

THE OFF-SIDE UNDO

"A GENTLEMAN DOES NOT MOTOR ABOUT AFTER DARK" JOSEPH LUCAS



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July 2019

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This 'n That

By Charlie Durning

June is a hot month here in Mississippi. Therefore there wasn't much going on with our LBCs. Too hot to drive. We did have our annual tech session at Tech Guy Keith and Pat Andersons that was well attended. Pres John has a report in this edition. Good news, after "George" had a long slumber, Joe and Gail Buzhardt now have their 1978 MGB back on the road thanks to Tech Guys Keith and Brian Anderson's.

The feature this month is all about Roy Schooler getting his head gasket fixed. Also, Keith Anderson explores the benefits of smoke under the bonnet.

Our next gathering will be July 20 for the EMC Lotus Weekend at Mike and Alice Gore's "barn" in Braxton. Hope to see you all there.

June Tech Session

By John Turbeville

A nice crowd of car club members gathered at Keith and Pat Anderson's home in Brandon for our annual June meeting. Food was spread out on the countertops and desserts were spread out on a side table making it impossible to leave hungry. Camaraderie was in abundance in the living room, kitchen, dining room and in the garage. The thrust of conversation in the garage centered around the 1978 MGB named George and owned by Joe and Gail Buzhardt. It is undergoing a much needed restoration by Keith and Brian. "George" had been purchased new in 1978 by Joe and had been his business car but it had been sitting in Joe's barn since 1990. It has been brought back to life mechanically and was able to take a maiden voyage around a few blocks under its own power after its 29 year slumber. Joe and Gail were all smiles and thumbs up as they drove away. The next phase of the restoration will be paint and installation of a new interior in the months ahead.

Note from Joe: This has been fun and I plan to have a lot more fun getting a newly restored "George" back on the road. I could never have restored it without Keith and Brian!





Under the Hood

By Keith Anderson

BY KEITH ANDERSON



Foggy Mental Breakdown

While working on Paul's '86 Alfa that had multiple vacuum hoses, Brian was trying to diagnose the cause of a very irregular idle speed. However, the car ran perfect otherwise. Sensors were found to be within specs and all vacuum hoses were replaced. But the vacuum tester gauge needle confirmed that we still had a vacuum leak somewhere. Using a propane bottle (unlit), we blew propane gas around each hose and fitting and the shafts of the throttle body. But it was difficult to determine any increase in RPM because of the varying idle. Then Brian saw a "Wheeler Dealers" episode with the same idle issue. They were able to detect multiple vacuum leaks using a "fog machine".

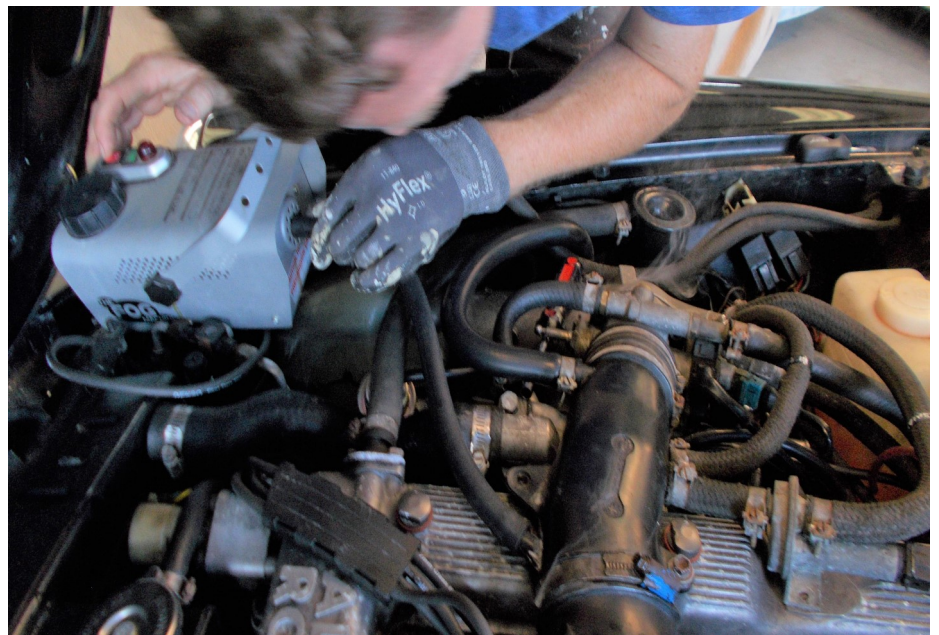
Wife, Pat, had bought a Halloween fog machine from Party City for \$30 a few years ago. I had doubts that we could get the fog to go through the entire vacuum system, but I was wrong. Instantly after connecting the unit to a vacuum hose the fog began streaming from various areas. The throttle shafts were leaking a little as was a plastic vacuum connector. But the biggest leak was in a plastic air intake runner that was cracked underneath where it could not be seen. The fog/smoke was streaming out of the cracked plastic. After repairing the plastic runner with RTV sealant the idle ran much smoother even with the throttle shafts left unattended.

