

THE OFF-SIDE UNDO

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



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This 'n That

By Roy Schooler

What a month we've all lived—and survived! The Natchez Euro fest was cancelled. I know Mike Marsh goes all out to make changes if needed but this was more than even Mike could handle. Brits on the Bay was cancelled. New Orleans British Car Day is cancelled.

Well, enough of this negativity . On Sunday, April 26th a group of folks and their little British cars met in Ramey's parking lot in Brandon and drove away to the back roads of Rankin and Smith Counties and the drivers and passengers were liberated for three hours. Yes, we were six feet apart and yes, we wore masks.

We do have a lot of fun things on the calendar so fingers crossed we can enjoy part of the summer. Stay Safe and we hope to see you at Pat and Keith's!

SOCIAL DISTANCING THROUGH THE COUNTRYSIDE

Fourteen cars hit the road on April 26th for a nice countryside ride to forget all the stress of life. Good to see Mike Marsh and his Mercedes facemask, and Dick Edmonds. Roy found nice country roads and traffic was light—only two tractors. Everyone enjoyed the Sunday afternoon outing and we are planning for another one soon. Richard Greene came all prepared even with the chalk to mark off his six foot distancing around his car and any one invading it received a quick water spray.



Somewhere in Smith County

Safe Distancing



And the winner for the best face mask is....Richard Greene!

How EMC Members Sheltered in Place

I think the term "Shelter in Place" is a Northern term, in the South we call it "Hunkering Down"

John Tuberville:

Shelter in place has given me more time for my TR6 project. Here's a view of my floor pans looking up while on a creeper



Clay Johnson:

Been slow, Sunday I resoldered and rewrapped Will's OD solenoid that I broke. Then tuned up five of Steve's six horns. Rehabbed my OD wiring that has been randomly misbehaving, seems better. Also a few back-road excursions, one to New Hebron and another down the length of William Warren Road from Mount Olive to Collins, little rough but great twisties.

Donna Durning:

Gold Strike!

By Donna Durning

There is one thing I've learned to really appreciate through this pandemic is TOILET PAPER! We usually have our cabinet well-stocked with Angel Soft, so we weren't too worried about having enough TP. Then, we found ourselves having to order groceries



online for my parents, who live an hour and a half away. We found out quickly that toilet paper was a hot commodity! Every time I looked, it was out-of-stock.



Charlie resorted to hitting the roads in search of the elusive rolls. He was like Yukon Cornelius in search of gold.



Finally, in desperation, he asked me to start calling janitorial supplies. I thought I had found the prize when a customer service representative informed me that they had ONE pack of toilet paper, and it was in **Santa Ana, California!** That package could be mine – **for a price!** It was actually a giant package of **96 rolls** for a whopping **\$79.00!** I told her I'd call back after I checked with the hubby. He said go I should go for it. We couldn't let my folks use leaves! When I called back, the package had already been sent to some other TP scavenger. Back to the drawing board.

After some intense searching, we were able to secure enough to hold them for a while! Yes...it was like striking GOLD!



Richard Greene:

My Stay at Home Week One Diary (Dagbog "for our Danish Car Owners)

DAY 1

I went into the garage to assess my plan of action and was immediately overwhelmed by the vast diversity of items I had been pushing to the back burner. Where to start was my first plan of action and decided that I need to rest before starting out.

DAY 2

Again, I went to the garage determined to get a good start. I knew I had a couple of minor car projects to do but felt that I needed to straighten out the work bench, sorted out my tools and sorted through my parts in storage. Started on the work bench but it involved more work and time that I had originally planned. Got the workbench cleaned off and..... went to the back deck in my underwear and drank a few more beers to reinforce myself for the next day.

DAY 3

I tackled the tools today. Cleaned and sorted the tool chest putting everything back in order. Found a couple of tools that I either had forgotten I had or someone snuck them into my chest. Somehow, I now have three 3/8" drive torque wrenches, or could they be one 1 1/8" drive wrench. Too much to comprehend so I..... went to the back deck in my underwear and drank a few more beers to reinforce myself for the next day.

DAY 4

My parts bins were next for the gala overhaul. Much like the tools I found a few parts that I don't remember getting nor am I sure what they are for. For some reason I have developed a bad habit of labeling the boxes "Auto Parts" with no further clarification as to what and for. I did my best to sort them out by car models with one bin labeled ????????. ..went again to the back deck in my underwear and drank a few more beers to reinforce myself for the next day.

