

# 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

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2020

## This 'n That

By Roy Schooler

Wow has this year flown by. I know we all feel it has been a most unusual year with plenty of changes and challenges but it hasn't stopped us from enjoying several events even with social distancing. Penny and I began working on another countryside tour to start off 2021, and as long as we have enough county maps we will keep planning them and Charlie will continue to find unique spots for lunch.

I see that we also gained some new members. There is an article with the new member information you will enjoy. Some are old friends and some are new ones. Welcome to all of you and we hope to see you at our events. It's okay if your old English car isn't running—we all have those moments—just bring something else from the garage.

**EMC member Richard Branyan's mother, Martha Branyan passed away on Sunday November 22, 2020 in Natchez MS. Please keep the family in your prayers.**

**Please keep Richard and his family in your thoughts and prayers**



# NOVEMBER TECH SESSION

By John Turbeville and Gene Johnson

A hungry crowd of chili seekers arrived at Gene and Martha Johnston's home on Nov 7, 2020. When I arrived I saw Steve Whitlow's hood up on his Midget but when I asked what happened the answer was, "We're just looking." So I never saw any wrench turning going on which was fine because that left more time for eating and visiting with the other attendees. Bro Clay assisted Will Duncan in erecting the hood on his MGB for the approaching winter—I don't see it coming yet. A group of Lucas horns were put through rigorous testing to evaluate volume and tonality by the EMC Certified Field Testers. Apologizes given to the neighbors. The failure of the headlights on Steve's Midget was traced to a bad switch. Parts to be ordered.

We made a good dent in the chili then moved on to the desserts of lemon ice box pie, Lotus brand biscuits (crackers), pecan pie, banana pudding, and cake. Various chips and dips were present on the table where I sat all to my satisfaction.

The Johnston's new garage is too good to be true. It is where tables were set up for the best possible social distancing. The garage is lined with new custom cabinets, a very organized closet, and a very impressive new vinyl floor made to look like wood which sets this garage off from any other I've ever seen. My drippy Land Rover would like to pay them a visit for a few days to make it look more like a workshop with nicely spaced oil spots. But that's the good thing about vinyl -no oil spot is permanent.

\This lunch gathering was a huge success with good weather, great food, and wonderful friends. Newly weds Kelly Gatewood and Stephen Turner made their first EM gathering as husband and wife. YEAH!!! And Congratulations are in order.

Thanks Gene and Martha!







Thanks to Gene and John  
For the photos





# BREAK AWAY TO FAIRHOPE

By Gene Johnson

The weekend started with Clay, Debbie, Martha and I heading down to one of our favorite shows in the area, the South Alabama British Car Club's 30<sup>th</sup> Annual British Car Festival. The drive down was quick, leaving shortly after 12:00 PM on Thursday October 22 we made few stops along the way. We always enjoy the restaurants in the Fairhope area and this year with the cancellation of the Friday night reception (Boo!) we worked in an additional night of fine dining. There were suggestions of rain in the area for show day on Saturday but none appeared. Other EMC'ers in attendance included Mike and Alice Glore and Pat and Barbara Cashman. As usual the SABCC show day was well organized. The hard work of the club members was evident in the running of registration, photographing and parking of 90 to 95 cars. It was as usual for this crew, like a well-oiled machine. A food truck was on site and we enjoyed the bar-b-que offering for lunch. At shows end all members of the EMC were recognized with awards in their respected classes. Honorary EMC members, Bill and Melissa Silhan's 1936 Ace Light Six "Doctors Coupe" took best of show for 2020. Most of all we enjoyed visiting with friends that due to COVID we'd not been able to see for months. Thanks, and congratulations to the SABCC for hosting our close-out show for 2020. It was definitely one to remember!



The Haunting of the MGBs at British Car Fest 2020





A duo of MG Magnettes at British Car Fest 2020



Bill and Melissa Silhan's 1936 Light Six Doctors Coupe



The 1930 MG "M" Type of James and Alice Hester



# Over the River and Through the Woods

By Charlie Durning

Roy couldn't have picked a better day for a drive. The temps were warm, but not too warm, the sky was clear, and the roads were nice and scenic. A perfect tops down "Goldilocks" day. In attendance were 14 folks in 10 little sporty cars. Roy picked some interesting roads with lots of turns and elevation changes that made the interesting along with the scenery.

During the pre-run of the new route Roy came across a bridge that was closed. We sat down and poured over the maps to find a way around the closed bridge but frankly nothing looked good. A few days later I called the Pineville store to see if they had any suggestions. Well as fate would have it the bridge was opened the day after we found it closed, whew. The drive could go as planned.

