

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

March/April
2021

This 'n That

By Roy Schooler

We got through 2020 and so far we have not had a boring 2021, The week long ice/snow event in Mississippi was quite interesting. We may have faired better than others by not losing our power or water. Who would have imagined 16 degrees with snow/ice one week and 70+ the next one. Then we have lots of wind and rain with a bit of sunshine. Only in the South! I finally got Baby B out for a spin after a month or so sitting in the garage collecting sawdust.

Events continue to be cancelled so be sure to check the various websites for any updates. We sure did enjoy the annual Rocky Springs drive and picnic. Mike Marsh is constantly giving everyone updates on the Natchez EuroFest event. So be sure to make plans SOON. We are including a membership form if you need to update any information when you renew. Stay Safe



Update on Long Dormant TR3

By Alex Wade

A few EMC members will remember our '57 TR3 from my days in Mississippi. I have owned this car since 1966, having bought it from my brother. I completely restored the car in the early 1980s and drove it to many events, including the 1987 VTR Convention at Road Atlanta along with several other EMC members. The car has been sued sparingly since I moved to Yuma, Arizona in 2000. I have since retired, and moved to Tucson in 2018.

Recommissioning the car was not too difficult. I decided to replace my Michelins which seemed fine but they were nearly 40 years old. New tires and tubes were sourced from Coker but I noted that these Michelins were made in Serbia—different bullet hole risk. After checking for bullet holes, I spent weeks trying to find someone in Tucson who would touch wire wheels. I finally found an old shop that was happy to take them on. In fact, they do tire work for some pre-WW1 cars in the area.

The next job was to drain the gas tank, which was a witch's brew of ancient gas, lead substitute, and Stab-L. I used a cheap plastic pump and tubing from Autozone. Since the tube curved up, I inserted a section of refrigerator ice-maker copper tubing to keep it straight. After draining the tank, I added fresh premium with no additives. The engine needed a new fuel pump. I also replaced the spark plugs, which always does wonders for this car.

Lastly, I tried to drain the oil. I had an oil change shop in Yuma do the job years ago with a fresh plug. Nothing I could do could break that plug loose. I even destroyed a universal joint for my 1/2" socket drive using an impact wrench on the advice of a friend. Not only did the plug not budge, it rounded the edges. Calling around, I had difficulty finding any shop that would touch an old car like mine. When I finally found one, they ended up using an air chisel to crack and remove the old plug. I had them replace the plug with a small brass valve from Moss that seems to work just fine.

The car runs great and polished right up. However, there are no club events or car shows to attend right now. Oh well, it is great for desert drives and milk shake runs!



Rust Abatement Experiment

By Charlie Durning

I was getting bored with being imprisoned at home so I decided sort through my spare nut, bolt, and washers. They have been sitting around in buckets just rusting away so now is the time to do something. Basically the entire collection is in as removed condition from several of my demolition projects. They were rusty and grease/oily. I've put off dealing with the collection just because it's just too messy and time consuming is dealing with the thankless task. I did consider taking the whole lot down to the metal recycler and let them deal with the mess. But I just couldn't do it because I might need something in that bucket someday.

What got me started was an ad from Harbor Freight for a rock polisher that was on sale. To add to the appeal I also had a 20% coupon. Who could pass that up?

After I got home I eagerly unpacked my new found toy. It was red with 2 black rubber drums. With anticipation I got out the instructions and poured through them. Well not really, guys don't need instructions. It looked easy enough to operate.





In addition to the rock polisher I needed to rig up some sort of a way for the parts to drain off the water still left on the parts after rinsing. That was with a paint tray, a paint roller screen, and a drawer liner mesh to keep the parts from falling through the roller screen.



I knew that straight water could loosen the rust but would not be effective with the oily bits. An option would be to add dish washing soap to cut the oil. Another option could be using Super Clean or EvapoRust as the sauce.

Next was to determine how much time. Polishing rocks takes weeks. My attention span is way too short for that so I settled upon 45 minutes for the first test. That worked pretty good using water and dish soap against the rust but the parts still had an oily feel and the bolts were not like new.



For the next batch I used the same water/soap formula and ran the tumbler for 1 hour. The results and much better but not as clean as I had hoped. Running a little longer just may be the key.



For the last 2 batches I added straight Super Clean and then straight EvapoRust. The label on the Super Clean claims it's the best there is so way not give it a try. For this test I ran the tumbler for 1 hour. I found that the Super Clean is tough to rinse off and frankly did not clean much better than water/soap.

The EvapoRust claims to dissolve rust. The results were less than inspiring. Perhaps it would take tumbling for more than an hour.

I spread all 4 batches out on a cloth to dry overnight. In the morning I decided to do an inspection. In all 4 batches the crusty rust was gone. The oily feel was gone but the discoloration from the caked on oily stuff was still present in places.

There were some bolts that had rusted on nuts that could not be removed by hand before. After the cleaning the nuts spun off easily. In general the experiments were a success.

There was also a dilemma about cleaning parts that are too long to fit inside of the Harbor Freight tumblers. What I found was an empty Prego jar lurking in the kitchen trash. It was perfect. The diameter was the same as the tumblers and it was tall enough to handle long bolts and brackets. All it took was a little masking tape for traction.



My only disappointment was with the batches using Super Clean and EvapoRust. Nearly all of the parts had patches of new surface rust and did not clean any better than soap and water.



In conclusion, the tumbler does a pretty good job using soap and water. A 2 hour tumble seems to be about right with a splash of WD40 on the rinsed parts. Now on to the rest of the parts in the bucket for a fun day(s) of tumbling.

