

# THE OFF-SIDE UNDO

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“A gentleman does not motor about after dark” Joseph Lucas

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

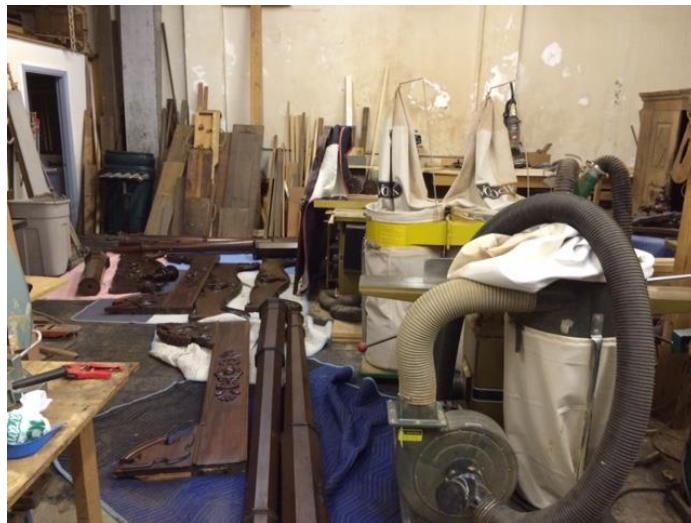
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## How to Throw a Party - Branyon Style

By Richard Branyon

I had not planned for rain - but as Friday loomed the weather forecast made it look more and more likely.

In the past when my store was downstairs the rain option was not a problem - but my tenant at Old South Trading Post did not want to remain open for the party.



I was forced to clear space in the workshop to have enough room to seat 70 plus house a band - my workshop is 3000 sq feet but was chocked full with 4 half tester beds, 2 large parlor sets as well a variety of other items. I knew if I did not clear the workshop we would have had torrential rain. So all furniture was moved to storage - and much cleaning of the workshop was done - this led to the insane

idea to repaint the workshop Friday morning - it was the first time in 23 years it did not have any clients' furniture in it.

The rain and 50 mile hour winds came at 4 pm - blowing leaves and debris all over the courtyard. Fortunately Cappy Stalhman and Jimmy came to the rescue and pressure washed all the leaves away.



The skies cleared and we set out the tables (ones I use in the workshop as the ones I normally borrow I could not get), and the chairs - Dick and Adele Graham as well as Kittye and Dennis Norris RROC members helped set up all the tables arrange flowers and set out votives. By 7 o'clock all looked pretty good.



I would like to thank everyone who helped us get ready for the party and Johnathan Wood at the Old South Trading Post for providing free of charge all the drink mixers as well as the fabulous chocolates.

I hope you all had fun.



I did finally finish painting the workshop a week later - it looks great you should come back :)

## **May Drive Through History Successful as Planned**

**By Terry Trovato**

**Photos by Donna Durning and Tracie Sowell**



Natchez, MS – For the past decade or more, the English Motoring Club of Mississippi has been hosting an annual “Drive Through History” as an excuse to take our cars and motor about the Mississippi countryside stopping at historical spots of interest along the way. Always popular with members and guests, it gives the club a chance to offer an enjoyable, as well as educational, experience.

This year was no exception, but there was a new twist, as the entourage decided to invade the neighboring state of Louisiana for the first time.

Over 48 individuals powering 26 vehicles took part, and the weekend was kicked off on Friday evening with a fabulous “Courtyard Gala,” consisting of a wonderful

barbecue dinner with splendid desserts which featured live music by local blues artists “Mojo Mud.”



EMC member Richard Branyan, with assistance from his mother, Martha, provided the venue: A beautiful spacious courtyard behind a historic building in the heart of downtown Natchez. They did an outstanding job of hosting this event, which was well received by all.





## A party within a party!

The next morning, the motoring adventure began. In the interest of international diplomacy and good will, the EMC hierarchy approved a tongue-in-cheek non-aggression pact with the owners of German, Japanese, and Italian vehicles and allowed them to participate in the fun.



