

# THE OFF-SIDE UNDO

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



Official Publication of the English Motoring Club of Mississippi

Editors: Roy and Penny Schooler

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

August 2020

## This 'n That

By Roy Schooler

Every month I am amazed at the different articles sent to Penny to include in the newsletter. Who would have thought the Sheltering in Place series would create so much attention, and Richard Greene always comes up with entertaining articles.

I see that more and more events are being cancelled, so be sure to check the status before heading out to car shows in the area. We have been checking out different routes for another drive through the country roads and finally got the route finished. Mark your calendar—Saturday, August 8—9:30 am in downtown Brandon at Ramey's. Mostly tree shaded roads so it won't be too hot. We've selected a really neat spot for lunch along the route. We have also reserved the 22nd for the rain date.

If you haven't registered for the Natchez event, be sure to soon. The hotel will not hold the group of rooms much longer. An event flyer is included again this month.

# STILL HUNKERING DOWN—WELL SORTA

## CORONA UPDATE – THE END IS NEAR (At least for Me!)

I can't remember when all this started but I know that the end is near for me. I am definitely running out of useful projects. Over the past weeks (Months?) I have managed to exhaust most of my long-term projects and back burner projects. Here are a few of the many:

Changed the oil and filters in 7 cars. I don't think O'Reilys was too happy to see 7-gallon containers being brought in for recycling considering I am pretty sure they know I didn't get my oil from them. Wal-Mart is a bout \$2.00 cheaper a jug.

Rebuilt the heater control valve in the Nash Metro. Why is this part out of a 1949 Packard?

Changed out the horizontal 'Brake Light' to a vertical 'Hazard Light' on the Spitfire. The light didn't even have a socket or bulb in it. Having the "Brake" read sideways drove me crazy (Which is a short drive). Now all I have to do is wire up the Hazard light as it reads vertically.

Built a squirrel catapult to discourage the rats with furry tails from robbing my Bird Feeders. Not very effective, but fun to watch the flying critters take off.

Foam soaped and washed all the cars that needed cleaning. All of them were dirty and I just made a day of it.

I helped Mark Van Lake (or is it Vanlake?) wire up electric fans in his (dare I mention it) corvette. Turned out to be more of a project then we expected. A new bad temperature switch threw us for a loop.

Put a new power steering pump in the old Dodge Truck. Of course I had to remove cooling hoses to get to it and one of them broke!

Cleaned out the inside of my wife's mini cooper. Needed a shovel and high power blower to get out all the old receipts, paper cups, shopping bags, extra shoes, multiple umbrellas, consumer boxes, and other variable items removed. The car should get better gas mileage due to the weight loss.

Cleaned the oxygen sensor in the Mini due to a malfunction code. Either the Brits who built the car are double jointed or have a very special tool to remove the sensor, I though I might have to break my arm at the elbows to get to it.

Finally found the trunk leak on my Z3. For the past six months I though it was the new convertible top leaking into the trunk. Turned out to be the third brake light gasket leaking.

I decided to tackle the crab grass problem in my back yard. Got a herbicide specially designed to kill crab grass. Sprayed the back yard and it worked fine. Now I don't have any green back there at all, and it looks even worse. Next project is to replant grass.

A good friend asked me if I could replace the vacuum advance on his 67' mustang. We picked a day and he drove over to my house. After he got into the garage it was spewing anti-freeze onto the floor. His thermostat housing was cracked. So now I have it in my garage awaiting the part.

Painted the extra bedroom one day as I got tired of moving the paint can I had bought about 3 months ago. Did a pretty good job considering I am more of a splash it on painter.

Tightened all the fittings and u-joint on the Lotus Europa shifting linkage. Replaced the bushing and tightened all the connectors. Lotus must have hired Rube Goldberg to design the set-up. Doing all this and now shifting feels like the shifter stick is in a bucket of marbles. And that is an improvement.

Tackled the persistence problem with the wife's Mini Cooper driver side window not working. Most times it would not go up or down, but sometimes you could hit the interior door panel above the speaker with your fist and it would work for a couple of days. I even put a rubber mallet in the car for her to beat on the door. I am sure she got the looks at the drive thru's as she stopped and beat the hell out of the door. I must have replaced the little slot car motors a dozen times. I finally figured out that the cheap plastic brush holder would get hot and seize the brushes from hitting the motor commutator. I carefully enlarged the slots, the brushes are a little loose, but don't seize now.

