

THE OFF-SIDE UNDO



“A gentleman does not motor about after dark.”

Joseph Lucas

November 2022



HAPPY THANKSGIVING!

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OFFSIDE UNDO?

By Terry Trovato

The name of the EMC monthly newsletter was dubbed “Offside Undo” decades ago by Pat and Barbara Cashman and, of course, is still in vogue today, but in retrospect have you ever wondered why the eared knock-offs used to attach wire wheels to the splines on the right side of our British cars are stamped with “offside”? Obviously, the “undo” designation determines which way you should apply the hammer to the ear of the knock-off to loosen, or undo, the wheel. But “offside”? That’s another story. It goes back to the horse-drawn carriage equestrian days in England prior to the invention of and manufacturing of the first automobile in the Mother Country. A bit of background:



An Englishman always mounts his favorite steed from the left, or near, side.



A vintage Bentley reveals its wooden skeleton.

The first automobile bodies in England were created by “coachbuilders,” who had been building coaches which were pulled by teams of horses. More often than not, the bodies of these coaches contained wooden skeletons and this practice was continued when it came to creating bodies for automobiles. And, to carry the equestrian theme further, when wire wheels, manufactured by Rudge-Whitworth featuring an eared, center-locking knock-off hub system, came into

vogue, the knock-offs designated to hold the wheels onto the right side of the vehicle were designated as “offside.” Why? Because an Englishman always mounts his favorite steed from the “near,” or left side; hence, the right side of the animal is the “off” side.



Jaguar eared knock-off for the right, or off, side of the vehicle.

It should be noted that the left-side eared knock-offs have a right-hand thread pattern, while the right-side eared knock-offs feature the reverse, left-hand thread pattern. This ensures that the knock-offs, when correctly applied to the designated side of the vehicle, won't loosen themselves while traveling forward. There are two common safety concerns here: One, never install the knock-offs designated for the left side on the opposite side of the vehicle and vice-versa. When affixed to the proper side of the vehicle, the knock-offs are self-tightening, but if reversed, they are self-loosening! Also, it is suggested one should never try and tow a wire-wheeled car backward via a tow-dolly.

So, "Offside Undo"? Thank the equestrians from days gone by.



EUROFEST 2022

Another car show success and good time, a summary and video of the day's happenings can be found through the below link to the Eurofest website. A few of our club's own members claimed a number of awards, which are listed on the next page.

Video: <https://youtu.be/fTk8oUhORZs>

Website Update: Latest Update | Euro Fest (euro-fest.net)

ebay motors BEST OF THE RENAISSANCE VINTAGE **1966 Land Rover 109 S2A** **John Poole**

BEST OF THE RENAISSANCE NOUVEAU **2008 Rolls-Royce Phantom** **Billy Hawkins**



Club Members Awards

British Closed

Mike Hooten 1983 Jaguar XJS Outstanding in Class

British Open

Jack Torrence 1976 Triumph TR6 Outstanding in Class

MG

John Lange 1949 MG TC/EXU Best in Class

Jack Orkin 1974 MG Midget Outstanding in Class

Italian Open

Andy Menapace 1958 Alfa Romeo Spider Outstanding in Class

SPECIAL INTEREST LESS THAN 25 YEARS OLD OPEN

Marc Schmitz 2016 Morgan 3 wheeler Best of Class

SPECIAL INTEREST LESS THAN 25 YEARS OLD CLOSED

Dominic LaValla 2010 Ferrari 458 Italia Outstanding in Class

PRESERVATION

Bill Silhan 1936 AC Light Six Doctor's Coupe Best of Class

SPONSORS' CHOICE AWARDS

Richard Branyan THE ED WETTACH "LOVE OF THE AUTOMOBILE" AWARD









AUTOPSY OF A 1098 PART 6: DONNA'S MORRIS MINOR LIVES AGAIN

By Charlie Durning



With the short block and transmission firmly mounted in the Morris chassis, all I lacked was finishing up. The rest of the assembly was straight forward and without any drama, sort of.

The head was attached to the block and the upper valve train topped off the head. To make the valve adjustment go a little smoother, I made a couple of special tools. I'm sure we have all experienced the frustration of the screwdriver and end wrench slipping out of place while adjusting valves. In order to keep the screwdriver in place, I slipped a piece of plastic tubing over the blade end of the screwdriver. That tube will fit over the top of the adjuster and keep the screwdriver from slipping out of place. The end wrench was modified on my belt sander to remove the internal taper. By removing that taper, the wrench can have full engagement on the lock nut.



The intake and exhaust fit just like they had been there before. The distributor was installed and static timed using a test light. The lube system was primed with fresh oil and a second check was made to ensure that all of the external plugs had been installed in the block.



With the spark plugs still out, I got up my courage to see if the engine could build oil pressure. To my relief the oil pressure gauge read 60psi almost immediately when I started to crank the engine. Whew, that was a relief. Now I can feel confident in assembling the rest of the car.





