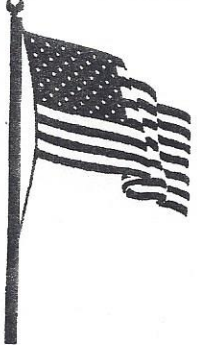


English Motoring Club

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"A gentleman does not motor about after dark." -- Joseph Lucas, attrib.



"Drive through History" delightful!

JUNE 1999

by Terry Trovato

Dawn broke picturesque and magnificent May 8th as members of Mississippi's English Motoring Club, under the expert guidance of Rallye and Touring Master John Simmers and wife Florence in their MGC-GT, began their journey down the famous Natchez Trace Parkway. It was the club's 2nd Annual "Drive through History."

The temperature was in the low 60s when the group assembled at 7 a.m. at the Rocky Springs rest stop. Joining the Simmers for the tour were Pat and Barbara Cashman in a 1974 TR6, Renee Cole in a 1976 MGB, Steve and Campbell Collins in a 1975 TR6, Dennis and Mary Katherine Lofton in a 1969 E-type roadster, John Turbeville in a 1977 MGB, and guests Donald and Lois Woodward in a 1961 TR3 and Nigel Gardener in a 1967 Austin-Healey 3000. The convoy headed south to historic Natchez, the oldest settlement on the Mississippi River, established in 1716.

Of course, like the old television program *Candid Camera*, with British cars excitement occurs "...when you least expect it." And that was the case for the Loftons when their E-type blew a radiator hose upon entering Natchez. Not to worry, however, because the gods of Coventry had smiled upon the Loftons — the hose ruptured right in front of a NAPA Auto Parts store. Not only that, there was an Autozone outlet right next door!

With some impromptu engineering, Dennis, with help from Pat Cashman, wrestled furiously with the not-quite-Jaguar substitute hose, which had to be tucked into one of those impossible-to-reach spots on the lower right side of the radiator. A few thousand tugs, pulls and grunts later, it was on the Jag.

Meanwhile, the rest of the caravan had motored to Clara Nell's Downtown Delicatessen on Main Street for coffee and beignets, the latter a puff pastry "pillow" covered with powdered sugar. Yum! Joining the group at Clara Nell's were Wilbert and Jean Easom in their MGB, Merideth and I in our 1967 Sunbeam Alpine, and, all the way from St. Petersburg, Fla., Dave and Dianne Tietz in their 1970 MGB.

Departing Clara Nell's, the convoy headed to the riverfront with an impromptu parade of sorts down Silver Street to the Under-the-Hill section of the city where, much to the group's pleasant surprise, the steamboat *American Queen* had just docked and was unloading her passengers. Much waving and thumbs-up salutes were exchanged.

Then the group set out on the main leg of the journey to Jackson, La., some 60 miles to the south. Traversing quiet back roads, it was a storybook ride with a beautiful sunny, deep-blue sky and the temperature by then in the low 70s. Upon arrival at the Centenary Inn, Jackson, we were greeted by innkeeper Jimmie Best, who showered the group with mint juleps, lemonade, finger sandwiches and cookies. Jimmie's hospitality was superb, and she even took several members for a ride on the Inn's early-20th-century "bird-cage" elevator.

Bidding Ms. Best *adieu*, we motored a few blocks to the Republic of West Florida Museum where we displayed our cars on the lawn. Joining us there was EMC member Mike Kileen, who had driven to Jackson in his 1959 Austin-Healey Sprite, and Museum Director Earl Smith, who had brought along his Triumph Spitfire.

Earl then took over this part of the tour. The group visited the museum and its outbuildings, including an artist's studio and a grist mill, and then was taken on a train ride as the cars were left in the care of museum personnel.

The Old Hickory Railroad — narrow-gauged with open, but covered, cars — is a part of the Republic of West Florida Historical Association. A handsome steam engine was being converted to diesel fuel but it wasn't quite ready for our trip. Instead, Earl commandeered a small diesel yard engine, and we were off.

