

# THE OFF-SIDE UNDO

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“A gentleman does not motor about after dark” Joseph Lucas

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Note from Editor Charlie: *We hope everyone enjoys this month's newsletter. Submissions are gladly accepted! Please consider giving us an update on your projects and travels no matter how big or small. We want to see what you are doing. This is YOUR newsletter! Just remember, if you don't contribute, you will have to see more of my projects! For Car of the Month, Terry Trovato was kind enough to submit a piece about his beautiful Singer.*

## The President Speaks

by John Turbeville

Now that spring has sprung I hope you've had an opportunity to get your Little British Car out of winter storage and drive about. Many rainy days lately may have you itching to get out of the house and get some wind through your hair. Hopefully as April showers fade, you can find a few spare hours to get your car's fluids warmed up and all operating systems operating.

We have a great Drive Through History lined up for May 15-16 starting with a reception and band performing at Richard's antique shop in Natchez. Several other car clubs are joining us to make this a real treat of like minded enthusiasts all having fun with our cars and seeing awesome sights along the way. So far I've only heard from 11 car club members who are going. Please let me know if you plan to go as we need a head count for the reception. And remember to make your hotel reservations at The Vue.

Happy Motoring!

## DSAROC Rally

The DSROC/EMC Rally went off without a hitch this year. 9 teams competed for the big prize at the end of the rainbow. It all started in Lexington for 2 hours of fun. Andy had planned a treasure hunt that focused on landmarks in Lexington. Lexington is an interesting town. I have never seen so many Star of David's in one place. It all ended up in Flora with a late lunch. Pres John Turbeville and his team finished first, Andy's parents came in second, and Charlie & Donna Durning finished 3<sup>rd</sup>. Thanks, Andy for a job well done.



**Team Turbeville 1st Place**



**Team Menapace Senior 2nd Place**



**Team Durning 3rd Place**

## Pensacola British Car Show

Bro. Clay and Bro. Gene braved the weather to show their spectacular MGB's.  
Thanks to Gene Johnston for the pictures!



## ARKANSAS 2015 Road trip Slideshow

Please click on the link below to see a slideshow of the AR2015. Several of the guys took off on an unofficial trip to NW Arkansas for 5 days of frolic, fun, eating, and [waiting for John Turbeville to put oil in his engine](#) as you will see in the slideshow! Enjoy!



### [Arkansas 2015 Roadtrip Slideshow](#)





## **From the Passenger Seat** by Donna Durning

### **Chicken Spaghetti**

- 6 chicken breasts, boiled and deboned
- 1 lb. spaghetti, cooked in broth until almost gone
- 1 lb. Velveeta cheese
- 1 bell pepper
- 1 onion
- 1 can cream of mushroom soup
- 1 can Rotel tomatoes, mashed

Cut chicken into small pieces. Saute' pepper and onion in 1/2 stick margarine until clear. Mix all ingredients and place in a casserole dish. Top with bread crumbs. Bake 20 minutes at 350 degrees.

Hope you enjoy it! -Donna





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## Exhaust Rattles by John Turbeville

April 27, 2015

Neither Keith nor I had ever pulled a 3 liter Diesel out of Mercedes before, but we put our heads together to solve each removal issue from wiring harness Bowden Cable to oil filter housing and numerous clips and bolts. On a scale of 1-10 Keith rated this a 9 while MG engine removal rates a 3 ! We had a fun day discovering how much of the removal instructions were left out. Complicated job? Yes, it was. But in the end man won out over machine.

I had so much motor oil in my hair I had to used Dawn Dishwashing Liquid in the shower to get it out.



Pres John Turbeville decided to practice on this Mercedes engine before tackling the rebuild of his TR6 motor.

## Exhaust Rattles Part 2

VP Steve Whitlow is in the process of dismantling his Rubber Bumper Midget in prep for sprucing it up for Brits on the Bluff. In the process VP Steve has been caught up with the “might as wells”. He is determined to win Best of Show.

## Exhaust Leaks, the Long Way Around

The project started out to fix an annoying exhaust leak and cascaded into might as well.....



A fun pic with the Morris

When we bought Donna’s Morris Minor I knew it had an exhaust leak. Not a big deal, I’ll get around to it someday. When I got the car up in the air to inspect the issue I discovered that the MG1100 exhaust header that a previous owner had installed was just too thin to weld. Another issue with the MG1100 header is it hugs the block so the exhaust ends up resting along the cylinder block and transmission. Time to look at some options.



I'm not a fan of headers so that option was out. A search for a cast iron manifold that would fit the chassis didn't come up with anything interesting. It wasn't until I brought home a rust bucket '71 MG Midget that I got an idea. Why not use that exhaust manifold on the Morris? There are some advantages to using the Midget manifold over the more common retrofits. The big advantage for me is the pipe connection to the manifold has a more reliable, leak free, gasketed connection which is an advantage over other options.