The spark igniters on our gas stove have never worked right. They spark but very seldom lit the burners. We have used a grill lighter for so long it seemed natural. Since I have the time I decided to see what was up. Turned out the igniters were not installed properly, even though they were installed like the parts diagram. Using what little brain cells I have figured out the correct order and now they work great. I didn't look all my eyebrows in the process but I did flame out a good part of them.

A short list in summary: Power washed the back deck, weeded the garden, installed a solar pump in the bird bath making it a bird shower, installed an additional security camera to watch the foxes in the back yard, cleaned out the shed, repaired my old riding lawn tractor (new belt, starter, battery and brake pads), repaired my son's bathroom plumbing while he is away, made a storage rack for my sandpaper,

# SAFE AT HOME

## BY Penny Schooler

I've rather enjoyed staying close to home—it is certainly safer and ALWAYS something to do. One day I drove to downtown and while stopped at traffic lights I watched every car that passed—sound boring? Not at all. That is when I took note of the vehicles. Colors are primarily white, some black, all tones of gray, a few red, and blue ones. Lots of SUVs and trucks and one particular thing I noticed is all the cars are similar no matter if what manufacturer. What happened to the cars with style and personality. Guess I never noticed when all the vehicles began changing. I suppose that is why car shows are so popular these days.

A friend of mine showed up at our door with a tiny kitten—maybe 3 weeks old at best. Her dogs found it and were tossing it around. So I just could not say no. We named her Squeaky since she could only squeak and purr. I read an article recently about cats and dogs and I agreed that dogs are quite loyal—cats are shrewd and NEVER sign up for that unconditional love thing. First of all we have an elder (7 year old) cat who was defiantly not looking for a roomie. I don't care what the vet says these two will NEVER be friends. But when Squeaky gives the wide eyed “please love me” gaze—who can say no.

**“Could you say no?”**



Shopping habits have certainly changed. How many of you guys have used online sites such as [carparts.com](http://carparts.com) or [rockauto.com](http://rockauto.com), or [mossmotors.com](http://mossmotors.com) or [Victoria British.com](http://Victoria British.com) or [englishparts.com](http://englishparts.com)—and so many more. My favorite sites during the pandemic are [Amazon.com](http://Amazon.com) especially since they acquired [Whole Foods.com](http://Whole Foods.com), and [Walmart.com](http://Walmart.com)

I ordered several county maps from MDOT and we have been checking out some roads for another countryside drive in August. One thing we found out there are very few county roads in north Rankin County.

A final thought. I went to two doctors for my annual visits this week and both spent about 15 minutes talking about the Covid 19 virus. First thing I noticed that the usually totally filled large waiting rooms were nearly empty with social distancing. They reminded me that until we all wear masks, practice social distancing, keep gloves in our cars for the gas pumps and ATMs, and wash hands thoroughly and keep sanitizers everywhere—the virus will continue. WE MUST DO OUR PART TO ERADICATE THIS PESTY VIRUS. Have you tried to purchase printer ink or tires? It isn't hoarding going on—manufacturers are almost shut down.

**STAY SAFE!**

## SO MUCH FOR MAKING PLANS

BY: Will Duncan

Three weekends ago, Jennifer and I packed some lawn chairs into the B and went to hang out with friends at an appropriate social distance. On the way across town, the car started running rough and lost some power, but we made it where we were going. Some quick troubleshooting indicated the fuel pump was working, but the engine was behaving as if it was not getting enough fuel, running only as long as the accelerator was at least partially depressed. Since the fuel gauge was low, we stopped for a few gallons on the way home just to rule out that as a cause, but there was no improvement, and we limped the rest of the way.

Once I started troubleshooting, I confirmed the flow rate at the carbs was good, but noticed the floats were above the recommended gap. I adjusted them the best I could by swapping the shims, but the gap on the rear float remained too large.

The next check was the plugs, and the one for cylinder 3 was blackened and oily, though the rest looked fine. It also would not spark. With no compression tester on hand, I added a new plug, which also had no spark. After some consultation with Clay, Charlie, and Gene by email and with Keith at the tech session, Clay and Charlie offered to come to the house on Saturday to finish pinning down any remaining issues. Beforehand, I did a little over-the-phone troubleshooting with Clay to get the jets adjusted, then cleaned up the pistons and chambers.

When Clay and Charlie arrived on Saturday, we rechecked the floats. Clay brought some spare bits, so we replaced the seat on the rear float and also changed the float itself as a precaution. With much better measurements on the float clearance, Clay checked the jet adjustments, and we reassembled the carbs and moved on to the distributor. After Charlie removed it, inspection revealed nothing immediately needed to be replaced, but the points were opening very little. Unfortunately, after adjusting the points and reinstalling the distributor, the engine was still missing.