DAY 5

*Today is the day I was going to finally get to one of the car projects now that everything is sort and ready to go. The Nash Metro was to be the first project to rebuild the heater valve that was leaking. It was pretty easy to remove the valve and block off the heater hoses. I knew from my repair manual that the heater control valve was also used in the last year of productions of Packard's and was made by "Ranco." Go figure a US part in American Motors car that was made in England. Naturally it had been out of production since the 40's but I was able to find the necessary washers and Diaphragms to do a rebuild. No pictures or plans existed on what it looked like *inside so I had to disassemble it and hope I could get it back together again. This was complicated by the fact that the whole mechanism* was not bolted together but held together by metal tabs that were in slots and bent over to hold the seals*

DAY 5 continued

was not bolted together but held together by metal tabs that were in slots and bent over to hold the seals tight. Each time I bent a tab I was sure that at least 50% of them would break off when I tried to bend them back. Time again to head to the back deck in my underwear and drank a few more beers to reinforce myself for the next day.

DAY 6

Designed day of rest so I headed directly to the back deck in my beers to have a few underwears.

Steve Whitlow:

Well I've changed the oil and lubricated front ends on both Midgets and replaced a leaking fuel line on the 1500. I've had both cars out for short trips to stretch their legs...that's about it.

Joe Johnson

I've washed up the old dishes and I have washed up the clean dishes! I've polished my new shoes and I have polished my old shoes. I've washed the new car and I've washed the old car (Truck). I've cleaned out the old clothes and I'm working on the new clothes. Y'all come see me, I'll be in room 101 at the "Happy Farm" if something like this virus mess don't stop!!!!

SOCIAL DISTANCING LEADS TO CURIOUS WANDERLINGS

BY:

CHARLIE DURNING



Over the years folks have asked me about my automotive adventures. Recently I was asked if I would share some of those adventures with our members. Since nothing is going on with EMC due to Covid-19, I thought about it for a while and thought, why not. In an effort to not put the readers to sleep I thought I would concentrate on some of the misfits, lost causes, and experiments. Some turned out well and others were a learning experience.

This whole fascination with cars started way back when my dad bought a new 1953 MGTD. We all enjoyed the adventures we had in that car. The biggest of those were we would pile my parents and 5 of us kids into the MG and head off to parts unknown.



Here is my family in 1953 I am on the spare tire.

From then it was an addiction. Fast forward to my high school days. By then I was building dune buggies out on the drive way, much to my mother's displeasure. As a necessity, I ended up on a first name basis with the local junk yard owner who allowed me free run of the place. At one time I had quite a collection of valuable treasures packed away in the garage, **all funded by a paper route.**



Minor. It Ford that had so

The first Brit car I owned was a **1953 Morris** was towed home on a rope behind my **1939 pickup**, with a 4 speed "crash" transmission, much blow-by that it looked like it was on fire with smoke barreling out the windows of the cab while going down the road. I think we got asphyxiated every time we drove it. Back to the Morris. It was a lost cause so it was parted out and the parts were used to keep friends' cars rolling.

I fixed the '39 Ford by building a **hot rod '53 Ford** Flathead engine with a pair of Offenhauser heads, dual 97 carbs, and a Mallory distributor I found at the junk yard. It ran well, but the high compression pistons hit the high compression heads. Using two head gaskets under each head solved that prob-lem, resulting in a net loss of compression.

The truck got sold and I dragged home a '38

It had no engine or trans and no floor in the bed. I worked out a deal with the junk yard owner for a '55 322 Buick Nailhead engine and a Ford truck transmission. The two were bolted together with an adapter kit from JC Whitney and installed in the truck. Using ½ gallon of yellow paint and 1 gallon of thinner that truck was painted yellow, which turned out to be more calico than yellow due to the 3 colors of primer. Looking for another project. **That truck got sold.**



From there I got a line on a **FREE 1955 VW Bug**, with a blown up engine, located in **Tonopah, Nevada**. That was too good to pass up. So a buddy of mine and I took off in my dad's '62 Rambler American to get it. We made it to **Tonopah** by noon, sealed the deal, bought a rope, and had it back in **San Diego** by midnight that day. **This was 500 miles one**

one way, pulling a car on a rope! Luckily there were no peace officers roaming around on Hwy 395 that day.



