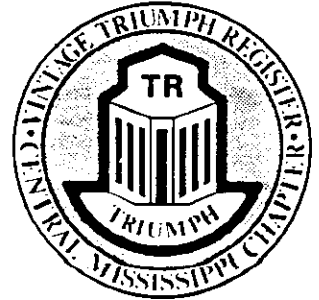
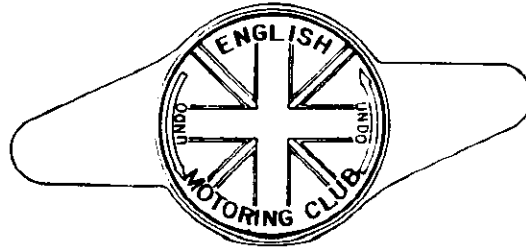


Off-Side Undo

JUNE 90



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JUN

MEMPHIS IMPRESSIONS

Once again the English Motoring Club and Ralley Masters Simmers & Cashman have outdone themselves. The Empire Trophy Ralley held on May 5th proved not only to be challenging but one heck of a social event as well. Everyone who made the trip from Memphis had a fantastic time sightseeing around Vicksburg. One of our members (who drives a Healey) decided he didn't need to read the Ralley instructions and thus ended up at the first checkpoint 32 minutes early (miracles never cease). Another one of our members, Gary Whiting, not only won the coveted Ticket award from the Mississippi State Troopers Association, but also proved that some people still drive E-Types hard enough to squall the tires! Don't worry, Gary's wife Vickey forgave him for the ticket award because he also brought home the coveted Empire Trophy.

As for the rest of our group, we just had a great time. Many of us feel like the English Motoring Club is an extension of our own club. We are now looking forward to the British Car Day in September.

On a last note, many of our members aren't too sure whether or not to take up John Simmers' challenge to a game of cricket next time we get together. Say John, just how many crickets does it take to play, anyway?!

HIRAM SHEPARD

President, British Car Club of Memphis

PRESIDENT: DENNIS LOFTIN 372-8576 SEC/TREASURER: ALEX WADE 825-9611
EDITOR: CRAIG HOUSE 469-3279
RALLEYMASTERS: PAT CASHMAN 638-3240 JOHN SIMMERS 638-0968
BOD CHAIRMEN: JEFF HACKMAN 924-6860 DENNIS L. CRAIG H.

GLASSY - PHIDES

Only one ad at this time:

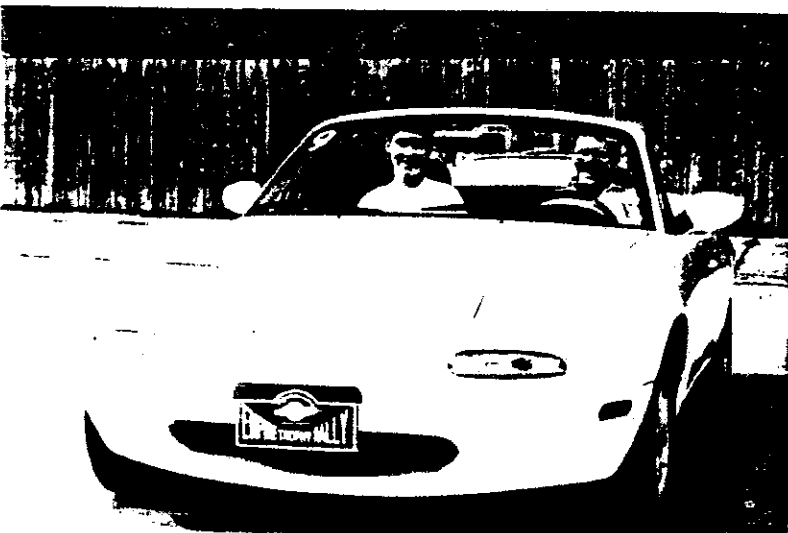
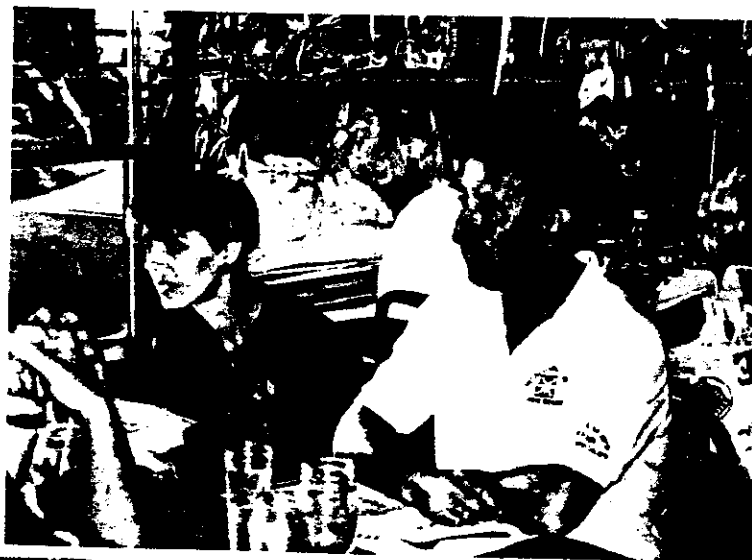
WANT: Early MG-B with SU carbs.
David Chamblee 372-8864/936-8359.