With the cooling system installed, transmission filled with oil, and the drive shaft installed, it was time to break in the new camshaft. Breaking in the camshaft consists of running the engine at around 2000RPM for about 20 minutes or so. The process should be straight forward. At about 7 minutes or so, the temperature began to climb. Once it reached 210 degrees I thought it best to investigate. Sure enough, the temp below the thermostat was really hot but above the thermostat and the top tank of the radiator was only warm to the touch. Well rats, the new thermostat must be stuck.

I decided to let the engine cool down and investigate the problem the next day. But then I heard a big burp come from the radiator. I felt the top tank and it had warmed considerably. Perhaps an air bubble had been trapped in the cooling system. Upon the engine restart the temperature dropped down to 160 degrees. With that relief, the camshaft break in resumed without incident. The engine ran cool and had plenty of oil pressure for the rest of the break-in period.

The next day I finished buttoning up the loose ends and brought the car down from the "Lotus Position." Since a shake down drive is in order I headed for Hwy 49 and went south for about 20 miles. Everything checked out and then drove back. Upon returning to Magee I stopped for a victory celebration at the Dairy Queen.

When I pulled back into the shop I did an inspection for leaks. The pinion seal on the rear axle was leaking. After I had installed the 3.9 gear ratio third member the axle sat for over 2 weeks full of oil and never leaked a drop. That's another story. The best part is there are no discernable leaks on the engine, fingers crossed it will stay that way.



Victory celebration at the DQ



Ready to go!



THE PERFECT PICNIC

From Hilda Leyel's *The Perfect Picnic*

Menu No. 10

Cottage Crab

Baked English Casserole

French Bean Salad & Mousse of Eggs

Lemon Cake

Cottage Crab Boil a pound of good firm fish, either hake or skate, flake it while hot and free it from the bone and skin. Leave it to cool. Lay a ring of it round the dish in which it will be served, and outside a ring of thinly sliced cucumber, and outside that a ring of small lettuce leaves. Fill the inner ring with the following mixture. Put into a small saucepan four ounces of pickled shrimps, shelled and chopped, two eggs and a lump of butter, cayenne pepper, and salt to taste. Stir in a double boiler saucepan till thick and then add to the centre of the fish ring, Then put a ring of cooked Patna rice between the cucumber and the lettuce and sprinkle it with chopped red pepper.

Baked English Casserole Wash two young rabbits, cut into joints and places them in a casserole. Sprinkle over and round them with stuffing made of half a pound of bread-crumbs, a tablespoonful of chopped onion, two tablespoonfuls of chopped parsley, a tablespoonful of mixed herbs, a tablespoonful of chopped candied peel, a good pinch of pepper, and an egg. Lay on top of the stuffing half a pound of bacon cut into thin rashers. Pour over the whole half a cupful of milk, put on a lid and bake it in the oven for two and a half hours. This is one of the dishes that would be better hot and that would easily go into a wide mouthed thermos.

Salad of French Beans Slice and cook the French beans in the usual way. Put into a colander to drain and then place in the salad bowl. Season well and pour over them a dressing of oil and vinegar, and sprinkle with paprika.

Mousse of Eggs Put through a sieve the yolks of four or more hard-boiled eggs and chop the whites separately. Then add to the yolks Lea & Perrin's Worcester Sauce, tomato ketchup, and anchovy sauce to taste, and three tablespoonfuls of aspic jelly. Then add the whites of eggs and half of pint of cream lightly whipped. Put into a mould and place in the refrigerator. Run a little more aspic over the top and turn out on to a bed of lettuce.

*A lemon cake recipe was not included in the book, so here is one if this menu finds its way into your picnic plans: [Moist Lemon Cake Recipe {Homemade Starbucks Lemon Loaf} \(platedcravings.com\)](http://platedcravings.com)

SEVERAL FINE DAYS

By Gene Johnston

Three EMC member cars made the beautiful drive down to Fairhope, AL for the 32nd Annual British Car Festival hosted by the South Alabama British Car Club. Clay and Debbie Johnston and Martha and I went down on Thursday afternoon to enjoy this lovely hamlet on the eastern shore of Mobile Bay. We stopped along the way for lunch at Shady Acres which has recently been added as a favored EMC drive and eat stops. They didn't disappoint this trip either. Day One weather was great with cooler temps and clear blue skies. On Friday, Pat and Barbara Cashman rolled into town in their own Triumph TR6. Pat reported that other than an occasional yet undiagnosed burp, the TR6 ran flawlessly. Friday, the SABCC's pulled pork reception dinner was great. We got to visit with friends that we've not seen recently and those that are regular LBC travelers. Saturday, I was up early to disperse some of the road grime from our MGB GT in preparation for the show.

Following a big breakfast, we toured over to the show site where pre-registration allowed for our easy check in. We parked in our assigned area and set up our spot for the day. Martha held down the fort for most of the day which allowed me to tour the show site several times, to view the wide assortment of cars and visit with the owners. This was one of the best attended shows we've attended recently with a reported 140+ vehicles in attendance. Saturday's weather was great, and the show organization was, as always, without issue. Thanks to all the members of the SABCC that put in the effort to make the show a big success for the participants. We had a great time!