We gathered at the Ramey's Grocery in downtown Brandon and to my surprise there were no late arrivals. Departure was at 10AM sharp.

Upon arrival there was a parking area right out in front of the store for our little cars. They looked great all lined up facing the street. They looked great. With a background of work trucks our cars did indeed look small.

As usual the food and service was great. The menu was smoked or fried chicken and hamburgers, yum.

JoAnn Bailey's cousins run the Pineville store and David Bailey was born just 3 miles down the road from the store. Baileys had a small family reunion with the folks who still live in the area. JoAnn was beaming with joy.

As the gathering ended we all went our own ways home. All in all a day well spent.

If you ever get a chance to venture down to Pineville stop by, say howdy, and have a nice lunch. You won't regret the drive or the destination.









## MOSS MOTORS TO ACQUIRE VICTORIA BRITISH

After more than 30 years, Victoria British Ltd., a division of Long Motor Corporation, has decided to pass the baton to Moss Motors Ltd. (Moss Motors) to carry on the tradition of supplying car parts and accessories for British car owners around the world.

President of Victoria British, Becky Hanrahan said, *"It was not a decision that we made lightly. We were Victoria British before we were LMC Truck, but we know we have not been giving the British market the attention it deserves. We feel our customers would be better served by a company whose primary focus is the British car market."*

Victoria British has for many years been a key resource for British sports car owners and their mission to "Keep'em On The Road®". The Moss Motors acquisition of Victoria British is aimed at maintaining the same spirit of supporting the British sports car industry and community.

*"As a long-standing name in the British sports car community, we recognize the rich history of Victoria British and will do our best to carry on their legacy.", said Ed Moss, President, Moss Motors. "It's an exciting chapter for Moss Motors and we look forward to bringing together the best traditions of both companies to continue serving the industry by supporting car owners, restoration businesses and British sports car enthusiasts alike."*

In the coming weeks, both companies will be posting news and reaching out to customers, suppliers, and other contacts regarding the details of the transition.

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Mike Hemsley's daughter Bonnie sent this in to us to enjoy. Check it out

<https://classicmotorsports.com/articles/20-revolutionary-automobiles-shaped-our-modern-wor/>



# NEW 2020 MEMBERS

**Zach Adams**— an inventory of 1974 GT, 1977 Mercedes 450 SL, and 1958 Austin Healey Sprite

**Dean Blackwell**—an inventory of 1954 MG TF 1500 and a corvette from Jake Weavers collection

**Dick Edmonds**— an inventory of 1965 Cobra Kit Cara/FFR

**Peter LaRocco**—an inventory of 2006 Jaguar XKR

**Charles Merritt, Jr.**— we are eager to see what is in Charles inventory.

**Patrick and Louise Pipitone**—1976 Triumph TR6 with a familiar history

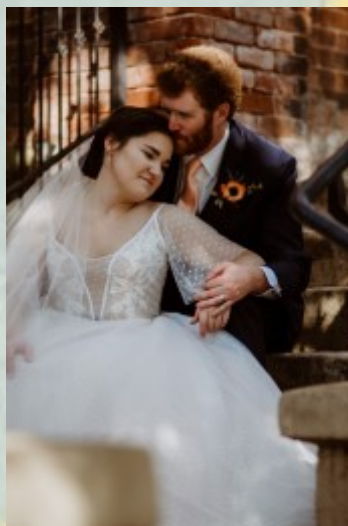
**Charles Richards**—an inventory of 1960 MGA

**Jack Torrence**— nice Tr6 among his inventory

**Smokey and Glo Williamson**—an inventory of 1976 MGB

It is so nice to see all the new members and hope you will join us soon at the tech sessions ( which are also mini workshops and great food and company), or at one of the events. We will continue to wear masks and social distancing until further notice. You can also send a question in for the *Exhaust Rattles* gang. They are just one Saturday (and Breakfast) away from helping a fellow EMC member.

**Look what I found –Our Membership Chairman and his new bride**





# Exhaust Rattles



## ANOTHER HEALEY 100 RESCUE

By Keith Anderson

\Yesterday I rescued a 1956 Austin Healey 100-4 with a 1976 license plate attached. The car had been sitting in a carport for 28 years just ten minutes from my home. The 1953 Healey 100-4 that I bought a couple years ago also had a 1976 tag on it.

Thankfully, the engine on each of them easily turns over. I plan to keep the one of the two, and find a new owner for the other. My wife says the sooner, the better!



