

THE OFF-SIDE UNDO

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



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This 'n That

By Roy Schooler

It is hard to believe that we did not have any events during the month of May, and only one scheduled for June. After reading Will's article I think it is time he get a nice rather shaded Countryside drive together for us. I also heard where Clay tested his car on some fun roads around Mount Olive—another idea for a Countryside drive. Come on guys—let's put something together for June.

I must encourage all of you to double check events on the calendar to make sure none have been cancelled. It is truly crazy times we are living right now and we sure miss the “not so old” days.

Be sure to save June 20 for the EMC Tech Session at one of our favorite venues—Keith and Pat Anderson's home.

SHELTERING IN PLACE

OR “HUNCKERING DOWN”

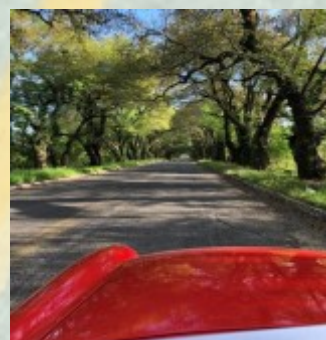
By: Will Duncan

Several years ago, when Jennifer and I had only been dating a few months, we were invited to our friends’ housewarming/crawfish boil far out in the country north of Bolton off several backroads. I figured this would be a great time to take her out in the B. On the way home, we took a different route, and we passed through one of the most scenic stretches of road either of us had ever run across. For just over half a mile, both sides of the road were planted with old live oaks which stretched across the road towards one another, creating a beautiful canopy overhead. Interestingly, for a rural road, it also had curbs and drains over just that section. We took a few photos and a video driving through the trees and resolved to remember where we’d found them for future drives; however, by the time I moved to Clinton a few years later, we’d forgotten where they were.

Once the Covid-19 restrictions on public activities hit, one of the only things there was to do to get out of the house was to go on drives. I pulled up Google Maps again and laid out the various roads that would lead back to our friends’ house, then tried to find the oaks on satellite view, but with no luck, so I started driving the routes, covering one or two each time. In the process, I discovered that the backroads in the area seem to be mostly old farm-to-market roads that are essentially straight, and almost all of them have been paved at some point. One or two have some interesting sections, although nothing too exciting, such as one where the road is very narrow and is cut through some low hills, leaving almost vertical walls on each side as you drive past. I remained determined to find the part we enjoyed years ago.

Eventually, only one likely route remained. I drew towards the end of it, unsure what else I could do to continue my search, but as I came over a hill, there they were! I drove back and forth on that bit of road three or four times, stopping to make a few pictures. Then I pulled up my map app to see where I was—Bolton Brownsville Road. Turns out it was less than nine miles from our house. I had been driving too far west and north for most of my search. Now those live oaks are part of any drive we go on out this way and still bring us a lot of joy.

One last note—as part of the effort, I had also tried a regular Google search to find the trees. I did not find the road I was hunting but, instead, found another road near Clinton lined with live oaks that is protected by the State Historical Register, Old Bridgeport Road, which turned out to be only six miles from the trees on Bolton Brownsville Road. Guess where we’re headed on the next drive?



VENTED ROTORS FOR MGB, OR “NISSAN COMES THROUGH AGAIN”

By Charlie Durning , *The Crazy Mechanic*



Being sequestered at home during Covid-19 had my mind doing strange things. I had to do something, and house and yard work were out of the question.

First let me say that I can't leave well enough alone, so bear with me on this one. I wanted to see if it is possible to improve MGB front disc brakes - not an easy task. One criteria is that it must fit within my 14" Minitor wheels. Right off the bat it became obvious that a larger diameter rotor would be out of the question. I next explored using a caliper with a larger bore for more applied pressure against the rotor. Unfortunately the calipers I found at the junk yards were just too huge and heavy for my taste. At that point I thought that I would dig through my "gold mine" for some inspiration. At first I looked at a bracket I made for the Magnette conversion. In that bracket, the hole spacing to mount the adapter bracket to the swing axle was just right but the 240SX caliper bolt spacing presented a problem. Next I looked at the bracket I made for the Morris using a 200SX/Sentra caliper. Now that one has promise.

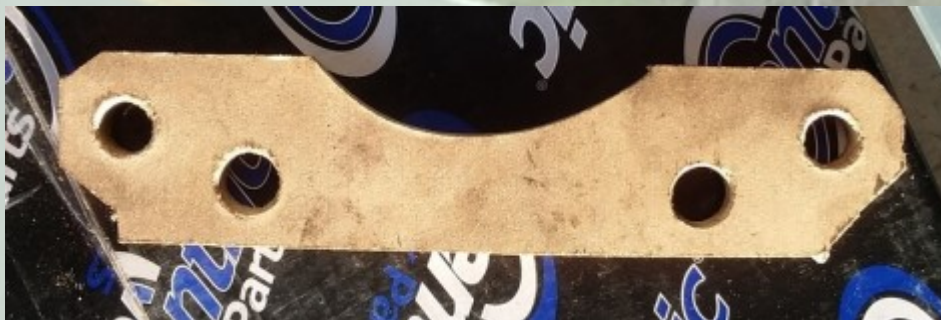


Not giving up on the larger bore caliper, I got together with Bro. Clay and Bro. Gene and we cased the local Pull a Part for candidate donor cars. What we stumbled upon was a 1995 Nissan Sentra. A good look at the caliper and I decided that was the best option for the MGB.

