

# THE OFF-SIDE UNDO

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



Official Publication of the English Motoring Club of Mississippi

November 2016

On the web at [www.msemc.org](http://www.msemc.org)

Volume 30



## This 'n That

By Charlie Durning

For Donna and me October was a very busy month and full of conflicts. Unfortunately, we missed all of the October LBC events. On the bright side, many of our members did make the Euro-Fest, Fairhope, and Scarecrow. There are reports and pictures later in the newsletter.

The November tech session normally takes place at Bro Gene and Martha's place. Due to some remodeling issues the decision was made to do a Drive Through History to the Live Steam Festival in Meridian in place of the customary gathering at their home. More on the Festival later in this issue.

# Exhaust Rattles

By Charlie Durning

The weekend after Brits on the Bluff Editor Charlie struck up a deal to acquire Jim and Faye Enzman's MGBGT. Bro Clay and VP Steve tagged along to retrieve GT. It's now in Charlie's shop getting the once over. Charlie expects to have the GT back on the road soon.

If anyone is looking for a nice rubber bumper MGB, Jim & Faye's lovely green roadster is available



The MGBGT is pictured here.

By John Turbeville

Work on my TR6 has progressed by way of putting the first part back on the car in the frame off the rebuild process. And it didn't fit. In the picture is Keith Anderson trying to make the trailing arm fit, but no luck. The trailing arm came off the frame months ago, but it somehow has been warped at one attachment point.



This frame was a replacement for the original frame which required too much welding to fix. My original trailing arm seems to fit, however, now I need another set of bushings which are on backorder for 2 weeks...I'm hoping this is not an omen of things to come with this rebuild!

# A Note from the President

John Turbeville



Hi Friends,

It's been a dry and warm October, so I hope you've been able to get out and drive your LBC or at least gotten some shop time to fix up your ride. This awesome fall weather has made for 2 great car shows I attended--Renaissance and Scarecrow. The Brits turned out in full force at Renaissance; not as many at Scarecrow as it conflicted with Fairhope, but each was a fun day of chatting with car enthusiasts.

# 2016 Renaissance Euro Fest

By Mike Marsh

This year's weather produced the largest crowd ever as well as the most diverse field ever. There was something for all to enjoy. As usual, many of our members participated and several were winners.

Pat Cashman won the Ridge  
Tourism  
"Art of It All Award"  
with his 1950  
Armstrong Siddeley Station  
Coupe



Michael Gore won the Taggart,  
Rimes and Graham  
"Good Counsel" Award with his 1971  
Alfa Junior Zagato.

Some junior spectators checking  
out Michael Gore's Junior Zagato.

**Keith Anderson was chosen as the recipient of the Ed Wettach "Love Of the Automobile" Award.**



**Brian and Keith Anderson, Webb Collums and Family with Eleanor Wettcah receiving the Ed Wettach Award**

# Drive Through History 2016

By Charlie Durning

Smoke, noise, friends, Brit cars, a nice day, and a fun drive. Is there a better way to spend the day? Naaw. Brother Gene pulled off another good one. Normally the November tech session takes place at the home of Bro. Gene and Martha. However, this year the house is in the middle of a remodel so another solution was sought. 4 years ago Bro Gene and VP Steve had visited the Live Steam Festival in Meridian. As it worked out this year the festival took place on the same day as the scheduled EMC November tech session. Bingo! The Live Steam Festival would be a win, win, win.

The day began with a gathering at the Cracker Barrel in Pearl. Mike and Alice Glore get the "Early Arrival" award. When Bro Gene and Martha arrived there was glad handing and good natured conversation. The challenge for Bro Gene was to corral all of the folks for a prompt 9 am departure. That was accomplished, sort of. Before leaving the parking lot Bro Gene had an unexpected flat tire on the rear of his GT. Not a problem, we left him behind and Bro Clay assumed the lead.

The caravan headed to Hwy 80 for the drive to Meridian. Taking Hwy 80 was a good choice. Once free of the Brandon traffic it was clear sailing. I had never been on Hwy 80 east of Brandon. The drive was scenic with only a few interruptions as we transited the small towns along the way. BTW Bro Gene and Martha caught up with the group at our relief stop.

When we arrived in Meridian we took a circuitous route along the one way streets to the show site. Once there we were directed to the car show site. The site was crowded but somehow we all found a space. Our little cars drew quite a bit of attention. It's satisfying to see there are folks who appreciate our little cars.

