

THE OFF-SIDE UNDO



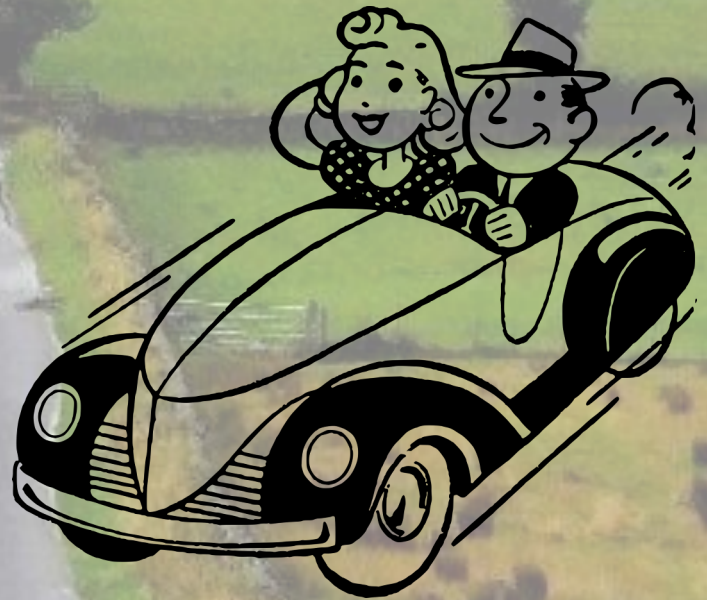
“A gentleman does not motor about after dark.”

Joseph Lucas

June 2022

On the Road

Again...



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Editor: Kelly Turner

BARBER HISTORIC RACES 2022



By Kelly Turner

After marrying into the family, I soon found out that going to the Barber Historic Races was a Turner family tradition. This year, we also invited my parents to go with us, as my dad is fluent in Car and my mom is always up for a good time with family. Because the event was not as thoroughly advertised this year, the crowd was much slimmer than previous years, but it made for a more relaxing time. My mom packed a feast of a picnic lunch (my favorite part), which we could have had just about anywhere we pleased on the grounds due to the lack of spectators. Nestled in the tree line beside the track and overlooking the finish line from the balcony of the race control building, we spotted some really unique cars, saw a few spin-outs, and rooted for the favorites. Below are some photos from the trip!

Why are we taking pictures when we could be watching the race?!





Saw a 1965 Cheetah!



Birds of a feather flock together. Found the other LBC people.



The feast.



Making friends with George Vidovic, driver for Python Racing, in the pits (pictures taken from George's FB page).

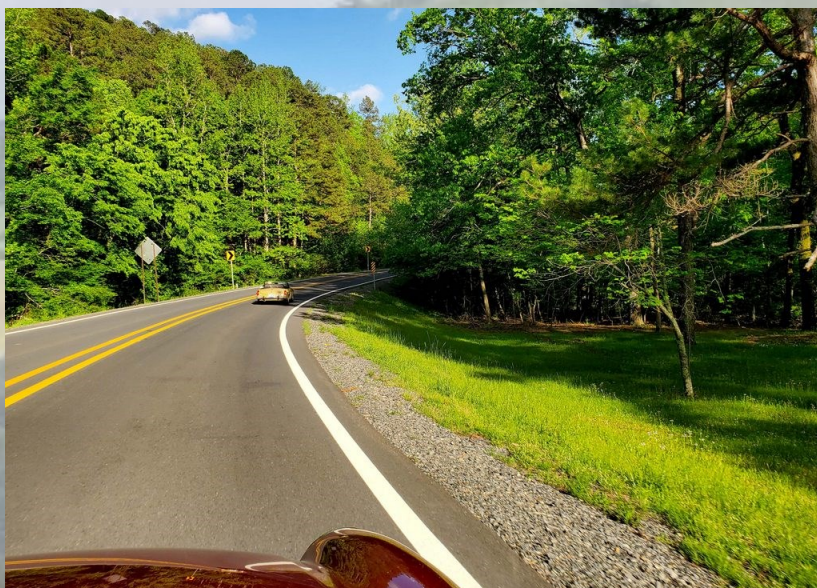




AR22: An Unauthorized Adventure

By Charlie Durning

AR22 was another good time and days well spent. There were 16 souls in attendance, and all returned safe and sound to their families. There were 12 cars and, believe it or not, none were the same color. That is, except for the green cars that were all different shades of green. And the yellow cars that were different shades of yellow. And the white cars which were different shades of white. And the red-dish cars that were different shades of red. Other than that, none were the same color. Additionally, none of us had the same shade of gray hair. The only exception to the gray hair brigade was Brian who still has discernable color.