I then turned to the Morris Minor Forum for some "learned advice". Between the nay sayers and the purists I didn't get any useful insight. Most were suggestions



like, it won't fit, if it was a good idea the factory would have done it, the engine won't perform right. And the ringer, "the Midget manifold will introduce too much under hood heat". Huh? Nothing useful. However one guy did suggest using a Rover Mini manifold. HMMM that has possibilities. The project got put on hold until I could find that manifold.



The project started up once more when I dragged home a rusted out Morris Minor. Instead of immediately gleaning it's useful parts I decided I could use this Morris to mock up my exhaust options. The first test fit was with the Midget manifold. It fits but with some compromises. The manifold's outlet seemed to be in an awkward position. A few days later the Rover Mini manifold arrived. The initial fit for the Mini manifold had some interference with the crankcase vent. Aside from that it looked good.

Another issue with using the Mini manifold is that it is used with a dual front pipe. I explored getting a front pipe to modify. After some research and a bunch of e-mails I determined that the front pipe was not a way to go. A week later I was digging around some scrap parts at work and I ran across an outlet flange for a Perkins turbocharger. HMMMM that may be a solution. The inlet of that outlet is a good match for the Mini manifold and it would permit using a single pipe.



The next challenge was getting the turbo outlet connected to the Mini manifold. In comparing the 2 gaskets I found that I could make an adaptor to go between the 2 pieces and still be able to get in all of the bolts, 3 in the manifold and 5 in the adaptor, and have a side outlet. The next step was to make a proof of concept out of wood. It fits! All I need is a piece of steel. I visited a local metal fabricator to see if I could buy a piece of scrap. He said I could not get a piece of scrap, however, he said he would be happy to laser cut the part for me for free to help out a fellow hot rodder. The piece he made was beautiful.





A week later I decided to dig into the project. Though the engine in Donna's Morris had a different crankcase vent on the tappet cover than the rust bucket Morris, the Mini manifold wouldn't work out on the 1098 engine. I could have gone ahead and changed the crankcase vent to one used on a 1275 engine to get clearance but decided against that option. The 1275 vent would have required changing the front cover on the engine. I decided to put off the Mini manifold project off until I install the 1275 engine. Schazbott!!!



Since the goal here is to get rid of the exhaust leaks I went back to the Midget manifold option. The Midget manifold fit to the engine and cleared the crankcase vent. The mock up pipe needed a little modification and *voilà* a fit with the pipe exiting where it should.



The next project was to make the front pipe fit the inlet of the existing muffler. The muffler and tail pipe looked to be in good condition so that will remain. The challenge here is I live 50 miles from a muffler shop and I now need to connect the 1 3/4" pipe from the manifold to the 1 1/2" inlet at the muffler. Not a problem I had some reducers that I got on eBay. Another issue was the muffler was positioned so the inlet was inside of the frame rail. With the use of the rose bud on my torch the muffler was rotated and a piece of 1 1/2" pipe was tweaked to meet up with the new front pipe. After some fitting and welding I had an 1 3/4" front pipe connected to the muffler.



After all was fitted I needed to deal with a heat issue since the exhaust pipe ends up close to a hydraulic brake pipe. To solve that problem I put some heat shielding on the pipe and wrapped the front pipe with some insulating tape.

**Whew, project finished!**



No more exhaust leaks and the Morris engine purrs as it should.

Three manifolds compared.



## Car of the Month

***Editor's Note: Many thanks to Terry Trovato for his submission of the May Car of the Month!***

### A Singer Show Saga...

#### Showing Our Singer Rewarding Experience



**by Terry Trovato**

So you're thinking about taking your Singer to British car events but you're apprehensive because it may not be pristine enough?

Do it.

We've shown our Singer four times now and in each instance, it was a fun, rewarding experience. You will find your car will draw a great deal of attention, even from the biggest British car snoots, because of its rarity and classic looks. More often than not at these shows fellow British car enthusiasts, upon first spying the Singer, treat it as if it were some sort of UFO that has just landed in front of them. You can tell by the looks on their faces they are thinking "...what *is* this vehicle..." and that's a great time to introduce yourself and tell them all about George Singer and his cars.