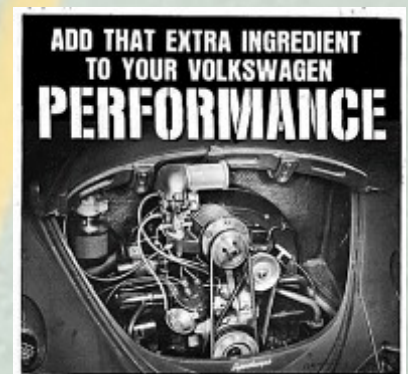
Once home, I located a used, but running, 36 hp VW engine for \$10.00. After I got it installed I found out it didn't run very well. Yanked it out again and bought an overhaul kit from JC Whitney. Once assembled, I



did a little poking around and found out that there was a VW shop that had an engine test stand. I gave them a call and they agreed to let me use the test stand. After a successful run, the owner offered me a job as soon as I graduated, which I took.

The VW took me through my high school senior year. During that year I horse traded for a **Judson supercharger** to see if I could get some more power. I got it adapted to the VW but it did not perform as advertised. Though that was a bust, it looked snazzy, and gave me bragging rights.

The VW was the traded for a '64 Alfa Spider with a blown engine. Yep, it got towed home on a rope and parked in my parent's driveway. Out came the engine, only to discover the engine had spun the #2 and #4 main bearings. The problem here was there were no undersized main bearings to be had in San Diego. All were on backorder. A buddy of mine suggested getting the crank hard chromed back to standard. Since he worked in a chrome shop, I got it done for FREE. The solution for the loose fitting bearings in the block was to drill the bearing shell and block and secure the bearing to the block with a roll pin, just like the bearings were secured in the VW engine. It worked.





The tall skinny guy in the white shirt is me. We were removing the engine in the Alfa.

Got rid of the Alfa and bought a '63 GMC Pickup with a worn out 305 V6 engine. That thing was a dog. In a search for more power I ran across a garage sale that had a 425 hp Chev 409 engine for sale for \$25.00. I snapped that up. After a quickie overhaul and swapping out the dual 4bbl carb manifold for a single, the engine was installed in the GMC. It ran great but doing "burn outs" was hard on rear axles. I liked that one so much I ended up swapping out the running gear and converting to 4 wheel drive from parts located at the local junk yard.

After the GMC, I dragged home a '62 Toyota Land Cruiser with a connecting rod through the block. And, yep, parked in my parent's driveway. After removing the engine, I looked at the transmission and figured I could mount the trans to a Chevy V8 with a little maneuvering. Using a friend's lathe I modified the front trans cover to accept the Chev throw out bearing and to locate in the Chev bellhousing. It fit and bolted right up.

Here I am in action in the Southern California desert.



The Toyota went on to get Saginaw power steering, a Saginaw 4 speed adapted to the transfer case, then a Turbo 350 auto trans, a Rancho overdrive, and Bendix Hydroboost power brakes. I narrowed a Ford 9" rear end and added locker diffs both front and rear. In the end, that thing was an animal in the Southern California desert. Kept it for 24 years.

Back to Brit cars. After high school I found a Mini Cooper with a 997 engine for \$175.00.

was the title was ble so I have no the year. Since I one at the DMV, was resolved



The catch question-idea about knew some-that issue quickly.

Shortly after getting the car, the transmission shot craps. So a trip to the junk yard netted a trans from an MG 1100 for \$10.00, but I had to pull it. What I didn't realize at that time is the MG 1100 had a 4.11 final drive ratio whereas the Mini had a 3.54 final drive to accommodate the smaller 10" tires. The 4.11 ratio would have made for a good autocross car, but not a daily driver. So out came the engine/trans again. Swapped out the final drive gears and all was well. In the end the car got a \$29.00 BRG Earl Scheib paint job and was **sold**.

From there some cars got pretty boring, some not so much, a few Brit cars, Italian cars, French cars, and Swedish cars thrown in for good measure, and who could forget the "Chick Magnette"?

And of course I couldn't leave well enough alone with any of them. Not leaving well enough alone continues with the MGBGT and the Morris Minor. I won't go into any of that here, perhaps another time.



Well back to being under house arrest because of Covid-19. Hmmm with all of this free time I may need to modify something. Time to head out to the garage to see what can be “improved”.

I never thought the comment

“I wouldn’t touch him/her with a 6 foot pole”

Would become a National Policy, but here we are!