Our first stop was at Hoots BBQ for lunch. Hoots has become our favorite lunch stop during our outbound travels. The folks from Louisiana met us there. That is where the reunion began. It's always good to see old friends again. From there, Bro Clay lead us over the river and through the woods to Hot Springs, AR where we met up with 2 more travelers at the Arlington Hotel. Parking at the Arlington was congested to say the least. Blake came to the rescue and bribed the fellow in charge of valet parking. With cash in his hand, he was able to find some prime spots for us.



Upon arrival at the Arlington, Al was having troubles with his car running poorly. As it turned out, his fuel pump only trickled gas. That was quickly resolved with another fuel pump and some creative plumbing. That was the first incident where Mr. Bill made an appearance. OH NO!!



The next morning, early risers wandered over to breakfast at the hotel. It was our understanding that the reservations included breakfast. Apparently, that was not so. Breakfast cost us \$20 a head to get out of there. Hearing about that, Pres. John stepped in and got a complimentary breakfast for all for Saturday morning. Meanwhile, over at the Pancake House, Al demonstrated the "Texas" way to eat a pancake. For some reason, Texans eat pancakes from the inside out.

Of course our travels are never trouble free. The first incident was Joe's MGB that refused to start after getting gas in Hot Springs Village. So how many does it take to get an MGB started? I counted 8. Perhaps most of those were hecklers. Mr. Bill made an appearance again. OH NO!! In the end, the car started but only after Bro Clay got a gas bath.

Though our travels started out on nice dry roads, the rains came down. The rain did make the roads very slippery. The weather was not going to hamper our determination to have lunch at the Cliff House restaurant, though. The travel to the Cliff House was not only rainy, but fog made the visibility poor. Our travels at this point were very slow by our standards. Since we knew driving on slick roads in the fog would not be much fun, we decided to make a beeline to Eureka Springs where we would spend 2 nights.



The next day was rainy but not as foggy. After some discussion, we agreed to play it safe and find something else to do in hopes that the day would get better, which it did. Our first destination would be to visit the Pea Ridge Battleground. Pea Ridge is an interesting museum with lots of displays and a film about the battle that took place there. From Pea Ridge, our next destination was the Crystal Bridges Art Museum. The display is huge, with fine art and sculptures. Rick Huber found a painting that was executed by Mary Lynne Huber's great grandfather. What a great surprise. Another feature at Crystal Bridges is the dining area. The atmosphere was inviting and the food was good. After several hours it was time to return to Eureka Springs.



On the way back, Tech Guy Keith's TR6 began running on 5 cylinders and the rear end began to rumble. After some troubleshooting, it was determined that the problems are fatal. The TR6 will remain in Eureka Springs until Keith can return with a trailer. OH NO, Mr. Bill!! The folks at the Best Western are very accommodating and found a safe place for the car until Keith can return with a trailer. This is only the 2nd time that we have had to leave a soldier behind in 14 years. Another incident was Tom's MGB developed a clicking sound. After checking the tires Tom found a screw and washer stuck in his left front tire. That was quickly repaired with a plug. OH NO, Mr. Bill!!!



On Friday it was time to head back to Hot Springs. It was forecast to be a nice day for a drive, and it was. Finally, we can drive exuberantly. At one point, Pres John found an unexpected slick spot and ended up off the right side of the road. In driving back onto the road, Pres John tagged an obstacle that was hidden in the grass that flattened his left front tire. OH NO,



Mr. Bill!!! The tire was quickly changed. After winding our way through the winding roads we made it to Oark for lunch. The folks at the Oark Café were very welcoming to us. A few years back, the Oark Café was featured in Arkansas Roads magazine. The cover picture on the magazine was of our little cars in front of the café. Bro Gene presented a large fine art image of that cover photo to the owner of the café to thank him for his hospitality. After leaving Oark, there was more exuberant driving. The rest of the drive to Hot Springs was without incident.