The following comprised the impressive entourage: The English Motoring (Host) Club: Pat and Barbara Cashman, Jaguar E-Type Fixed Head Coupe; Ernie and Mary Clark, Jaguar XK8; Tommy and Kathy Hart, MGB; John Turbeville and Faye Enzman; Jaguar XK8; Richard Harriss, Austin-Healey 100; Gene and Martha Johnston, MGB GT; Merideth and Terry Trovato, Sunbeam Alpine. Mercedes Benz Club of America, Magnolia, Memphis and Mississippi Sections: Jim and Laura Currie, E320 D; Mark and Ginna Adams, E350; Bill and Jo Anne Sudekum, CLK 320;

Scott and Vicky Boone, AMG S555; Mike and Ann Marsh, “Adenauer” 300 D Hardtop Limousine; and two additional Germans: Tommy and Lynn Williamson, Porsche Cayenne; and Richard Branyan and Jill Treutel, Volkswagen (his 1949 Rolls Royce Silver Wraith had the day off). The Rolls Royce Owners Club, Southern Delta Region: Dick and Adele Graham, Bentley Brooklands; Dennis and Kittye Norris, Bentley CLC Continental Convertible; Richard and Kim Vanek, Rolls Royce Corniche II Convertible; Stephen Groneveld and Gerard Hebert, Bentley Arnage Red Label. Japanese Contingent: Keith and Pat Anderson, Mazda Miata; Charles and Donna Durning, Toyota Corolla; Clay and Debbie Johnston, Toyota Camry. Italian Contingent: Andy and Bonnie Menapace, Alfa Romeo Spider; Jed Dubose, Alfa Romeo Spider; Cappy and Judy Stahlman, Pininfarina-designed Cadillac Allante; Art and Ginny Perrone, Pininfarina-designed Cadillac Allante.

The first stop was at Dunleith, a magnificent Natchez antebellum mansion.



Built in 1856 and listed on the National Register of Historic Places, Dunleith is the last house standing in Mississippi with columns around all four sides. Fully colonnaded, it contains 26 columns, is 9,500 sq. ft., the walls are 14 ½ inches thick and the ceilings are 15 feet tall. It sets on 40 acres and is nicknamed “The most photographed house in the South.” Today it is used as a luxury Bed & Breakfast.



After a beaucoup of photo opps of the cars with the mansion in the background, and an informal tour of the house's interior, it was off to visit the Bayou State via U.S. Highway 61.



Known as "The Blues Highway," it was on this road where allegedly the legendary bluesman Robert Johnson sold his soul to the devil in exchange for musical genius. The uneventful first leg of the drive ended up in St. Francisville, Louisiana, at The Myrtles.



The Myrtles was once described by CBS News as “the most haunted house in America.” The property comprises what was an antebellum plantation in St. Francisville, Louisiana, near Baton Rouge. Also listed on the National Register of Historic Places, the house is rumored to be on top of an ancient Indian burial ground, and contains no fewer than 10 ghosts, who actively make themselves known to guests in various forms during the day and night.

Unbelievably, while the group was touring the interior of the house, which was being conducted by an extremely knowledgeable guide, Jo Anne Sudekum used her smartphone to take a photo of a mirror and staircase in the foyer. When she reviewed her handiwork, there was a ghostly image staring back at her! She had stayed overnight at The Myrtles previously, and was well aware of the ghostly antics and apparitions. During her overnight stay, she awoke to hear someone—or something—rustling through her jewelry on a table. When she turned on the light, no one was there, but her jewelry was all askew.

Exiting The Myrtles it was off to New Roads, Louisiana, located on what is known as the “False River.” False River is an oxbow lake located in southeastern Pointe Coupee Parish, Louisiana. This lake was once the main channel of the Mississippi River in this area, but it was cut off from the “mighty Mississippi” in about 1722 when seasonal flooding cut a shorter channel to the east. Along the way, the group got to motor across the new John James Audubon Suspension Bridge.





This bridge has the second longest cable-stayed span in the Western Hemisphere only after Mexico's Baluarte Bridge, although its total length is four times that of the Mexican bridge. The bridge also serves as the only bridge structure on the Mississippi River between Natchez and Baton Rouge—approximately 90 river miles.

At New Roads, it was time for rest and relaxation, and a leisurely lunch at “Satterfield’s,” a former early 20<sup>th</sup> Century Ford dealership converted into a restaurant and shops. After lunch, the group adjourned with all heading home.



Many thanks to all who made this another successful club outing: Martha and Richard Branyan, Cappy Stahlman, John Turbeville, Mike Marsh and Merideth and Terry Trovato.



