

THE OFF-SIDE UNDO

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



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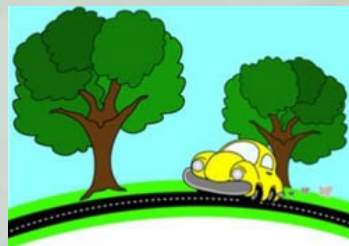
Volume 32



This 'n That

By Charlie Durning

November and December of each year the EMC changes up our monthly meetings from the third Saturday of the month to the first Saturday of the month. This year was no exception. November had an additional change in that we had 2 events that took place on the first 2 Saturdays. Both were well attended and the weather was just right both days.



As the year comes to a close. We want to wish all a happy holiday season and a **Merry Christmas!** There is one event left on the EMC calendar for 2018. That is a tech session and Christmas party at **Pat and Barbara Cashman's** garage the **first Saturday of December**. I hope to see you all there.

To start off the New Year in 2019, **Pres. John** is making plans for our annual business meeting and awards program. It's time to start thinking about awards. An award can be **anything to anyone for anything**. Use your imagination! It's always fun.

Chili Tech Session!



How Many EMC Members Does it Take to Install an MGB Bonnet?

I'll answer that question in a minute. First, we had a good turnout of EMC members and friends at **Bro Gene and Martha's** for the annual November tech session. It was good to see some folks who have not been around for a while, as well as some new faces. Of course we had lots of conversation and the telling of tall tales. Around noon **Pres John** got everyone's attention with the announcement "*Lunch is served*".



Martha had the usual yummy pot of chili on the stove along with side fix'ns and desserts. Needless to say the chili didn't last long. MMMMMM!

Bro. Gene saw that the conversation had died down after we had gorged ourselves so he decided to liven things up. He needed help installing the bonnet on **Ole Red** which had just come out of the paint shop. To answer the question on how many it takes, it's **5 plus 12 hecklers**. *See pages 4-5 for proof!* In spite of the help the attachment of the bonnet to the hinges was a success and we didn't even scratch or chip the new paint.



So...how many EMC members
DOES it take to fix a bonnet?

One, Two, Three, Four?

NO!! It takes FIVE plus TWELVE
HECKLERS!





An MGC Comes to Life

By Keith Anderson

Steve and Jen Sampson are standing by their 1969 MGC that was purchased at an estate auction earlier this year. The car had been sitting in a garage since 1996. Their mechanic, Brian Anderson, has been preparing the car so that it will be roadworthy again. Everyone was glad to see the engine jump to life with the first twist of the ignition key, with no leaks, smoke or surprises. Good oil pressure and 150 psi in all cylinders is a good indication that this car will be back on the road for a long time. We are happy to have **Steve and Jen** as our **newest EMC members**.



Visit to the Soule' Live Steam Festival

Photos courtesy of

Gene Johnston

This year we had a change of plans for the annual first weekend in November tech session at Bro. Gene and Martha's place. A survey was taken and it was agreed to postpone the tech session by 1 week so we could take a scenic drive along Hwy 80 to the Soule' Live Steam Festival in Meridian, MS.

The day couldn't been nicer for a drive. The plan was to meet at the Cracker Barrel in Pearl for a 9:00 am departure. The early birds arrived around 8:00 am for breakfast. After breakfast we waited around for a few stragglers, and then off to Meridian.

Once we broke free of the metro Jackson area, the drive along 2 lane Hwy 80 was pleasant. The road was in good condition, the traffic was light, and the scenery was very nice.

What's interesting, is as we came to wide spots in the road, how much industry there is in those out of the way towns along Hwy 80.

Upon arrival at the festival we were directed to park our little British cars across from the display of domestic antique cars and hot rods. The turnout was nice.