We did arrive a little later than we expected. The challenge that evening was to find



some place for chow. After checking with 4 restaurants, there was no place that could accommodate 16 folks. We ended up splitting up to find something to eat. Saturday morning we said our good byes and headed to our respective homes. Though I was happy to get home, I feel it was 5 days of time well spent with friends and enjoying our little cars. We WILL do this all over again next year.

Follow-up on Keith & Brian's Car:

We thought that the differential was the cause of the bad vibration, but it turns out that the nut on the end of the gearbox output shaft had come loose, allowing rear flange to back off, causing the driveshaft to wobble. After installing the big nut and a cotter pin, the car runs great. The gearbox holds 3 quarts of oil, I only had to add $\frac{3}{4}$ quart to top it off. We're back on the road and ready for AR23!! Thanks to everyone for the free rides along the way.

Keith & Brian



Link for the article featuring a picture of the club at Oark Café:

[This Historic General Store Serves The Best Pies In Arkansas \(onlyinyourstate.com\)](http://onlyinyourstate.com)









THE PERFECT PICNIC

From Hilda Level's *The Perfect Picnic*


Menu No. 5

Cream of Celery Soup

Foie Gras Pie

Lettuce Salad

Lemon Soufflé & Pistachios



Cream of Celery Soup: Wash a good head of celery, then finely shred all the white and young green part. Put into a pan of boiling water and cook it for ten minutes, then strain it into a colander and put it into the colander and put it under the cold tap. Then, melt an ounce of butter in a pan, add the celery and let it cook slowly for a quarter of an hour. Mix an ounce of cornflour with two pints of water; add it to the celery and stir it till it boils and thickens. Add pepper and salt and a pinch of onion salt and leave it to simmer for about an hour. Rub through a sieve, return the purée to the pan and reheat it. Beat up the yolks of two eggs with half a pint of milk, strain this into the soup and stir till nearly boiling but do not let it actually boil. Add an ounce of butter before removing from the fire and pour into the thermos flask.

Foie Gras Pie: A Périgord pie is an expensive dish whether made at home or bought ready-made. It is also an ambitious dish for the average cook to attempt, but this is how to make it. Bone three pigeons and cut the flesh into small pieces and put through a mincing machine. Season with pepper and salt, mixed spice, minced parsley, and young onions. Take a pound of truffles—hash the small ones and pound them with the livers of the pigeons and a fat goose liver or the fat livers of poultry — in a mortar. Add a raw egg by degrees to make into a suitable paste. Season the whole very highly; grease a raised pie mould and line it with the pastry rolled out to about a quarter of an inch. Be careful to press the pastry into every part of the mould and to keep it to the same thickness. Trim off the edges with a pair of scissors. Then, spread the paste with the pounded livers and truffles and fill up the centre with the pigeon to which should be added half a pound of minced veal and half a pound of breadcrumbs and the rest of the truffles.

THE PERFECT PICNIC CONT.

Foie Gras Pie Cont.: Cover with more of the pounded liver and some whole truffles. Wet round the inner edge of the pastry lining, and pressing the edges together, and trim round with scissors. Make a slit in the centre, brush over with beaten egg and decorate with leaves made from the pastry. Place the pie on a baking tin in a moderate oven till the top crust is cooked and browned. Then cover with paper. Reduce the heat and cook for a further hour or so still tender. Take out of the oven and, when cooler, lift off the tin. Fill up the pie with jelly stock made from the trimmings and liver of the pigeons with a little added gelatine.

To make the pastry: Sieve a pound of flour into a basin with a teaspoonful of salt and rub in a quarter of a pound of butter and a quarter of a pound of lard. Then make into a paste with the yolk of an egg mixed with a little water. Turn on to a floured board, knead lightly with the hands till smooth. Cover over and lay aside till wanted.