Once parked we headed out it to Weidmann's Restaurant for lunch with the Mercedes group. The EMC head count was 19 folks. The service was gracious, the conversation was entertaining, and the food was good. Well enough of that...We came to see **smoke and noise**, and indeed we did. The Sole' Museum is located inside of a manufacturing plant where the manufacture of steam engines lasted well into the 50's.

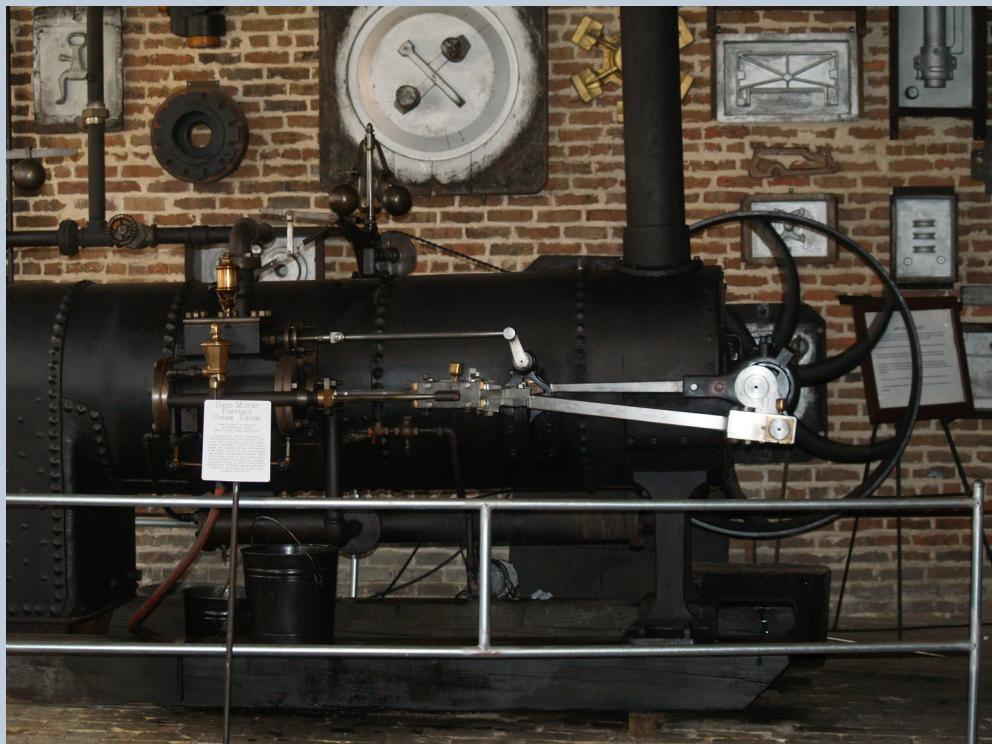
Once inside, the first stop is the machine shop. We could tell that Mike Glore was at home there. Many of the machines were in operation by students from the local college who were making all sorts of stuff. The next couple of rooms housed a wide variety of steam engines from the small table top models to giant workhorses. Outside was a huge sawmill. The sawmill was in operation cutting slabs from a tree trunk. Frankly, it looked like fingers and arms could be lost on that machine.

At about 3 PM it was time to head home. Each of us said our good byes and headed out on a route of our choosing. Some returned via Hwy 80, some via I-20 and some via the back roads to the south. All in all it was a day well spent.