About this time, Gene showed up to advise and provide moral support. Breaking out the compression tester, we found that cylinders one, two, and four were all reading just under 150. Cylinder three, however, was reading zero. Off came the valve cover, and the root cause of my issue was immediately apparent. One of the tappet adjusters had jumped the top of the pushrod, also chewing it up a bit in the process. Very fortunately, Clay also happened to have a set of pushrods with him. After a quick replacement and a valve adjustment, compression was restored. A timing check and some carb adjustments completed the job, and Gene and I took her for a spin around the neighborhood to confirm everything was well.

All-in-all, it was a very successful morning, with lots of good company and lots of knowledge passed on about all these mechanical issues. After a couple of snacks Jennifer brought out to the workshop, Charlie and Clay headed off to Roy and Penny's to dispense more MGB wisdom.

As always, much thanks to the guys for all their assistance solving this problem!



# July Tech Session

By Charlie Durning

July each year is when we gather at Mike and Alice Glore's "barn" for our gathering in air conditioned comfort. This year Tech Guy Keith arranged for a nice drive down the roads less travelled for those who wanted to avoid Hwy 49. That is always fun. Mike had his car collection on full display including his fabulous new McLaren GT. 18 folks gathered for fun and conversation. It's always interesting to see what Mike added to his collection.

After some wandering around the ladies announced that chow was ready. It did take a while to get everyone's attention but eventually we all gathered on the loft for a yummy spread. Of course that led to more tall tales.

Pres John was eventually able to get everyone's attention for some business centered on our annual gathering in Natchez for Brits on the Bluff. Pres John announced there is a block of rooms at the host Natchez Grand Hotel. Make reservations soon before rooms in the block begin to fall off. Richard Branyon has offered his patio for the Friday night reception for social distancing. And there was further discussion about door prizes.

Once Pres John closed the business meeting we all got back to conversation and tall tales.

I want to thank Mike and Alice for graciously allowing us to visit their "barn". They are always good sports.



## MY “NEW” RIDE

By John Turbeville

Jake Weaver, a long time member of the English Motoring Club, passed away unexpectedly on Valentine’s Day 2020. Jake was an only child with no dependents so he left his estate to a friend. I contacted the friend and offered club help to assess his car collection. Many years ago Jake had hosted our annual June Cookout event so club members were familiar with his collection of British and American cars. I recommended Keith and Brian Anderson to get the cars running so the estate could get them sold. After probate ended in June I became the new owner of Jake’s 1998 Land Rover Discovery, my first experience with a 4 wheel drive vehicle. So far it has needed a new alternator, a new battery, ABS sensors, a new fog light, a good clean up, and a wax job. I’m having fun exploring what “Above and Beyond” is all about.





# Exhaust Rattles



**By Charlie Durning**

**STILL IN THE LOCKDOWN**

Charlie D managed to fix a massive oil leak around the pan gasket of the Morris and a new oil leak, since AR2020, originating from the oil filter adapter on the GT.

Charlie and Bro Clay are experimenting with advance curves. Charlie's GT falls on its face about 4500RPM. To correct the problem they experimented with both ported and manifold vacuum sources. Also experimented with a variety of initial timing specs. In the end Charlie disconnected the vacuum advance and reset the initial timing to 15 degrees. Charlie theorized that the vacuum advance combined with mechanical advance was too much. Now the GT happily revs to at least 5500RPM and is eager to rev more but Charlie does not dare. More driving must be done to assure it's fixed.

<https://www.britishpathe.com/video/against-the-clock/query/bmc>

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## **A note from EMC member Royce Boyer**

My wife and I are moving to Huntsville, AL in a few days. My Tiger is up there, via the Trace and running out of gas a couple of times (seems rear tire had worn a hole in flex gas line!). I have not been able to participate fully in the EMC, but have enjoyed knowing some of the members, and I admire the kinds of programming the club schedules. There are four Tigers in Huntsville, so I'll have some competition, ha! Please pass on my best wishes to the members at the next meeting. Thanks for the years. D. Royce

# Brits on the Bluff

Sept. 18 - 19, 2020 Natchez, Mississippi

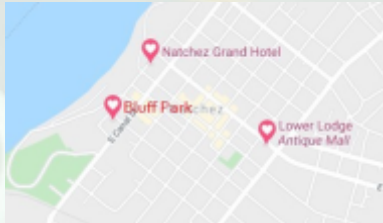
The English Motoring Club of Mississippi proudly announces its annual all-marque car show and celebration to be held in Historic Natchez, Mississippi, the weekend of September 20<sup>th</sup> and 21<sup>th</sup>.

