

# 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  
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## This 'n That

By Roy Schooler

After completing one more item on my to-do list, I decided to get Baby B out of the garage to attend two events on July 3rd. First, we went to Coffee and Cars at Primo's and later in the day went to the car show at the Brandon Amphitheater where there were a few British cars and a whole bunch of beautiful others. Keith Anderson and Patrick Pepitone were there. Here are a few of my favorite cars.



# JULY TECH SESSION

By Charlie Durning

## What a Spread

Mike and Alice Glore were gracious to open up their “Barn” in “Beautiful Braxton” for the July EMC Lotus Weekend. The turnout was huge, partly since our Mercedes friends also attended.

Speaking of our Mercedes friends, those guys know how to eat. The food spread was over flowing with goodies, YUM!

After the gorging of ourselves had settled down, Pres John opened up a business meeting. The major business this month was the upcoming Brits on the Bluff in Natchez September 17-18. Rooms have been blocked at the Natchez Grand. Rooms are going quickly so get your reservations in early.

Mike Marsh, of the Mercedes group announced Euro Fest in October and April. Mike stated that it only takes 10 entries of one marque to become the featured marque. (Ed note: we have enough MGs in EMC to make MG the featured Marque.) Mike went on to award a snazzy tumbler to Keith Anderson and Donna Durning for being the first entries for Renaissance Euro Fest.





# Exhaust Rattles



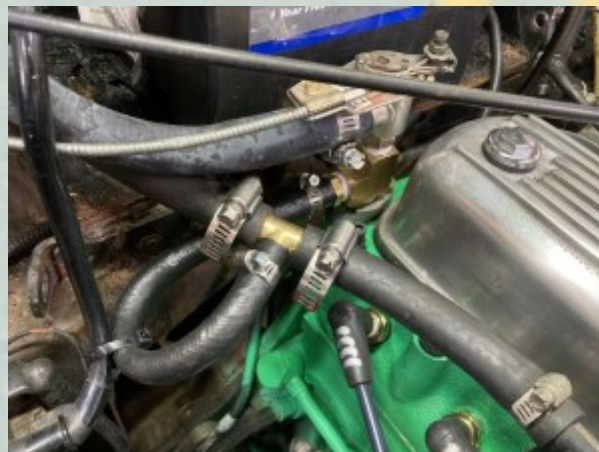
**By Charlie Durning**

## **Off With Their Heads Part 2**

I tried my best to avoid project creep when I had the head off of the Morris, but alas I gave in. If I recall correctly the BMC A and B engines have a problem with burning the #4 exhaust valve. The theory here is the coolant does not circulate well at the back of the head. VP Steve reminded me of that theory. His solution is to leave the heater valve open a bit so water can circulate around the back of the head and then out into the heater circuit.

Well the thought of hot water circulating through the heater on a hot summer day just didn't appeal to me. With that in mind I hatched a plan. Why not plumb in a bypass so coolant could circulate out of the back of the head and return to the water pump or radiator. There is a place on the back of the head where the coolant is under pressure. Unfortunately, that port is occupied by the heater valve.

To make this work, keep the heater control valve, and not circulate coolant into the heater would be to tap the water flow after the head and before the heater valve. No problem. I just needed to modify an earlier heater valve conversion. The original used a fitting to raise the replacement heater control valve above the valve cover for clearance.





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The new t-shirt design



# Mid Ohio in July

By Gene Johnson

Over the Fourth of July weekend Martha and I wandered up to Lexington Ohio for the Indy Car race at Mid-Ohio. On Friday following a day of wandering the paddock area and watching support classes from our favorite viewing areas we were contemplating our next move when a black pick-up rolled up along side ours. Martha looked over and exclaimed "why that's Brian!". Sure enough out of the drivers door stepped Brian Anderson. It was great to see Brian so far from home and we enjoyed sharing a great Fourth weekend with Brian.



## Mid Ohio - One Hot Car

By Gene Johnson

I spotted this little hot rod running around the infield during the Fourth of July visit to Mid-Ohio. From the front it looks like any 18 hole cruiser with a bit more grunt than the standard. As it approaches you notice a different burble in the drive train. As it passes you realize this cart is being powered by a BMC A series engine. Bob, an ex-Mini racer in the area informs me that when he stopped racing he was looking for something to do with a spare 1275cc engine/tranny and developed this ride. Looked like a lot of fun.



# Happy 40<sup>th</sup> Anniversary EMC

By John Turbeville

Seems like only yesterday that the English Motoring Club was celebrating the 30<sup>th</sup> anniversary and now in 2021 we move on to the 40<sup>th</sup>. The EMC has been a gathering place for great cars, great times but most of all great friends thru the years. If you would like to check out some of the events and good times of the EMC documented over the past forty years you can view newsletters on the website at [www.ms EMC.org](http://www.ms EMC.org) under the Club News tab. A limited number of special EMC 40<sup>th</sup> Anniversary T-shirts will be available at Brits on the Bluff to coincide with the 40<sup>th</sup> Anniversary. The 2021 dates for Brits on the Bluff are September 17 and 18. A limited number of rooms have been held at The Natchez Grand Hotel using the key word "English Motoring Club". Reservations can be made now by calling (601) 446-9994. Additional BoB information will be coming in August so stay tuned. We are looking for a great turnout of members and friends to celebrate the EMC's 40<sup>th</sup> Anniversary.