The train meandered slowly through a forest, past an historic cemetery and by the site of a skirmish during the War Between the States. But the featured site and stop on the train ride was a visit to the Feliciana Cellars Winery.

The Winery grows several varietal and hybrid grapes on the premises that are harvested in August and September. The wines produced at the Cellars include very dry to semi-sweet whites, blush and rosé-styled reds, and a white dessert offering. Each member of the group partook in an educational wine tasting and was given a tour of the winery. Then it was back aboard the train for a leisurely ride back to the museum.

The group motored out of Jackson toward St. Francisville, La. — some ten miles to the west — where it made its last stop at Steamboat Charlie's Bar and Grill. There chef Cammie Black turns out Creole and Southern delicacies, including crab-stuffed artichoke, crawfish spinach dip, catfish and shrimp "po-boy" sandwiches, and angel hair pasta topped with grilled shrimp and spinach Florentine sauce.



Days through History

The first part of the book is a history of the days of the week. It starts with the beginning of the world and goes on to the present. It tells of the days of Noah, the days of the patriarchs, the days of the prophets, and the days of the kings. It also tells of the days of the apostles and the days of the early church. The book is written in a simple and straightforward style, and it is easy to read. It is a good book for anyone who is interested in the history of the world.

The second part of the book is a history of the days of the month. It starts with the beginning of the world and goes on to the present. It tells of the days of the month of the patriarchs, the days of the month of the prophets, and the days of the month of the kings. It also tells of the days of the month of the apostles and the days of the month of the early church. The book is written in a simple and straightforward style, and it is easy to read. It is a good book for anyone who is interested in the history of the world.

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The fifth part of the book is a history of the days of the future. It starts with the beginning of the world and goes on to the present. It tells of the days of the future of the patriarchs, the days of the future of the prophets, and the days of the future of the kings. It also tells of the days of the future of the apostles and the days of the future of the early church. The book is written in a simple and straightforward style, and it is easy to read. It is a good book for anyone who is interested in the history of the world.

The sixth part of the book is a history of the days of the past. It starts with the beginning of the world and goes on to the present. It tells of the days of the past of the patriarchs, the days of the past of the prophets, and the days of the past of the kings. It also tells of the days of the past of the apostles and the days of the past of the early church. The book is written in a simple and straightforward style, and it is easy to read. It is a good book for anyone who is interested in the history of the world.

The seventh part of the book is a history of the days of the present. It starts with the beginning of the world and goes on to the present. It tells of the days of the present of the patriarchs, the days of the present of the prophets, and the days of the present of the kings. It also tells of the days of the present of the apostles and the days of the present of the early church. The book is written in a simple and straightforward style, and it is easy to read. It is a good book for anyone who is interested in the history of the world.

The eighth part of the book is a history of the days of the future. It starts with the beginning of the world and goes on to the present. It tells of the days of the future of the patriarchs, the days of the future of the prophets, and the days of the future of the kings. It also tells of the days of the future of the apostles and the days of the future of the early church. The book is written in a simple and straightforward style, and it is easy to read. It is a good book for anyone who is interested in the history of the world.

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To trailer or not to trailer...?

by Terry Trovato

You peruse the *British Marque's* event calendar and spot what looks to be a great car show at an attractive location. All excited, you check the round-trip mileage and start thinking to yourself, "Oh, oh, it's over 350 miles one-way. I wonder if our (*pick your marque*) can make it there and back...?" More often than not, it seems, fear of the Prince of Darkness wins out and you stay home.

Well, I'm not going to take it anymore. I just took possession of a custom-made, 6-foot-4-inch-wide by 14-foot-long trailer, and the Prince of Darkness can kiss my grits.

We now can take our 1949 Singer or our 1967 Sunbeam, depending on the event, as far away as we choose! Our first trailering experience was a recent jaunt to Santa Rosa Island, Fla., for the Panhandle British Car Association's outstanding Beach Bash.