Lower Lodge Antiques – Welcome Reception: Friday evening, 5 p.m. - 8 p.m. Join us on the outdoor patio of Richard Branyan’s wonderful shop located at 712 Franklin Street, six blocks east of the Grand Hotel. The gathering will include hors d’oeuvres, drinks and a cash bar.

Natchez Bluff Park - Show: Saturday 10 a.m. - At 303 South Broadway Street, just a few blocks from the Grand Hotel, located on a magnificent 200-foot bluff containing shade trees and picnic tables. Awards presentation 3 p.m.

Overnight Accommodations - **A block of rooms has been reserved at the Natchez Grand Hotel, located at 111 Broadway Street. The EMC has negotiated rates from \$120 to \$169 plus fees and taxes per night. See [natchezgrandhotel.com](http://natchezgrandhotel.com) for hotel information, call 866-488-0898 or 601-446-9994 for reservations, and be sure to reference “English Motoring Club of MS” for the group rates. The number of rooms in the block are limited so please book early.**

\*



Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City St, Zip: \_\_\_\_\_

Best Phone: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Car Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model:

Color: \_\_\_\_\_

In consideration of this entry, I waive any and all claims for myself and my heirs against the English Motoring Club, their officers and any sponsors of this event for injury or illness which may result directly or indirectly from my participation. I give my permission for use of my name and/or picture in any published or broadcast account of this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please enclose check for \$25 per car (\$10 for additional cars) payable to English Motoring Club and mail to: EMC MS, 498 Old Hwy. 49 N, Mount Olive, MS 39119

## Another Reason to love our little Cars

Some folks from outside of the British car hobby feel that our little cars are troublesome and are always broken down. From my experience I find that to not be the case. Of course I know that these cars very old and some are just plain worn out. Even still our cars can be very reliable if maintained. Maintenance is simple, straight forward, and nearly every part on the car can be reached without much ado. It's just a matter of addressing the simple tasks as they arise.

What brought this to mind is that at 230,000 miles on my 2006 Nissan truck, with a 2.5L 4 cylinder engine, I figured it was time to change the spark plugs. A simple task you say. Not so fast. In this case the ignition is coil over plug. A very simple system that is computer controlled. Unfortunately only one spark plug can be accessed. The rest are hidden under the intake manifold. That wouldn't have been an issue had the designer designed the manifold so the 3 back plugs could be accessed.

In trying to figure out how to best attack the task, I found that here is a whole maze of hoses and wires attached to the manifold. Some of that was hidden under the manifold itself. It looked like it would take a Ojai Board and a séance to figure all of this stuff out. The factory manual was no help. So I decided to pull up my dress and just tackle the project. Detaching the myriad of hoses and wires was fairly simple, I just need to remember where they all go.

The manual said to remove the intake manifold by removing the bolts. Well duh. On line I did find a picture of the manifold mounting. Five bolts is all that holds it to the head. How hard can that be? Finding the picture was the easy part. The problem is the bolts can neither be seen nor felt from above or below.

It looked like the inner fender must be removed to gain access. So the truck was jacked up, placed on jack stands, and the left front wheel removed. From there it was figuring out how to remove the inner fender. I found several Phillips head screws and removed those. No go. Then I found several more in hidden places. Still no go. Then I discovered 4 hidden one time use plastic rivets, some hidden from view. Once all of the fasteners were found the inner fender was loose. Then I had to figure out how to get it out without ruining the dad blasted thing.

Once out I could clearly see the manifold attaching bolts that were way out of reach. Unfortunately only one bolt could be reached directly with a socket and 24" of extensions. To get to the remaining bolts required an 8" extension and a wobble socket. Unfortunately, the outer fender skirt interfered with adding any more extension for access. Well I ended up rigging a way to support the end of the extension so I could go up top to attach the ratchet.. That worked for all but the front bolt. That was a different challenge all together. Long story short, I was finally able to get the manifold out of the way, mostly.

Whew, now I have access to the coil packs. The first 3 came out, no problem. The back one hit the bottom of the displaced manifold. After some maneuvering and the application of a bungee cord the coil pack came out. With access to the plugs I looked down the tube where the plugs are installed. Well there is a special 9/16" really long magnetic socket to get to the plugs that barely sticks out above the valve cover. A short extension solved that issue.