A friend's car had an exhaust leak but we could not pinpoint it. All the pipe joints were tight. Blowing fog into the tail pipe (with the engine turned off), multiple small rust holes were pinpointed in the downpipe.

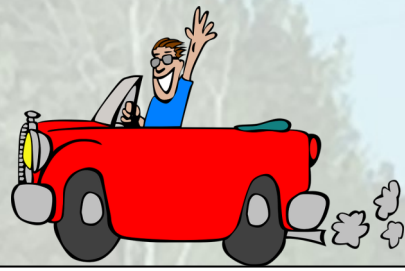
Welding up the tiny holes will help the pipe last a couple more years until a new exhaust system is sourced.

Amazon advertises a fog machine for \$34.00 with free shipping.

Happy Motoring



Exhaust Rattles



Fixing the Horn

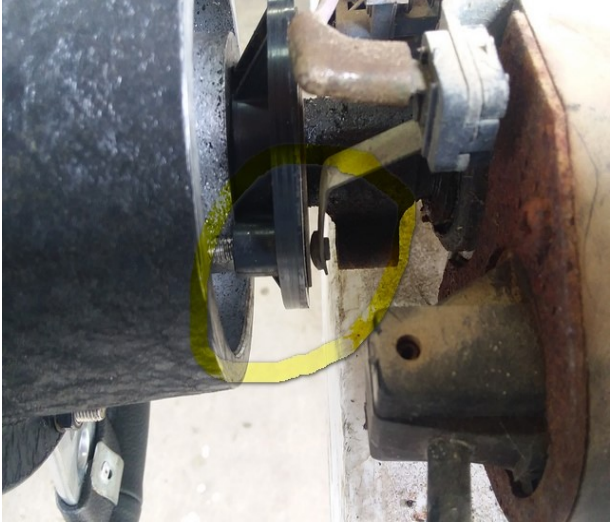
A 1970 MGB came into my shop with an inoperative horn push in the Moto Lita steering wheel. Upon further inspection there was a horn button on the side of the steering wheel shroud that worked. In 1970 there was a mid-production change for the horn. Early cars had the horn push on the end of the turn signal switch arm and later cars had the horn push in the middle of the steering wheel. During the initial inspection it was confirmed that this is a later production car. The column mounted contact for the horn contact ring was present but there was no contact right on the back of the steering wheel hub. What was puzzling is there is no provision for mounting the contact ring for the Moto Lita hub. The next move was to contact a Moto Lita dealer to see what Moto Lita had in mind for the horn. Basically the response from them was "you are on your own to figure it out". One would have thought that Moto Lita would have addressed the horn issue. Next step was to dig through the "gold mine" to see what I had for horn parts. Success, I had a steering column that had been salvaged from a rust bucket 71 MGB. The best part is the contact ring was still there and usable. The contact ring is attached to the hub with two 6-32 screws.

Next was to see if there is enough clearance between the hub and the contact on the column for the contact ring. An initial fit of the Moto Lita hub on the 71 steering column confirmed it would fit. Unfortunately, there is no provision on the Moto Lita hub for attaching the MGB contact ring.

To locate the two holes needed for attaching the contact ring I decided to use the 71 wheel hub as a drill guide for drilling the holes in the Moto Lita hub. Using a 1/2" bolt and a short piece of hose I was able to get the two hubs aligned.

Bingo, that worked and the holes in the Moto Lita hub are now in the right location. Using two 6-32x1.5" screws the contact ring is now in place. All I lack now is the horn brush between the horn push and the contact ring.

The MGB will now have a working horn in the middle of the wheel. The 263-750 brush, from Moss, should arrive in a few days.



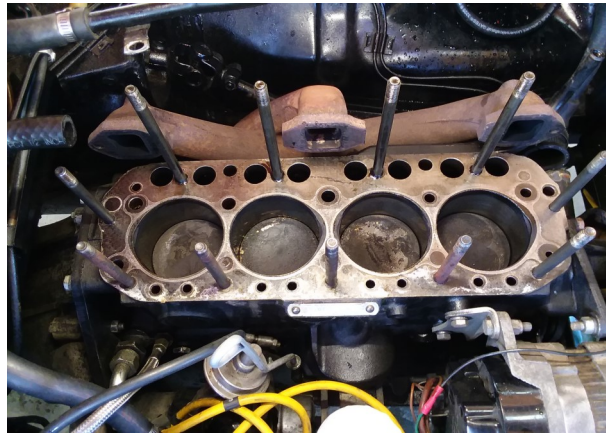
Baby B limps Home from Arkansas

By Roy Schooler



Baby B's head gasket started leaking while on the Arkansas trip. We pulled into an Advance Auto Parts store, rented a torque wrench and torqued the heads right there in the parking lot. If we had been anywhere but Arkansas this might have appeared strange. It stopped the leak and Baby B made it home fine. Still, Charlie and Clay suggested replacing the head gasket and even volunteered to help (Charlie is always looking for another Exhaust Rattles article). I ordered all the parts including new gasket, new head studs, and new intake gasket. Early Saturday morning we headed down to Charlie's shop. I even got to go to the infamous breakfast at the Huddle House while Baby's engine was cooling. The work began with draining the coolant, removed intake and exhaust manifolds, removed the head and old head gasket and found something strange. A small spring was sandwiched between the head and the block. We had no idea where it came from but we didn't put it back. Luckily there was no damage to the head or block so we proceeded ahead. We replaced all head studs with new ones from ARP and head gasket, then torqued the head to specs. After adjusting the valves we started the engine and found number 3 cylinder wasn't firing.....to be continued.





