

THE OFF-SIDE UNDO

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



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This 'n That

By Roy Schooler

Thanks to John Turbeville for the March Tech Session article about our annual gathering at Rocky Springs off the Natchez Trace. It is always a great drive this time of the year along the Trace. Also Richard Greene submitted a rather interesting story of his recent mishaps. I think he may need a rabbit's foot and nail a horseshoe over his garage door.

I ordered some Hella headlight housings and some H-4 LED bulbs and was going to write a lengthy article on installing them in Baby B. Well it turns out it's no harder than replacing sealed beams. Just stick the bulbs in the housings and install them in the original headlight buckets where the sealed beams were. No adjusting or anything. I sure can see better at night now.

MARCH TECH SESSION

By John Turbeville

On March 14th a group of about 23 gathered at Rocky Springs on the Natchez Trace for our annual spring “Tops Down” party. Our spirits were not dampened by the Coronavirus as handshakes were replaced with fist bumps, elbow bumps, and back patting. In attendance were 3 friends of Jake Weaver who passed away suddenly on February 14, 2020. Jake was eulogized with stories of his working career and general demeanor concerning issues relative to his love of cars and model airplanes. Jake loved British cars having about 7 in his personal collection of Triumphs, Austin Healeys and Land Rover, and he loved our club where he found like minded friends. He’ll be greatly missed at future club events.

Folks in attendance wore green shirts and hats in observance of St. Patrick’s Day. The Cashmans even brought a large Irish flag to fly and a live potted shamrock as a table decoration. David Neely brought a British flag banner and tied it between two trees so it was very obvious to park visitors as to what group we represented. The food, fellowship, and remembrance of Jake Weaver were superb. What a great club to be a part of where such camaraderie exists!

Photos by Gary Schmidt and Roy Schooler





SOMETIMES IT'S NOT WORTH IT TO GET UP IN THE MORNING....

By Richard Greene



I had been thinking of getting a puppy and about three weeks ago right as the second rainstorm was approaching we traveled to south Jackson to check out a couple of Golden Retrievers puppies. As we were exiting I-55 during the rush hour traffic at Eaton Exit the old Dodge Truck started to act and sound strange. As soon as exited I pulled in the Dollar General parking lot. The truck would not shift into any gear, it was just stuck in whatever gear it was in. With the engine stopped I could shift fine but once the engine started it stayed in whatever gear I put it in. I put the truck on a slight downward incline, put it in 3rd gear and drove about a mile only in third to where the puppies were.

They were really cute and I would have gotten one if my mind hadn't been on the truck. Heading home I made it to the entrance ramp at I-55 and the truck just won't make it to the Freeway. By now the skies had opened up and I called AAA for a tow home. They came pretty fast and they got the truck backed in my driveway after I moved a couple of cars out of the way.

A couple of days later I decided to winch the truck into the garage but that presented a problem. I had two cars in the garage and the truck was blocking one in. Through pushing and using car dollies, I was able to get one car out and got the truck into the garage. I didn't have to winch it in as I found out that I could gun the gas and the truck would barely creep back into the garage. It sounded like the clutch went out. I had put in a new clutch in early 2014 that had a lifetime warranty. The truck is a 4x4 and the last time I removed the transmission with the transfer case still attached. I remember that I swore I would never