Though that caliper has the same bore as the MGB, it does offer some other benefits to justify a conversion. The caliper is inexpensive, common, uses a vented rotor, and the bore is the same as the MGB, so no master cylinder mods are required.

Well, I mounted the caliper, using the Morris adapter bracket, to the swing axle and attached a 10.6" diameter Toyota Cressida sedan rear rotor that I was going to use for the Magnette conversion. As fate would have it, the offset of the rotor matched the offset I was hoping for caliper alignment. It was like they were made for each other, with one big exception. The caliper was positioned out too far by 3/8 of an inch. Hmm... that could be an application for 15" wheels.

To fix the location, I used the Morris bracket as a template and moved the hole centers in to 3/8th ". After a proof of concept bracket was made from wood, the wood bracket was traced on to a piece of 1/4 th"x1 1/2" bar stock for the final bracket. That gave excellent placement with the pads at the outer edge of the Cressida rotor. Then it was just fine tuning from there.



The original test fit was to mount the adapter bracket inboard of the swivel axle to take advantage of the original flat machined surface. To get proper positioning of the caliper required a 3/4 inch spacer between the adapter bracket and the Nissan caliper. Though effective, I was still not pleased. With the adaption, it was ugly



After “eyeing” that adaption, it looked like it would be possible to mount the caliper outboard of the swivel axle and still achieve a proper alignment with the rotor. To do that required counter sinking the bolt holes and using countersunk bolts to attach the bracket to the swing axle. It also required removing a small amount of metal from the Nissan caliper bracket for clearance. That worked and only required the use of a flat washer for alignment.



The next challenge was to come up with a brake hose of an acceptable length that will work throughout the entire suspension and turn range without fouling with other parts on the car. There are lots of options out there, most requiring adapters that I would like to avoid. At first the front brake from a rubber bumper Midget looked promising, since it had the proper ends on the hose. In the end, it just looked too short. I then looked at the front brake hose for a MKII MGA with disc brakes. It also had the correct ends but it was tough to find specs for that hose. In the end, Kelvin at Moss provided the specs. The MGA hose is 1 inch longer than the Midget. Now that one has promise.



The downside to using a rubber hose from the MGA is there is an alignment boss on the banjo end of that hose that could foul the alignment boss on the caliper. That could be doable. In the end, I felt that a stainless/Teflon brake hose might be a better choice so I ordered one for the test fit. Bingo! That worked.

The last challenge was working out a good way to keep the rotor concentric with the MGB front hub. The problem here is there is no provision on the MGB hub to pilot the rotor outboard. I really did not want to machine the hub at this point.

The Cressida rotor that I had on hand was already machined to pilot on the Magnette front hub, so the pilot hole was already too large to pilot on the MGB hub even if I did machine the hub. At this point I had two options: drill, tap, and counter sink for set screws *or* re-drill the rotors for a snug fit over the wheel studs. For now I'll be using set screws.

The stud holes in the rotors are too big to locate on the wheel studs. To establish where the set screws should go takes a little fiddling. In the end, I ran a counter sink into the stud holes of the rotor so the lug nuts could center the rotor on the hub. From there it was a matter of drilling the rotors and hubs for the set screws.

Before re-installing the hubs, I strongly suggest installing longer studs. The stock studs are marginal at best when installing alloy wheels on the MGB. With the rotor mounted outboard on the hub another 1/4" of wheel nut engagement is sacrificed.



Since the GT already has longer studs, changing studs is not an issue. The last consideration was what to do with the stone guard. After looking at it, I just cut out to clear the Nissan caliper and bolted it back in place.

Assembly of the conversion was easy and straight forward, taking about an hour start to finish.



Now for the acid test. Do the brakes perform as expected? The answer is a definite and resounding YES. That was confirmed with a spirited drive through the back roads of Simpson County with a few panic stops thrown in for good measure.

All in the overall cost of the conversion is no more than the cost of a complete front brake overhaul using stock MGB parts. Another benefit is the weight of the Caliper and rotor is exactly the same as the original parts.

The goal for this exercise was to get vented rotors for the front of my MGB GT. In the end I also got better performing front brakes with the benefit of no added weight—AND bragging rights. Win, Win, Win, Win!



Would I do it again? You bet I would.



LBC Coronavirus Warning!!!!

