

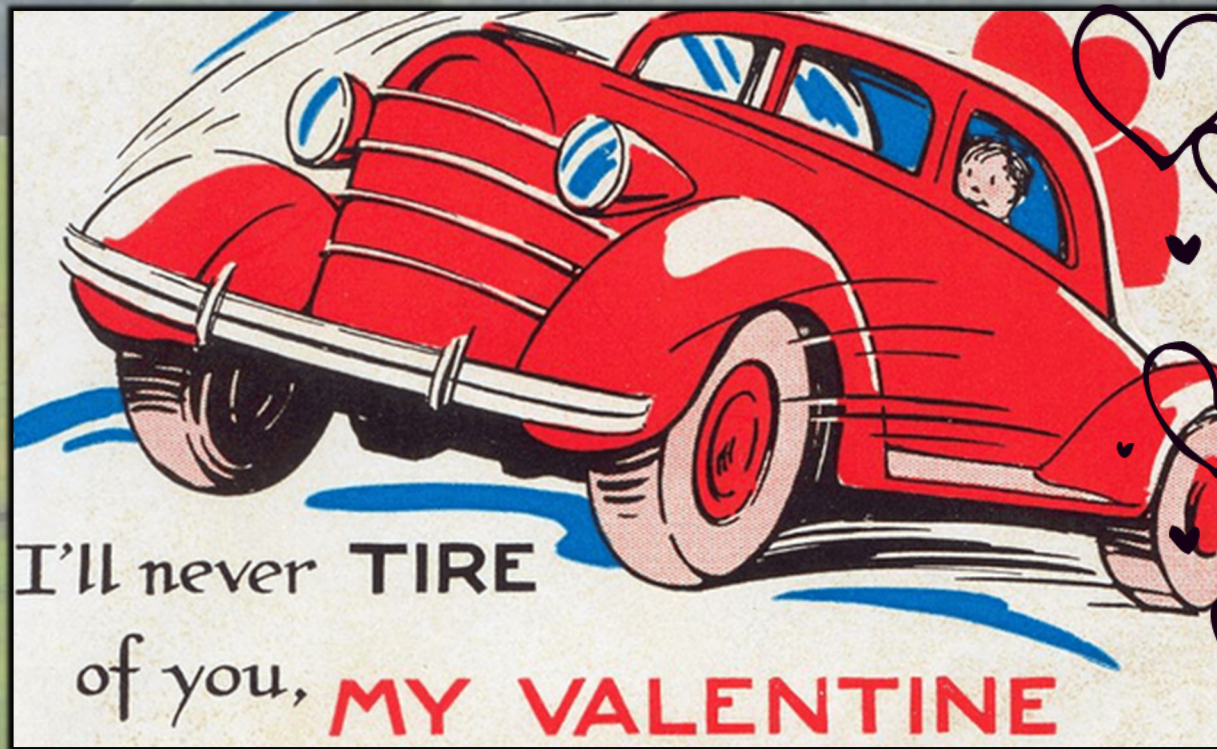
THE OFF-SIDE UNDO



“A gentleman does not motor about after dark.”

Joseph Lucas

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2023 KICK-OFF MEETING AT BERRY'S

The first meeting of the year had a good crowd of about 30 people as we enjoyed each other's company at Berry's. The much-coveted annual awards were given as follows:



British Car Pageant Anything Award:
Keith Anderson (From Richard Greene)



Perpetual I-Beam Award: Charlie
Durning (From Steve Whitlow)



Preservation Award: John Turbeville (From
Charlie Durning in the spirit of unfinished
projects)



Woodrow Transformed/The Eager Beaver
Award: Kelly Turner (from John Turbeville for
her work on the newsletter). This recent
reincarnation of the beaver is a lovely painting
done by Jennifer Duncan's sister, Becky
Harick.



Blinker Fluid: Gene Johnston (for bringing Mr. Bill on the drive!)