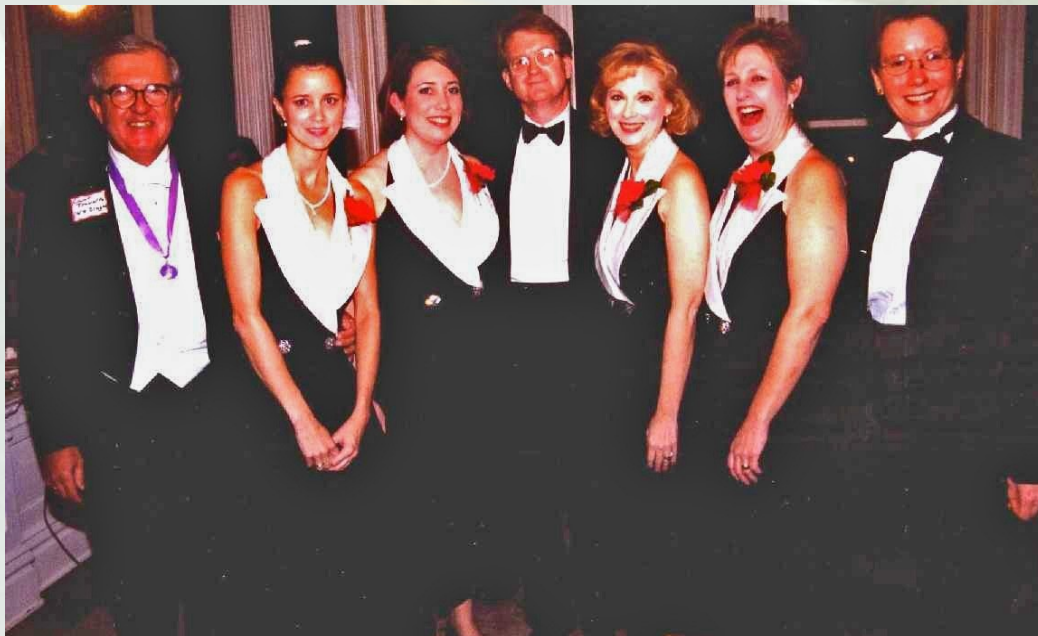
Penny's Note to Baby B: "You are grounded just as soon as you get home!".

Blast from the Past



By Terry & Merideth Trovato

In the late 1990s, Brits on the Bluff was just getting off the ground and the EMC administration was hard at work trying to come up with new ideas for an annual Friday evening Registration and Welcome Party. A local girl-singing group, The Sh-Belles, was available for a “floor show.” They sang hits from the 1950s accompanied by a 3-piece musical trio, and they were booked. At the same time, a costume contest was held featuring EMC members dressing in the style of “the year your car was produced.” John Turbeville won the costume contest, arriving as “Austin Powers, International Man of Mystery,” and he had not just thrown an outfit together, it was the real deal all the way down to the ruffled-front shirt. The event took place on the second floor “ballroom” of Biscuits & Blues. Pictured here are the Sh-Belles and their band at the conclusion of the performance, including the EMC’s Terry Trovato (at far left) serving as their drummer.



Just a Penny's Worth



Hi Everyone,

This is newsletter #2 for this new editor. Honestly Donna had to do quite a bit of editing on the last one. She was kind enough to travel to Brandon to give me a quick lesson on Publisher tricks. I would really enjoy articles from you. I know we all have experiences and tales to share. Send those articles to me at

schoolerp@bellsouth.net

When someone tells you to stop living in the past.... Simply reply the cars were so much better back then

And that's my penny's worth for this month!

-Penny Schooler

Upcoming Events

English Motoring Club 2019 Calendar

These are calendar entries that have been posted to the EMC web site www.msemc.org for the next 60 - 90 days.

July 20, 2019 – EMC Lotus Weekend / Braxton MS - I'm sure we'll find some interesting roads on our way down to the beautiful burg of Braxton. Come and join the drive and the visit with Mike and Alice. Bring a dish and enjoy lazing on a sunny afternoon in the summertime with the EMC. Lunch starts at 12:00pm. Details: Mike / Alice Glore (504) 231 – 5801.

August 17, 2019 – 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 2018. 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 20 – 21, 2019 – EMC Brits on the Bluff / Natchez MS – We have the promise of a perfect weekend for the 23rd 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

Roy and Penny are planning a Fall EMC weekend trip to Randolph, MS—home of the true Amish community. We will stay overnight in Pontotoc and have a interesting route back home. Let them know if you are interested in participating .

Happy Motoring!