

THE OFF-SIDE UNDO

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



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This 'n That

By Charlie Durning

Spring is on the way!!! Hopefully everyone is ready to get out and enjoy the upcoming driving season before the summer heat becomes too hot to drive. The February tech session at **Cashman's** was well attended. See **Bro Gene's** report for details. This month is the EMC annual picnic, **Tops Down at Rocky Springs, on March 11**. Tops down is always a fun time. We hope to see you all there.

Here is a link to a fun video titled "Living with Cars". See how many Brit cars you can identify.

https://www.youtube.com/watch?v=VhSXNr4_hUA

Upcoming events

Editor Charlie is making plans to visit the newly remodeled and expanded **Camp Shelby Mississippi Armed Forces Museum** on May 13. We will be taking roads less travelled to Leatha's BBQ for lunch and then to the Museum. The drive will be avoiding 4-lane roads wherever possible.

<http://www.armedforcesmuseum.us/>

Exhaust Rattles

Pres John had a successful oil leak abatement party at his house.

Tech Guy Keith, Bro Clay, and Editor Charlie ascended upon John's garage Feb 16. John had the car prepared for the engine exhumation upon the crew's arrival. The crew got the engine out, reseal replaced, new clutch installed, and the engine back all in one day.

VP Steve has finished his rubber bumper Midget restoration. The car looks and runs great. **Good job Steve!**

Editor Charlie's newly acquired MGBGT is now back on the road and ready for the season. Special thanks to **Bro Clay, VP Steve, and Bro Gene** for their help.

Bro Gene is rebuilding the front suspension of his MGBGT. It will be back on the road soon.



Membership News

By Stephen Turner

WELCOME NEW MEMBERS!

*Nathan Darby
John Bosch
Howard and Marilyn Laramy*

Car of the Month

In September 2016 **Editor Charlie** acquired **Jim Enzman's** 1974 MGBGT. The MG was Jim's labor of love. The car had good bones but need to be serviced in order to get it back on the road. The engine and transmission have been serviced, brakes refreshed, bolt on wheel conversion, and the interior & exterior shined up. Thanks to **Jim's** hard work and the help from **Bro Clay and VP Steve** the GT is back on the road to be enjoyed once more. **And thanks to Faye for making the GT available.**

For anyone who is interested, **Faye says that Jim's MGB Roadster is available.** Contact Charlie Durning and he'll get you in touch with Faye.

durningcharles@gmail.com



A Note from the President

John Turbeville



Three MG Gurus

On President's Day, **3 MG Gurus** showed up at my house to pull the engine out of my 1977 MGB. The rear main seal has been leaking for several years causing a mess in my shop and anywhere else it was parked. It leaked on average a quart every 300 miles and the clutch had begun to slip, so the time had come to replace the seal and clutch. **Keith Anderson, Clay Johnston, and Charlie Durning** are the Gurus for whom this article is written. Their combined knowledge of this beloved marque is outstanding and their willingness to share this knowledge with all of us in the club is heart-warming.

Years ago I had the pleasure of helping **Jim Enzman** pull his MG engine when scrambling underneath to unbolt the transmission was too rough on him. We pulled the engine and transmission as a whole unit that day. **My Gurus** decided to only pull the engine, leaving the transmission in the car. It unbolted like clockwork and was quickly hanging on the hoist outside the car. The rear main seal was replaced along with the clutch, some cleaning of the block with some spray brake cleaner, and it was ready to go back in the car. I've still got to install the starter, radiator, and exhaust but the hardest part was done in a day's time.

My Gurus have gotten me excited about some spring driving with this warm weather we've been having lately. Thanks **Keith, Charlie, and Clay**--couldn't have done it without you!

Editor's Note:

According to an Austin/MG Service Bulletin dated 1972, oil consumption of 1 quart every 600 miles is acceptable.



TECHNICAL SERVICE BULLETIN



NO.