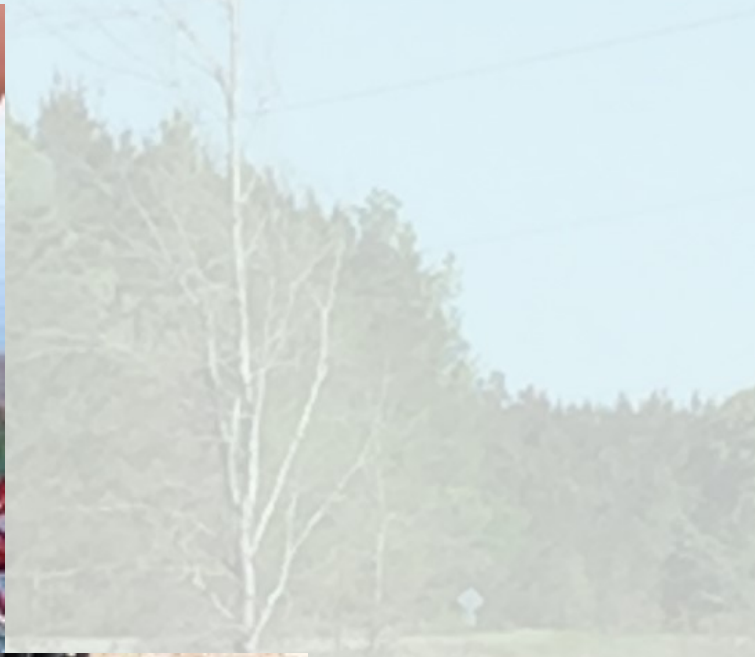
The Soule' Live Steam Festival is an interesting event if you like machinery, smoke, and noise. It's well worth the visit. The festival takes place the first weekend of November every year. All in all a day well spent. Hope you enjoy some photos of the day.

<http://www.soulelivesteam.com/>















This place is really smokin'!!



Blast from the Past

By Terry & Merideth Trovato



Something you don't see every day in the British Car world: Four Singers on the show field at the same time. The occasion? The Beaconsville Canada British Car Conclave in 2001, where your resident historian decided to display his red Singer Nine Roadster to the blokes North of the Border.

Exhaust Rattles

By Charlie Durning



MGB Rear Disc Brake Conversion

At the 2018 Brits on the Bluff several folks asked about the rear brakes on my MGB GT. Since there was some interest I thought I would share the process used to develop the conversion. I realize this is not for everyone. For me it was a challenge to see if rear disc brakes could be adapted without spending a fortune.

This all started last year while out with the guys for AR2017. The GT was new to me at that time. While sporting around, I felt that the brakes on the GT were substandard. At that time the GT had been treated to new rear shoes and wheel cylinders and the front to new rotors and semi-metallic V8 pads.

When I arrived home I installed some carbon-ceramic pads on the front. There was an improvement, just not enough to my liking. Upon further investigation another culprit was a sticky throttle cable. That sticky cable would keep the throttles open with the engine producing power when I was expecting some engine braking. Fixed the sticky throttle and the brakes are much better.

This whole situation got me to thinking about disc brakes for the rear of the GT. Rear disc brakes could accomplish 2 things, better braking and lower maintenance. The general consensus is the brakes on the MGB are pretty good as they are. Getting better brakes will be a challenge.

I did look at some offerings. The DIY kit I found was too complicated, I thought I could do better. The complete kits I found were way too expensive for my tastes. For some reason \$1500.00+ just didn't compel me to want to buy a kit.

I did a little research and found a 70-30 front to rear bias is a good starting point for sizing the rear caliper. Though I did want more rear brake, I didn't want too much. After doing some calculations it looked like a 34mm caliper should do the trick. I also discovered that some of the commercial kits used 34mm calipers. In comparison the DIY kit uses a huge caliper and requires a proportioning valve to get the bias under control.

With a list of cars that have 34mm rear calipers in hand the next step was a trip to Jackson Pull-A-Part in Byram. There I could kick some tires and see what is readily available. Sure, I could have bought Willwood parts but I just didn't want to have a bunch of custom parts to deal with in the future. After some careful measuring I ended up with a rotor from a 1994 Honda Accord and a caliper from a 2002 Nissan Sentra. Fingers crossed I could make them work together.

Once home I found that the Honda rotor would not fit over the MGB hub pilot. Not a problem. I took the rotor down to a buddy's house and bored out the pilot hole in the rotor to fit the MGB hub. Ten minutes later I was good to go. Later on I devised a fixture for boring out the rotors on my drill press in case I need to modify more rotors in the future.