Lettuce Salad: Choose round lettuces with good hearts. Strip off the outer leaves after washing the lettuces well in cold water and draining them in a wire basket. Only use the inner leaves and do not divide them — use them whole. Dry them in a cloth. Then put them into a bowl which has been smeared with a clove of garlic, and pour over them just before serving a dressing made of twice the quantity of olive oil to that of tarragon vinegar, and pepper and salt to taste.

Lemon Soufflé: Beat the yolks of four eggs with the six ounces of castor sugar over hot water till thick. Then add four sheets of gelatine dissolved in a little water. Whisk till cool. Add the strained juice and finely grated rind of two large lemons. Whip till stiff half a pint of cream, and fold in the white of the four eggs also stiffly whipped. Decorate with pistachio nuts.



AUTOPSY OF A NOISY 1098

By Charlie Durning

A while back the little engine in Donna's Morris Minor began making a disconcerting noise. At first, the noise did not make itself known very often. It didn't even make a discernable noise when revved in the shop. The noise at times sounded like preignition, other times like a piston slap, and at times like a rod knock. Changing ignition timing made no difference and changing to premium gas also made no difference. The valves were adjusted properly and the compression was even in all cylinders. Hmmm...

In an effort to nail down the cause, I cut the oil filter apart. No shiny bits in the filter. The drain oil had no shiny bits. Next, I dropped the oil pan and looked up inside. No smoking gun there. In the end, I put it back together, filled it with fresh oil and filter and decided to live with it.

For a while all seemed to be normal. Then the racket came back, but it made no noise at cruising speed. Finally, I couldn't live with myself any longer. The Morris got pulled into the garage to find the cause. Pulling the head did not reveal any issues except that the pistons were a little loose in the bores, but not too bad. There was no discernible ridge at the top of the bores, no scoring in the bores, but the bores were in need of a proper honing to get rid of the mirror finish.

Once I got all of the pistons out the problem became apparent. The #4 wrist pin bushing had become loose and had worked its way out of the small end of the connecting rod. When I removed the rod from the piston, the bushing fell out. **That solved the mysterious noise in the engine.** Another issue found was the rod bearing material was flaking from the bearing backing. There was some scoring in the rod bearings. The main bearings were worn down to the brass backing on the lower halves and the uppers were untouched. In spite of all that the engine held good oil pressure.



Ruined connecting rod



Main bearings

While the engine was apart, I decided to investigate further. With the rings removed from the pistons, the ring gap was measured. The gaps were enormous. The first ring gap was so big that I checked with my sparkplug gapping tool. The gap was between .040" and .044". Another was checked with a doubled up .024" and a .025" feeler gauge for .049" and the fit was loose. Spec for the gap is around .013". The wide gaps are contributing factor on the high oil consumption.



Next, the piston clearance was checked by fitting a feeler gauge between the piston skirt and the cylinder wall. A .008" feeler gauge fit nicely. The spec when new is between .0025" and .003". **That could be a contributor to the noise and oil consumption.** Using a micrometer, the crankshaft bearing journals were confirmed to be STD and round. Tom Brown was nice enough to bring down his dial bore gauge. With that, the cylinder bores we found to be standard size and round.

The final death nail was the thrust surface on the front of the cam was a mess as well as the cam thrust plate. In the end a decision was made to pull the engine out of the chassis and do a complete overhaul and deal with the oil leaks. More on that later. Fingers crossed.