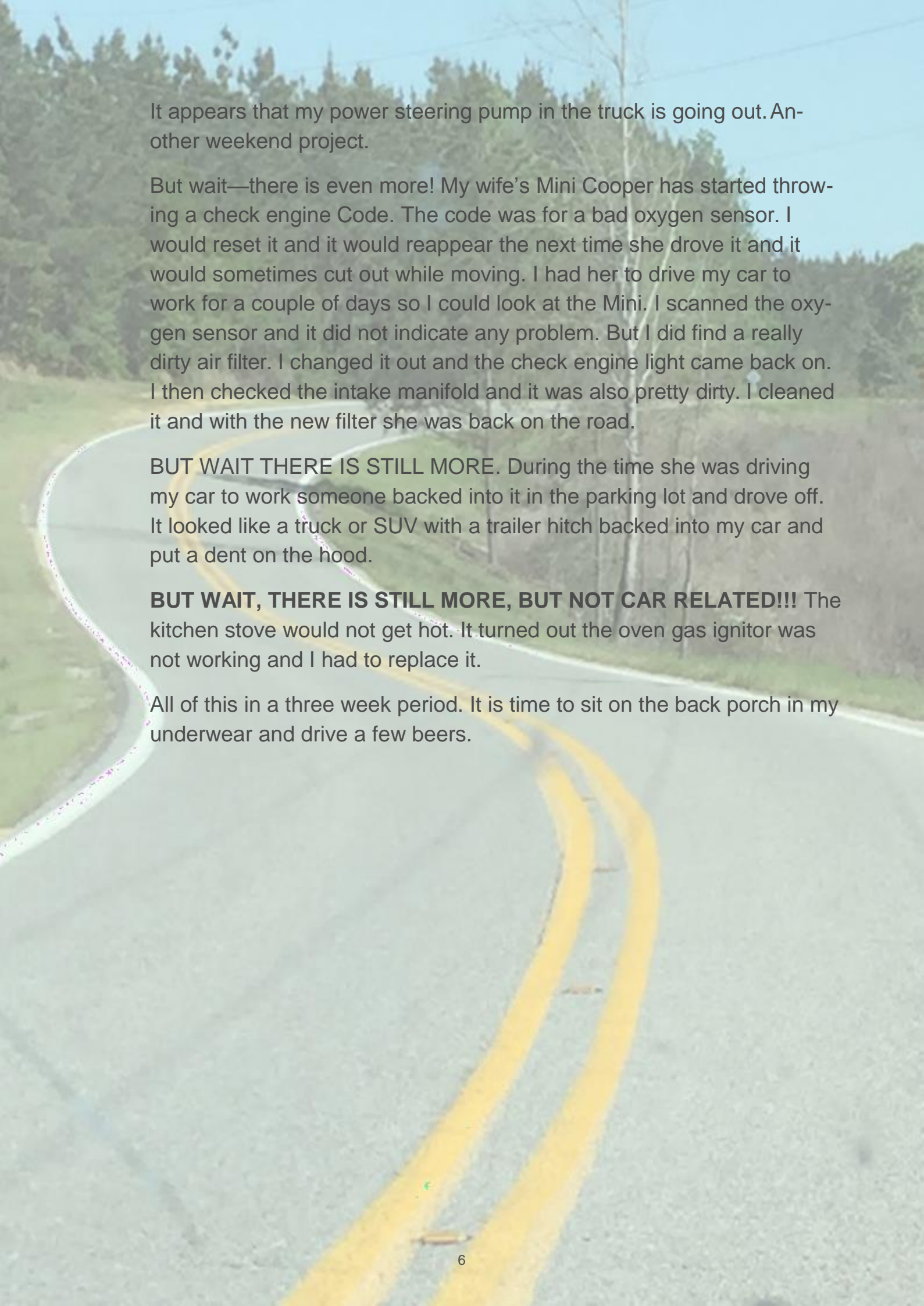
do that again. I separated the transfer case from the transmission and removed them separately. It was a lot easier but still a lot of work to do by myself. It turned out that a metal piece broke off of the pressure plate and destroyed the clutch disk on that side. The flywheel side was fine and there was no damage to anything but the clutch disk and the pressure plate. It was now time for a new clutch kit. I called the company where I got the lifetime warranty kit previously but as luck would have it, I got no answer at any of the phone numbers.

As it turned out the instructions for replacing the clutch in my Repair Manual was not entirely correct. When I got to the step to install the clutch dust shield—it would not slide in. The instruction had me install the transmission and starter before installing the dust shield. There was NO way this could work. I had to loosen the transmission, remove the starter and pull the transmission back for the bell housing to insert the dust shield. This set me back about 3 hours. Now it is ready for test drive. Only problem is that now my 1961 Nash Metropolitan is in the drive blocking the truck. Of course when I got in the Metro to move, the clutch pedal went to the floor. I knew that that the slave cylinder had been leaking but when I checked the reservoir it was bone dry. I ordered a new slave cylinder and had to change it in my driveway. Not a hard job—just a couple of bolts and a hose then bleed the system.

My only concern during doing it this way was my “pain in the butt” neighbor who would call the City if he saw me working on the car in the driveway. With the clutch now working I found the starter would not kick in. In order to remove the starter you need to remove the distributor. I turned out that the starter had an internal short on the terminal post. A fiber washer had dissolved causing the post to short to the case. I got it all back together and moved it out of the way,

Sure enough the City inspector showed up telling me about the complaint about my working on a disabled car in my driveway. I had forgotten that my “double pain in the butt” neighbor had a camera aimed at my driveway. He must have reviewed the footage and called the City. The inspector was satisfied when I showed him that the car would start and run and that it was insured and properly tagged. He just shook his head and left. But wait, there is more....

While bleeding the clutch in the Metro I noticed antifreeze on the floor mat. It turned out the heater bypass valve was leaking under the dash. I was able to remove the valve and connect the heater hoses with a short pipe eliminating the bypass valve. The only problem is now the heater is always on. I ordered parts to rebuild the bypass valve and that will be another project. But wait there is even more!



