

# THE OFF-SIDE UNDO

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



Official Publication of the English Motoring Club of Mississippi

June 2017

On the web at [www.msemc.org](http://www.msemc.org)

Volume 31



## This 'n That

By Charlie Durning

As May turns into June, the weather begins to warm up as we wind down the driving season for the Summer. Sometimes I wished I had A/C in my LBC. Drive Through History is our last driving event until it cools off a bit. This year we had a nice turn out and a pleasant day for a drive. More on DTH later in the newsletter.

New member **Erich Connell** met with us for DTH. Erich's new member profile is in this edition of OSU. He has just purchased **Jim and Faye Enzman's** 76 MGB roadster. It will be back to life soon.

Also in this edition membership guy **Stephen** has had an eventful month of watching fast cars. Looks like he had a great time.

Editor-et **Donna** has put together a slide show, as promised, of the unauthorized AR2017. In addition Donna is continuing her saga of the towns along the route of this year's DTH. She found some interesting and entertaining facts about the folks who settled the area.

That's about it for this month. As always, comments and submissions welcome.

# New Member Profile

## Erich Connell



Stephen Turner,

Membership Chair



Welcome to **Erich and Stephanie Connell!** In addition to being an MGB lover, Erich also owned a 1974 TR-6 from 1980-1985. Erich submitted his MGB Story below. Thanks, Erich!

I live in Hattiesburg, and moved here just under two years ago. I am an architect and professor within the School of Construction + Design, at the University of Southern Mississippi.

My first MGB was picked up for \$400. I found it (1971) under a tarp in a friend's driveway in Stillwater, Oklahoma back in 2001. That began my long time affair with the "B". My very first interest in the MGB was in high school (1973) when I requested a brochure from Leyland Motors in New Jersey, and dreamed of owning one. I met John Twist in his garage in Michigan and talked to him on the phone. I have been to a National and regional MG meet. I have three good friends who own MGB's! I bought 4 MGB's in Oklahoma, then one in North Carolina, and now another MGB was purchased from a former EMC member **Faye Enzman**, a 1976 just last week! I have this crazy idea that my wife **Stephanie** needs one now! Her interest has been growing as she starting to understand why I am a "B" fan!

MG owners are unique and a special breed of individuals, and hopefully you will count me in as one of them as I get to know all of you better! It was nice meeting some of you, at Leatha's during your tour of Hattiesburg, thank you all for helping me find the latest "B" I now own! I look forward to future events and will help any of you as you did me.

Cheers! - Erich Connell

Below are pictures of his latest MGB conquest.





Picking up the 'B'



Moving the 'B' to Hattiesburg



Cleaning up the 'B'



Next to my new MGB



# Exhaust Rattles

## by Charlie Durning

**Bro Clay and Editor Charlie** dragged home another MGB Rust Bucket. It will be broken down into it's component parts soon. Here we are removing the engine!



**Bro Clay and Editor Charlie** paid a visit to **Pres John's** garage a few weeks ago to help diagnose an oil consumption problem. After a compression test and a leak down test we're still scratching our heads.

**VP Steve** is winding down repairs on his chrome bumper Midget. He's done a nice job.



# Barber Motorsports Park Historics May 19-21 2017

by Stephen Turner

This is the third year my family has attended the Historics event at Barber Motorsports Park in Birmingham, Alabama and I believe this is the third year they have had it. The Historics weekend consists of 3 days of vintage motor racing, car club corrals, swap meet and art show, barbecue contest, Porsche “hotlaps” and of course the overwhelming Barber motorsport museum. And of special interest to my family this year, Lotus owners clubs had their annual get together at this event. I must say that every year is better and more enjoyable for us, but that could well be because we are also learning how to better enjoy it since there is so much going on and we have learned to better pick and choose what interests us most.



To make the weekend better, we met up with fellow EMC members Brian and Keith Anderson and inspected and discussed all (well many) things Lotus. We had intended to take out Lotus Esprit to the Lotus gathering this year, but well, that did not work out—maybe for the best. I have always jokingly said that my English motor cars always ran great as long as I was traveling away from the house, it was just the getting back that always proved problematic. Well, our Lotus had the good graces to fail its fuel pump two days before the event and save us the anguish and embarrassment of getting it home from Birmingham had it failed there. Of course changing the fuel pump is a relatively easy task - its just getting one in two days that is the problem. Short version is that it stayed home and missed the single largest gathering of things Lotus that I have ever witnessed. And there were many brave souls that did travel great distances for the event.