Damaged cam thrust plate



Flaking rod bearing



NUTS & BOLTS

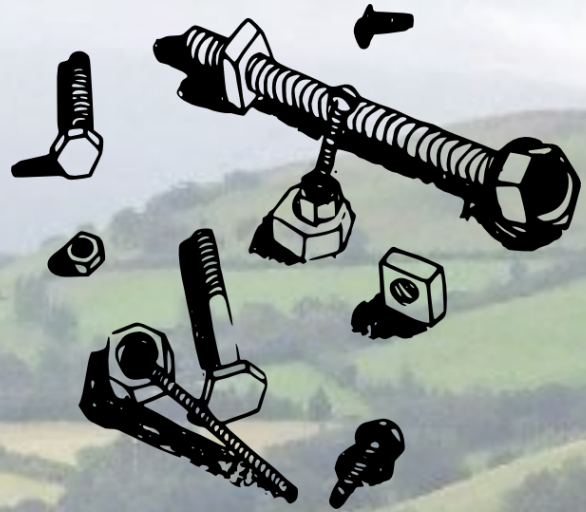
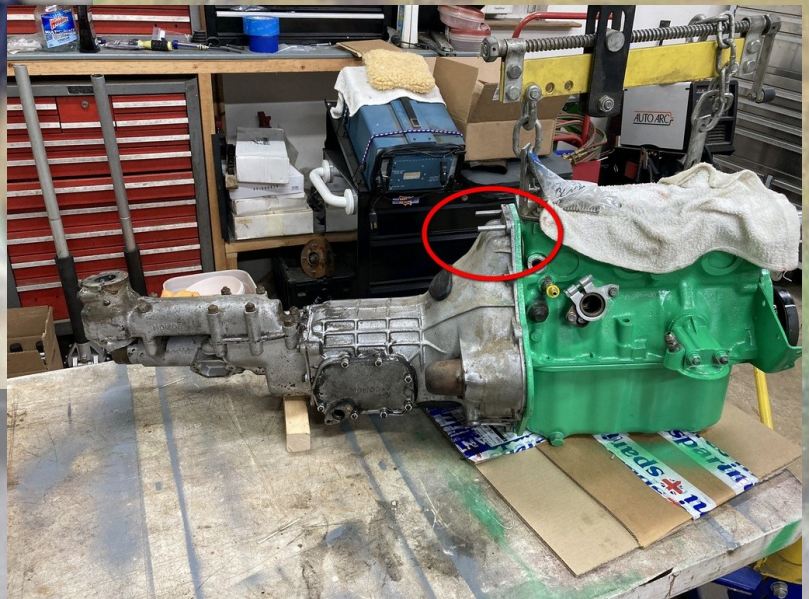
New Member: Hal Fleming, owner of a 1952 MG-TD, 1958 MGA, and a 1991 Alfa Romeo Spider.

Tool Tech Tip : Guide Pins

By Charlie Durning

During the reassembly of Donna's Morris, I found that I needed an extra hand. The task was to rejoin the transmission to the back of the engine. That operation requires 2 hands to join the transmission to the back of the engine by aligning the splines in the clutch hub, while stabilizing the whole mess while at the same time installing some mounting bolts with another hand.

Well, I did not have 3 hands and wanted to get the task done. The solution would be to make a pair of guide pins. All it took was to cut the heads off of a pair of bolts and then make a slot in the end just in case the pins were difficult to remove.



UPCOMING EVENTS

June 6-10, 2022 NAMGAR GT-47 / Colorado Springs CO – If you are into extended driving in your MGA join this group of drivers/riders for the 2022 Gathering of the Faithful. Just a hop and skip up the road and you'll be glad you made the trip for the 47th annual national gathering. Details; <https://namgar.com>

June 18, 2022 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.

June 19 – 23, 2022 NAMGBR 2022 The Next Generation / Peterborough Ontario – Make plans to attend the 2022 North American MGB Registers annual gathering. For 2022 it will be held in Peterborough, Ontario. If you're follower of the marque and you've not made a NAMGBR event this is the upcoming event for you. Make plans early. Details: <https://mgtoronto.com/mg2022>

June 20 – 24, 2022 Triumph Register of America National Meet / Gettysburg PA - A bit of a ride for those from the Deep South however if you've never made a national TR event make your plans early. and happen to be in the area drop in. The TR always fills the calendar with events during their annual meet. Make plans early. Details: <http://triumphregister.com>

July 16, 2022 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 20, 2022 EMC Garage and Food Tour / Brandon MS – The Bailey family throws a great party in lead up to the EMC show. Come on out and see what 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: Jo Ann Bailey (601) 992 – 8566.

August 29 – September 1, 2022 Vintage Triumph Register North American Challenge / Galena IL – If you're looking for a national convention to attend this one is a bit closer to home. Tech sessions, vendors and autocrossing along with all sorts of other fun. Details: <https://vintagetriumphregister.org>