# EMC's 40th Anniversary Brits on the Bluff

Sept. 17 - 18, 2021 Natchez, Mississippi

The English Motoring Club of Mississippi proudly announces its 40<sup>th</sup> Anniversary all-marque car show and celebration to be held in Historic Natchez, Mississippi, the weekend of September 17<sup>th</sup> and 18<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 starting at \$131 plus 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" 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

Mail to: EMC MS 498 Old Highway 49. Mount Olive, MS 39119

## More Exhaust Rattles

By Will Duncan



A few weeks ago, I was enjoying a drive home from dinner with a friend when I noticed that the B was making a whine under acceleration. After some experimentation, I identified a pattern: it happened only when I had my foot on the accelerator, even just to maintain speed. As soon as I took my foot off, the noise stopped. I did some basic examination for issues the next day, but didn't see anything out of place. Fortunately, my phone could pick it up while driving, so I made a recording and shared it with Clay to see if he had any ideas. He came over one afternoon, and by running it on jack stands, we isolated it to the differential. There was a drop of oil hanging from the drain plug, and it appeared that the oil had gotten low over time, possibly resulting in a burnished bearing causing the noise.

After buying new outer bearing kits (and a couple of other miscellaneous parts) and making arrangements with Charlie and Clay, I headed for Magee early on a Monday morning. The brake drums put up a bit of a fight, but then Charlie's impact wrench took care of both the castle nut and the cotter pin to remove the wheel hubs. That done, the half-shafts were easy to remove, and, after pressing off the old bearings under Charlie's supervision and giving the shafts a quick cleaning, it was a quick trip back to the press to install the new bearings. Clay pointed out a burnished area on one of the old bearings, with the consensus being that it could certainly contribute to the noise. We added a touch of grease to the oil seals and a tiny bit of RTV to the bearing caps to prevent possible leaks. Reinstallation was equally painless, except for one of the hub cotter pins being a bit fiddly.

Next, we took a quick break for lunch at Berry's, then moved on to some minor jobs, or so we thought. In preparation for installing some new idle screws and doing a quick adjustment, I drove the B around town for a warm up. However, after arriving back at the workshop and installing the screws, we found that the engine would not continue to run once I cranked it. Faced with this exciting new problem, Charlie and Clay tracked it down to an electrical issue, and made a small jumper wire for the fuse block for the drive home, just in case. After some poking around under the dash, Clay was of the opinion that some of the triple connectors were of an age that made them unreliable. A little cleaning and replacement, and that problem was solved, and we could finish resetting the idle.

Finally, we did some electrical work in the radio console. While Clay was busy cleaning and replacing connectors, I had spent some time identifying wires to add a cigar lighter, which is something I've wanted to do for a while but never got around to since I don't have the correct bullet crimping tool. Clay and I completed that installation after the idle was adjusted. It's going to be great to have a phone charger in the car. We also spent some time cleaning the erratic map light switch, which is now improved but still has its moments.

Everything done, I thanked Charlie and Clay for the help, and headed home. On the drive back, the engine did not present any issues remaining running, but I was glad to have that jumper wire in case I needed it. Unfortunately, the rear axle noise followed me home, so that issue will require some more thought. I've gotten a couple of recommendations to try Lucas gear oil, so that's likely my next course of action.

As always, Charlie and Clay's knowledge, experience, and willingness to help are greatly appreciated!



## AND MORE Exhaust Rattles

By Tom Brown



After five days of spirited drives in Arkansas, at the end of each day I had the same comment, "I need 20 more HP and better brakes." Shortly thereafter, I received an email from Charlie Durning. The email contained drawings and a parts list to install disc brakes on the rear of my MGB. The plans consisted of fabricating two brackets per wheel and a list of parts needed. I won't itemize a complete list, but I used Honda rotors and Nissan 240 SX calipers. I made the brackets out of 3/8" 6061 T6 aluminum. The drawings were very easy to follow. The brake hoses and fittings were no problem to find on the internet (Amazon/Ebay). I had to shorten the brake line from the tee on the axle tube to the left side caliper. I practiced double flaring on the cutoff section, until I felt confident to go for it.

The park brake cables had to be shortened. I shortened them and got the ferrule from Revelle Hardware. The park brake levers needed to be lengthened just a bit, and a 1/4" hole drilled for the clevis pin. I already had 5/16" spacers for the mag wheels on the car, so clearance was no problem.

I went for a test drive and the pedal felt a little spongy, I didn't know if I needed to bleed a little more or if I needed the 2 lb residual check valve. I opted to put the check valves on anyway, which became another test on double flaring. The second road test was excellent.