Richard Greene

British Corona

It is now the third week of shelter in place and the cracks are starting to appear. My wife was furlough and is now the reigning Welfare Queen. While she seems to be completely enjoying herself it has been quite difficult on me. You see, when she was at work, I became quite adapt at avoiding her many house rules. You know the ones like: You're not going to wear those shoes in the house; you didn't touch the garbage can without gloves; you didn't wash your hands properly; You put the mail in the wrong location; Did you change your underwear today; you get the idea'. It hasn't helped that I have decided to forego haircuts and shaving for the duration. In the past I was going for the suave Sean Connery look, but unfortunately, I have degraded more into the Gabby Hayes realm.

Since I have been spending more time in the yard and garage to avoid the dreaded "You didn't".- I have been able to catch up on some of the LBC and others repairs and maintenance. My cars have never been cleaner or more in tune. The neighbors have become quite leery of me when I am washing the cars in the drive. First comes the hazmat suit, then the foot booties, the hair surgical net (not that it is really needed), the face mask is next with the respirator, and finally the gloves. All of this makes me look like some creature from outer space. It doesn't help that this cumbersome outfit causes me to stumble around and trip over the water hose. The mask fogs my glasses only adding to the equilibrium issues. All of these acrobats tend to trigger my inner Pirate language that is not fit for children or proper women. Not that it matters, as the respirator muddle my every word so all that is heard is a low babble of incoherent words.

The Nash Metro had been leaking anti-freeze from under the dash onto the floor mat. I researched the workshop manual and narrowed down the leak to the heater control valve mounted under the dash. It had a cable control that moved the valve from fully closed to fully open. Two water hoses connected to from inside the engine compartment. The valve was leaking only in the fully closed position (No Heat) and would decrease leaking as the valve was opened up allowing heat to pass into the heater core. Not the ideal position for driving in Mississippi with the heat on full to prevent leaking. At first, I had decided to just connect the engine compartment hoses together to bypass the valve and the heater core. Since I now had time on my hands and I was still avoiding the harassment that came with being in the house, I decided to tackle the heater control valve. The Metro was made in England but was sold by American Motors. It had what they called the Weather Eye heater option. Why this was called an option is beyond me as all were made with this. This was not just a heater valve, but a "Automatic Control" water valve. Their description: "The water control valve is operated manually and automatically which in turn controls the amount of fluid passing through the

heater core. The thermostat incorporated in the valve has a flexible capillary tube leading from a small gas filled chamber and bellow to a position directly behind the heater core". Holly Molly, what have I gotten into?

After about a gallon of PB Blaster on the rusted screws, I ended up snapping them anyway, I was able to remove the Water Control Valve and move it to my work bench. It did indeed have a small Bellows with a very long capillary tube that extended into the heater core. I remove the unit as one piece very carefully and it looked like it was designed to denigrate if any attempt was made to repair it. I carefully cleaned it and found a model number on one side. RANCO HTR-100. Further research revealed that RANCO is still in business but no longer making this particular valve. They did, however, make a Service Kit that could be used to service 170 original equipment valves on a variety of model cars, such as: AMC, Chrysler, Desoto, Fiat, Ford, GM, Hudson, IHC, Packard, Saab, Studebaker and Volvo. All of these prior to 1983. It took some time, but I did find a kit available from a specialty supplier. New valve was not available but I could get it rebuilt for about \$200. The rebuilt kit was about \$25 so I thought I would give it a shot.

The kit arrived and it consisted of a couple of rubber washers, a diaphragm type of water seal and a circlip. And, an important note: "At all times be observant in disassembly, as there are some parts that can be reassembled backwards, upside down, or with wrong orientation which may not let the valve perform properly." Of course, not a diagram, drawing or photo was included. What could go wrong.

The first thing I noted was that the valve was not screwed, bolted or soldered together but held together by metal flanges that were bent over in slots. The steps I used to disassemble the valve was as follows:

Removed the valve return spring from the arm and bracket.

Removed a clip from the Shaft and Lever Assembly. Could only be removed sideways involving what must have been a surgical procedure with forceps.

Bent 4 tabs up to remove the Frame Assembly. Naturally the tabs were made of cheap metal and looked like they were ready to break off with each bend made.

Removed what was supposed to be a Water Valve Assemble that was supposed to have a rubber diaphragm attached. It was missing having destroyed itself in the 70'S.

Removed the clip, bell and seal from the shaft.

Reassembly was the opposite of disassembly, no kidding. There was a note

There was a note for this though: all tabs on Valve body must be straight for insertion into the bracket with no major force applied, as this could bend the body and create a water leak. All this must be done while observing orientation.”

I straighten all the tabs fully expecting them to break off in the process. Replaced of the parts in the kit the best I could and reassemble the frame and body together. I carefully bent the tabs over to seal the unit the best I could but had to rig up my bench vise and jaw jigs to clamp the tabs down with enough force to prevent a water leak.