By Richard Greene

I think my car has a case of the coronavirus. I went to move my Nash Metro the other day in my driveway. The first thing I noticed was a yellow dust like cornmeal all over the exterior of the car. Inside of the driver's side floor was a greenish liquid sitting on the floor mat. The car struggled to start and once it got going, it would cough uncontrollably. When it tried to move it would hesitate and struggle to go forward. A clear discharge was dripping from the tailpipe and the body creaked with each foot moved forward. I checked the temperature and it was reading high.

I decided to move the Metro away from my Spitfire at least the 6-foot required Social distancing to prevent it from contracting the virus. I then covered both Nash and the Spitfire with the approved N95 car cover, further the Nash was put on a life support battery tender. I also removed the empty Corona bottles from the trunk to limit cross contamination. The keys for both was put in quarantine and will not be removed until the "Stay In Driveway" order is lifted.



Exhaust Rattles



By Roy Schooler

I installed a positive crankcase ventilation system some time ago on my 1974 MGB. I have a downdraft weber carburetor and the intake manifold has two 3/8 NPT holes with pipe plugs installed in them. Removing the plugs gave a good source of vacuum. I needed a PCV valve that would fit into a 1/2 inch grommet or in this case a 1/2 inch hose. Standard Motor Products part number V281 was perfect. It's a 1/2 inch valve with a 3/8th inch hose barb. I cut a 2 inch length of 1/2 inch neoprene fuel hose, slid one end onto the pipe going to the crankshaft and installed the PCV valve in the other end so that it stands straight up. Next I unscrewed the pipe plugs in the manifold and screwed in two 3/8 inch NPT brass hose barbs for 3/8 hose. I ran a 3/8 neoprene hose from the rear hose barb to a 3/8 x3/8x1/4 plastic tee. I ran a length of 3/8 hose from the remaining 3/8 leg of the tee to the front hose barb. The 1/4 inch leg of the tee was to give some restriction to the flow. If later I found it would not need it—I could change it out.

I then ran a short piece of 1/4 inch hose to a 1/4x3/8 straight plastic connector and a 3/8 hose to the PCV valve. I then installed a small air cleaner onto the vent tube on the valve cover. I have been running this system for several months now and it is working well.



Just a Penny's Worth



Super thanks to Will, Charlie, and Richard for their fun and educational articles. Roy and I talked this morning over coffee about how to plan retirement. I knew what I was wanting to do. I love our home and wanted to stay here, work in the yard, and invite grandchildren to lunch weekly. I then asked Roy about his ideas. After reading Charlie's article I said do you want to work on MGs and make parts or gaskets? He replied he had NEVER enjoyed working on cars, only selling the parts. After a bit more discussion - he assured me he still enjoys working.

Richard Greene should receive a special award for his terrific articles. They make us **smile** and laugh while enduring this oh so weird time and I am sick of hearing the word coronavirus and sad to see the deaths and changes we are all having to make to feel safe.

YOU GO AWAY!!!



YOU WERE NEVER WELCOME HERE!

Upcoming Events

English Motoring Club 2020 Calendar

These are some calendar entries that have been posted to the EMC web site www.msemc.org for 2020.

June 20, 2020 – EMC Tech Session / Brandon MS - If our Tech Guru calls for a tech session you know it'll be a real challenge. Join us to see the answer to whatever puzzle Keith has up his sleeve. Wrenching starts at 11:00am and lunch starts at 12:00pm. Details: Keith / Pat Anderson (601) - 829 - 2573.

[org](http://www.msemc.org)

July 18, 2020 – 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 15, 2020 – 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 2020. 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 (check for dates, usually the first weekend), 2020 – Shoals British Car Show / Florence AL - If you haven't had the pleasure of visiting the Shoals British Car Show at Joe Wheeler State Park in Florence AL you should. This is your kind of show if you're looking for a relaxing setting and days spent with friends. It's a laid-back gathering on the banks of Wheeler Lake. Everything including rooms, meals and Friday night's reception are within walking distance. They'll be celebrating their 24th year in 2020. Details: www.shoalsbritishcars.org.

September (date varies, usually in September), 2020 - Brits in the Ozarks / Fayetteville AR - Still looking for excuses for a mountain drive? Here's another chance to see the Ozarks in all of their colors and have a car show at the end of your drive. The 19th Annual Brits in the Ozarks will be there waiting for you. Details: www.britshironnwa.org

September 17 - 20, 2020 - Southeast British Car Festival / Dillard GA - For those interested in a drive to further regions the Peachtree MG Registry will host their event in the North Georgia Mountains. Lots of cars and driving adventures are scheduled with lodging at the Dillard house. Details: <https://pmgr.clubexpress.com>

September 18 – 19, 2020 – EMC Brits on the Bluff / Natchez MS – We have the promise of a perfect weekend for the 23th 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.

If you are not receiving the OSU or monthly calendar notices of upcoming events, please email Gene at jjohnston18@msemc.org