

THE OFF-SIDE UNDO

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



**October
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This 'n That

By Roy Schooler

Recently I heard someone say the year is almost over. Whoever that was has never seen the EMC calendar. The weekend in Natchez was very enjoyable with so many British cars overlooking the Mississippi River and fantastic weather. Now it is time to change the oil, kick the tires, and check all the strange noises to prepare for October's events. Next is the Renaissance Euro Fest Car Show in Ridgeland - an event we all look forward to each year. This will be on October 11-12. Next is the well know Scarecrow Car Show in Madison—on October 18th, and then several of EMC members will head to Fairhope for the South Alabama British Car Festival on October 25-26. Several EMC members have reserved rooms at the Holiday Inn Express in Fairhope. See you in Ridgeland!

Looks like some folks checked out the local historical

Sites such as Windsor Ruins on their way home



John and David Neely

BRITS ON THE BLUFF

By Pat and Barbara Cashman

It's a long drive up to Fayetteville, Arkansas but it's one we have to make a number of times in the last 15 years or so. The Northwest British Iron Club puts on a very good show with a celebrity guest and a good assortment of British cars for viewing pleasure. We were there years ago and I had Denise McCluggage as our picnic table companion in the parking lot BBQ. Burt Levy of the "Last Open Road" book series was a guest one year as well.'

This year David Hobbs was the special guest and we both decided at once to sign up and register for the show. We had met him at the Canadian F-1 race in 1992 and talked with him at Road America at the vintage races a few years later. What a guy! Motor racer and motor mouth as said in his book "Hobbo". He was signing copies of his book and we bought the first one sold at the show. It's a really entertaining read. He seems to have been a part of all forms of racing.

Last year we took the Gordon-Keeble. It and a beautiful Marcos were chosen to be featured on this year's t-shirt. We had to see an example of the shirt so we were back once again.

The show is held in a grassy and shaded field near the UA campus and is a most pleasant show site. This year there were 178 cars on the field, and always a good group of MGBs, Triumphs, Jaguars, and Empire cars. This show always seems to deliver a few of the cars one had never seen and this time was no exception. How about Wacky Arnolt's unre-stored British-MG coupe, one of 67 coupes that were built? There was a gorgeous 1939 River dhc and a 1980 Rover 3500 SD1 just like ours, even the same color as ours.

The show was fine but David Hobbs made the event super special. He can make even the most common events seem hilarious. You could tell he toned down a few of his stories a bit but it was a tremendous evening. His book "Hobbo" is really worth the purchase price. He donates 20% of sales at the show to the ALS (Lou Gehrig's disease). The show is a fund raising event for this charity and really got into it this year, raising almost \$30,000. God dinner, good friends and we even were asked to sit at the head table with Hobbs.

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T-shirt design



Brits on the Bluff 2019

By Charlie Durning



As I write this Brits on the Bluff is now in the books. Best guess on attendance was around 90 folks, 43 beautiful British cars, and 1 cameo appearance from an Alfa Romeo, all from 6 different states. The best part was all of the new faces.

It's always good to see old friends and catch up on what is going on in their lives. Equally as good was meeting new folks and the uniqueness they have to offer. Hopefully the new comers have heard good things about the Brits on the Bluff and the EMC lived up to its reputation for hosting a fun event.

The weekend started off with a reception in the newly reopened 100 Main Spirits and Eatery for some fine food and conversation. There was so much conversation going on I thought we might be in violation of a noise ordinance. That was a good opportunity to meet and get to know the new folks. At 9pm the band started up and each went their own way.

Bright and early the volunteers headed to the show site for show prep. Bro Clay was in charge and had all aspects well in hand. Cars started to show by 8am and Stephen Turner did an excellent job of getting the cars grouped. Once the tents were erected and organized. Joann Bailey, Debbie Johnston, and Alice Glore manned the registration and hat & t-shirt sales. Not sure who organized the door prizes but they were all laid out and ready for pick up. Terry Trovato was the M/C and did his usual great job.

A recurring feature is the Queen's Luncheon organized by Meridith Trovato at Cotton Alley. Meridith was there to take the lead and the luncheon was well attended. The ladies must have had a good time since they were gone for a very long time. In response the men banded together and headed to The Pig Out for the King's lunch for some yummy BBQ.