The next challenge was mounting the caliper to a spare axle housing and getting it aligned to the rotor. In doing an internet search I found all sorts of complicated solutions for mounting the caliper. None of those were appealing. In the end a simple flat bracket was made out of wood for a proof of concept. As dumb luck would have it the caliper only required a thin shim washer to get the caliper centered over the rotor. The next challenge was finding an acceptable compromise in positioning the caliper high enough to clear the spring and yet low enough to clear the body.



Once all of that was established I had a CAD drawing commissioned. With a CAD drawing in hand my next stop was to the machine shop with laser cutting equipment. 2 weeks later I had two brackets ready for fitting to the spare axle housing.

The laser cut bracket did need some clean up since the holes were cut undersize. That was good since that allowed for a snug fit between the shank of the bolts and the holes. Once the calipers were mounted the next issue was getting the park brake cables attached.

The stock MGB park brake cables are way too long so shortening was in order. I looked into several options and ended up using crimp collars. That was clean and simple. Unfortunately the park brake levers on the Sentra calipers are pointed in the wrong direction for the MGB park cable arrangement. That was solved by modifying the levers on the calipers. At first I made the levers too long. That was solved by moving the hole in on the lever.

Now on to hooking up the hydraulics. Running hard lines to the calipers would have been easy. However, single piston calipers move so I had to use a flex hose to the caliper. At first I got some flex hoses from Russell. They work but I was not happy with the routing. I'll sort that out later. A new piece 3/16" brake pipe and some -3 JIC fittings completed the plumbing to both wheels.

After a quick brake bleed it was time for the test drive. **Bro Clay** and I went out to a remote road and gave the new brakes the acid test in both wet and dry conditions. We found no ill effects or surprises during emergency stops, both straight and in corners. Without another .

car for comparison we agreed that brakes are good and would be a good addition for a roadster. We both agreed the GT could use a little more rear bias.

I decided to live with this setup for a while just to get a good feel. Though I liked the brakes as they are, I looked into getting more rear bias. With the Sentra caliper the balance calculates to about 72-28. Going to a 38mm caliper would calculate out to about 67-33. There is precedent for the GT having more rear bias. The factory supplied larger rear wheel cylinders for the GT.

Back to the books in search for a 38mm caliper. What I found was a caliper from a 1998 Nissan 240SX. The mounting for that caliper is such that all I had to do was add a simple bracket to the bracket used for the Sentra caliper. That simple bracket moved the mount holes for the caliper out and over. This time the caliper was centered over the rotor and no spacers were needed for alignment.



Once the new brackets were made it was simple to get the 240SX calipers mounted to the GT. In addition to more rear bias the 240SX did not require reshaping the park lever and I much prefer the position of the park lever for clearance reasons.

Bro Clay and I took the GT out for spirited drives in both wet and dry conditions. This time we found very little nose dive during hard braking. The whole car wanted to squat down. There were no surprises during panic stops both straight and in corners, wet or dry.



In doing some further research with drum to disc conversions, some folks expressed concern over excessive brake pedal travel. Though there was more travel it was not excessive or disconcerting. In pondering some options to deal with the pedal travel I thought back to the conversion done on the Morris. The pedal travel in the Morris was resolved by installing a 2psi residual pressure valve in the system.

Since the GT was exhibiting master cylinder problems I took that time during the master cylinder swap to install residual pressure valves in both the front and rear hydraulic circuits. That worked. The GT now has a firm pedal without excessive travel.



Are the rear disc brakes really better? I think so, but only time will tell. What I can say about rear disc brakes is there are no more of those pesky drum brake adjustments and they look **SNAZZY!**

From the Passenger Seat

By Donna Durning



As we approach the Thanksgiving season, I think of all of the blessings God has given my family and me. One thing I am thankful for is the privilege of knowing all of you British car folks! My life is better having you as friends. Charlie and I wish you all a Happy Thanksgiving! - DD



Upcoming Events

English Motoring Club 2018 Calendar

We hope to see you at an upcoming EMC event!

December 1, 2018 – EMC / DSARC Christmas Party / Vicksburg MS - We return to the place that started the 2018 EMC tech sessions. Make plans to join us at Pat and Barbara's to wind down 2018 with the EMCs year end gathering. Details: Pat Cashman (601) 630 - 7837 / Barbara Cashman (601) 831 - 0063.