## **Drive Thru History 2015 Slideshows**

**by Donna Durning**

**For the DTH, we broke the slideshows up into 3 different videos. Each is a little over a minute. We tried to cover most of the high points of the event! Hope you enjoy**

**Photos in the slideshow were a joint effort of Donna Durning, Tracie Sowell, and Terry Trovato. Thank you for your contributions!**

**[Drive Thru History 2015 Reception at The Branyons](#)**

**[Drive Thru History 2015 Dunleith](#)**

**[Drive Thru History 2015 The Myrtles](#)**



## From the Passenger Seat

**Editor's Note: We welcome your adventure stories, recipes, or anything of interest you'd like to contribute. We look forward to hearing from you soon!**



### **Mountains and Miatas**

by Donna Durning

**This is a story of an MGB trapped in a Miata's body..... Now that I have your attention, hope you enjoy the ride!**

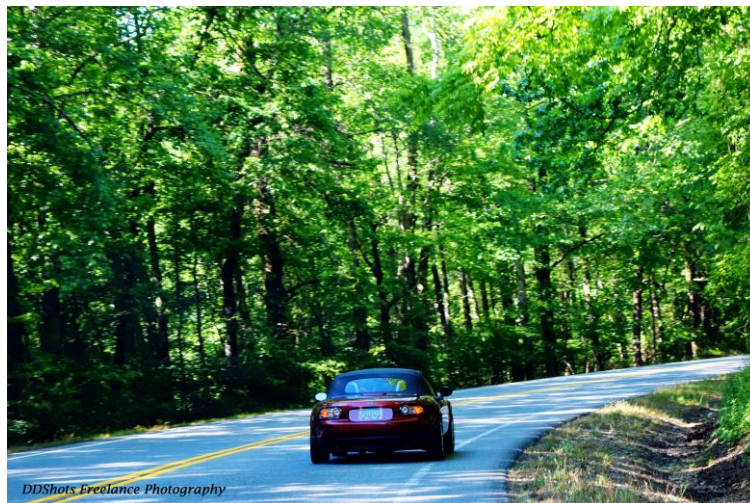
When Charlie suggested that we take a road trip to Northern Georgia to see some friends, I knew to be prepared for adventure. First, I learned that we would drive our Miata so we could drive the twisting, turning roads of the Blue Ridge and Smoky Mountains. Our friends also have a Miata, so we would have a teeny tiny caravan of two little cars.

First I had to tackle the issue of packing for 4 days for 2 people in the mini trunk of the Miata. The small space already had a spare tire taking up much needed room for beauty supplies! Ladies....you know what I mean!

We would be leaving that Friday after work, so I had to start figuring out a plan early in the week. Believe it or not, I managed to get all of my supplies and Charlie's tee shirt in one bag! I was quite proud of my accomplishment...

We traveled to Cleveland, Georgia and stayed in a charming little cabin that was just perfect for us. Then we met our buddies and started the big adventure...I was prepared with my dizzy pills and was ready to hang on and have a good time!

Our first trip was the curvy road to Blairsville. It was absolutely beautiful. It was a scenic, relaxing, sometimes hair-raising drive. But Charlie tried to keep the speed down a little since I was in the car - hanging on!



The next day we ventured out to Helen, Georgia which is a charming Alpine Village.



It was quite the tourist stop! The traffic was horrible so we decided to move on... I'd love to go back there when we have more time.

Next we headed to **Maggie Valley, North Carolina, home of the Wheels Thru Time Museum.** We saw none other than **Dale Walksler (pictured below),** star of "**What's in the Barn?**" and curator of the museum. It was an amazing collection that everyone should see! On this particular day, the museum was hosting a biker gathering of some surprisingly well-behaved bikers. This museum has quite a variety of interesting memorabilia. It's not just a motorcycle museum!



Below is a photo of a lovely Spohn-bodied Veritas that Dale Walksler purchased at the Leroy Hartung Estate auction. Quite honestly, I think it should receive the 'Ugliest Car' award!



We drove and drove and drove....I got a sunburn on my arm from hanging it out the window! We had tops down and tops up. We drove fast and we drove slow. We went up, down, and around mountains. We stopped and hiked along the banks of the Chatoga River. I suffered the only casualty of that little adventure. A monster mosquito bit me on the neck. It is still itching!