One participant relayed to me that he had driven his Esprit from Minnesota all the way to Talladega. Not quite all the way the Barber though. It shed a belt at Talladega the day before. Good news is that he had it in the paddock being restored to running order – remember there is a race going on with many mechanics, tools, parts, etc. anxious to fix things. We visited with another couple that had driven their lovely Elan Plus 2 from Colorado. There were tags from all parts (west coast, great lakes, Northeast), these are just a couple that drove from far away that I actually talked to.

As for vintage racing it may take me a few more years to grasp and understand the various classes for grouping the cars but the mix of cars on the track at any one time clearly demonstrates the stunning performance variations between what I observe as being fast cars while parked from actual fast cars while on the track. For instance, there were a couple of endearing vintage Mini Coopers that were absolutely flogging some serious American V8 iron as well as other very desirable European ware. One aspect that we are just beginning to realize and exploit is that owners and team members of these various vintage cars are not only approachable but love to talk at length about their hobby and cars. And there are some seriously collectable automobiles and notable icons in the industry there to share their lifelong experiences.



While we were at this event last year we talked to Barber employees that were in the process of restoring a Lotus Esprit that was one of five Lotus sponsored cars campaigned in the early 1990's. And this car was actually driven by Paul Newman. He said they hoped to have four of the five original cars at the event this year. This was a major draw for us as what could be cooler than standing beside a Lotus actually championed by "Cool Hand Luke" himself. As it turns out all five were there. Two were competing on track in the event, one had recently completed a major restoration, as it was seriously wrecked in the 90s, another was displayed but not raced and of course there was the Barber Museum Newman car. It was said this was the first time these cars had been together since 1995.



# Drive Through History 2017

## by Charlie Durning

This year's DTH was a week early to avoid the crowds that were due to visit the museum at Camp Shelby for Armed Forces Day. As it turned out it was a beautiful day for a drive. Eleven hearty folks answered the 8:00 am call to meet in Florence with an 8:30 am departure. Our drive down the 2-lane roads to Mendenhall was a pleasant drive. There were just enough twists and turns to make the drive interesting. At the Mount Olive comfort stop we picked up Bro Clay and Debbie—then on to Leatha's BBQ. Again, the road to Leatha's was a fun drive through some small towns and twisting roads.

The folks at Leatha's were expecting our group and soon had a special buffet laid out for us. While at Leatha's, we picked up a few more travelers. During our lunch meal at Leatha's, the place was alive with conversation and gorging ourselves on good food. Then off to Camp Shelby.

Again we took the roads less travelled to the main gate. Alerting the folks at Camp Shelby for our arrival was a good plan. Since they were expecting us, the usual regimen of producing documents was forgone and we were waved through. I love it when a plan comes together.

The museum is newly remodeled and I believe had just reopened in March after a 2 ½ year remodel and reconstruction of the facility. To say that Camp Shelby did a nice job would be an understatement.

After our visit, we lost a few folks to other commitments. Our next stop was to visit **Nathan Darby's** car collection in Hattiesburg. The road to the Nathan's house was a bit of a challenge as the fearless leader got lost a couple of times. Hey, that adds to the adventure. Nathan's collection ranged from a MGTD undergoing some work to exotics. Nathan, thanks for inviting us to your home.

With the comings and goings we had between 11 and 21 folks at any given stage. It was certainly a day well spent.

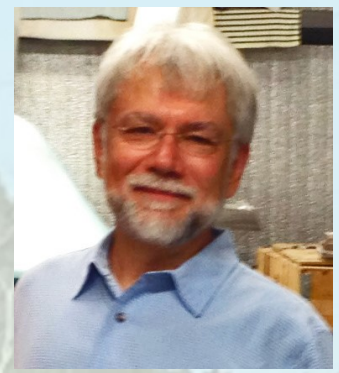






# Fun with Midgets - 12

## by Steve Whitlow



The 1974 RWA Midget had been a former Shriner car when I purchased her in October of 2010. She'd only been used for 'Mini Motors' parades at Myrtle Beach SC and supposedly had never been rained on! She has 41K miles now and the original rubber suspension bushes were cracked and fossilized. The rear suspension rebuild had gone quickly and smoothly with no issues. Front suspensions however are quite a bit more grimy and complicated. Also, how well did the original owner keep the front suspension lubricated? The answer would determine if parts need replacing, especially the lower wishbones.