Happy motoring,





## Hope Springs Eternal

(or, if it isn't one thing it's another)

During our annual “unauthorized” trip to North West Arkansas, several of the guys pointed out that the GT had a pronounced “bachelor’s lean”. When I got home I decided to look into the problem. I measured the dimensions from the center of the wheel to the chrome strip on the side of the body and sure enough the left rear had a pronounced sag.

Five years ago when I got the car it had a great looking lowered stance but the front suspension was rock hard and the rear had a nice supple ride. With an inspection of the front I found the suspension had been converted to coil over using a Moss conversion, the bushings were worn out and the coil over shocks were seized. Unfortunately the parts to restore the front suspension were approaching \$1000 so I decided to take another tack to fix the problem.

Using parts sourced from my gold “mine” I had enough pieces on hand to bring the suspension back to stock. Installing the parts took a little man handling with the help of Bro Clay. Once dropped on the ground the stance was awful with the nose sticking up in the air. That would not do.

In coming up with a plan I looked at the rear leaf springs. To my surprise the part number of BHH7080 was painted on the springs. That part number is for an early MGB Roadster with 6 leaves. The standard rear spring for the GT is a 7 leaf spring. The difference in spring rates is, Roadster 93lbs per inch whereas the GT uses a 110lb per inch spring rate. I reasoned that the supple ride and lower stance was due to softer Roadster springs. That was the ah-ha moment.

The solution for the front could be using early Roadster front coil springs. Sure enough the early Roadster springs have a 348lb spring rate and 9.9” tall (allegedly) whereas the later Roadster has 372lb spring rate and are 10.2” tall. The GT springs are shorter still and have a 480lb spring rate. Based upon the rear springs I figured the early Roadster coil springs would be the plan.

Sure enough the early front coil springs would be the solution for getting the front ride height under control. The added benefit is the supple ride could be retained for both front and rear. Problem solved. Unbeknownst to me the replacement front springs may have been mislabeled from the provider. The plot thickens.



Back to the original reason for writing this is addressing that pesky “bachelor’s lean”. Based upon my experience above I figured getting a pair of BHH7080 springs should resolve the problem of the left rear being low. Well not so fast.

Locating a pair of springs turned out to be a challenge. Sourcing the springs in North America turned up as no stock from a number of suppliers. Most said they had no idea when the springs would be off of backorder. I did find some in Europe but those suppliers would not ship the springs to the USA. I did look into having the springs re-ached but that was more expensive than new springs and there is no guarantee. After discussing the problem with Pres John I went back to Victoria British and the springs miraculously showed 2 in stock. And sure enough they showed up at my door in 2 days.

The day came to swap out the springs. When I got the rear springs out of the car I laid each of the old springs on top of the of the new springs and found out that all 4 springs had exactly the same free arch, same number of leaves, and the material thickness was the same. At that point I wasn’t sure the springs would solve the sag on the left side of the car.

Once installed I was surprised and disappointed. The stance of the car was awful, but the bachelor’s lean was now gone, for the most part. The new springs raised the ride height a full 3 inches in the back. I was not happy with the “stink bug” look. I did recall that some guys who had installed new rear springs had experienced the same problem with the new ride height. I bounced the problem off Bro Clay and Bro Gene and they both felt that the springs would settle down after a while. I decided that waiting for the suspension to settle would take too long so I loaded about 100lbs on the back of the GT and took it for a drive. After a couple of long drives with that weight in the back, that did nothing to restore the stance I wanted.

My next approach would be to address the front springs. Since the front has springs with an alleged spring rate of 348lbs I went to the spring chart to identify a taller spring with a rate close to the springs in the car. Sure enough there is a spring that is a taller with a spring rate of 372lbs. Close enough. I ordered the springs from Victoria British and they arrived in 2 days.

When comparing the new year springs with the old I discovered that the new springs are 1.5” taller than the old. I also reasoned that the old coil springs had sagged due to the GT’s heavier weight. Perhaps the old coil springs were just not up to the task (OR the old springs were mislabeled and I had been snookered from the beginning).



The install of the front springs went without a hitch. After lowering the car back down to the ground I noticed there was a significant change in the front ride height by 3". At first I was shocked and disappointed with the results of all of that hard work. With a quick measurement of the ride height I discovered that front and rear are the same. Whew. At first glance it looked like the front was higher than the rear, but that disappointment was dispelled with the tape measure.

In the end the car does look strange with its "stock" ride height compared to its snazzy and sleek look before. On the plus side the supple ride was retained so I'm happy with the results (for now) and more important no "bachelor lean". Perhaps the springs will settle down and that sleek low stance will be restored some day.