Next, I installed the rebuilt valve in the car, connected the cable and routed the capillary tube into the heater core. Started the car up and as soon as the water started to warm up it started leaking more than before I rebuilt it. What the heck!

Pulled the valve out again as above. Took it all apart and figured out that the diaphragm was in backwards. Thus, when the water got warm it pushed it away from the flange rather than into it. Since this was the piece that originally was completely gone, I had a 50-50 chance of getting it right. Since if it wasn't for bad luck, I wouldn't have any luck, I fully expected at least one of the flanges to break from the repeated bending and straightening. The Lucas God must have slipped from his Throne to go to the local Pub and missed my reassembly as I had no further problems. “Wait, what was that dear? Did I use the proper anti-seize on the valve bolts to the body?” “Did I intend to track that puddle of anti-freeze into the house?” “You're not wearing those clothes into the house, are you?” The Lucas God must have returned.



Remembering Sir Sterling Moss

By Mike Marsh

Dear Friends and Owners of a British Marque

With much time on my hands, I have been reading a lot about Sir Sterling since his passing. I knew about his great 1955 Millie Miglia win in the Mercedes-Benz 300 SLR # 722, winning by 30 minutes over MB Team member Juan Fangio but I did not know that he raced in 107 different autos in 529 different races, in which he won 212 of, you kidding' me, that's 40% against the World's best!

However, the thing that I never knew, that speaks volumes of his character and love of his Country, is this,

“Better to lose honorably in a British car than win in a foreign one.”



!

24 of the Marques he drove in his career.



Rest peacefully our friend.

Me: Alexa, what 's the weather like this weekend?

Alexa: It doesn't matter, you're not going anywhere.

A Visit With Leonidis

By Gene & Martha Johnston

Naples FL – During early March Martha and I were wandering around South FL and stopped in for a visit at the Revs Institute in Naples. Opened in 1988 the museum is rated among the top 10 automobile museum in the world with significant automobiles from 1896 thru 1995. The presented automobiles are rotated on a regular basis, a few were out for the Amelia Island Concours during our visit, however what is considered as one of the most famous pre-war MG's, Miles Collier's 1935 PA/PB "Leonidis" was on display. Of course, I had to snap a few pictures for my collection.



If you'd like more information on Leonidis you can check out the Hemmings write up at: <https://www.hemmings.com/blog/2018/01/26/leonidis-miles-colliers-aero-bodied-mg-racer-to-appear-at-amelia-island/>
If you would like more information on the Revs Institute follow this link: <https://revsinstitute.org/>

BLAST FROM THE PAST

By Charlie Durning

Pat and Barbara Cashman

Pat and Barbara Cashman had just taken delivery of their NOS Yellow Solex 5000 and Black Solex 3800 mopeds. EMC was there in the late 1990's to inspect the new arrivals. Present, in no particular order, were Pres John, Terry Trovato, John Simmers, Steve Collins, Dennis Loftin, Keith Anderson, and Barbara Cashman taking a ride on the 5000. Both Solex mopeds are still in service in the Cashman stable.





Just a Penny's Worth

Well we started off thinking there would not be enough submissions for a newsletter this month and low and behold I asked our members how they were spending their time Sheltering in Place. That's all it took. We did get one event in after all. It's hard to believe how strange our lives are right now and face masks sure are hot, but I encourage everyone to be careful and wear one.

Surely we will be able to get in more events in soon. Thanks to everyone who contributed to this issue. I think you will enjoy this one. Be Safe.

GO
AWAY



AND DON'T COME BACK!

Upcoming Events

May 8 - 9, 2020 – Springtime in the Smokies / Townsend TN - The 33rd annual event takes place in the shadow of the Great Smoky Mountains. Friday night hospitality is an opportunity to reconnect with old friends and make new ones. There will be time after the show and before trophies are presented to drive over and around the hills enjoying a little of what east Tennessee is famous for. Details: Jim Watson, spridget@charter.nt, or Richard Lockhart, (865) 548 – 9891 or www.blountbritishcars.org

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..MC Lotus Weekend / Braxton MS

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 the 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 o Ann have a way of throwing a great party in leade up to the EMC show. Come on out and see wihat David has added to 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 Bluff gathering so bring a dish and enjoy the fellowship. Begins at 11am Lunch at 12:00 noon. Details David and Jo Ann Bailey (601) 992-8566.

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