

THE OFF-SIDE UNDO

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



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Volume 30



This 'n That

By Charlie Durning

Brits on the Bluff had a nice turn out in spite the flood recovery in Louisiana and the threat of rain. Unfortunately, several of our regulars suffered flood damage so they had more important things to do for the weekend. Here is a link to see the slideshow from the weekend.

[MS EMC Brits on the Bluff 2016 Slideshow](#) (ctrl + click to follow link)

Though rain was predicted, we still had 34 entries. Since our normal show site, a grassy area overlooking the river, was soggy, the City of Natchez and the Grand Hotel agreed to allow us to close off the street between the hotel and the river for the show. As it turned out the site was outstanding. Our thanks to all who attended. The award winners are listed below.

ATTENTION: Change to our November meeting

November 5, 2016 – EMC Drive Thru History / Meridian MS - *NOTE: This "don't miss" drive event will replace the scheduled Tech Session so EMC'ers can get our drive in for 2016. We'll depart at 9:00am sharp from the Cracker Barrel Old Country Store at 410 Riverwind Dr, Pearl MS and travel over to Meridian on Hwy 80 for a visit to the Mississippi Industrial Heritage Museum at the Soule' Steam Feed Works. The Steam Museum will be open, the Meridian Rail-Fest will be going on and the Carousel Organ Association of America Fall Rally will be there to entertain. For additional information check out the Soule' Museum web site at: <http://www.soulelivesteam.com>. Details: Gene Johnston [\(601\) 941 – 4892](tel:6019414892).

Brits on the Bluff winners

Best of Show

Richard Branyon 1949 Rolls Silver Wraith

MGB Chrome Bumper

1st Blake Sonnier

2nd Allen and Sue Bradley

3rd Clay Johnston

MGB Rubber Bumper

1st Kathy Sonnier

2nd John Turbeville

3rd Barbara Henry and John Milton

Midget

1st Steve Whitlow

Austin Healey

1st Rick and Mary Lynne Huber

2nd Richard Harriss

3rd Doug Thomas

TR3

1st Duke Baker

TR6

1st Stephen Turner

2nd Jim Clark

3rd Ronnie and Karen Palmisano

Jag Sedan

1st Martin and Linda St Roman

Jag Sports 74 to Present

1st Cathy Greensfelder

2nd Dave and Menda Hayden

3rd David and JoAnn Bailey

New MINI

1st Audrey Kennedy

2nd Terry Trovato

Empire Sports

1st Mike Glore McLaren MP4

2nd Fred Duplechin Delorean

Empire Economy Sedan

1st Charlie and Donna Durning Morris Minor

Empire Roadster

1st Lonnie Louviere Lotus Elise

2nd Royce Boyer Sunbeam Tiger

Empire Grand Saloon

1st Richard Branyon 1949 Rolls Silver Wraith

2nd Neal and Cheryl Patton 1954 Bentley R



The Hard Luck Award

Went to David and Menda Hayden. Here they are arriving in their XJS in the Lotus position on the back of the tow truck. They almost made it to Natchez under its own power! Pat Cashman was kind enough to run back home to Vicksburg to get his trailer and take the Haydens and their XJS back home on Sunday.

Without the following folks Brits on the Bluff would not happen:

Terry Trovato -> Advance party, publicity, MC

Merideth Trovato -> Host for ladies activities

Charlie & Donna Durning -> Goodie bags, publication, photos

Keith Anderson -> Field marshal

John Turbeville -> Asst MC, regalia, award scoring, Hotel;

Gene & Martha Johnston -> Registration materials, signs and flags, door prizes, goodie bags.

Pat & Barbara Cashman -> Awards, tents, tables, asst-field marshal

Clay & Debbie Johnston -> Exchequer, sound system

Becky Turner -> Registration

JoAnn Bailey Regalia Registration

Alice Glore Regalia registration

The real workers were the future carriers of the LBC torch: Miller Kay and Reed Matthews. They ran the registration and promoted sales of shirts, caps, passed out goodie bags, counted ballots and at the end of the show ,kicked tires with the best of them. Then they loaded up and rode off into the sunset. We think they are likely hooked on our LBCs and will return to BotB in 2017.