There's always been a clunk from the driver's side front when hitting bumps, a clunk you could hear and feel. After determining no parts were loose I suspected the problem was with the lever shock. Upon disassembly this proved to be the case. So off the front shocks went to **Peter Caldwell at World Wide Auto**. I opted to have mine rebuilt rather than go the exchange/core charge route. His turn around was roughly two weeks which gave me time to clean and respray the stub axles, spring pans, springs, anti sway bar and the driver's side lower wishbone. The passenger side wishbone proved unsalvageable as the fulcrum pin resisted all efforts to loosen. In the end, **Charlie** cut it off with a torch so we could use the stub axle which fortunately was none the worse for the wear. The car had been up on jacks stands and had not been driven for a number of years before I purchased her so perhaps the front suspension hadn't been greased properly after all. As there was no discernable play in the stub axle/king pin assembly and factoring in the low mileage I decided not to disassemble them. You know, 'let sleeping dogs and stub axles lie' as they say...

After a through cleaning all the parts were give several coats of chassis black paint and were ready for reassembly.





The lever shocks went on first followed by the lower wishbones. New bump stops and lever arm buffers were installed and as with the rear,

SuperPro polyurethane bushes were used throughout just like on the 1976 Midget 1500.

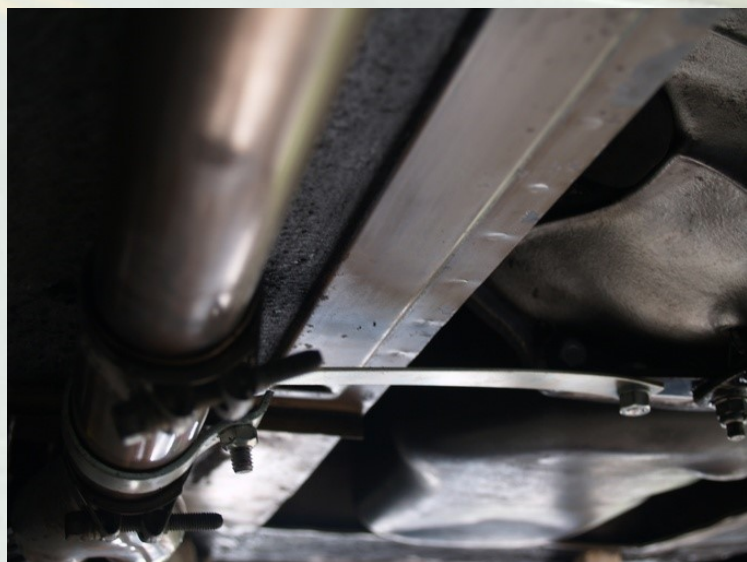
I must say the 1500 handles great now and had no trouble keeping up with the MGBs in the Ozarks last month. That's right. No. Trouble. At. All.



With only 14K miles on them the track rod ends and rack gaiters looked fine and were not renewed. The anti sway bar links being forty three years old, were. Here's a photo of the front end back together again.



Of course it goes without saying the underside of the car, front fender wells, gearbox and lower engine were all cleaned, inspected and undercoating touched up as needed. **Did you expect any less from a guy who polishes his brake pipes?** I also cleaned the bullet connectors and renewed the rubber fittings for the fuel pump and reverse lamps. While the car was up on jack stands I took the opportunity to attend to a few 'might as wells'. First I fitted the restraining strap from the bell housing mount to the exhaust as this hadn't been done when the LCB exhaust header and stainless sport exhaust was installed.





The original SU fuel pump was reinstalled having been refurbished and converted to solid state by **Dave DuBois**, who by the way does excellent work for a very reasonable fee. Here's a photo of the pump nestled in it's easy to access location in the passenger side inner wheel well. What a convenient place for a fuel pump!



In October of 2015 when the water pump was replaced I was unable ( Ok I gave up ) to re-install the two lower bolts that attach the splash guard. I casually mention this to **Bro' Clay** hoping he's takes the bait which obligingly he did. 'Do you have the bolts ?' he asked.