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







**By John Turbeville**

With some nice fall weather happening I thought I'd take my MGB for a drive but it had a dead battery. I jumped it off and went for a drive of 20 miles but when I returned and shut the car off it wouldn't re- crank...dead battery and bad alternator. I found my Walmart battery receipt and to my surprise it was still in warranty with one month to spare in my 2 year free replacement time frame. Score.

I decided it was time for an upgrade to the Saturn CS130 alternator with 105 amps instead of repairing the old Lucas 45 amp. There are some great articles on this conversion on many British websites, some even sell them ready to install. But I didn't go that route and began perusing the internet for the Saturn alternator. General Motors had them on millions of cars so they are plentiful. It needs some adjustments to align the mounting holes by unscrewing the case and giving it a twist. It also needs a new pigtail wiring harness and a new V-belt pulley as the Saturn used a serpentine belt. The old Lucas pulley doesn't work either as the shaft output on the Saturn is too big for the old Lucas. Sourcing my parts from Amazon netted the alternator, new V-belt pulley, and new wiring pigtail with shipping for \$98. It is almost the same size being slightly bigger, mounts up nicely, and has more than twice the amperage of the old Lucas. On my test run I plugged in a cigarette lighter voltage display/phone charger and it never dropped below 14 volts. I'm very pleased with the results. Many thanks to Clay Johnston for his expertise in providing tech support complete with wiring diagrams and articles on this conversion.









## English Motoring Club of Mississippi

December 5, 2020 meeting at Will and Jennifer's house - **POSTPONED**

We tried! Oh, how we have tried! Will and I were so excited to host our second Christmas gathering for the English Motoring Club on Saturday, December 5. It is with great regret that we postpone until the world is a little more accommodating to a big gathering.

Jennifer works in healthcare and has experienced first-hand how devastating this virus can be. There have been a few cases in her workplace which they managed to contain by consistently wiping surfaces and periodic deep cleaning with antiviral fog machines. Two young and otherwise healthy team members were recently hospitalized with pneumonia. Another is exhibiting symptoms and pending test results. We are trying to avoid possibly passing something to others.

Also, the outdoor event in November at Gene and Martha's was lovely and blessed with good weather. Unfortunately, the high for December 5th is fifty-five degrees, and there's currently a chance of rain. We had considered tents and heaters but were not able to find suitable arrangements to allow distancing.

Because of these reasons, please accept our sincere apologies for postponing the December 2020 meeting. Consider this a rain-check, or a Covid-check, if you will. We hope to celebrate with you later in the year, as well as next December. We might have to host a Christmas in July!

Thank you for understanding, and have a merry and safe Christmas,

Will and Jennifer Duncan

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# Just a Penny's Worth



This is an annual event in Downtown Brandon that we would love for you to bring your cars to. We had a nice array of cars last year and hope for the same this year. We also have Mr. and Mrs. Claus at GB Bakery, and lots of craft vendors—something for the whole family. This event is hosted by the Brandon Preservation Commission and the Brandon Historical and Genealogical Society -



**Hope to see you there!**

Thanks for the great articles and photos you sent to me. When I think it will be a short newsletter—I keep being surprised.

**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.

**December 5, 2020 – EMC / DSARC Christmas Party / Clinton MS** – The EMC has been invited to the home of Will and Jennifer Duncan for the year end 2020 Christmas Party. Make plans to join us to wind down 2020 with the EMCs year end gathering. Details: Will / Jennifer Duncan [JenniferLongmireDuncan@outlook.com](mailto:JenniferLongmireDuncan@outlook.com).

**CANCELLED!**

**December 12, 2020—It' A Wonderful Life in Historic Brandon Vintage Car Show.** Join us in downtown Brandon with your vintage car 11-1. There will also be Santa and Mrs. Claus at GB Bakery, Craft vendors and something for the whole family.

**January 16, 2021 - EMC 2020 Awards & 2021 Kick-Off / Florence MS** - Make plans now to attend the start of the English Motoring Clubs 2020 season. We'll have a look back and share a chuckle about the times and places of 2020. Sir Woody Chuck-a lot will make an appearance so come with your traveling awards from prior years to recognized 2020 and with all of the action in 2019 don't forget that new awards are always welcome! We'll be setting out the 2020 schedule of events so bring your suggestions. The fun and frivolity will be held at: Berry's Seafood and Catfish House (2942 US- 49, Florence MS) starting at 11:30am. Details contact: John Turbeville (601) 940 – 5288. **CANCELLED!**

## CALENDAR WILL BE UPDATED IN JANUARY

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)