

# 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)

**JULY  
2021**

## This 'n That

By Roy Schooler

Month number two at retirement—Baby B has been washed polished and a few quick repairs and marking off a few tasks on the to-do list. Maybe I can take it to Cars and Coffee at Primos and maybe to the Brandon Car Show Saturday July 3 at the Amphitheater. One thing I have notice is that I am still trying to set the alarm every night and hard to remember what the date is. Penny keeps reminding me that the alarm rarely needs to be set.s

Well, last month we read about Margie Hollingsworth's MGB and this month we read about Stephanie Jones' MGB. They are showing us up guys—so send in your car news. Enjoy July 4th and stay cool.



# JUNE TECH SESSION

By John Tuberville

Our June meeting was a lunch and tech session at the Anderson's home in Brandon. I counted 20 in attendance. I didn't see too much tech session going on but rather a discussion on the Turner's Lotus as to why it doesn't run good. Brian Anderson seems to be on an idea as to why the vacuum is so low. This Lotus needs vacuum to pull down the diaphragm to let more air in the carb but it's only drawing 5 lbs which is not enough. Hopefully the Turners will get their baby home soon.

Looks like Keith and Brian need more room to work on British cars so a shop addition of about 900 square feet is in the works. I'm certain in no time soon it will be full of projects and much needed storage space.

It was a fun day getting to chat with old friends and share some good food.

Thanks to the Andersons for hosting this month's gathering!





# Drive to Shady Acres for Lunch

By Charlie Durning

What a beautiful day for a drive. 9 folks in 7 cars gathered at the Flying J truck stop for a 9am departure. Well the departure was a little late. A vote was taken and VP Steve was ejected as fearless leader and Charlie D was voted in. Actually VP Steve suggested the change and so it was done.

Once out of the truck stop parking lot we were off to a smooth day of driving over the river and through the woods. In fact there was almost no traffic on the route.

The trek down through Richland and Florence was leisurely pace. Once below Florence the fun driving could begin. In no time we had passed through Star, Braxton, D'Lo and Mendenhall on our way to the midway relief stop in Magee. In Magee we picked up Donna D.

Once all were relieved we were off again. The drive through Magee was uneventful and nobody got lost so far. Once on Hwy28 Fearless Leader Charlie D missed the first turn. So instead of turning on to SCR57 the crew proceeded to Hwy35. No one will ever know. On Hwy35 we were able to join the predetermined route.

The rest of the drive to Shady Acres went as planned. We went through several little burgs along the way as well as some wide spots in the road.

When we arrived at our destination we were surprised at the crowd. When I contacted Shady Acres earlier in the week they were not expecting a crowd. That was supposed to be the following 3 day weekend. Looks like lots of folks wanted to take advantage of a nice day.

We fell into the chow line and were processed through with amazing precision. It's obvious the folks at Shady Acres know how to take care of business.

After chow we gathered once more to decide on a return route. Some elected to take a speedy return via Hwy49 and others elected to return via the route twisty route through the woods.

All in all a day well spent.

Present were 10 folks, 2 MGBs, 1 Midget, 1 Lotus, 1 TR6, 1 MGA, 1 Miata





# ANOTHER SUCCESSFUL RESTORATION

By Keith Anderson

Last year Penny Schooler saw a Facebook page with a photo of an MGB in storage. The owner was "Looking for a qualified professional for car restoration of a '79 MGB." Penny contacted Brian Anderson and a few days later the car was at the Anderson garage. After Brian performed his magic on the electronics and drivetrain issues, the car was hauled to Smith Brothers Body Shop for a beautiful paint job for \$3,400 that included all bodywork. Then a new interior, windshield and tires were installed and the car was ready for the owner. Stephanie wanted her father's car back on the road after a long 15year storage, and now she is driving it with a big smile on her face. Be sure to wave at the Tartan red MGB if you see Stephanie driving around the Brandon area.



P.S. "Stephanie" is Stephanie Presley Jones, who is a Nurse Practitioner at Brandon Nursing and Rehab Center. And a potential EMC member.