About 2pm all of the votes were in. Terry called the group to order and the awards were recognized. Each recipient was given a firm handshake by EMC's Pres John. In the end we said our good byes. Some travelled home, some stayed one more night, and some got together again for dinner.

All in all a weekend well spent.

A VERY BIG THANK YOU

Event Volunteers

John Turbeville—Hotel contract, Awards Registration

Stephen and Becky Turner— Vote Tally

Stephen Turner—Field Setup

Debbie Johnston—Errands, Setup and Transport, Registration

Alice Glore—T-shirt sales

JoAnn Bailey—Tshirt sales

Terry Trovato—Masters of Ceremony, work with the City of Natchez

Meredith Trovato—Ladies Luncheon

Clay Johnston—Reception coordinator, Registration, Setup

Pat Cashman—Set up

Will Duncan—Set up

Photos by Terry Trovato and Barry Schmidt

Everyone who stayed to clean up the site





The Annual Queen's Luncheon

By Jennifer Duncan

This annual affair was quite unique this year with about 20 NOLA ladies wearing witch hats with each uniquely decorated and ordered colorful drinks. The EMC ladies were less flamboyant but still a lot of fun. One must wonder what next year will bring.



My First Lotus

By Richard Green



It was the fall of 1970 and I was a student at The Ohio State University and a member of the OSU Sports Car Club. I had entered college after my stint in the Air Force and still had my 66' Corvair from my service days. The Sports Car Club had a staff advisor (Required) who had an Elan that would come to the Autocrosses and just beat the snot out of the club members. Mostly the club members had the usual British cars of the era; MGs, Austins, Triumphs and Mini-Coopers. They staged autocrosses at the stadium parking lot on weekends and rallies occasionally. The club president was a yuppie type from a fairly well-to-do family, who had an Austin 3000.

The club was having a recruitment drive that fall and was having a display of club cars on the Oval. The usual cars were there and the president of the club shows up with a Lotus Europa. I know that I was really intrigued by the car and fell in love at first sight. Since it was the early 70's, it must have been an early Europa S-1 with the Renault engine. It was dark brown and looked new at the time. A mid-engine car back then was pretty rare and any Lotus was usually out of the reach of most college students. I lusted for one, but going to school on the GI bill (\$135 a month) and working 30 hours a week didn't leave me the funds to even think about one.

Fast forward to the early 90's, finished college, gotten married, had kids and had moved to Denver. Had just gone through a messy divorce, gotten full custody of my two sons (2 and 5) and was feeling pretty overwhelmed.

Since I had just finished a rather large job and had some extra funds (which was and is still rare for me) I was pursuing the classified ads for a sports car. Listed was a 72' Twin Cam Europa for sale or trade. Remembering my lust for the Europa from my college days, I decided to go ahead and call to satisfy my curiosity. The price was right at the time and I figured I would look it over, take it for a test drive and put it behind me. What common sense is there to get a two seater car, with a history of unreliability, costly to maintain. Especially, since I had two young kids to cart around.

I arranged to meet the owner that Saturday with the intention of just getting it out of my system. He had just got divorced (is this a theme?) and needed the cash for his business. When I arrived it was sitting under the carport at his apartment and from a distance looked to be in pretty good shape. It was metallic blue, twin cam, steel wheels and had black interior. Walking around the car I detected no major problems and the interior was OK for the age of the car.

We got into the car for a test drive. He was to drive out of the city into the country and would let me drive out there. He explained that it was a trick car to drive due to the shift linkage and the light weight. We got ready to start, my heart was beating with excitement, and he turned the key to start. Nothing happened, only the starter clicked once. "Not to worry," he said, just needs a jump. We jumped the battery and again only the starter clicked once. He claimed, "It does this rarely, only need to rock the car!" We must have rocked that car back and forth from one end of the parking lot to the other. Finally, we got it started and headed out to the country roads. I don't remember much about the drive out there except that it seemed to take forever.