One more helpful hint. We had a realtor-type sign made which gives the car's provenance. Ours states:

## ***1949 Singer Nine Roadster, Series A***

### ***A former "chicken roost/barn find"***

- Shipped to Adams Motors, New York City, August 12, 1948
- Originally Signal Red with red leather interior
- No record of first owner; subsequently traded-in to Auto Engineering, Lexington, Massachusetts
- Driven several years by second owner, parked it in barn. Used as chicken roost for over two decades
- Third owner removed frozen Singer engine / transmission; installed 1275 cc M.G. Midget engine / transmission. All mechanical and electrical components reworked
- Purchased by its fourth, and current, owner Sept. 5, 1998
- The sign goes a long way toward answering spectators' questions.
- Now, here's where we've shown our Singer to date (6/15/99):

#### **October 17, 1998 - "Brits on the Bluff," Natchez, Mississippi.**

A Concours d' Elegance styled judged show and competition, the event coincided with the city's Fall pilgrimage tour of antebellum homes and annual hot-air balloon race festivities. Sponsored by Mississippi's English Motoring Club, the site for the show was superb-- it overlooked the mighty Mississippi River and was just one block from the balloon race site, where there was music and food. The Chairman of the judging committee asked "...will we be judging the Singer?" "Not today," I responded, realizing in points-awarded per category competition I wouldn't fare so well. "All right," he answered, "then we'll use it as the centerpiece for the show." And that's what happened. The Singer ended up

being parked right in front of the Official Tent smack dab in the middle of the show area. Not only that, but the wind speed increased grounding all of the balloons. So the spectator crowd for the car show expanded accordingly.

**April 17, 1999 - Pensacola Beach Bash, Santa Rosa Island, Florida.** This event was sponsored by the Panhandle British Car Association at Quitewater Beach on Santa Rosa Island, just a few feet of beach sand from the beautiful waters of Santa Rosa Sound and the Gulf of Mexico. It was cool the morning of the show so I decided it was time to make a Singer Statement. I donned my repro RAF leather helmet and goggles, string-back driving gloves, jacket and silk scarf and headed happily with windscreen down to the show site. "Motoring the way it was intended to be," I thought to myself. To say the show committee was agog upon spotting me coming toward them down the beach drive would be an understatement. However this grand entrance certainly helped draw attention to the car. We were placed in the Empire Class alongside a pristine Aston Martin DB-6 used in a Hollywood film; an immaculate 1949 Triumph 2000 complete with Dickey/Rumble seat and its own separate windscreen; a beautiful Gordon Keeble signed by the designer; and a Morgan Plus 4. Judging was by "People's Choice." I dismissed any notions of grandeur that the Singer would receive any sort of award, but I was to be surprised. As the last of the awards was being handed out, the club president announced "And we have a special presentation: The 'I've Never Seen One of Those Before' Award goes to the 1949 Singer."

**May 22, 1999 - British Motorcar Day, Braselton, Georgia.**

The various Atlanta area marque-specific British car clubs get together to host and sponsor this show, which raises money for charity. We trailed the Singer some 550 miles to Chateau Elan estate northeast of Atlanta to participate in this event, billed as the largest British car exhibition in the Southeastern U.S. with some 500-600 British cars on display. The Chateau Elan Winery and Resort was a magnificent setting for a show of this type. It boasts a winery with tours and tastings, a concert pavillion, three restaurants (Paddy's Irish Pub was the most fun, complete with a twin-fiddle Celtic band), 63 holes of golf on four



courses, a full-service European-style health spa, a tennis center designed by Stan Smith, an equestrian center with 200 permanent stalls and four all-weather show arenas, and a 277-room Inn. British Motorcar Day is not a judged show but, rather, a social get-together where owners and spectators could intermingle to discuss particular marques and build enthusiasm for the hobby. The Singer was placed with the other "orphans": Pat and Barbara Cashman's Gordon Keeble, Rover P-4 Saloon and a Nash Metropolitan. However, we were parked on the lawn directly in front of the main entrance to the event which let everyone see our cars as they drove onto the grounds. Probably no fewer than 2,500 spectators and enthusiasts stopped by to visit during the day and, as always, the Singer drew a great deal of attention because of its rarity.

### **June 9, 1999 -- Vintage Car Show, Natchez, Mississippi.**

This vintage car display was hosted by the Natchez Convention and Visitors Bureau and sponsored by MotorMemories, Inc., a vintage touring organization. The participants had set out from St. Peters, Missouri, on June 5th and were driving south following the "Great River Road" to the mouth of the Mississippi. On hand, besides our Singer, were 28 examples of American iron, the oldest being a 1938 Chevrolet Master DeLuxe. The car show was held from 5 p.m. to 7 p.m. for the general public. The Singer was even more unusual in the eyes of this group, since they were not British automobile enthusiasts. None the less, they were intrigued with its construction and the amount of wood used in the car. At show's end, they asked me to lead them on a tour of the city so, with the Singer as the lead vehicle, off we went past riverside open-air restaurants to Monmouth Historic Inn built in 1818. 'Twas great fun and, again, it was an excellent opportunity to educate a group of automobile enthusiasts about George Singer and his cars.



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If you would like one of your British cars featured, please send pictures, the story of where and how you found the car, and any adventure stories you would like to include. You may email us at [durningcharles@gmail.com](mailto:durningcharles@gmail.com).

***Happy Motoring!***