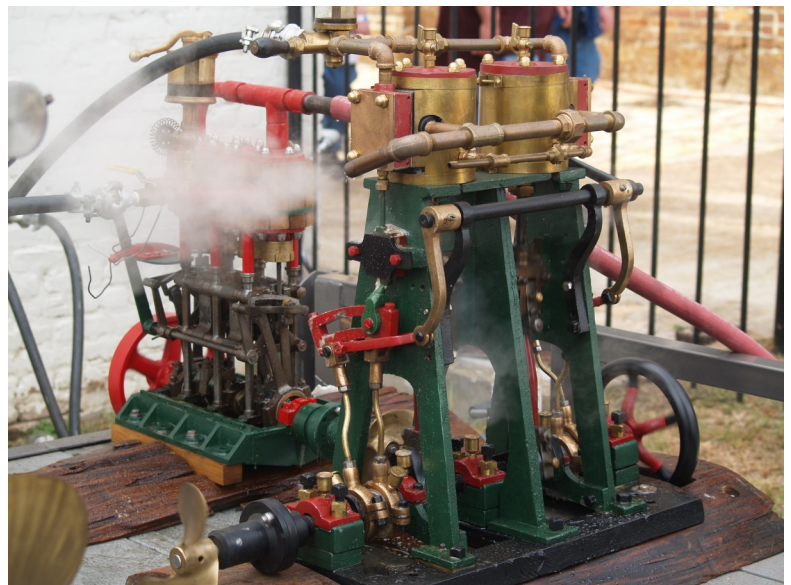
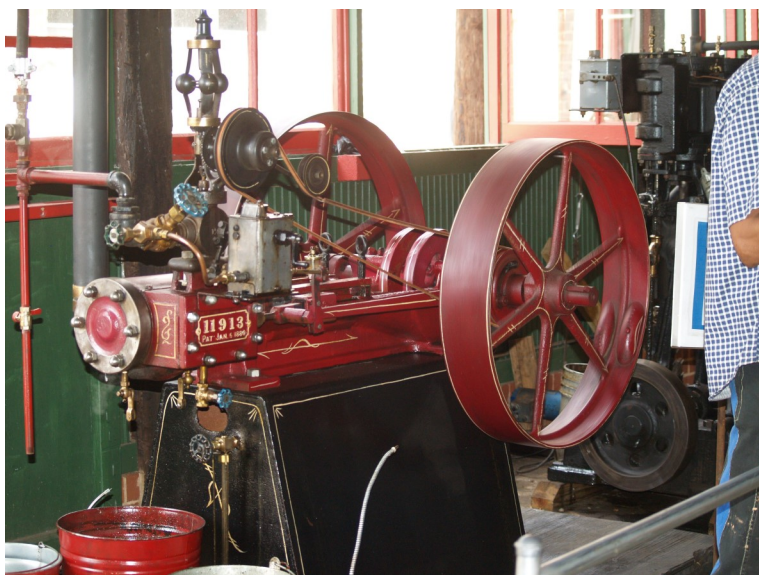












# Owning a Lotus Turbo Esprit – It Takes a Club

By Kent Turner

Our family has owned a red 1986 Lotus Turbo Esprit for about 14 years now. This is a lovely car to drive, robust performance, excellent handling; however, it is prone to drawing attention, which is not always good, especially if you try running errands around town, stopping at the grocery, drug store, etc. We have had our GMC Acadia keyed before. Surely the mindset that would do such would find bliss in the opportunity to key a Lotus. I only mention this as it is the source of many of our problems with our Lotus. We have always been reluctant to go out and about in it. So, unfortunately our Lotus experienced several months of down time simply because we could not work driving it into our schedule. And as Mike Glore (our club's resident Lotus aficionado) would say – "DRIVE THAT CAR!". And as we all know, that is certainly the soundest advice ever for any vintage automobile owner.

Well, having sat for several months with ethanol fuel in its tanks, our adventures (and expenditures) began to restore it to being the lovely car that it was to drive. Our efforts included replacing both fuel pumps, fuel accumulator, fuel filters (multiple times), cleaning fuel injectors, recoating the fuel tanks (a MAJOR job to remove them) and crossover piping and of course basic tune up replacing plugs and distributor components, etc. The activities occurred over a two year period while the car continued to run – poorly. The car would run great once the turbo spooled up (at about 2500 rpm), but would stumble, misfire and display lack of power at lower rpm. So the lovely driving experience became one of anemic, erratic performance until the turbo kicked in. At that point you would experience rather abrupt and exhilarating acceleration. Fun for a bit, but this is not a car that you can keep the accelerator to the floor for very long.

So much for the background. Our salvation came when Mike Glore decided to pass one of his Esprits to Brian Anderson, son of Keith Anderson our club's Technical Chairman. Clearly the Andersons represent the most knowledgeable local team for anything British that I am aware of. So last spring at the Cashman's tech session my son Stephen and I begged, pleaded and ultimately persuaded Brian to take our Lotus home with him, keep it as long as it took, but fix it. The argument being that he could "learn" about his newly acquired Esprit while fixing ours. Part of the problem with "fixing" a Lotus is that there simply are not many of them. For the Esprit, Lotus only made about 200 USA models per year and being handmade they all seem to be a little bit different. Also via Lotus Motor Car's numerous owners and corporate restructuring, there is basically no dealership support for their older cars. The only time I ever called a "dealership" I was told that my car was "obsolete" (yes that was the word they used - "obsolete") and it was no longer supported and they had no parts, manuals, etc. Oh yea, Mike Glore had already warned that the set of shop manuals that we have for the car cannot always be trusted either, especially for tuning specs. So the best support is previous owners, forums and of course your club friends (remember – it takes a club).