72-A-4

SUBJECT:

Oil Consumption

MODELS:

All

There appears to be considerable confusion regarding an oil consumption figure which can be considered satisfactory when dealing with alleged oil consumption cases. 2,400 miles or more per gallon (600 per qt.) is an acceptable consumption rate after the vehicle has completed at least 5,000 miles, and is widely accepted. We would therefore advise all concerned that any vehicle suspected of consuming an excessive amount of oil should be properly inspected for signs of leakage and tested to determine as accurately as possible the actual oil usage. We cannot consider warranty claims for rectification work carried out on vehicles with oil consumption at or below this figure.

Tech Session I for 2017

By Gene Johnston

A small but energetic group of EMC'ers gathered at the Clinton Welcome Center on Saturday the 18th of February 2017 for the drive to Vicksburg for Tech Session I. **Steve (MG Midget) Whitlow and Richard (Lotus Elise) Greene and his son Vlad joined Martha and me (MGB GT)** under warm, slightly over cast skies. As a matter of fact both Steve and I had run into a misty spit of drizzle on the way to the rendezvous location.

We stretched the departure time a bit, but at 10:23 am sharp we left the welcome center and headed south on the Natchez Trace. We exited the Trace at State Highway 27 and turned to the northwest thru Beechwood and into Vicksburg to the gathering hosted by **Pat and Barbara Cashman**. The low turnout at the starting point for those traveling in from the Jackson area was no indication of the crowd that eventually made the gathering. The final count was **25 in attendance**.

As the crowd let the lunch fare settle, **President John Turbeville** brought us up to speed on 'around the club' happenings, **Mike Marsh** filled us in on the upcoming Natchez Eurofest, **Stephen Turner** brought us up to speed on memberships for 2017 and **Clay Johnston** indicated that the EMC remains in good standings. **Vlad Greene** pitched pancake tickets to members in support of the 2017 Ridgeland High School's Titans Robotics Team in their quest for awards at the 2017 VEX Robotics Championship.

Following another great meal the guy team moved to garage activities including a shot at cranking **Pat's Velocette**. A lot of huffing and puffing went on but the engine cranked off and Pat was able to take it out for a brief spin around the neighborhood. **Note to self: If I return to cycling purchase one with an electric start.**

Next up, attention was given to replacing the vacuum advance in **Pat's TR-6**. It was all hands on deck as the distributor was updated with the new advance, timed and taken out for a test run. On return Pat and his riding mechanic pushed the TR back thru the garage door opening to the gasp of the onlookers. They got a chuckle on everyone in belief that any Lucas component would ever let anyone down. *Jokesters...I say jokesters.*

As we closed up shop, the sun had come out and a very nice return trip home was enjoyed.

Thanks to **Pat and Barbara** for hosting Tech Session I and we enjoyed visiting with everyone on such a nice day for traveling. We hope to see you at upcoming events during 2017.

Photos courtesy of Gene Johnston





Stephen Turner and Kelly Greenwood

EMC Newlyweds Walt & Jennifer Duncan

Photos courtesy of Jo Ann Bailey





We are always happy to have **Mike Glore's** lovely mother, **Audrey Glore** join us!



Registration is now open for the 2017

NATCHEZ EURO FEST

www.euro-fest.net



Presenting Sponsors

EUROPEAN ENGINEERING

SOUTHERN HOSPITALITY

Registration for the Natchez Euro Fest, to be held Saturday, April 8, 2017 is now open. Please go to [Euro Fest Auto Classic European Auto and Motorcycle Show](http://www.euro-fest.net) to submit your entry/entries for consideration. Acceptance will be limited to 150 entries. You will be notified of acceptance or rejection within two weeks of the arrival of your submission. On the web site you will find all information such as schedule, classes, hotel information, parking, etc.

The Bulldog Formation Flight will perform their air display once again at this year's event.

The Magnolia Bluffs Casino Hotel will be the Headquarter Hotel as well as host the Friday evening Welcoming "Pick Up Your Packet" Reception.