What Have I Gotten Myself Into

Now for something to do while the bolts, nuts, washers, and small parts are tumbling. There was no place to put them all. Frankly there were things I didn't know that I had and I finally found stuff I knew I had but couldn't find. HMMM well I guess it's time to clean out the gold mine for a place to put my new found wealth of hardware. The storage in the shop was so cluttered that I had no idea what was in there. The garden shed was worse than mower shed.

I had previously attacked the mower shed by laying down some composite pallets that I had gotten for free. That was the perfect place to get my collection of rear ends, cross members, and suspension parts out of the shop.

Next were the clutter and trip hazards in the garden shed. The hordes of short pieces of wood from home improvement projects was hampering entrance and stuff all over the floor was a trip hazard. A quick trip to Walmart netted some "J" and shelf brackets. The extension cords that were on the floor are now on the "J" brackets and the spare lumber is now shelves to hold both prized possessions and junk I just couldn't bear to throw away .

bolts, nuts, and washers. With boxes organized by size and pitch I can now find the fasteners I want in mere moments.



Not sure how long my new found space will remain organized. The cleaned off workbench didn't last very long but at least the bolts, nuts, and washers are clean.

Exhaust Rattles

By John Turbeville



WINTER PROJECT

It was 70 degrees when Keith and Brian Anderson came over on February 10th to start a tear down of my TR6 engine so it's hard to classify it was a winter project but now with snow and ice covering the roads—I guess that is what it is.

We forgot to make pictures during the job so I made some after the fact of what we found. From the stamped numbers on the engine block it is a 1973 engine with a TR250 slightly shaved cylinder head in my 1969 TR6. Hopefully this has some raised compression for a few more horsepower. Looks like I will need a new camshaft as it showed some pitting. The pistons show some slight side wear but may clean up nicely.

Hopefully when the weather warms up—again we can get back to cleaning parts and get the block and crankshaft to the rebuild shop for further inspection. This was an awesome learning experience for me as I had never been this deep into an engine before. Thanks to Keith and Brian for sharing your expert engine rebuilding skills.



WELCOME NEW MEMBER

Hi, I am Margie Hollingsworth, a new owner of “Sunshine”, a 1976 MGB. I never thought I’d have a toy of my own (or enjoy it so much!). I am a science teacher and mother of seven, so I always drove ginormous vans. I almost did not accept this treat, as I was worried I would not be able to care for it well. Erich Connell has generously helped me with problems and taught me much. He connected me with Clay Johnston of Mount Olive and Charlie Durning of Magee who offered their time fine tuning Sunshine as they teach me what they find and their creative solutions. I love the free feeling of driving her with the top down in fresh air, and look forward to sharing this excitement with others.



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*. **Due March 1, 2021**

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. 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

2021 EMC OFFICERS

President John Turbeville

V President Steve Whitlow

Treasurer Clay Johnston

Membership Steven Turner

Technical Chairman Keith Anderson

Website Gene Johnston

Offside/Undo Editors Roy and Penny Schooler

Just a Penny's Worth



Well. Hope all of you are getting the vaccine so we can get back to some sort of normalcy. I heard this week that both Charlie and Donna have the Covid 19 virus and are recovering. It was so nice hearing from Alex Wade. We were all saddened when he and Terri moved to Arizona over 20 years ago. They were great members of the EMC and the SCCA. Now if we could get Scotty and Maria Marsh to come back..... and now that the vaccines are available we hope to see new members like Dean Blackwell and Smokey Williamson soon. I will try not to keep adding to Roy's to do list so he can finish up the latest countryside drive.

Email your articles at: pschooler@mail.com



Upcoming Events

The EMC will observe COVID precautions at all EMC functions. This includes masking, social distancing and hand sanitizing/washing.

March 13, 2021 - EMC Tops Down / Rocky Springs MS - For 2021 the EMC will be meet at Rocky Springs MS on the Natchez Trace with the hope of an early spring and a celebration of St. Patrick's Day so you might consider wearing a wee bit of green to avoid a pinch. Bring a dish and enjoy the afternoon with the EMC family and friends. Those leaving from the Jackson area will depart from the Clinton MS Visitors Center (on the Natchez Trace) at 10:00am. Details: Keith / Pat Anderson (601) 829 – 2573.

April 9 - 10, 2021 – Natchez Euro Fest / Natchez MS – Ring leader extraordinaire Mike Marsh has put together an outing for lovers of everything automotive. The show site will be on the grounds of Rosalie overlooking the Mississippi and a block of rooms is available at the VUE also overlooking the old man river. Details: www.euro-fest.net / Mike Marsh (601) 946 – 1950.

April 16 - 17, 2021 - Brits on the Bay / Pensacola FL - (2021 show cancelled per website) Details: www.pbca1.com

June 14 – 17, 2021 – MG International / Atlantic City NJ – If you're and MG Nut and you've not made an all register meet of the MG variety this is the upcoming event for you. It won't occur again for five years. Just a short drive up the east coast. Make plans early. Details: <https://ac2021.regfox.com/mg-international-2021>

June 14 – 18, 2021 – Vintage Triumph Register Convention / Lexington KY - A bit of a ride for those from the Deep South however if you've never made a national VTR event make your plans early. and happen to be in the area drop in. The VTR always fills the calendar during their annual meet and 2021 will be the same we're sure. Make plans early. Details: <http://triumphregister.com>

June 19, 2021 – 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.

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