A Note from the President

John Turbeville



Glad to see so many die hard British car owners turn out for our annual car show in Natchez. The forecast called for 80% chance of rain but spirits were high. It turned dark with heavy overcast skies, but the show went on and only slightly rained. The show grounds changed to the road on the river side of the hotel. Powers that be worried the grass may become boggy had we had the anticipated rain, and the street was already blocked off in the next block down for a cancer walk. The show was at the most convenient spot--literally steps to the hotel entrance facing the MS River. I'd like to hear your opinion if you prefer the grassy area for shade or the street by the hotel for the show location. We may request this from the city again if you liked the location.

Many of you turned out for Renaissance European Car Show--the British car section was impressive with Austin Healeys, MGs, a Rover P4 , Lotus, an Armstrong Siddeley truck, Land Rovers, Jaguars, Triumphs, Mini Coopers, and even an AC Ace. I'm certain the judges were overcome given the caliber of the entries. I thoroughly enjoyed the day chatting with many of you. Special thanks to Tommy and Kathy Hart for a delightful lunch. They had driven their MGB from Greenville just to see the cars. What an awesome day for a car show!

If you can't make Fairhope on the 22nd consider coming to Scarecrow Car Show in Madison. It is always impressive with 500 cars of all makes.

Happy motoring !

John

My Doctor Makes Housecalls (in an MGA)

By Dr. Joe Johnston



I moved from New York City (Cornell UMC) to Mount Olive Mississippi and the first new car I bought was a white MGA (See attached picture) in 1959. I had been a physician for four years and thought I was "rolling in money"! Most of the roads around here at that time were gravel and since my little MGA sat low to the ground and went fast, I cleaned out several ditches avoiding those slow pickups and wagons.

I was what the black folks called a "Travelin' Doc" as that was my main car for making house calls and I made several every day. Back then I got \$2.00 for office calls and \$3.00 for house calls. Consequently a lot of people felt that it was easier to have me come to them than having to dress and come into town to see me.

Several months out of the year I left the top down and it would just be me and my medical bag going all over this area from Prentiss to Mize and Magee to Collins (And sometimes farther!).

Some of my patients would look at my MGA and tell others that that doctor is new and can't afford a big car "So Y'all need to help him out". Others would say, "That doc can really get there in a hurry in that fancy little speedster of his!" Others would stick out their chest when speaking of me and my MGA and say, "My doctor drives one of those fancy little foreign cars."

If it rained, I would zip up the Tonneau cover and run for the house and get my old car! Obie Williams, my shade tree mechanic, didn't think too highly of my MGA. He had trouble keeping those twin Weber carburetors going, as you can imagine. Obie was a gentle giant. He weighed over 300lbs and sometimes would have to back off; get down on "all fours" and crawl up to it to work on it.

I remember one day when I was called from about 5 miles from me (Up past the bootlegger's house) because somebody was about to die. I jumped in my MGA and tore off up there and stopped in front of a house that had a bunch of cars in the front yard. I grabbed my medical bag, and nodded to those on the front porch as I went down this long hall to see if I could save the person they called about. There was not a person in the back of the house and as I got back to the porch I told them what I was there for and they said it must be the house next door for there was one there that had been "low sick" lately. The "low sick" one was definitely dead when I found him!

One thing I learned was to be sure "who and where" when I was called and also that if someone said that the person they were calling about was about to die, that most likely they would already be dead by the time I got there.....no matter how fast my little MGA would go! Lovie Mae, my wonderful maid, called about 2:00 AM one Saturday and said "Dr. Johnston, you better come down here to the house for I just stabbed Lutheree (her husband) and I think he is dead." I got in my little MGA and arrived in the "Quarters" to find him sprawled out on the living room floor with a knife stuck in his chest. He was still breathing so I called the ambulance and got him up to the "Universal Hospital"(as the blacks called it). He survived and was back drinking "rot-gut" whiskey again a few weeks later.