Brian began a methodical approach to diagnose our problem, including replacing the distributor, testing and replacing several sensors, etc. While improving low rpm performance, the car was still experiencing cold engine starting and was still not running as smoothly as it should. Clearly, something was still not right.

However, during one of our club's tech sessions, Charles Durning (our past president and current news letter editor) mentioned that it sounded to him like it may be a problem with the Bosch fuel injection system. Based upon symptoms, we had thus far been focusing largely on ignition. Charles has had experience with Bosch systems and suggested we get one of Bosch's diagnostic books as they were very good for trouble shooting their systems. I promptly bought several Bosch books and passed them to Brian. It turns out that our problem was with the warm-up control module. It was gummed up with trash, etc. from having sat for so long.

The relatively inexpensive (\$60.00 or so) rebuild kit has our car running "lovely" again. Actually I believe Brian and Keith have this car running better than it ever has since we have owned it. They discovered several things while going over it (including replacing the distributor) that have greatly enhanced low rpm performance which results in a much smoother power curve when the turbo kicks in. Of course it still has some turbo lag, but the lower rpm power makes the car much more enjoyable to drive now as the turbo "surge" is far less pronounced when it does arrive since the engine is already pulling strong when it does boost.

Lessons learned. "DRIVE THAT CAR"! And when you have exhausted all hope, rest assured that help is always available via your club and I cannot say enough favorable things about having Brian and his Dad work on our car. When you have someone work on your vintage car, you want someone with knowledge and experience, someone that will be thorough and not necessarily quick to get it out the door without exploring all angles. And most important, someone that loves what they are doing and will treat your car exactly as they would their own. Clearly our club's Brian Anderson exceeds those requirements.

**Yes – it takes a club and we are fortunate to have the Andersons in ours.**



**Brian Anderson and Stephen Turner, and the 1986 Lotus Turbo Spirit**

# Turners' Lotus Project

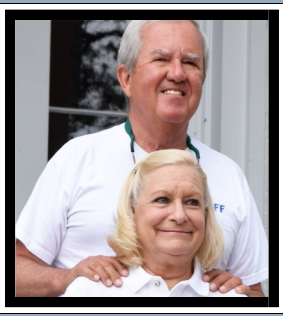
By Keith Anderson

When Kent and Stephen Turner asked Brian to work on their 1986 Lotus Turbo Esprit, I was reluctant to bring it to our house due to the perplexing issues that they had described. They noted the symptoms of difficult cold starting, very poor throttle response, engine stumbling while cruising and significant turbo lag. But Brian was confident that he could figure out what the Lotus needed to be put back on the road again.

The compression on all cylinders was good with 150-160 psi when cold. Multiple sensors and relays were checked and the oxygen sensor was replaced. So then Brian started checking the ignition system. The coil did not test within specs so it was replaced with an upgraded unit. When we checked the timing we found that the distributor was not advancing at all. Brian disassembled the 45DM4 Lucas distributor and found that it was missing the springs and weights in the bottom. The upper and lower distributor shafts were locked. The vacuum advance was not working either. Our research determined that the Lotus factory used the MG Midget-45D distributor. So we purchased a new Lucas-45D "after-market" distributor for \$45, installed a "PerTronix Ignitor" ignition, and set the timing suggested by Lotus guru, Mike Glore. With the ignition system done, the car ran smoothly down the road with improved throttle response. But the car was still hard to start and somewhat sluggish, not the high performance Lotus that it was designed to be.

Lotus used the Bosch K-Jetronic fuel injection system in the Esprit for two years, and only on USA cars. Since this was originally a California car it may have been subject to changes for emission testing as well. Brian read through the Bosch manuals and determined that a lean mixture may be the source of the problems. The Bosch warm-up/control pressure regulator seemed to be the culprit. So he bought a rebuild kit with many gaskets and O-rings and reassembled the unit, trying to keep the two bi-metal temperature sensors in place. He found that the jet inside the regulator was completely blocked, perhaps due the ethanol fuel being used.