WORKING ON THE MGB

By Roy Schooler

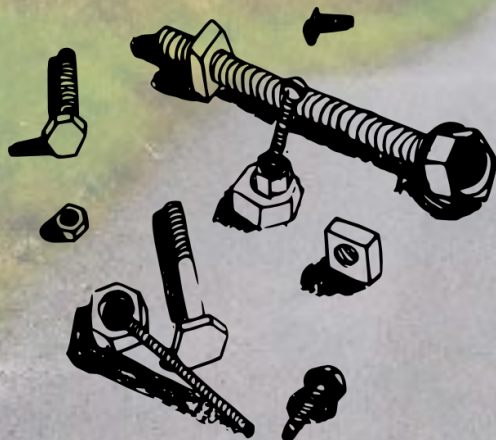


I couldn't get the clutch on my MGB to engage properly. In fact, I had moved the seat forward somewhat, so I could press the pedal all the way to the floor but it was no better. I figured it must have air in the system, but after several attempts at bleeding, it was no better.

The master cylinder reservoir is so tiny that it almost takes three people to bleed all the air out: One pumping, one filling, and one bleeding. After expressing my frustration, Charlie and Clay volunteered to help, so I traveled to Charlie's shop in Magee early Saturday morning. We met at the Huddle House for breakfast first, and I'm glad I did — that was they last meal I got that day.

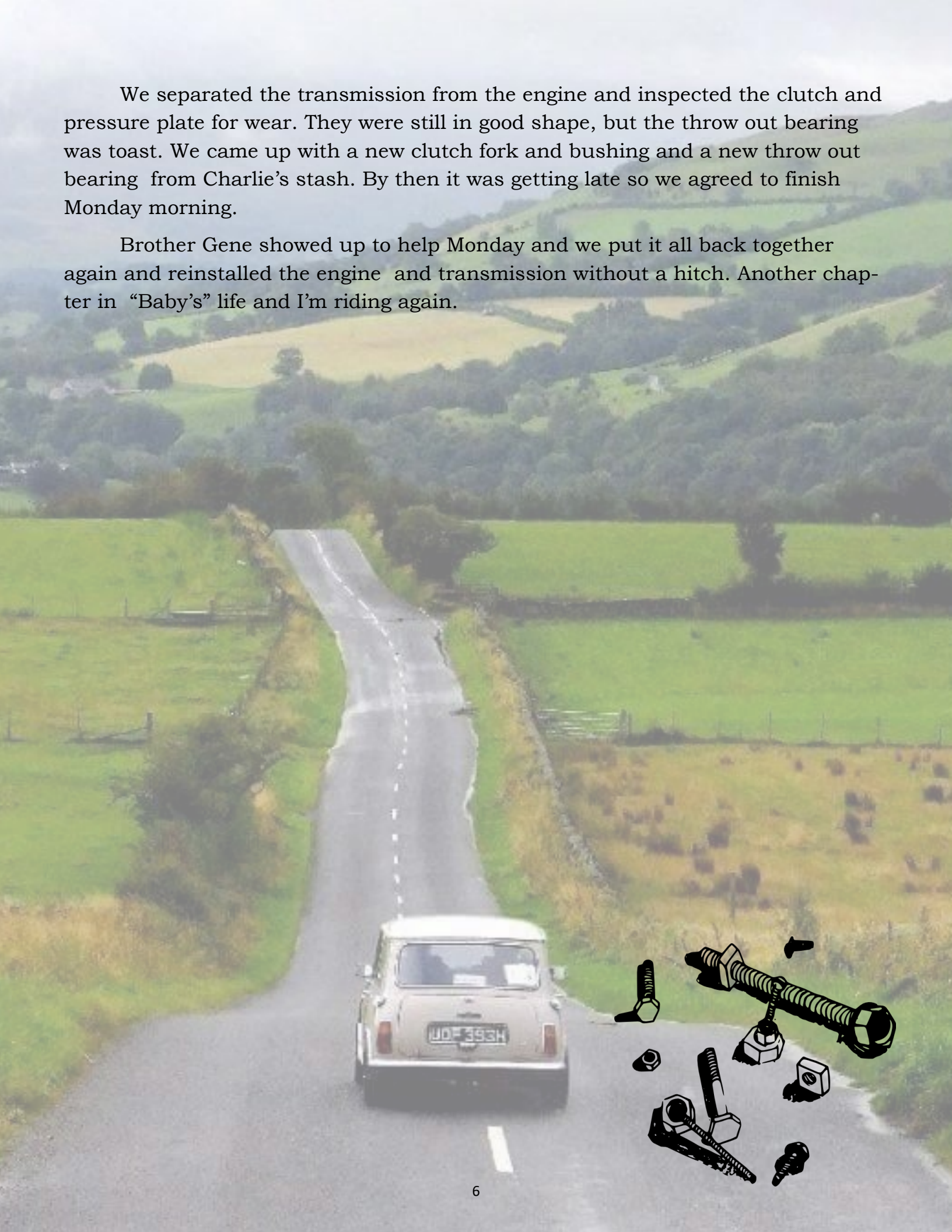
Once in the shop, they had a method of bleeding the clutch that involved a pair of large pliers to move the slave cylinder piston all the way in, expelling all the air. I kept the tiny master cylinder reservoir full while Charlie went underneath and Clay pumped the pedal. Air did expel from the slave cylinder and the pedal appeared maybe a little better. We lowered the jack and got behind the wheel and started the car: with the clutch pedal completely depressed, the car starts creeping slowly forward. The clutch was actually worse.