EMC Welcome for Bentley Drivers' Club of England

By Terry Trovato



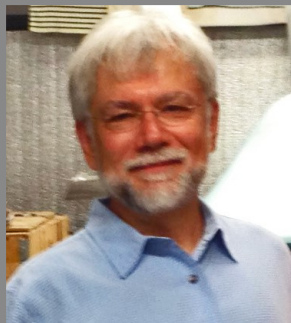
As mentioned in a previous edition of Off-Side Undo, the **Bentley Drivers' Club of England** will be visiting our area in their vehicles from the Mother Country on April 27th and 28th.

They are scheduled to dine at **Satterfield's Restaurant**, New Roads, Louisiana, at 1 p.m. on Thursday the 27th. I plan on being there to welcome them and hope many of you will decide to join me. They are bringing 30 cars from England, some of which are the very rare 1927-1931 4 ½-Litre Roadsters—something we do not see around this area.

Please let me know if you would like to be a member of the Welcoming Entourage at Satterfield's. I have to make reservations for us and they are waiting to hear how many of us plan to be on hand. I have also taken the liberty to contact our good friend, **Rick Huber** in Baton Rouge, to see if he and some of his compatriots from the BMCNO would like to join us. The group from England will motor from New Roads to Natchez to spend the night.

If you would like to participate, please email me at merter@bellsouth.net and include guest/spouse if applicable.

These folks from England have put forth a great deal of effort and expense to tour the Deep South. I would hope we could give them a rousing welcome.



Fun with Midgets - 10

By Steve Whitlow

Will she start? That was the question posed at the end of January. Well the answer is both yes and no. She cranked but promptly flooded the float bowls. After replacing the floats, jets and seats and repeatedly adjusting to no avail, we put a gauge on the outlet side of the mechanical fuel pump. To our surprise it pegged the needle at its 10 lb. limit - way too much pressure for SUs. Installing a different pump remedied the situation.

But it wasn't smooth sailing quite yet. Turn the key and the starter refused to engage the ring gear on the flywheel. **Whirr, Whirr, Whirr. Grrrr!** Off with the fuel pump again in order to access and remove the starter motor. The starter had been overhauled by a reputable trade specialist whom I've used previously, but in this case they must have thought it was a good idea to apply black lithium grease to the shaft the bendix gear moves on. This of course is *not* a good idea. Somehow I had missed this before installing. Upon removing the grease the bendix gear now slid merrily along the shaft. After re-installing the fuel pump and starter we were golden.

Now it was time for those SU gurus **Charlie and Clay** to perform the semi-mystical act of tuning the HS2 AUD 441s-balancing, tuning, tinkering, adjusting the throttle and choke linkages, twiddling with the idle. All the while I stood idly by marveling at the combined wisdom. It was heady stuff. After setting the timing to 8 degrees BTDC with a total advance of 32 degrees at 3500 RPM she sat idling smoothly at 900 RPM, the stainless sport exhaust providing a pleasant burble. **Job well done, boys!**

We were really fortunate to have a sunny weekend with highs in the 80s-perfect weather to install the new Robbins top with zip out rear window. Here's a photo showing off the new top. Note the oil cooler.



The last apparent hurdle manifested itself on a test drive around the neighborhood. The clutch pedal becoming progressively stiffer and finally refusing to depress. The culprit turned out to be a small burr on the slave cylinder piston. Upon remedy the new clutch now behaved flawlessly.



Here she is with bonnet installed sporting the insulation pad. The grille is also back in place as well.

After a few miles to settle the rebuilt suspension **Brother Clay** set the toe in. The cherry on the top was applied as **Charlie** fine tuned the fuel/air mixture using his exhaust gas analyzer.



Here she is at last, ready to go home! I could not have done this restoration without the help and advice of my friends, **Charlie 'what do you mean we?' Durning** and the **Johnston brothers Clay and Gene**.