UNLESS, of course, you include THIS
ad from the Clarion-Ledger! :

For sale, \$19,500. Great investment.
Meridian, 483-6173
Wanted: Austin Healey, Jaguar, Triumph, MG, or other European sports car. Any condition. 214-742-6393.
Automobiles

BALLOONS AWAY!

Are you interested in cruising to Greenwood for the weekend? Associated with the Memphis-In-May events and a week-long FESTIVAL time, this one runs from June 26 through July 1. Jane & I plan to be there for the Sat June 30 events (6 AM Ascension; all day food/souvenir booths; VIP visits; etc), IN THE HEALEY! Call us for plans! (469-3279).





HAPPENINGS ON WHEELS

- MS BALLOON CLASSIC
Greenwood Jun 29-Jul 1
- AUSTIN HEALEY CONCLAVE
Chicago Jul 4-8
- (EMC) BRIGHTON BEACH PARTY
Vicksburg Jul 7
- TRIUMPH NATIONAL CONVENTION
Boulder, CO Aug 1-5
- (EMC) SU CARB TECH SESSION
Brandon, MS Aug 4
- WALTER MITTY SVRA RACES
Atlanta, GA Aug 25-26
- KANSAS BRITISH CAR DAY
Kansas Sep 1-2
- ST LOUIS BRITISH CAR DAY
St Louis, MO Sep 15-17
- (EMC) BRITISH CAR DAY IN JACKSON
Jackson, MS Sep 21-22
- MEMPHIS BRITISH CAR FEST
Memphis, TN Oct 12-14
- ROAD ATLANTA SVRA RACES
Atlanta, GA Oct 26-28
- (EMC) GUY FAWKES PICNIC
Grand Gulf, MS Nov 3
- (EMC) CHRISTMAS w/ ALFA CLUB
??, MS Dec 22

EDITOR'S LICENSE

The EMPIRE TROPHY RALLEY was a rousing success and a LOT of fun! Skip & Janet Brunson tell me that we need to coordinate better with the SCCA events, they sure wish they could have been in 2 places at once! They're right, and we will try to do better next year! We missed you guys!

Speaking of SCCA, this editor did a No-No awhile back and reprinted a VERY NICE, LENGHTY FULL FEATURE ARTICLE from EMCer/SCCAer Jeff Hackman, and I failed to give credit to the local SCCA Newsletter, SKIDMARKS, which is where that baby came from. Sorry guy (and Editor), I'll be more careful in the future! By the way, I found in this computer file the acknowledgment that was SUPPOSED to be with the article, I overlooked it.

HEY HEY HEY! . . . As you know, the Trophy Ralley only BEGINS a great line-up of multi-club events for the year. PLEASE mark your calendars and plan to attend our BRITISH CAR DAY IN JACKSON in September (more on this in next OSU) and the Memphis BRITISH CAR FEST in October! WE HAVE TICKETS ("admission") for the Memphis DOOR PRIZE, a completely restored 1970 MGB ROADSTER! \$1 apiece or \$6 for 5, and we want to sell ALL OF THEM. Proceeds from this event go to charity, so pitch in, Folks!

Our RalleyMaster, John Simmers, indicates that pictures & slides abound from the Ralley. Each participant will get something as a memento, and everyone will have a chance to browse the whole collection for reprints - just contact John or see the lot at one of the upcoming shows (we request that you allow our Vicksburg photographer do the reprinting - he was GREAT!).

1990 VICKSBURG EMPIRE TROPHY RALLY
by Alex Wade

"Let's read the instructions this time, shall we?", I said as I nervously massaged the gear shift lever. Last year we went on an unscheduled hillclimb in our MG because we hadn't read the instructions. Not only did we lose valuable points, I added 150 new gray hairs to my scalp.

"I assure you that I have, not that it matters," grinned my co-pilot and wife, Tere. She, too, remembered our excursion up the slopes of Vicksburg's answer to Mt. Kilimanjaro. She didn't get any gray hairs because she probably kept her eyes shut on the way down. We had since fixed the brakes.