Well, Clay had a borescope which we put through the clutch fork hole in the bell housing and watched what was happening when I depressed the clutch pedal. There is was: the clutch fork bushing was worn out and causing the fork to engage the throw out bearing at an angle. The throw out bearing was completely worn out. It was apparent my clutch bleeding job had turned into a major clutch job. We stared at the car for a few minutes until Charlie finally says, "Well, while we're here..." Next thing I know, tools are coming out of tool boxes, hood is up, and radiator is being removed. I'm standing out of the way wondering what I should do. I've never been involved in an engine and transmission "extraction." Finally, they said I needed to go inside the car and remove the console and shifter after they removed a few more items. Then, I got to take all that stuff to the parts cleaner and clean them. Finally, we hooked up the engine hoist and lifted the engine and transmission out and set it on the work table.



We separated the transmission from the engine and inspected the clutch and pressure plate for wear. They were still in good shape, but the throw out bearing was toast. We came up with a new clutch fork and bushing and a new throw out bearing from Charlie's stash. By then it was getting late so we agreed to finish Monday morning.

Brother Gene showed up to help Monday and we put it all back together again and reinstalled the engine and transmission without a hitch. Another chapter in "Baby's" life and I'm riding again.



A JOHN SIMMERS ADDENDUM

By Terry Trovato

I have a bit to add to Pat Cashman's tribute to John Simmers, in particular to gently point out that without John Simmers there would be no "Brits on the Bluff."

In the mid-1990s, the EMC had been holding a car show during the annual Highland Games Competition at the Mississippi Agricultural and Forestry Museum in Jackson. Toward the end of the decade the club officers became concerned that low show attendance could mean we would lose money if we purchased all of the awards for the various classes but if meager show registrations occurred it would not cover the cost. Consequently, the idea of holding an annual car show was tabled for the time being.

But then an idea for a successful show was born. We had a member in Natchez named H.I. "Cappy" Stahlman who happened to own a wonderful piece of property in the form of a grassy field overlooking the Mississippi River. Each October, Natchez held its "Great Mississippi River (hot air) Balloon Race," so we came up with the idea that if we held a show using Cappy's Field during that event it would draw EMC show participants who would benefit from taking in the enjoyment of observing the balloons in flight as a bonus. Hence, "Brits on the Bluff" was hatched.

