DDShots Photography

A tall, blue sign for Berry's Seafood & Catfish House. The top part is red with a fish illustration and the text "BERRY'S SEAFOOD & CATFISH HOUSE" in white and yellow. Below that, a black sign with "LUNCH" in red neon letters is visible. The background shows a parking lot with cars and a building under a blue sky with clouds.

BERRY'S
SEAFOOD &
CATFISH HOUSE

Berry's Seafood and Catfish House is the place to go for a great meal. They not only have catfish and seafood, but also many other home-cooked dishes! They are open for lunch Monday—Saturday and for dinner on Thursday, Friday and Saturday. Bring the family for a nice evening out!

Zips Café is said to have the best burgers between Memphis and New Orleans.

Photo by WLBT News



Charlie & Donna Durning are happy to call Magee "home".



***Coming Next Month—
Mount Olive and Bassfield...***

Upcoming Events

English Motoring Club 2017 Calendar

July 15, 2017 – EMC Lotus Weekend / Braxton MS - We are sure to 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 12, 2017 – EMC Tech Session / Brandon MS - David and Jo Ann have a way of throwing a great party leading up to the EMC show. Come on out and see what David has added or improved on for 2017. Always lots 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 15 - 16, 2017 – EMC Brits on the Bluff / Natchez MS - We have the promise of a perfect weekend for the 20th Annual BOTB. Hang out on the bluffs overlooking the Mississippi River starting with our Friday night party and spend Saturday with us under the oaks at City Park. There will be lots to do on your visit with us. Stay tuned for registration information. Details: John Turbeville (601) 940- 5288, Gene Johnston (601) 201 - 0801.

October 7 - Renaissance Euro Fest , Details Mike Marsh

November 4, 2017 – EMC Tech Session / Ridgeland MS - Details: Gene / Martha Johnston (601) 607 – 7021.

December 2, 2017– EMC / DSARC Christmas Party / Location to be determined