Though all of the plugs put up a fight, number 4 was legendary. Once that plug was loose I discovered that the special socket was too long and hit the bottom of the manifold, that was cleverly relocated "out of the way", with the plug securely attached to the socket by the magnet. No manner of shaking would free the plug from the socket. To get the plug out of the tube I screwed the plug back in a couple of turns. With that I was able to coax the socket out. I then went back in with a standard deep socket to unscrew plug. A flexible magnet was used to get the last plug out.

The front 3 plugs went back in without a fight. To get #4 back in I was able to use a piece of vinyl hose slipped over the top of the plug. Then it was time to button it all up in reverse order of disassembly.

5 Hours, 2 pints of blood, and a magnificent collection of bruises later the Nissan came back to life.

I said all of that to say that changing the plugs in my MGB is a whole lot easier than the Nissan. Now mind you I would have to change plugs in the MGB more than once in 230,000 miles. Based upon changing spark plugs every year or so some folks might say that our little British cars require too much maintenance to keep them running. I say it's a lot easier to do that maintenance 15 minutes at a time over the years than spending 5 hours, losing pints of blood, and swearing doing it all at one time.

That's my story and I'm sticking to it.

The Crazy Mechanic.

# Just a Penny's Worth



Super thanks to Charlie, Will and Richard for their contributions to this newsletter. It makes for a enjoyable newsletter and I would love to see more members send in photos and articles on their adventures or car projects—and I know most all of you are working on something with your British cars. It seems that all Roy has time to do is work (even when others were sheltered in place) and mow the yard—it is over an acre. We have lots to get done on the old third generation home but we just keep adding to the list. He does sneak a few minutes each weekend to take Baby B out for a drive. We have also been working on another country side drive and you will notice it on the upcoming events.

Let's remember Donna as she is having to place her parents in a nursing home in McComb. This is not an easy task for their children. But she is so lucky to still have them. I've been dealing with stress fracture issues that has kept me close to home and a bit immobile. If this is going to happen—it's a pretty good time since most of us have been staying close to home. It's beginning to get better so hope to see all of you soon.



**My email addresses are: [pschooler@mail.com](mailto:pschooler@mail.com) or [pschooler@icloud.com](mailto:pschooler@icloud.com)**

# Upcoming Events

## English Motoring Club 2020 Calendar

These are some calendar entries that have been posted to the EMC web site [www.msemc.org](http://www.msemc.org) for 2020.

**August 8, 2020—EMC Countryside Drive with Lunch—with Social Distancing. (Don't forget your mask)** Meet at Ramey 's lot in downtown Brandon at 9:30—departure at 9:45 with stop for lunch along the route and then complete the drive. For more information call Penny Schooler at 601-955-5009 or email: [pschooler@mail.com](mailto:pschooler@mail.com) **Rain date is Saturday, August 22.**

**August 15, 2020 – EMC Garage and Food Tour / Brandon MS** - David and Jo Ann have a way of throwing a great party in lead up to the EMC show. Come on out and see what David has added or improved on for 2020. Always lots to see and do along with a great meal what else can you ask for. This will be the pre-Brits on the Bluffs gathering so bring along a dish and enjoy the fun. Gathering starts at 11:00am. Lunch starts as 12:00pm. Details: David / Jo Ann Bailey (601) 992 – 8566.

**September (check for dates, usually the first weekend), 2020 – Shoals British Car Show / Florence AL** - If you haven't had the pleasure of visiting the Shoals British Car Show at Joe Wheeler State Park in Florence AL you should. This is your kind of show if you're looking for a relaxing setting and days spent with friends. It's a laid-back gathering on the banks of Wheeler Lake. Everything including rooms, meals and Friday night's reception are within walking distance. They'll be celebrating their 24<sup>th</sup> year in 2020. Details: [www.shoalsbritishcars.org](http://www.shoalsbritishcars.org).

**September (date varies, usually in September), 2020 –CANCELLED Brits in the Ozarks / Fayetteville AR** - Still looking for excuses for a mountain drive? Here's another chance to see the Ozarks in all of their colors and have a car show at the end of your drive. The 19th Annual Brits in the Ozarks will be there waiting for you. Details: [www.britishironnwa.org](http://www.britishironnwa.org)

**September 17 - 20, 2020 - Southeast British Car Festival / Dillard GA** - For those interested in a drive to further regions the Peachtree MG Registry will host their event in the North Georgia Mountains. Lots of cars and driving adventures are scheduled with lodging at the Dillard house. Details: <https://pmgr.clubexpress.com>

**September 18 – 19, 2020 – EMC Brits on the Bluff / Natchez MS** – We have the promise of a perfect weekend for the 23<sup>th</sup> 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. **SEE FLYER IN NEWSLETTER**

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