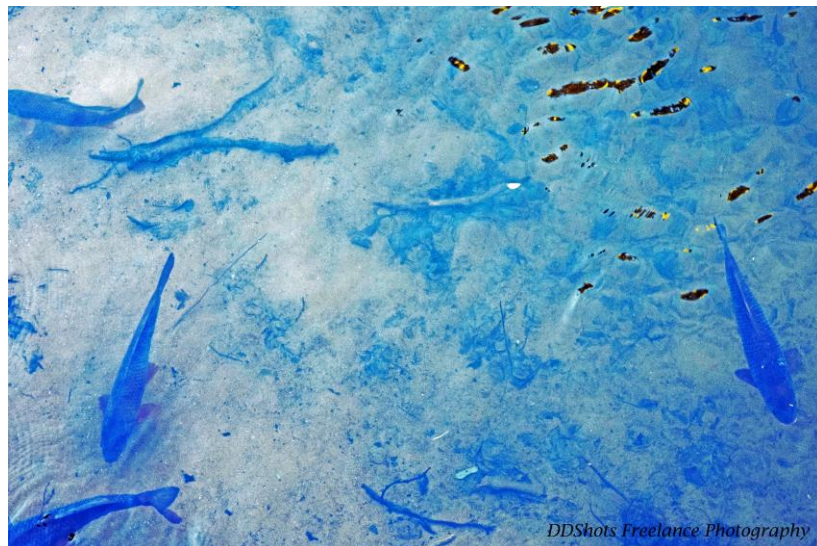




We ate breakfast one morning at a wonderful restaurant in Gainesville, Georgia called **Quillians Grill**. It was wonderful. The food and service were outstanding! We will definitely go back there on our next trip.



We didn't find any roses to stop and smell, but we did find fish in a stream that we stopped and watched! We relaxed on a deck and watched the fish coming to the surface for free food!



I could go on and on about our adventures, but I'll close with a view of a lovely mountain road in the evening. I hope you enjoyed the view from The Passenger Seat!



## **Brits on the Bay - April Show in Pensacola**

**By Gene Johnston**

Pensacola, FL – Several members of the EMC rendezvous' in Pensacola over the weekend of April 17-18, 2015 for the "Brits on the Bay" show organized and conducted by the Panhandle British Car Association.

Mike and Alice Glore, traveling by McLaren left in the wee hours on the 17<sup>th</sup> and traveled back roads that I've never seen on a map looking at some of their out of the way stops. Although they ran under overflowing rain clouds all day they said the stops were interesting and had a great time as documented by I-phone and exciting stories.



Pat and Barbara Cashman also made an early get away towing their Jag XK 140. Their early departure was related to their Jag and Jags in general as the feature marque for the 23<sup>rd</sup> annual show. Theirs was one of the three sweeping 120 – 140s that made the show.

Clay, Debbie in their B along with Martha and I in our B GT gathered for lunch in Hattiesburg MS. Following lunch our run down to Pensacola was cloudy but dry. Sometimes procrastination does not result in adverse outcomes.



We arrived at the host hotel just in time for gathering around the bar for visit with friends, washing the road weariness off and exchanging travel stories prior to catching the hotel shuttle to the Museum of Commerce for the Friday gala. What a party we had there! Pat and Barbara's 140 was front and center out front at the Museum. We were greeted by the host club and more friends.



Participating club banners decorated this great gathering location full of all sorts of memorabilia from times that even pre-dated the cars we came to celebrate. No finger food here. There were several long tables of goodies fit for a king and queen. We had a grand evening visiting with friends from near and far and then back on the shuttle for the short jaunt back to the host hotel. Another round of cheer and it was off for some rest.

Overnight a bit of rain deposited sufficient moisture on the cars so no hoses were required for clean-up. Early arrival at the show site we were again greeted by members of the PBCA. Registration was quick and easy, photos snapped in front of the double decker provided by one of our favorite pubs, McGuire's Irish Pub.



The morning remained a bit overcast and damp in sort of British way but nothing to be concerned about. As a matter of fact the weather very much contributed to making it a rather British (?) sort of day along with music from the Not Quite Fab Four. There was plenty of elbow room and a lot of time to discuss the fit, finish and finer details of the cars on the field.