Lovie Mae had 5 boys. They were named Lutheree, jr., Martin, Luther. M.L., and L.M.. She said it was easier to call them that way. The last pregnancy she called me in the middle of the night and said come quick as she thought she was about ready to go to the hospital I got her in my MGA and away we went to the Magee General Hospital which was 10 miles away. We had hardly gotten half way when she began having hard pains.....and close together! Now the louder she would yell, the faster I would go. The faster I went the plastic slide-in windows would flap.....louder and louder. I got up to over 70 miles per hour and began wondering how on earth a woman can have a baby in an MGA. At any rate, we made it and after one pain on the table, the baby was there. I think the good Lord was riding in that MGA that night! Well, after over 100,000 miles my MGA began having troubles that even good ole Obie could not fix. So I pushed it down the hill ; up on the grease rack; and then onto a flatbed truck. I said goodbye to it in Meridian where I had bought it five years before.



I just wish that I still had that wonderful little white MGA.

Pan American Friendship Rally Participants from the UK Visit Natchez

By Terry Trovato

So you're afraid to drive your British car more than 50 miles? Well, some mighty brave sporting folks from the Mother Country showed up in Natchez unexpectedly for a brief stopover while participating in the Pan American Rally Across America for 2016.

The 20 cars, and owners, which participated, included:

David & Julie Harrison, 1953 Jaguar XK120 FHC SE

David & Adele Cohen, 1954 Bentley R-Type Continental

Sir Stuart & Lady Angela Hampson, 1955 Jaguar XK140 DHC

Martin & Ana Wonfor, 1956 Jaguar XK140 DHC

Roger & Margaret Carey, 1958 Aston Martin DB MK111

Rick & Diana Dyke-Price, 1959 Austin Healey 3000 BT7 Mk.1

Stuart Woodhead, 1959 Austin Healey 3000 BT7 Mk.1

Gerry & Corry Driessen, 1961 Jaguar XK150 DHC

John & Jan Hunt, 1961 "Coombs" Jaguar 3.8 MK.2

David & Debbi Gault, 1964 Ferrari 330 GT 2+2 Series 1

Tony & Karen Sinclair, 1965 Mercedes 300SE Cabriolet

Andy & Sheila Graham, 1969 Porsche 911S

Alan & Jan Shaw, 1969 Porsche 911T

Robin & Charlotte Morrison, 1970 Aston Martin DB6 mk2

Charles & Jane Patchett, 1970 Mercedes Pagoda 280SL

Tim & Helena Laughton, 1972 Bristol 411

Neil Mitchenall & David Cripp, 1997 Toyota Land Cruiser 4x4 support vehicle

Stuart & Rosie Onyett, 1998 Land Rover Discovery 4x4 support vehicle

Sir Terence English & Paul Marsh, 2000 Land Cruiser Colorado 4x4 support vehicle

The entourage had their cars shipped from England to Los Angeles where they took delivery. Then, it was off to a 10,000—yes, 10,000 mile—jaunt across America.

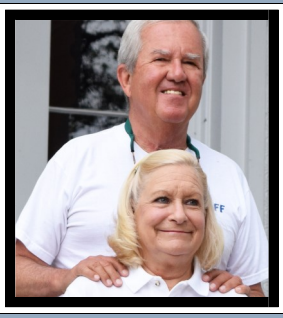


And there were plenty of breakdowns. How about trying to replace the clutch for a 1958 Aston Martin DB MK111 in the middle of New Mexico. Well, they accomplished it.

Merideth and I were lucky enough to join up with some of the participants at Bowie's Tavern the evening of their stay and certainly enjoyed hearing their stories and impressions of The Colonies. May the Gods be With Them as they journey on to complete their trip, which ends in Boston.

Blast from the Past

By Terry and Merideth Trovato



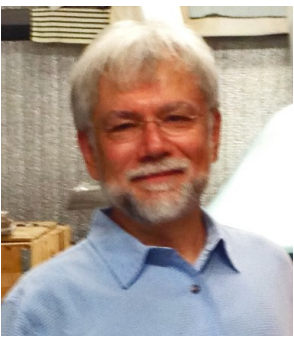
In this photo, Barbara and Pat Cashman had finished participating in their first EMC drive in Natchez around 1986. Barbara and Pat are pictured here preparing the champagne bucket for their fun, but failed, rally success. This was after the drive at a parking area down from the Natchez Eola Hotel where they were staying at the guesthouses a short distance from the main hotel.

Barbara states: “We were brand new EMC members, knew very few people and met Jack Poole, Craig and Jane House and Dennis Loftin. There had been a rally earlier through the Natchez area. We had just bought this car (a 1967 Jaguar Mark II) and it was sort of a shake-down cruise.”