The total cost was around \$250. I feel it was well worth it. If anyone would like help or tips, give me a call.

I'll work on the 20 extra HP later'



Note: Tom is an artist in making the brackets.

# English Motoring Club

Membership Application (\$25 per Year) Calendar Year 202\_\_

Name(s) \_\_\_\_\_

Mail Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

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

E-mail \_\_\_\_\_

**Vehicle inventory (optional). Please indicate condition: a) drivable b) project c) parts car**

1. \_\_\_\_\_ 5. \_\_\_\_\_

2. \_\_\_\_\_ 6. \_\_\_\_\_

3. \_\_\_\_\_ 7. \_\_\_\_\_

4. \_\_\_\_\_ 8. \_\_\_\_\_

**Please indicate areas you would like to offer active assistance in club functions.**

1. Newsletter \_\_\_\_\_ 4. Membership \_\_\_\_\_

2. Technical \_\_\_\_\_ 5. Special events \_\_\_\_\_

3. Annual car show \_\_\_\_\_ 6. Drives and Tours \_\_\_\_\_

Annual Dues of \$25.00 are due in January of each year. This amount includes your annual subscription to *The British Marque*. **Due March 1, 2021**

**Make checks payable to: English Motoring Club**

**Remittance address: EMC of MS  
c/o Stephen Turner  
104 SouthPark Drive  
Vicksburg MS 39180**



## **Call to MG owners or others that maybe interested.**

During early 2020 John Turbeville initiated the process of getting the EMC included as an affiliated club with the North American MG Register (NAMGBR). One of the requirements to remain in good standing is to ensure that there are eight persons that are active members with NAMGBR and have listed The English Motoring Club of Mississippi as either their primary or secondary club. There are several benefits to an joining the NAMGBR to you and also to the EMC so we'd like to stay in good standing. If you have received a renewal notice from NAMGBR please be sure that your respond timely. If you would like to review benefits, renew or join the you can check out the website at [namgbr.org](http://namgbr.org). Note that the NAMGBR did begin as an MG "B" organization however the organization now covers multiple models and series of the MG line. There is something for everyone that owns or has interest in the MG line.

Thanks for your consideration.

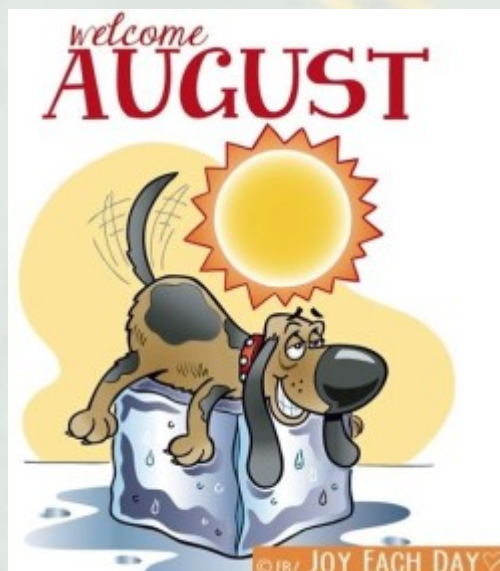
The EMC

## Just a Penny's Worth



Thank you for sending in the articles. Three Exhaust Rattles articles is a record. It seems that you are taking care of repairs during the hot days of summer. Be sure to check out the upcoming region events and make your arrangements and registration early.

Glad Patrick Peppitone showed off his new TR6 at the Branon Amphitheater. When Roy got home he told me that Patrick was there in the car that he bought from Greg Collins and I said no that was Tom Brown's TR6. Well we were both right— The TR6 was Greg Collins who sold it to Tom Brown who then sold it to Patrick. It's nice to see the history of these old cars. Hope some of the other new members will be able to join in some of the EMC events.



Email your articles at: [pschooler@mail.com](mailto:pschooler@mail.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 2021.

**August 21, 2021 – EMC Garage and Food Tour / Brandon MS** - David and Joann 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 2021. 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), 2021 – 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), 2021 - 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.britshironnwa.org](http://www.britshironnwa.org)

**September 17 – 18, 2021 – EMC Brits on the Bluff / Natchez MS** – We have the promise of a perfect weekend for the 24<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. 2021 information and registration form will be posted approximately 60 days prior to the event. Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 941 – 4892.

**October 1-2, 2021 – Renaissance Euro Fest Car Show / Ridgeland MS** – Come to Ridgeland Mississippi and enjoy the 13<sup>th</sup> Annual Renaissance Car Fest. The 2020 event was one to remember. Lots of participation from EMC members as well as friends from surrounding clubs will be the order again for 2021. When posted get your entry in early and make plans to attend. You'll see cars that you don't get a chance to enjoy often and in the surroundings of the Renaissance. It's just magnificent. Details: [www.euro-fest.net](http://www.euro-fest.net) Mike Marsh (601) 946 – 1950.

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)