While the gentlemen did the car talk the ladies did the shop walk. Those that stayed on the field got some great grille grub while the ladies from several clubs joined up at a local favorite of theirs, Dharma Blue, for a more sophisticated luncheon. Mid-afternoon and popular votes were counted. EMC'ers that received recognition included **Pat and Barbara Cashman, Clay Johnston, Mike Glore and Martha's MGB GT.**



After such a great day we really hated to give up our time at the 23<sup>rd</sup> Annual Brits on the Bay. Good times with great cars and time with close friends is always to be cherished. Saturday following some clean up time and a bit more bar time we commandeered the hotel van to the Fish House & Atlas Restaurant for a great dinner. Back at the hotel one more toast was made to the weekend in preparation for return to the real world on Sunday.

Great applause and accolades to the members of the Pensacola British Car Association for putting on another great show and thanks to all that undertook the journey under some sometimes adverse weather conditions. It was great to see everyone. More photos and information can be found at [www.pbca1.com](http://www.pbca1.com).



## Exhaust Rattles

Clay Johnston made a successful blitz run to Jonesboro, Arkansas to retrieve some much-needed parts for his beloved MGB.

Steve Whitlow continues to work tirelessly on his rubber-bumper MG Midget restoration.

Charlie Durning discovered a problem with the front brakes in the Chick Magnette, so that will keep him busy and out of trouble for a little while.

## More Exhaust Rattles

by John Turbeville

Work on my TR6 disassembly continues with some parts of the suspension requiring some cleanup and rust proofing. I gave the parts a good scrubbing in gasoline to remove the years of gunk buildup. A friend named Keith Anderson advised me not to try my highly anticipated parts washing using molasses which I'd seen successfully done on some YouTube videos.



So I tried another successful YouTube inspired method of vinegar rust removal. Using 2 gallons of white vinegar (\$2.48 each at Walmart) I poured it into a plastic bin with enough to cover the rusty parts. Any part left exposed seemed to rust more so some parts got flipped over several times.



After 24 hours in the vinegar bath I removed them and scrubbed them with with steel wool and water. It worked! I used a Lowe's product of Rust-oleum for metal priming and protective black enamel—about \$25 for each gallon. The parts look great and are ready for reassembly with some new bushings.



# Car of the Month

## Red '61 Sprite

by Keith Anderson



I first saw the red '61 Sprite for sale at our EMC car show 25 years ago. An EMC member purchased it, but he could not fit in the cockpit so he stored it in the back of his garage. I saw the dusty Sprite in the garage again ten years ago and bought it. Soon I had all the brake and fuel parts replaced and it was back on the road. The Michelin XWX tires were over 25 years old but still looked fine. They were hard and easily slid around corners, so I drove with the old tires for a year. I refinished the wheels and bought new tires, so my Bugeye was finally a reliable runner.

The 948cc engine produced 43 hp when new. A prior owner had installed a 40 DCOE Weber carb and an exhaust header. Somehow it ran fine with the huge amount of extra air and fuel being pumped into the tiny engine.

I decided to upgrade engine performance so I bought a 1275cc engine for \$100 that would turn over with a wrench. The engine still had standard size pistons and bearings with very little wear. So we polished the crank and new standard bearings were installed.

After studying David Vizard's "A-Series Engines" bible and talking with MG race engine expert Hap Waldrop at ACME Speed Shop, I decided on the upgrades:

- Bore the 1275 engine .040 oversize to 1312cc.
- Cooper S "Omega" 9:1 pistons. (Slightly dished piston has best flow)
- Block skimmed for 10:1 compression.
- 1 3/4" LCB Manifold header from England, Jet Hot coated.
- Tune the existing 40 DCOE Weber carb to the new engine  
APT 276 degree nitrided camshaft



- Aluminum Firanza 7 pound flywheel
- Rib case gearbox and rear axle upgrade

After the summer I will pull the 948 engine, paint the engine bay, install disc brakes and then install my new engine for a fun LBC to drive next year.

#### Mentioned in Moss Motoring

Brother Gene was digging through Moss Motoring, issue 2 2015, and found the mention of Ken Dolhonde. Though not a member of EMC Ken is a regular attender at Brits on the Bluff with his TR-6. Looking forward to seeing Ken in September in Natchez for BOTB.

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**If you would like one of your British cars featured, please send pictures, the story of where and how you found the car, and any adventure stories you would like to include. You may email us at [durningcharles@gmail.com](mailto:durningcharles@gmail.com).**

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***Happy Motoring!***