The rebuilt regulator solved the hard start issue and it transformed the performance of the car. The various sensors all work together so that the lean mixture problem was resolved throughout the RPM range. Now the engine pulls smoothly in low and midrange. When the turbo boost starts to kick in after 2,500 RPM the Lotus really takes off, just as Colin Chapman had designed it to do.



# Blast from the Past

By Terry and Merideth Trovato

E-Type Jaguars were in abundance when Brits on the Bluff was held at the Rosalie Mansion in Natchez 14 years ago. The perfect weather that day allowed them to glisten in the sunlight.

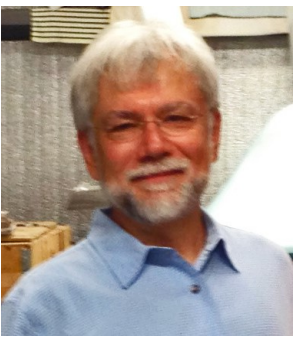


Can anyone guess the couple in the far left of the picture?

They are looking a 1913 motorcycle with a wicker sidecar.

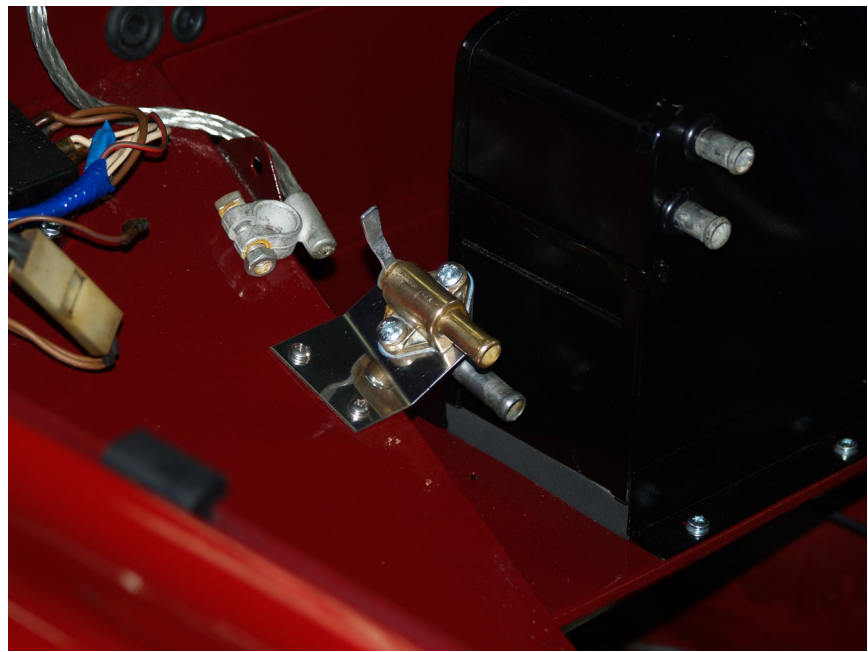
# Fun with Midgets - 7

By Steve Whitlow



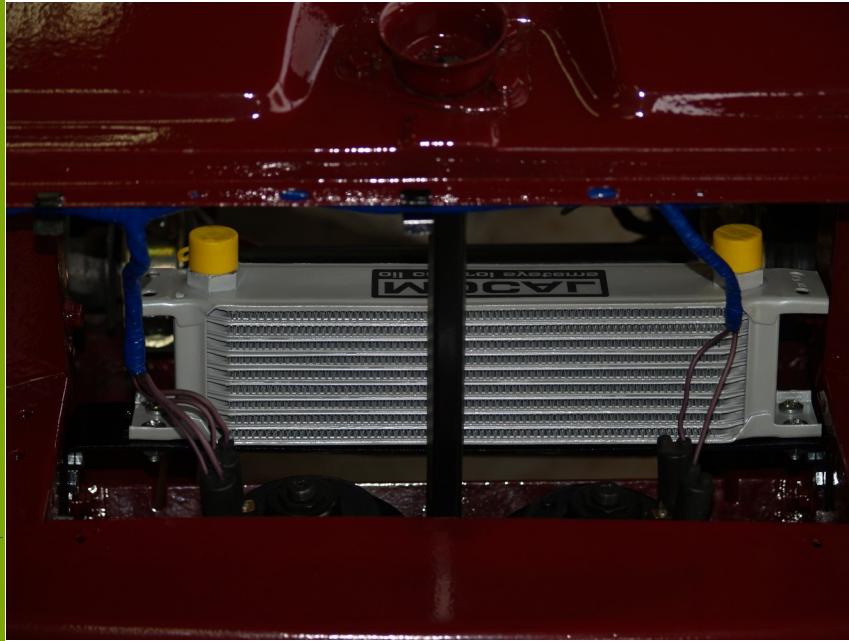
In the time since the engine bay was re-sprayed all the ancillaries have been cleaned, refurbished, painted, or replaced. Heater box, pedal box, wiper motor, PDWA block and water tap have all been restored and gone back in the car. The wiring harness has been cleaned and rewrapped, terminals cleaned and bullet connectors replaced. The fuse box and starter solenoid have been cleaned and the battery and earthing cables have been renewed. Brake and fuel lines have been inspected, cleaned and polished...**that's right, polished.**