We reached a country road that seemed to have little traffic and he pulled over to let me drive. You could cut my excitement with a knife at this time. The Lotus of my dreams and I was going to get a chance to drive it. We switch places and he showed me how to shift the tricky shifter. The shifter felt like a stick in a bucket of marbles. It wobbled and flopped in no explainable pattern. "Not to worry, they all do this!" he explained. *OK, just how many has he driven to know this*

My turn, "Hot Dog", here we go. I turned the key to start and again the click of death. Again with the rocking back and forth and finally it started again. The engine roared to life and sounded pretty strong to me. The tach needle jumped around like a flea on a hot skillet, even though the engine was holding steady. "Not to worry" again came the response, "loose wire, just ignore". I put the car in gear and slowly let out the clutch, it died right away, I was in third gear. After much jerking and pushing I believe I now had the car in first. Turn the key and again the rocking back and forth starting method.

Finally got the car moving and was feeling pretty great, until I tried to shift into third. Grinding and more grinding, but I finally got it there. Rest of the test drive was pretty uneventful, except that I never was able to down shift into second on turns. "Not to worry, you'll learn the shift pattern with time!" I drove it back to the apartment starting mostly in third and missing about every 3rd shift.

After getting back to the apartment we discussed the details: He was the third owner (not counting the two owners he forgot about). The car has never been wrecked (at least while he owned it: I later discovered, at least while he owned it: I later discovered the front nose had been replaced, it was originally a white car). All the gauges and electrical (at least what was still hooked up). He claimed it was reliable and he never had any major problems with it.

I was ready to walk away and made a low cash offer that he accepted to my surprise. Blinded by my love for the Europa, we made a deal and I arranged to be dropped off to pick-up the car later that week. Talk about buyer remorse, I struggled about it all that week. But it all ended on my way to pick it up.

We signed the papers, handed over the cash, got the keys and I was now a proud owner of a '72 Europa. I got in and could hardly contain my grim. Put the key in and was ready to start my Lotus odyssey. Again, with the rocking back and forth to get it started. I finally got on my way in my Lotus. Of course I started out in third and just stammered out of the lot.

I hadn't gone more than about 2 miles when I noticed that the temp gauge was rising quite rapidly. Next I could see the sight of steam and the smell of anti-freeze from the rear. Pulled over to the side of the road by a phone booth (pre-cell phone era) and made a quick call to the former owner. "Not to worry (I see a pattern developing here), that's what the jug of anti-freeze is for in the trunk, just tap it up and you'll be good to go!" I let the car cool down, added about a gallon of anti-freeze and started on my way. About three more miles and the same thing happened. Luckily, I was near an auto supply and was able to get two more gallons (I had about 6 miles to go and figured 3 mile to the gallon). After one more stop I got into my garage and let it cool down.

Over the weekend, before I drove the car again, I determined that one of the radiator hoses was leaking at the clamp, the wire for the tach was loose at the distributor, and the shifter needed new bushing as the old ones were no-where to be seen. As for the starting problem, with the rocking and rocking and rocking, it would plague me for many years. During the current up-grading, I determined that the AMP Gauge was the problem. On the Europa, it is in series with the starter and mine was causing too much resistance to allow the starter to get sufficient current. I changed out the amp gauge and no more starting problems (No more rocking back and forth, I do miss the looks when out at the Wal-Mart rocking back and forth).

About 6 years ago I was driving and the engine started to knock and shake like crazy. Somehow I managed to suck something into cylinder 1 and it poked a hole through the piston, ruined the valves and scored the cylinder. I replaced the piston, had the head rebuilt, new rings and honed the cylinder but the engine would smoke and suck raw gas into the oil. I guess the cylinder was too far gone to hone. I picked up a used and supposedly rebuilt engine and switched it out. For some insane reason I decided to freshen up the interior and repaint the car. I like the Gold Leaf lotus colors for the paint job and new interior. The more I tore it apart the more I redid. I do most of all the work myself and my time is very limited to work on it.

Finally got it done that fall (2012) and have had very little problems with it since.

I **IN THE**
BEGINNING.....



FINALLY RESTORED!



BRAXTON FROZEN PUNCH

By Alice Glore

Make a “simple syrup” by combining 1 cup sugar and 1/2 cup water. Heat it until sugar melts and set aside.

Combine the ingredients in a large plastic, freezer container with a lid if you want to serve from that container. After mixing all the ingredients in a large bowl or pot then transfer to small containers for freezing if you don't need to use the full recipe for an event.