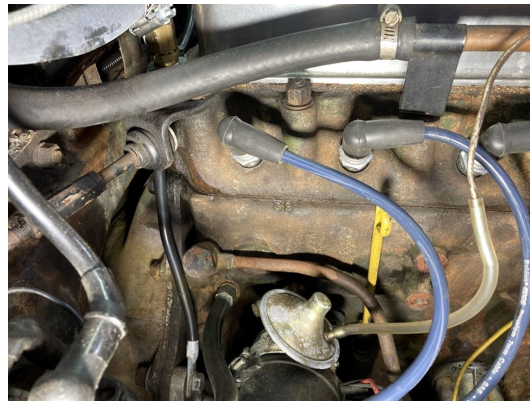
# Exhaust Rattles



By Charlie Durning

## Off With Their Heads Part 1

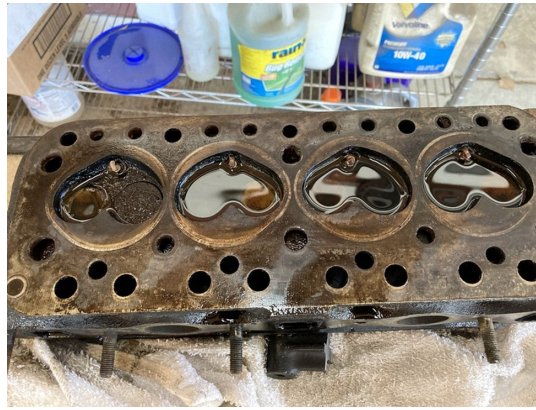
The other day I noticed that the water seep between the head and block on Donna's Morris Minor had gotten noticeably worse. It wasn't bad yet but now is the time to take action. Head removal on the Morris is simple and straight forward though it is a bit fiddly.



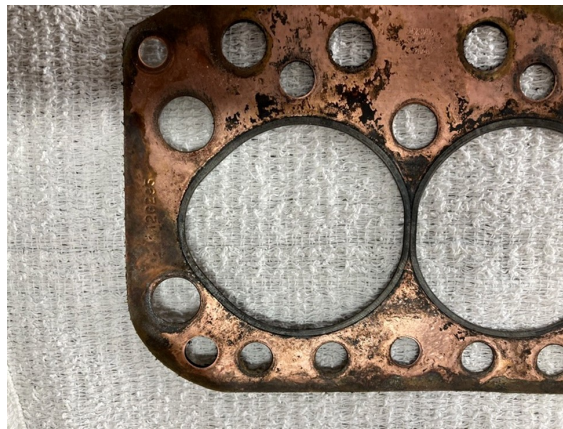
First order of business is a compression test. That will point out any problem to focus on once the head is off. The numbers 1-4 are as follows, 1) 150, 2) 155, 3) 150, 4) 130. Though not too bad, #4 will need to be scrutinized. After the compression check the valve cover is removed to confirm all of the valves go up and down and check valve clearance on #4. If the valve adjustment on #4 is within spec there could be an internal issue or the head gasket is just leaking. If the adjustment is out of spec, then adjust the valves and check the compression again. All of the valve clearances were within spec.

While the plugs are out they should be inspected. Plugs 1-3 (left to right) looked clean and the color is acceptable though a bit rich. #4 on the other hand had some build up indicating a closer inspection when the head is off.





With the head off the valve seal could be tested. The head was turned upside down and the chambers were filled with solvent. It took a while for it to become obvious that there is a leaky valve when the solvent drained from the #4 combustion chamber. With solvent draining from the exhaust port, the #4 exhaust valve seal must be compromised.