We decided John Simmers would take the lead on establishing the parameters for the show. He wanted a Concours d'Elegance style "judged" competition. "I don't like popular judging," he explained, "because sometimes people end up voting for their friends instead of the best cars which can affect the results." I told John that with my background in PR/Publicity I would beat the drums to help build the gate. John would choose the judges and establish the various categories to be judged and, interestingly, he would repeatedly pick women to judge the interiors—"they know what clean, tidy and attractive should look like"—he would point out. The other various categories to be judged would include exterior (paint and chrome), boot/trunk, engine compartment etc.

The first year we tried hosting a show in Natchez, only six cars showed up. So much for a car show; we simply sat in a circle and exchanged stories about our vehicles. The next year, 11 made it to the site and every subsequent year attendance kept growing until one year we attracted 68 vehicles (an EMC record that still stands I believe) in the early 2000s. At that point we outgrew "Cappy's Field" but Brits on the Bluff was here to stay. And we can thank John Simmers for ensuring its continued success.





THE PERFECT PICNIC

From Hilda Level's *The Perfect Picnic*

Menu No. 14

Hot Almond Soup

Chicken with Poulette Sauce

Asparagus & Cucumber Salad

Strawberries & Cream

Hot Almond Soup Melt an ounce of butter in a pan, add six ounces of minced onions, fry till yellow and stir in an ounce of flour; when well blended, moisten with some white haricot broth and add a breakfastcupful of ground sweet almonds, and a pint of white haricot broth, or what is left of it, by degrees. Let this come to the boil. Skim and simmer gently for half an hour. Pass through a hair sieve, warm up and add a gill of cream with which the yolk of an egg has been mixed after it has been taken from the fire.

Chicken with Poulette Sauce Boil a chicken and, when cold, remove the skin and bone. Cut into neat pieces. Season well with pepper and salt. Arrange in a dish and pour over it a poulette sauce. Garnish the dish with lettuce, chopped gherkins and sliced beetroot, and decorate the top with paprika.

Poulette Sauce Make a bechamel sauce and add after it has been cooked, a yolk of egg diluted in a little vinegar. The sauce must not boil again and must be poured over the chicken before it sets.

Asparagus & Cucumber Salad Cook the asparagus in the usual way and drain carefully. Slice the cucumber after peeling it. Sprinkle it with salt and leave it for an hour in a soup plate. Cut off the heads of the asparagus as far as they are edible. Then drain the cucumber and arrange it at the bottom of the dish with the asparagus on top and pour over the whole a cold Mousseline sauce.

Mousseline Sauce Break into a breakfast cup the yolks of two eggs and add a little lemon juice and a drop of cold water and two ounces of butter broken into small pieces. Stand it in a bowl of very hot water and stir it quickly with a wooden spoon until it becomes like cream. The sauce must on no account be allowed to get hot or it will curdle.

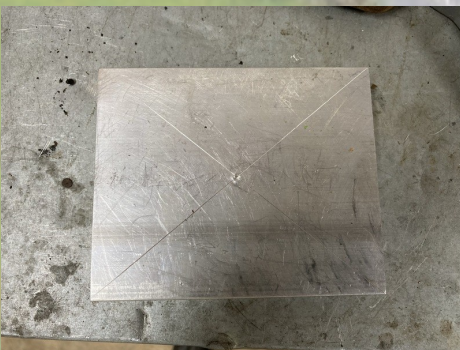
NECESSITY IS THE MOTHER OF INVENTION

By Charlie Durning

I've been thinking about creating a series (named above) showing special tools that I know all of us will make to solve a problem while working on our LBCs. This will be your chance to show off your homemade solutions to make a job easier or better. Your submissions are welcomed.