Radiator, heater core, starter motor and alternator have been sorted and pronounced fit by trade specialists. The stainless water tap bracket by Ashley Hinton adds a bit of bling to the engine bay. I'm also using his stainless carburetor heat shield. Bazinga!





New metal Lucas horns were mounted in the valance floor like the chrome bumper cars. This allowed mounting the oil cooler bracket in the location used by the factory as an oil cooler was always an option on the A series cars. Even though the option was not offered on 1500 models, the mounting holes were never deleted.



Since the Zenith Stromberg carburetor has been scrapped, the anti run on valve and oil pressure switch have gone in the trash bin as well. Joining them is the original water pump and clutch fan assembly. The new pump and fan are the UK home market versions-simpler, lighter, less expensive too.

The engine and gearbox have been cleaned and painted, the sump gasket replaced and a new (NOS) fuel pump and uprated oil pressure relief valve fitted. The distributor has been cleaned, oiled and 'o' ring replaced. A new cap and rotor from Jeff at Advanced Distributors have been fitted. Likewise valves adjusted and plugs and plug wires renewed.

The flywheel in general and the clutch mating surface in particular were cleaned and a new spigot bush fitted.





The clutch release arm was cleaned and installed with all new fittings.

A new AP clutch (the original UK manufacturer of Borg & Beck) was installed. Here's the Engine assembly ready for installation.



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And in she goes!

At last the engine is back where it belongs! The front engine mounts weren't too difficult and to my amazement the rear mount was a breeze.



The exhaust tubular manifold was mounted using new engine studs. It took a bit of metal massaging on the 'H' frame to insure adequate clearance.



Here's the inlet manifold for the SUs installed. Note the correct 't' fitting on the water return pipe.



And lastly, the SU HS2 AUD441s are mounted. We fabricated a shim to insert between the passenger side engine mount and bracket to provide additional clearance for the rear carburetor float bowl.



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These carbs are so much sexier than the Zenith Stromberg!  
See you next month.

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# From the Passenger Seat

By Donna Durning



## Happy Thanksgiving!

We all have family favorite recipes we like to make for Thanksgiving. My grandmother, Leila Barrett had a tradition of serving Sauerkraut Salad with the turkey and dressing. I know what you're thinking..."Sauerkraut? Really?" Yes! You will be pleasantly surprised how tasty it is to eat alongside your dressing! My dear grandmother has been in Heaven since 1999, but I try to keep her tradition going! I hope you'll try it! We have so much to be thankful for. Today I'm thankful for the years I had with all of my grandparents.

### Sauerkraut Salad

Leila Barrett

1 can sauerkraut. Chopped and drained

1/2 cup sugar

1/2 cup celery, chopped

1/2 cup carrots, chopped

1/2 cup green pepper, chopped

1/2 cup onion, chopped

1/2 cup apple cider vinegar

Mix all ingredients and marinate overnight.

This is good to serve with turkey and dressing.



Donna's grandparents,  
Leila and Clayton Barrett



## Contact Me

*If you have an idea or an article for “From the Passenger Seat”, please let me know. I’d love to feature yours!*

**durning.donna@yahoo.com**

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## Upcoming Events

**December 3, 2016– EMC / DSARC Christmas Party / Vicksburg MS** - We return to the place that started the 2016 EMC tech sessions. Make plans to join us at Pat and Barbara’s to wind down 2016 with the EMCs year end gathering. Again in 2016 we will be sharing the table with the Deep South Alfa Romeo Club so bring a dish and join what’s become a great gathering. The party starts as 2:00pm. Details: Pat / Barbara Cashman (601) 638 – 3240.

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