You know I did.

After one hour and no luck I felt bad and was practically begging him, 'Please stop, it's O k if you can't fit them. It no big deal, really.' He wouldn't give up however and after a mere two hours both bolts were in. **Clay** is definitely the Man.

This brings us to the last task on my checklist, converting the hydraulics to Dot 5 silicone fluid. **Keith Anderson** had done this on several of his cars by simply bleeding the system and using the new fluid to push out the mineral oil based Dot 4 as the two don't mix. I had replaced all the hydraulics except for the pipes when I bought the car and have changed the fluid every two years so I felt pretty good about taking this approach . We carefully bled the master cylinders down as far we dared without introducing air and carefully wiped out the reservoirs. **Charlie** did a masterful job of bleeding the lines and in short order we were finished with good feel on the brake pedal and the clutch functioning perfectly. She was ready for the trip home! It's good to have the pair of wee cars back on the road again



# Blast from the Past

by Terry & Merideth Trovato



In 1997 EMC for the first time decided to host a car show in Natchez. **Cappy Stahlman** graciously let the club use his vacant grassy lot almost adjacent to Bowie's Tavern today. It was a small turnout—13 vehicles-- but the local newspaper saw fit to give the EMC some publicity regarding the event, which that year coincided with the city's Great Mississippi River Balloon Race.

The car pictured on the right was Cappy's MG ZB Magnette Sports Saloon, which at that time just happened to be the highest point-judged ZB Magnette in America. It was formerly owned by **Bob Mason** of Fairhope, Alabama, Bob being at the time the National Technical Advisor for the MGB Register.

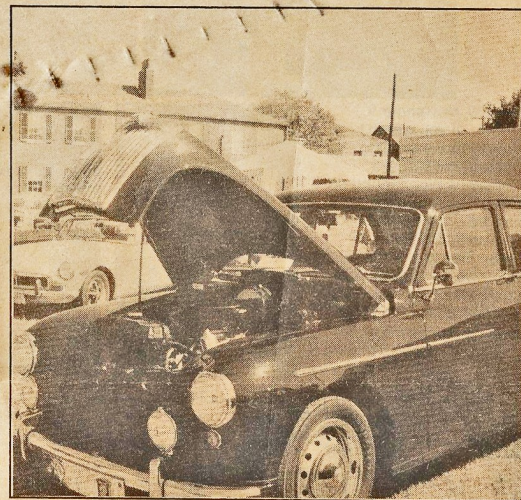
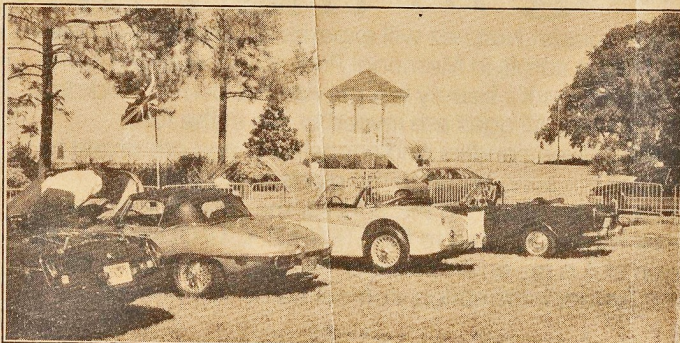
## Natchez British Car Exhibition Crowd - Pleasing Event

Mississippi's English Motoring Club hosted a *British Car Exhibition* "on the green" at the corner of State and Broadway during October's *Great Mississippi River Balloon Race* weekend. And for a first year event, by all accounts, including the city's Fall Pilgrimage visitors, it was a crowd - pleasing event.

"We had 13 vintage British cars on hand," explains Terry Trovato, a Natchez member of the organization, "Our exhibition included an immaculate 1966 Austin - Healey roadster owned by Cass Tillman - a Natchez native now living in New Orleans, and Cappy Stahlman's national first - place winning 1958 MG ZB Magnette sports sedan, judged the best example of this model in the entire United States."

"Other vehicles of interest included a rare 1955 Austin - Healey 100M roadster, and a Gordon Keeble sports sedan - of which only 99 were manufactured," Trovato adds. Also on hand were a cadre of MGBs, a Jaguar XKE roadster and a Sunbeam Alpine roadster.