Ingredients:

1 fifth of Light Rum

1 Lg can Unsweetened Pineapple Juice

Juice of 2 Limes

Juice of 6 small lemons (or 4 large lemons)

1 Lg can frozen Orange Juice

3 Orange Juice cans of Water

1 Lg can crushed pineapple

1 Lg jar of stemless Red Cherries

1-2 Litre Cherry 7up (**I stir in after putting container in the freezer since it makes container quite heavy**)

Combine all the above ingredients including the simple syrup in the large container EXCEPT the cherries and 7up. Put container in freezer and stir in the 7up and cover. After two hours in freezer, stir in the jar of cherries with its juice.

It will take 24 to 30 hours to freeze. Mixture should be stirred 4-6 times during freezing time. This frozen drink can be kept indefinitely in the freezer.

Enjoy on a hot day!

Blast from the Past

By Terry & Merideth Trovato



Back in the day British Motorcycle owners were invited to participate in Brits on the Bluff, and the owners of these two examples took advantage of the offer some 17 years ago. From left, a 1960s vintage Triumph sport bike and a 1915 Triumph motorcycle



Just a Penny's Worth



Thanks to all of you who contributed to this month's newsletter. I even have a few articles to use next month. A special thanks to Alice Glore for the frozen punch recipe that we always enjoy. Be sure to make your reservations at the Holiday Inn Express in Fairhope soon. That is where most of EMC members will stay this year. I will be at another event with my sister who is flying in from Florida so have a good time in Fairhope. Thought for October: **Smiles are contagious.... Be a carrier.** And that's my penny's work for October!



Medical Updates

Charlie Durning's knee replacement went well and now he knows which pain medicine to avoid after two days in ER. Hope nurse Donna survived.

Steve Sampson is finally out of the hospital and rehab after 53 days dur to a brain blood vessel issue. We hope to see him back on the road in his MG red roadster soon.

Upcoming Events

English Motoring Club 2019 Calendar

These are calendar entries that have been posted to the EMC web site www.msemc.org for the next 60 - 90 days.

October 6 - 11, 2019 – Vintage Triumph Register Convention / Dripping Springs TX - A bit of a ride for those from the Deep South however if you've never made a national event and happen to be in the area drop in. Go ahead run to the land of cactus and cowboys. Make plans early. Details: www.vtr.org and <https://feature.vintagetriumphregister.org>

October 11 - 12, 2019 – Renaissance Euro Fest Car Show / Ridgeland MS – Come to Ridgeland Mississippi and enjoy the 11th Annual Renaissance Car Fest. The 2018 event was one to remember. Lots of participation from EMC members as well as friends from surrounding clubs will be the order again for 2019. When posted get your entry in early and make plans to attend. You'll see cars that you don't get a chance to enjoy often and in the surroundings of the Renaissance it's just magnificent. Details: www.euro-fest.net Mike Marsh (601) 946 – 1950.

October 18, 2019—Scarecrow Cruise & Car Show/ Madison MS. 8 AM—This local show is in its 16th year and sponsored by the MS Classic Cruisers. If you'd like to park in the British car area contact Keith Anderson at 601-829-2573. For more event information go to www.MSClassicCruisers.com

October 25-26, 2019—South Alabama British Car Festival/Fairhope, AL—It's a nice drive down to Fairhope so join the caravan through historic Mobile and Mobile Bay. The Friday night meet and greet is always fun and the food is fantastic. Join EMC members to drive and celebrate this show in its 28th year. Details: www.sabcc.org.

November 2, 2019 – EMC Tech Session / Ridgeland MS - We'll have the chili on the stove and a wrench ready for stirring. We'll put together a project or two or perhaps take one apart. Hope you can make the final tech session of 2019. The garage opens early and lunch starts at 12:00pm. Details: Gene / Martha Johnston (601) 607 – 7021.

December 7, 2019 – EMC / DSARC Christmas Party / Clinton MS – The EMC has been invited to the home of Will and Jennifer Duncan for the year end 2019 Christmas Party. Make plans to join us to wind down 2018 with the EMCs year end gathering. Details: Will / Jennifer JenniferLongmireDuncan@outlook.com

December 14, 2019 - It's a Wonderful Life in Historic Brandon 10am-2pm. Collection of Vintage Cars. Join us in downtown Brandon to show what cars looked like years ago with their different styles and colors.

Happy Motoring!