The nice thing about having this small trailer is that our Volvo station wagon is man enough to serve as the towing vehicle. For the journey to Florida, we had the wagon fitted with air shocks and a brake controller synchronized to the electric brake system on the trailer. The air shocks allow us to maintain a perfect horizontal plane, since the back end of the towing vehicle and the back end of the trailer should be the same number of inches from the pavement to ensure over-the-road stability. And the trailer's electric braking system allows both the towing vehicle and trailer to come to a stop simultaneously, even in "panic" situations.

We headed out from Natchez, Miss., hauling the Singer, early on a Friday morning. It was a strange feeling to look in the rearview mirror and spot the Singer's antiquated grill smiling at us, but after awhile we got used to it. Trying to appropriately mimic the "big rigs," I swung wide at all corners and was most careful when stopping to fill up at gas stations — we tried to pick the superstations with lots of maneuvering room and plenty of pump islands.

Some 6 1/2 hours later, we pulled into our motel's parking lot at Pensacola. Everything had gone smoothly, and my half-century-old piece of rolling British history was none the worse for wear. The Singer was unloaded and driven around Pensacola and Santa Rosa Island to the show and social events for the next two days until it was time to leave Sunday morning. Then, back on the trailer for the ride home.

As one who grew up with and owned British cars since I was 18 years old (some 40 years ago), it bothers me a bit to think I can't drive them everywhere today the way I used to back then. But as I get older, I'm not quite up to the challenges posed by unexpected breakdowns. I hate to admit it, but for a long-distance weekend trip to a show, trailering really is a better way to go.

EMC announces upcoming tech sessions

Tech Session Chairman (and past Prez) Steve Collins has announced two events that should be of interest to all members.

The first is scheduled for July 10th in Natchez. Steve and his crew will check, service and possibly rebuild the twin SU carbs on Cappy Stahlman's 1958 MG ZB Magnette sedan. Cappy's car has been in storage for almost a year and is suffering from carb clog.

On August 14th in Jackson, Steve will conduct a session on TR6 front-end rebuild, using his own car for this demonstration. He has offered to spring for pizza in an effort to hold everyone's attention!

On tap later in the year will be wing installation and interior work performed on John Lang's 1949 MG TC.

Want to learn more about what makes our cars go and, sometimes, unfortunately stop? Attend Steve's great tech sessions. No admission fee required!

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. From the first European settlers to the present day, the nation has evolved through various stages of development. The early years were marked by exploration and the establishment of colonies. The American Revolution led to the birth of a new nation, and the subsequent years saw the expansion of territory and the growth of a diverse population. The Civil War was a pivotal moment in the nation's history, leading to the abolition of slavery and the strengthening of the federal government. The 20th century brought significant social and economic changes, including the rise of the industrial revolution and the emergence of the United States as a global superpower. Today, the United States continues to play a leading role in the world, facing new challenges and opportunities.

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The early years of the United States were characterized by exploration and the establishment of colonies. European explorers like Christopher Columbus and John Cabot discovered the New World, leading to the arrival of settlers from Europe. These settlers established colonies that would eventually become the United States. The colonies grew and developed, but tensions arose between the colonists and the British government, leading to the American Revolution.

The American Revolution was a pivotal moment in the nation's history. It resulted in the birth of a new nation, the United States of America. The new nation was founded on the principles of liberty, justice, and equality. The Constitution was drafted and signed, establishing the framework for the government. The early years of the new nation were marked by westward expansion and the growth of a diverse population.

The Civil War was a pivotal moment in the nation's history. It was fought between the Union and the Confederacy over the issue of slavery. The war resulted in the abolition of slavery and the strengthening of the federal government. The 20th century brought significant social and economic changes, including the rise of the industrial revolution and the emergence of the United States as a global superpower.

Today, the United States continues to play a leading role in the world, facing new challenges and opportunities. The nation has a rich history and a bright future. The values of liberty, justice, and equality continue to guide the nation's development.