The show, which was free and open to the public, drew a steady stream of onlookers, including a British tourist who just happened to be visiting Natchez during balloon race weekend. "He was greatly surprised to find a vintage British car show in progress!" Trovato laughs.



NATCHEZ  
DIGEST  
12/97

Most of the famous British sports cars, such as Triumphs, MGs and Austin - Healeys, have faded into automotive history, "but you'd be amazed how many are still in the United States in various stages of renovation," Trovato continues. "Because of baby boomer nostalgia associated with restoring and enjoying these vehicles, organizations dedicated to each individual make, or marque, have grown considerably over the past few years."

Mississippi's English Motoring Club is dedicated to all marquess, and is represented by members who own Triumphs, MGs, Austin - Healeys and Jaguars, among others. The club hosts activities throughout the state, including tours of historic sites, technical sessions, rallies, and social events centered around the cars.

For more information about the club and its events, contact Terry Trovato at 442-8684. 🐾



# From the Passenger Seat

By Donna Durning



The link below is a video/slideshow of the guys' trip to Arkansas. Although I didn't go along in the passenger seat, I loved looking at the pics and videos!

Enjoy! Ctrl+Click [Arkansas 2017—An Unauthorized Adventure](#)

As promised, here is Part-2 of the Drive Thru History 2017 series. This month we will take a look at the history of Braxton and D'Lo. I hope you enjoy it as much as I did!

## Braxton

The year was 1889. That was the year of the launch of **Braxton's Collegiate Institute**. Students were aiming high, embarking on a course of learning that included Greek, Latin, higher mathematics and even physics at one of the state's first high schools. The school was a boarding school with two dormitories. Twenty years later, Professor **Laurence C. Jones** founded a school for African American youths. This school is known as the **Piney Woods School**. Students would go on to graduate some of the nation's most influential musicians.

Braxton was established around a physicians practice and was named for that physician's son, **Ira Braxton Standifer**. By 1900 the thriving city had become a medical and retail hub for the region. With the railroad going strong, it seemed nothing could stop Braxton's growth.

But on April 26, 1921, the now notorious **Braxton Cyclone** struck, demolishing most of the town. The stock market crash and Depression followed. Today visitors can learn about the Cyclone and Braxton's early days at the Museum Room of the Braxton Community Center.

"Beautiful" Braxton is also the part-time home of **Michael and Alice Gore**, pictured here.





# Braxton Today

Photos by Donna Durning

DDShots Photography





# D'Lo

D'Lo grew up by the waters of the **Strong River**. D'Lo is probably a variant of **De l'eau**, (**French for water**). The town grew large, for a time, surrounded by a pine forest. The timber was untouched until the turn of the century when the Gulf and Ship Island Railroad came through the area, which in turn brought the **Flinkbine Lumber Company**.

In 1914 Finkbine spent one million dollars to build a lumber mill that over the next 13 years would employ a daily workforce of 800, and would ultimately produce over 600 million feet of long leaf pine timber. D'Lo enjoyed prosperity and a surge in population to 5,000 people during those years. Those gains would disappear in the aftermath of the boom.

When **World War II** arrived, D'Lo offered the kind of moral character and bravery that truly makes a nation great, **sending more men per capita into active service than any other town in America**. The city's sacrifice made the cover of **Life magazine**. "D'Lo Men Have Gone Off to War" read the headline. Today, visitors can read the names of those servicemen inscribed in **D'Lo's World War II monument**, located at the restored Masonic Hall and Community Center. The smokestack and the remains of the Finkbine Lumber Company are also a sight worth seeing.



*Part of the movie "Oh Brother, Where Art Thou" starring George Clooney was filmed at the D'Lo Water Park*

*Next month we'll visit Mendenhall and Magee in "From the Passenger Seat"!*



# Upcoming Events

## English Motoring Club 2017 Calendar

**June 17, 2017 – EMC Tech Session / Brandon MS** - Details: Keith / Pat Anderson (601) - 829 - 2573.

**July 15, 2017 – EMC Lotus Weekend / Braxton MS** - Details: Mike / Alice Glore (504) 231 – 5801.

**August 12, 2017 – EMC Tech Session / Brandon MS** - Details: David / Jo Ann Bailey (601) 992 – 8566.

**September 15 - 16, 2017 – EMC Brits on the Bluff / Natchez MS** - 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**