Barbara says the odometer stopped on the second turn and they were lost in a very few minutes after leaving the start position. Barbara and Pat drove around looking for cars for a while and then decided to head back to Natchez and sit at a cafe near the hotel and have a drink. Sure enough, after some time, cars began to appear and all was well.

After the Natchez failed rally, Barbara and Pat’s daughter, Amanda, named the vehicle “Lady Amalthea.” The Cashmans still have the car today which provides much enjoyment and happy memories.



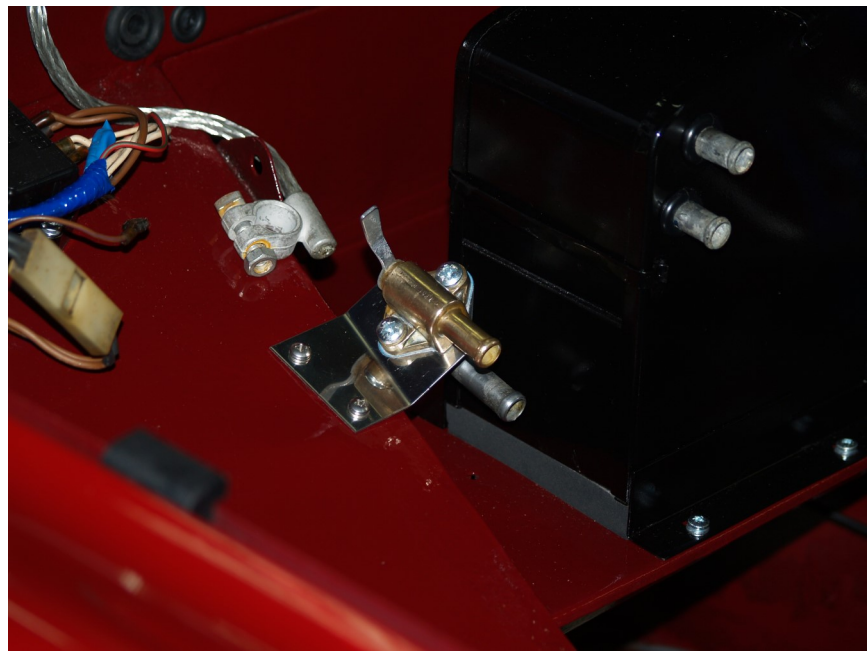


Fun with Midgets - 7

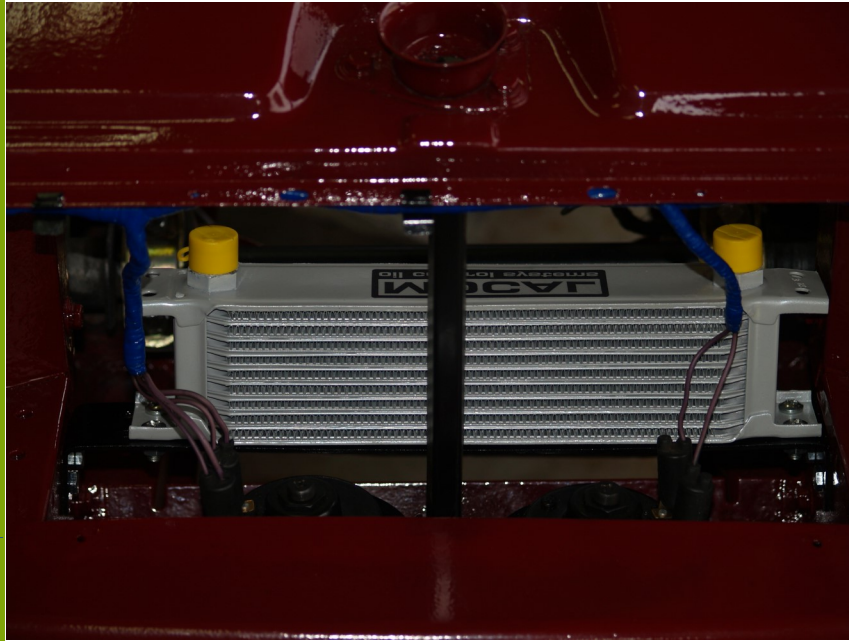
By Steve Whitlow

In the time since the engine bay was re-sprayed all the ancillaries have been cleaned, refurbished, painted, or replaced. Heater box, pedal box, wiper motor, PDWA block and water tap have all been restored and gone back in the car. The wiring harness has been cleaned and rewrapped, terminals cleaned and bullet connectors replaced. The fuse box and starter solenoid have been cleaned and the battery and earthing cables have been renewed. Brake and fuel lines have been inspected, cleaned and polished...**that's right, polished.**