Axle Servicing Tools

Lately I've had the occasion to remove the rear axle shafts on an MGB for servicing. The first challenge is getting the axle out. That looked like a job for the slide hammer. I had a "J" hook to attach the slide hammer to the axle. Unfortunately, it kept popping off. After digging around, I found a nut that would thread onto the slide hammer and another nut that would thread onto the axle shaft. A quick weld using 7018 rod and I had an adapter. Now the axle is out.



After replacing the bearing on the axle shaft it was time to reinstall the axle. I was not real happy with pounding on the end of the axle or pounding on the outer bearing race with a hammer. What I envisioned was something that would apply the driving pressure to the outer race of the bearing and not the inner race while installing the axle in the housing. So I went out to the gold mine for inspiration.



In digging through the debris, I found a 4" x 4.25" by 1" thick piece of aluminum bar stock. The plan here is to bore a hole in the center and make a relief for the inner race of the ball bearing. That was easy enough. First I found the center of the bar stock and drilled a pilot hole. Next I used a 2" Forstner bit and cut the relief for the inner bearing race. The last operation was to bore a 1.25" hole with a hole saw so the aluminum block could then slip over the axle shaft.



To drive the axle in, I then put 2) 2"NPT couplers together so they would extend past the end of the axle shaft. To center the pipe couplers over the axle shaft, I threaded in a PVC reducer bushing into one coupler. Once the bushing was installed I cut off the excess and then bored a 1.25" hole in the PVC bushing. Now the pipe will be centered over the axle and the PVC bushing will not mar the axle shaft during the instillation.



Fit over axel



PVC Bushing



Driver in place



UPCOMING EVENTS

February 18, 2023 – EMC Tech Session / Vicksburg MS – The EMC will start out 2023 with a tech visit to the garage of Pat and Barbara Cashman. Pat will check around for a project or two, we'll eat some good food and share some time together. This party's always fun. Bring a dish and join the wrenching at 11:00am and lunch at 12:00pm. Details: Pat / Barbara Cashman (601) 630 - 7837 or (601) 831 - 0063.

March 18, 2023 - EMC Tops Down / Rocky Springs MS - For 2021 the EMC will be meet at Rocky Springs MS on the Natchez Trace with the hope of an early spring and a celebration of St. Patrick's Day so you might consider wearing a wee bit of green to avoid a pinch. Bring a dish and enjoy the afternoon with the EMC family and friends. Those leaving from the Jackson area will depart from the Clinton MS Visitors Center (on the Natchez Trace) at 10:00am. Details: Keith / Pat Anderson (601) 829 - 2573.

March 25, 2023 – New Orleans British Car Day / New Orleans LA - Get your registration in early for the BMCNO British Car Day. The EMC will join the BMCNO in the celebration of British Car Day. The EMC hopes for a good member turn out to enjoy the celebration with our friends in Louisiana. Watch their website and click on the calendar for show details: www.bmcno.org.

April 14-15, 2023 - Brits on the Bay / Pensacola FL - For the 29th annual show they'll fill the field with friends, fun and automobiles. Make plans to attend a great weekend this time promised to be in the sun. The Friday night gathering is a do not miss so make plans early. Details: www.pbca1.com

April 20-23, 2023 – MG GOF South / Gainesville FL – GOF-South 2023 welcomes all MG cars from the Marque's production conception in the Abingdon Works, a few Later Models, and nominated Classic Variants. In addition, we have teamed up with the North American MGA Register to Showcase the MGA series cars by featuring a NAMGAR Regional Event within GOF-South 2023. Details: <https://www.gofsouth.org>

April 20 - 23, 2023 –The Natchez Concours d'Elegance / Natchez MS - 1st Annual Natchez Concours d'Elegance. Show date is Saturday April 22. Open to all European Cars over 20 years old and all ages of Rolls-Royce and Bentley's and all ages of European "Exotic" cars. Meet Hotel / The Natchez Grand Hotel. Details: www.natchezconcours.com or Richard Branyan (601) 807 - 4081.

Announcement

Interested in an EMC car tag?

Contact Tom Brown at 601-825-3810.

\$15.00/tag.