This year's mount, our trusty TR-3, idled lumpily at the starting line. "Hurry up, Boss. Let's go!" seemed to be its chant. We couldn't leave just yet, however, so we glanced around the parking lot across from the Magnolia Inn. Waiting in line with us were a gaggle of assorted British vehicles and one Japanese Miata. This year's Rally was not only our largest, but our most interesting as well. Vehicles as diverse as the Miata to the Cashman's beautiful Armstrong Siddley Star Sapphire (how many of those can be in this country?) were in attendance. Our favorite regulars from way up North, the McKnelly's and the Miller's were there, as enthused as ever in their cheeky Morris's. We were particularly pleased with the turnout from the Memphis club as they have always provided good support for the English Motoring Club's functions. It was good, too, to see the Loden's from New Orleans in their faithful Austin Healey.

One vehicle in the parking lot caught my special attention. The House's had done their best to recreate through dress and a genuine salt flat (courtesy of Morton's) the attempt at a class speed record in the 1950's. With their khaki outfits and pith helmets, it was easy to imagine that historic day when a Healey hit 142 mph. Craig and Jane added immeasurably to that atmosphere by refusing to admit that they were anyone other than the characters they portrayed in the 1950's. This is the sort of enthusiasm which adds so much to an event of this nature.

Our first leg was a speedometer check for all participants. (Actually, I think it was useful only to the guy in the Miata). We made a loop across the river into Louisiana and back which would remain thoroughly forgettable but for two items: a) the bridge had bolt heads which protruded an inch above the roadway (it was like driving over a toll gate), and b) the official photographer liked to do Harold Lloyd impressions on the Bridge superstructure. Our five minute excursion was rewarded by a fifteen minute

break (my kind of rally).

The rest of the rally passed all too quickly because it was so enjoyable. The weather was beautiful, the landscape was painted a deep green, and the honeysuckle gave us occasional wisps of its intoxicating aroma. What a delightful drive! We eventually found our way to the finish line - hopelessly out of the running but never lost.

The evening's banquet was orchestrated by the Cashman's, John Simmers and Greg Utz. Our hosts were all suitably attired for the event - tuxedos and sequenced dresses circa 1962. Had Mississippi been sophisticated enough to host an international rally thirty years ago, I'm sure that it would have had a banquet like this one (right down to the catfish and hushpuppies). Awards were interspersed with a collection of slides shown from the day's activities. It was really relaxing to sit back and enjoy a recap of the rally with good friends and plenty of warm beer.

Will we return next year? Absolutely! Will we drive to win? Who knows - we might even fix our speedometer!

THE VICTORIA CROSS

At the peak of the British Empire, during the reign of Victoria the Queen, they sought a new medal for valor. The Victoria Cross was created for this purpose. Each cross was plain grey-black iron recast from Russian cannon captured in the Crimea. The highest award possible in the UK is only a little piece of iron on a dull-looking ribbon.

It is not possible to award the Victoria Cross in recognition for working on the Empire Trophy Rally, but were it so, there are persons who should be so awarded. Pat Cashman and Barbara Cashman located the trophies, and door prizes, they pre-checked the rally, brought food and drink, and worked the start and the driving test. Greg Utz marked roads, drove for the photographer, drew graphics, and did all the step-n-fetch-it work. Alex and Tere Wade took care of the hospitality suite. Florence and Susan Simmers worked a checkpoint and catered breakfast on Sunday, Mike McCoy of One Hour Photo carried his commission as event photographer far beyond the call of duty, and Craig and Jane House who brought a new twist to Style and Spirit.

Thank you, everyone.