It appears that my power steering pump in the truck is going out. Another weekend project.

But wait—there is even more! My wife's Mini Cooper has started throwing a check engine Code. The code was for a bad oxygen sensor. I would reset it and it would reappear the next time she drove it and it would sometimes cut out while moving. I had her to drive my car to work for a couple of days so I could look at the Mini. I scanned the oxygen sensor and it did not indicate any problem. But I did find a really dirty air filter. I changed it out and the check engine light came back on. I then checked the intake manifold and it was also pretty dirty. I cleaned it and with the new filter she was back on the road.

BUT WAIT THERE IS STILL MORE. During the time she was driving my car to work someone backed into it in the parking lot and drove off. It looked like a truck or SUV with a trailer hitch backed into my car and put a dent on the hood.

BUT WAIT, THERE IS STILL MORE, BUT NOT CAR RELATED!!! The kitchen stove would not get hot. It turned out the oven gas ignitor was not working and I had to replace it.

All of this in a three week period. It is time to sit on the back porch in my underwear and drive a few beers.

Exhaust Rattles



By

Charlie Durning

After being laid up for nearly 6 months, Charlie D was finally able to get under the GT in preparation for the 2020 driving season. Oil is changed, trans and diff oil levels checked, zerks greased, valves adjusted, plugs checked, and timing checked.

The GT is now ready for some spirited driving



Terry and Merideth Trovato will be moving on to continue their retirement in the Mobile, AL area. They will be truly missed. As a longtime member of EMC, Terry was a past president and contributed to our monthly newsletter "Offside/Undo" with his "Blast from the Past." Both Terry and Merideth were our boots on the ground in Natchez. Among other things they made local arrangements with the hotel, mayor's office, the police, local publicity, and the show grounds. In addition Merideth was the mover and shaker for the Queens lunch and Terry was the M/C at Britts on the Bluff.

Merideth and Terry, on the behalf of EMC we thank you for your contributions to the club.

Just a Penny's Worth



What strange times we are living and I don't believe that Websters Dictionary can keep up with all the new words like "safe distancing" and there are so many more words. Between all the rain and staying close to home, so many events were cancelled with probably more to come . Thanks Richard for the interesting article. Keep them coming.

I look forward to many of you contributing articles and recipes. It makes a more interesting newsletter. I hope the world will calm down and we can again enjoy our gatherings. We have cancelled the drive to the Pineville Café/Store AGAIN using a bit different route so many times. If I can get Roy in the mood I would like to check out Randolph MS area.

Enjoy Spring!!



"The brakes on this thing are a bit old fashioned."

Upcoming Events

English Motoring Club 2020 Calendar

These are some calendar entries that have been posted to the EMC web site www.msemc.org for 2020.

May 8 - 9, 2020 – Springtime in the Smokies / Townsend TN - The 33rd annual event takes place in the shadow of the Great Smoky Mountains. Friday night hospitality is an opportunity to reconnect with old friends and make new ones. There will be time after the show and before trophies are presented to drive over and around the hills enjoying a little of what east Tennessee is famous for. Details: Jim Watson, spridget@charter.net, or Richard Lockhart, (865) 548 – 9891 or www.blountbritishcars.org

May 23, 2020 (Rescheduled date as of 03/18/20) – New Orleans British Car Day / New Orleans LA - Get your registration in early for the 30th annual BMCNO British Car Day. The EMC will join the BMCNO in the celebration of the 30th anniversary of Annual British Car Day. The EMC hopes for a good member turn out to enjoy the celebration with our friends in Louisiana. Travelers from Jackson area can give me a ring. Watch their website for show details: www.bmcno.org. Travel plans with the EMC: Gene / Martha Johnston (601) 941 – 4892

June 1 – 5, 2020 – MGA GT-45 / Colorado Springs Co. – Details: www.namgar.com

June 13, 2020 – EMC Tech Session / Brandon MS - If our Tech Guru calls for a tech session you know it'll be a real challenge. Join us to see the answer to whatever puzzle Keith has up his sleeve. Wrenching starts at 11:00am and lunch starts at 12:00pm. Details: Keith / Pat Anderson (601) - 829 - 2573. **Happy Motoring!**

September 18 – 19, 2020 – EMC Brits on the Bluff / Natchez MS – We have the promise of a perfect weekend for the 23th Annual BOTB. Hang out on the bluffs overlooking the Mississippi River starting with our Friday night party and spend Saturday with us under the oaks at Bluff Park. There will be lots to do on your visit with us. Information and registration information will post about 30 – 60 days in advance. Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.

If you are not receiving the OSU or monthly calendar notices of upcoming events, please email Gene at jjohnston18@msemc.org