Radiator, heater core, starter motor and alternator have been sorted and pronounced fit by trade specialists. The stainless water tap bracket by Ashley Hinton adds a bit of bling to the engine bay. I'm also using his stainless carburetor heat shield. Bazinga!



New metal Lucas horns were mounted in the valance floor like the chrome bumper cars. This allowed mounting the oil cooler bracket in the location used by the factory as an oil cooler was always an option on the A series cars. Even though the option was not offered on 1500 models, the mounting holes were never deleted.



Since the Zenith Stromberg carburetor has been scrapped, the anti run on valve and oil pressure switch have gone in the trash bin as well. Joining them is the original water pump and clutch fan assembly. The new pump and fan are the UK home market versions-simpler, lighter, less expensive too.

The engine and gearbox have been cleaned and painted, the sump gasket replaced and a new (NOS) fuel pump and uprated oil pressure relief valve fitted. The distributor has been cleaned, oiled and 'o' ring replaced. A new cap and rotor from Jeff at Advanced Distributors have been fitted. Likewise valves adjusted and plugs and plug wires renewed.

The flywheel in general and the clutch mating surface in particular were cleaned and a new spigot bush fitted.





The clutch release arm was cleaned and installed with all new fittings.

A new AP clutch (the original UK manufacturer of Borg & Beck) was installed. Here's the Engine assembly ready for installation.



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And in she goes!

At last the engine is back where it belongs! The front engine mounts weren't too difficult and to my amazement the rear mount was a breeze.



The exhaust tubular manifold was mounted using new engine studs. It took a bit of metal massaging on the 'H' frame to insure adequate clearance.



Here's the inlet manifold for the SUs installed. Note the correct 't' fitting on the water return pipe.



And lastly, the SU HS2 AUD441s are mounted. We fabricated a shim to insert between the passenger side engine mount and bracket to provide additional clearance for the rear carburetor float bowl.



These carbs are so much sexier than the Zenith Stromberg!
See you next month.

From the Passenger Seat

By Donna Durning



Many thanks to Merideth Trovato for organizing the “Queen’s Luncheon” for the ladies attending Brits on the Bluff! We all had a great time visiting old friends and getting to know new ones. One of the best features of the event was the march to Cotton Alley following the leader Barbara Cashman who was holding up the Queen’s flag!



**Ctrl + Click on the link below
to see the slideshow!**

[MS EMC Brits on the Bluff 2016 Slideshow](#)



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

Upcoming Events

October (check for date), 2016 - Brits at the Parthenon / Nashville TN - If you’re looking for a nice drive up the Natchez Trace there's no better reason than to attend the Nashville British Car Clubs Annual Show. Lot's to do including taking in the Lane Museum of Cars while in town. A reception is held on Friday evening and the shows on Saturday. Details: www.nashvillebritishcarclub.org

October 21 - 22, 2016 – South Alabama British Car Festival / Fairhope AL - It’s a nice drive down to Fairhope AL so join the caravan to the lovely city by Mobile Bay. The Friday night meet and greet is always fun and the food is fantastic. The 2014 show was a high water mark for the EMC's final travel and show each year. Although moved to a new location the 2014 show remained within easy walking distance of all that downtown Fairhope has to offer. The show organizers put on a well organized show so make plans to attend. Details: www.sabcc.org. Travel plans with the EMC: Gene Johnston (601) 201 – 0801.

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December 3, 2016– EMC / DSARC Christmas Party / Vicksburg MS - We return to the place that started the 2016 EMC tech sessions. Make plans to join us at Pat and Barbara’s to wind down 2016 with the EMCs year end gathering. Again in 2016 we will be sharing the table with the Deep South Alfa Romeo Club so bring a dish and join what’s become a great gathering. The party starts as 2:00pm. Details: Pat / Barbara Cashman (601) 638 – 3240.