John Simmers

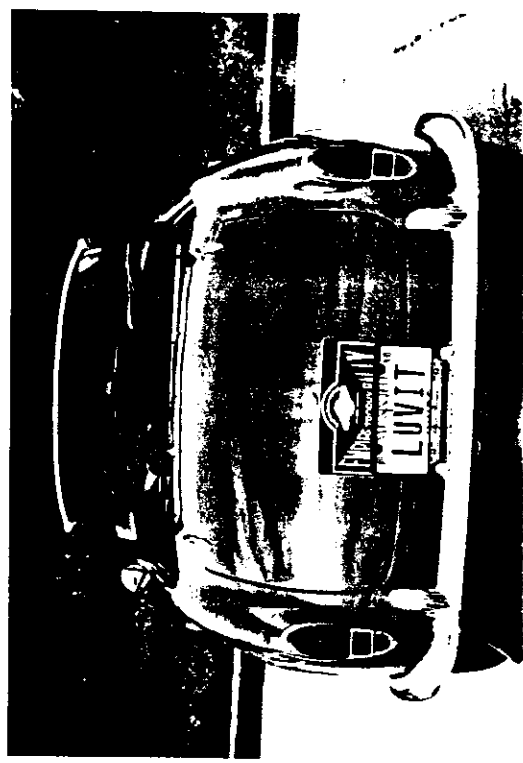
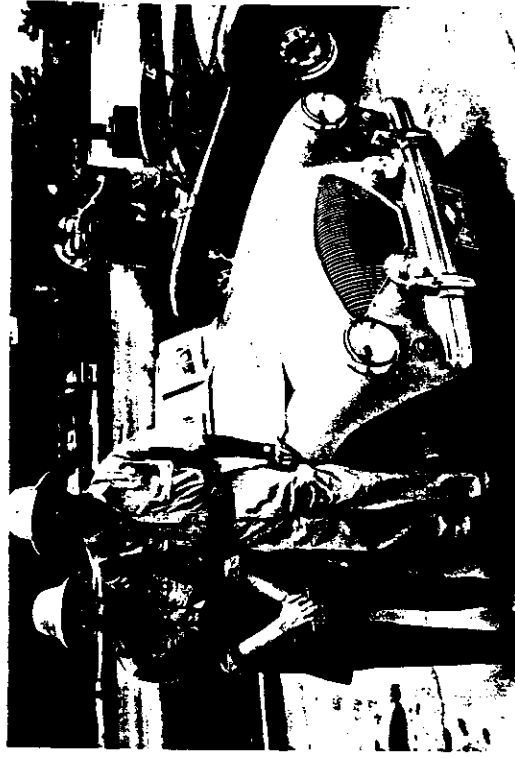


May 16

Hi.

As you were concerned about our tires we thought we'd let you know we did make it home. Very foulish but we went on down to Patachey as the one couple had never been there. As we were going back up the Trace we had another tire go bad - crippled 30 miles on to Tepelo with Billie had space. We were so lucky to find two tires at Macei in 40 yepels but then we had radials in back and blew tires in front so we couldn't drive much over 50. Our tire dealer here in Mazurkita has found us 4 Truckers radials so we'll be all set for our Albuquerque trip. Well in' all it was a great trip again and had a super time - ydu have all a great group!

Courly & Vivian
 P.S. Really enjoying the kind of
 Misses



RECAP OF THE EMPIRE TROPHY III

Rather than give a play-by-play of the contest for the coveted Empire Trophy, I would prefer to restrain myself to a presentation of the results and the statistics. I was very pleased that there were only four 600 maximum scores and no DNFs on any of the legs. All of the 21 cars running made it to all the check points and everyone finished the rally. That's really great! The scores are listed below (there were no cars numbered 12, 14, or 18):

Crew	car# #	Leg 1	Leg 2	Leg 3	Leg 4	Total Points	Place
Gary Whiting Chris Ryan JAGUAR	20	35	9	6	2	52	1
Hiram Shepard Hiram Shepard Jason Shepard MGB	11	50	7	1	20	78	2
Roger Meir Elizabeth McDevitt MAZDA	9	26	19	18	25	88	3
Richard Johnson Jena Johnson TR3	3	47	10	48	10	115	4
Mike Hemsley Bitsy Hemsley ALFA	19	15	16	110	3	144	5
David Crawford Jim Pettigrew MGA	21	188	12	11	7	218	6
John Copes Randie Copes MGB	23	96	28	48	55	227	7
Michael Loden Karen Loden AH 3000	10	175	28	53	10	266	8
Jimmy Bruno Barbara Bruno MGB	7	175	10	100	15	300	9
Keith Anderson	13	230	9	12	67	318	10

Bryan Anderson
JAGUAR

Craig House *	2	175	2	171	11	357	11
Jane House							
AH 100							

James Duke	17	60	11	53	257	381	12
Robert Duke							
MGB							

Doug Thomas	22	125	13	221	117	476	13
Phyllis Thomas							
MGB							

Herb Bradshaw	5	266	18	202	26	512	14
Connie Bradshaw							
AH 3000							

Bill McKnelly	6	240	20	284	5	559	15
Shirley McKnelly							
MORRIS							

George Callow	1	578	24	24	6	632	16
Bette Callow							
MGA							

Francis Finch	8	158	315	126	40	639	17
George Finch							
MGB							

Jim Hofer	4	600	9	38	113	760	18
Charlie Roberts							
Joshua Shepard							
AH 3000							

Alex Wade	16	600	12	85	80	777	19
Tere Wade							
TR3							

Johnny Mann @	24	50	9	600	145	804	20
MG TD							

Cy Miller	15	600	58	113	397	1168	21
Vivian Miller							
MORRIS							

* Style and Spirit Award
@ Press on Regardless Award

VICKSBURG MS 39180
4305 WOODSIDE
JOHN & FLORENCE SIMMERS



JACKSON, MS 39296
PO BOX 5263
English Motoring Club

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NATIONAL CONVENTION**



AUGUST 1-5

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