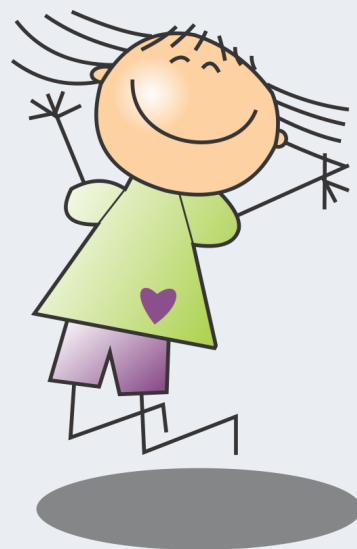
Fun with Midgets isn't quite done just yet however. Now it's time to replace the 43 year old suspension bushes in the 1974 Midget. See you next month!

From the Passenger Seat

By Donna Durning



Ladies, have you ever walked in the house and found your husband dusting, mopping, or running the vacuum? Me either. But I came close when I spied Charlie vacuuming the GT! I figured I had better snap the picture to have evidence that men CAN vacuum! There is something about a man with a vacuum cleaner that makes a woman smile!



Many thanks to **Gene Johnston** for submitting this recipe. It sounds divine! If you have an idea for "From the Passenger Seat" please email me at durning.donna@yahoo.com.

Pati's Crema De Coco

Ingredients

3/4 cup sweetened coconut flakes or angel flakes
1/4 teaspoon fleur de sal or sea salt
1/2 teaspoon ground canela or true cinnamon
2 14-ounce cans coconut milk
1 14-ounce can sweetened condensed milk
1/2 cup cornstarch
1 cup milk

To Prepare

Preheat oven to 325 degrees Fahrenheit.

Spread the sweetened coconut flakes on a small baking sheet, sprinkle with the salt and cinnamon, and mix and spread again. Bake 7 to 8 minutes, or until the coconut flakes barely begin to toast (don't let them brown entirely). They should be slightly crisp and still chewy. Remove from the oven and immediately transfer to a small bowl.

Pour the coconut milk and sweetened condensed milk into a medium saucepan.

In a small bowl, mix the cornstarch with the regular milk and stir until completely dissolved. Pour it into the pan with the coconut milk and sweetened condensed milk.

Place the saucepan over medium heat and cook, stirring continuously, until the mixture begins to simmer and thicken, about 8 to 10 minutes, until it coats the back of a wooden spoon. Remove from heat.

Immediately ladle into custard bowls, ramekins or casserole dish, sprinkle with the toasted coconut. Serve warm right away. Or serve cold later on by letting cool completely, then covering with plastic wrap and chilling in the refrigerator for a couple of hours.

Upcoming Events

English Motoring Club 2017 Calendar

February 18, 2017 – EMC Tech Session / Vicksburg MS - Details: Pat / Barbara Cashman (601) 638 – 3240. Volunteer needed to take pictures and send a brief report to durningcharles@gmail.com.

March 11, 2017 – EMC Tops Down - St Patrick's Day / Rocky Springs MS - Details: Keith Anderson (601) 829 – 2938.

April 1, 2017 - EMC/DSARC Fun Rally - Details: Andy and Bonnie Menapace (601) 857 – 2829.

April 8, 2017 - Natchez Euro Fest, Details Mike Marsh

May 13, 2017 – EMC Drive Thru History / Hattiesburg MS - Details: Charles Durning (601) 668-7909. Lunch at Leatha's Bar-B-Que Inn and visit the museum at Camp Shelby

May 28, 2017—Oxford Euro Fest, Details Mike Marsh

June 17, 2017 – EMC Tech Session / Brandon MS - Details: Keith / Pat Anderson (601) - 829 - 2573.

July 15, 2017 – EMC Lotus Weekend / Braxton MS - Details: Mike / Alice Glore (504) 231 – 5801.

August 12, 2017 – EMC Tech Session / Brandon MS - Details: David / Jo Ann Bailey (601) 992 – 8566.

September 15 - 16, 2017 – EMC Brits on the Bluff / Natchez MS - Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.

October 7 - Renaissance Euro Fest , Details Mike Marsh

November 4, 2017 – EMC Tech Session / Ridgeland MS - Details: Gene / Martha Johnston (601) 607 – 7021.

December 2, 2017– EMC / DSARC Christmas Party / Vicksburg MS - Details: Pat / Barbara Cashman (601) 638 – 3240.