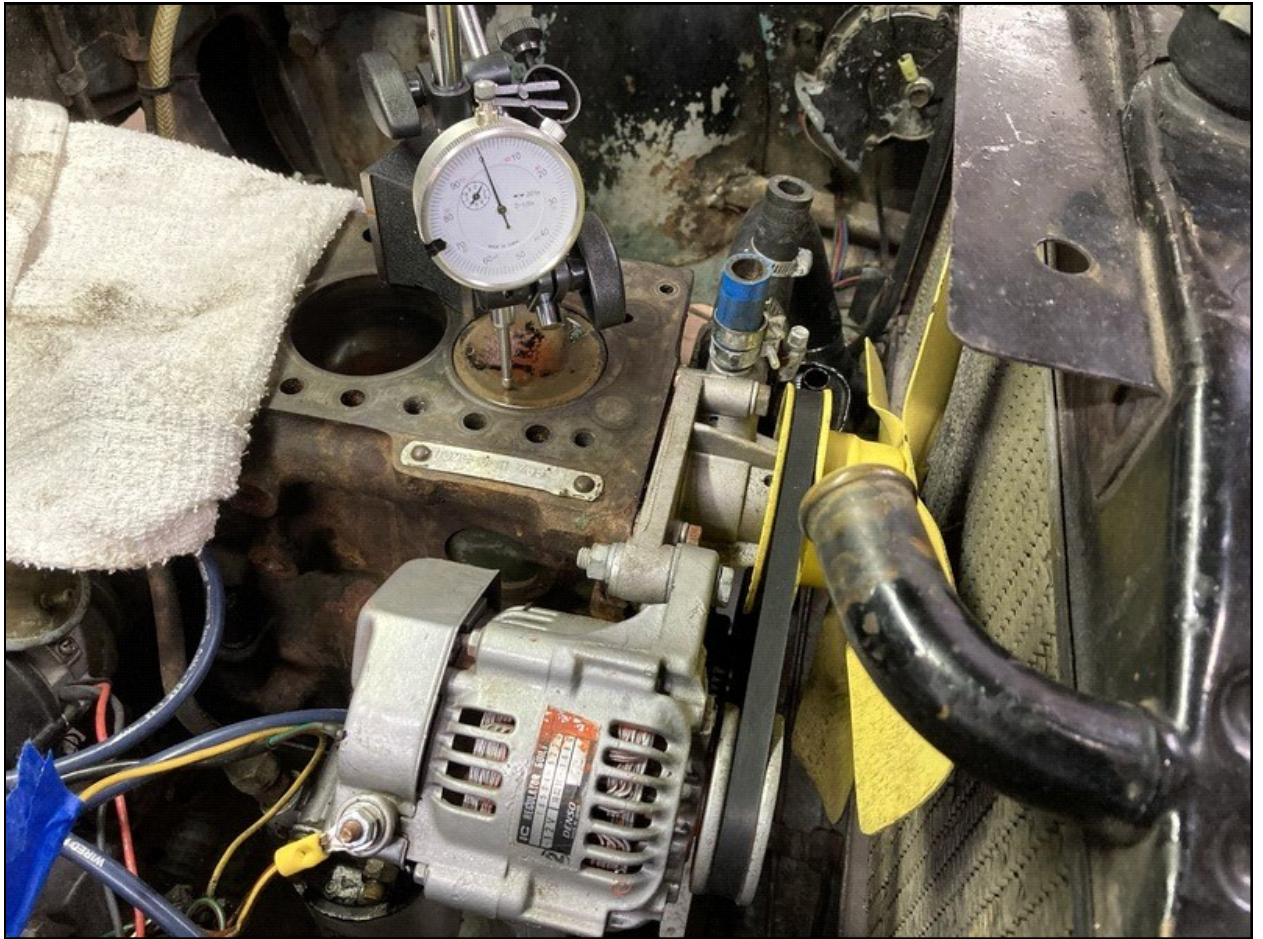
A close inspection of the head gasket revealed the source of the coolant leak. The source of the leak was at the rear of the head gasket and the coolant had wicked around to the side. The gasket also revealed evidence combustion seepage around all of the cylinders. Clearly, disaster has been averted.

It was decided that the head should go to the machine shop for repair and to skim the gasket surface of the head. Freddie at the NAPA Auto Parts in Laurel agreed to take on the task of making the head like new again. Freddie noted that the valve guides were badly worn. That could be the source of the excessive oil consumption.

While waiting for the head I decided to (**VP Steve will be proud of me**) spruce things up a bit. The victims of my efforts were the exhaust manifold which is now a nice shiny gray and the carb heat shield which is also a nice shiny gray. In addition the engine was sprayed a nice shade of green.







rocker shaft and rocker bushings. The result is the top end of the engine gets too much oil and can flood the valve cover. That can lead to high oil consumption and low oil pressure. Knowing that I had ordered a reman rocker shaft assembly, on sale of course, knowing the head would come off some day. One way to determine the condition of the shaft and bushings is to move the rockers to one side and look for wear. Yep there is some wear. Another is to fill the rocker shaft with oil and see if pressure can be generated by squirting oil in the oil port with an oil squirt can. Yep oil everywhere. I was able to build up pressure in the replacement rocker assembly using the squirt can.



The engine is now back together, runs sweet, and no water leaks. Time will tell if the oil consumption improves



**Stay tuned for Part 2.**



# MORE EXHAUST RATTLES

By John Tuberville



## TR6 update

My engine was ready to be picked up from the machine shop so Keith Anderson and I drove the Land Rover to get it. It was honed out and the crank was cleaned up. The only thing that needs replacing is one piston that had a broken skirt and the camshaft. We decided to go back with standard sized pistons so I need to source one. I thought I had found a new old stock piston on eBay but it was already sold before I could make the purchase. The Roadster Factory doesn't sell just one piston but rather a set of six so I'll keep looking. We decided on a GP2 cam from Roadster Factory. It is on backorder for 2 weeks. Once all the parts are received we can begin the assembly process. The bill for this machine work for honing the block, checking the pistons, and polishing the crankshaft was \$255. Last month we made a trip to the paint store and got a cup of Royal Blue paint mixed. The code came up as Night Watch Blue—a Chrysler color. It is a very dark blue so it should look nice against chrome trim and bumpers and black interior.



# 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*.

**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 the articles. It helps so much and the photos have been great. Just keep them coming.

My life is quite simple these days but thank goodness I can still put out the newsletter. I am also planning the annual December event for downtown Brandon - date is Saturday, December 11, 2021. Mark the date on your calendar.

Have a great July—stay cool.



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.

**July 17, 2021 – 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 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.



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)