IMCDB

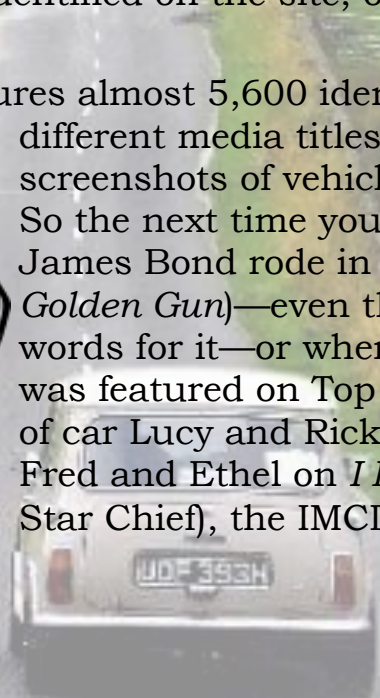
By Will Duncan

I'm sure it's happened to anyone who loves cars. You're watching a movie, and you see a beautiful or unique car but weren't given a clear view of the badging. Or you're talking to someone about a TV show you used to watch and trying to remember what kind of car the hero drove. Sometimes a quick search on Google will find what you want to know, but if it doesn't, there's always the **Internet Movie Car Database** (<https://imcdb.org>).



Some of you may already be familiar with the IMCDB, but if you haven't you should definitely give it a try. On one site, you can search for all appearances of a specific make and model in movies, TV shows, documentaries, and music videos. Or you can search for a specific title and see all the cars included in that media, with numbers of stars indicating whether the vehicle was a key component of the show, driven by a main character, driven by a character in a car chase, or only a minor or background vehicle. For both search types, you get screenshots of the vehicles taken from the media in question. There are other features, as well. If you want to try your hand at identifying cars that no one has yet, there's a section for that. There are also forums you can browse through to discuss cars and movies, find tips on identifying a car that's not identified on the site, or post new pictures of previously-unreported cars.

The site currently features almost 5,600 identified models from 79,000 different media titles, along with 62,000 screenshots of vehicles you can help identify. So the next time you want to know when James Bond rode in an MGB (*The Man with the Golden Gun*)—even though he had unkind words for it—or when a specific model of car was featured on Top Gear, or even what model of car Lucy and Ricky drove to Hollywood with Fred and Ethel on *I Love Lucy* (a 1955 Pontiac Star Chief), the IMCDB has you covered.



Fun and Games with a Lotus Europa Or How the Lucas Gods Always Win!

Part 2

By Richard Greene



I made the decision that I wanted the turn signal and bright light indicators to work in the new speedometer along with the lights on the dash. I decided to add a Deutsch connector between the new Speedometer and the car wiring. This was if I were to have issues (on boy did I) I could connect and disconnect the Speedometer easily. Boy did that come in handy. The picture of the speedometer was taken after the connector was fitted.

All I had to do was tap into each of the old indicator lines going to the dash light. **Wrong**, the TC only had one line going to the dash for the turn signal indicator and the speedometer had two, a wire for the left and the right indicators. OK, so I could tap into the original turn signal indicator and have both left and right indicators flash on the new Speedometer, or so I thought.

With the Deutsch connectors wired up and all the lines matched up I plugged the fitting together and turned on the car. I did have the battery disconnected while fiddling with the wires under the dash (Take that Lucas!). Once the key was turned on I tried the high beams first, both the old and new indicators light worked. Eureka (Clue the Superman Theme song) first step completed. Next I tried the right turn signal, nothing, no light indicator at all (Stop the theme song). Tried the left turn signal and only the old indicator stayed on and did not flash (Nothing on the new speedometer).



At least I had the Deutsch connector and I could easily disconnect the harness and trouble shoot. Buckle up and put on clean underwear as this is going to get confusing. Time to get out the Workshop Manual and copy the wiring diagrams. Lotus only put out one workshop manual for the Europa and adds supplements for the different years. There are about 26 wiring diagrams in the Workshop Manual (I don't think any of them are correct). There are the SI, European and US models (2), The S, English, European and US Models both left and right hand drives (6), The S2, English, European and US Models both left and right hand drives (6), the TC, English, European and US Models both left and right hand drives (6). The TC Special, English, European and US Models both left and right hand drives, (6).

Since the Europa is essentially a hand built car there are many varying factors between each car. Each car is wired individually and no wiring harnesses are used. For example, a car is being wired and the assembly line runs out of a Red wire with a White trace (Normally used for Panel light switch to panel lights), they might substitute Pink wire (After all Red and White equals Pink). Or they might substitute a Green wire (Feeds to auxiliary devices controlled by the ignition switch, e.g. wipers, flashers, etc.) for a Blue with Yellow tracer (Long range driving switch to lamp) Or as is most likely, they just grab what ever color wire is available and install it.

Add this to the fact that the car is over 50 years old and all the wires have faded into a yellow brown color regardless of their original color. Cleaning them is useless as either the wire insulation is brittle or all the color comes off with the cleaning leaving a light gray color. Since the car originally did not have any harness connector there is no way to trace wires but to go to the original starting point and trace back to the original device. Where multiple wires are grouped together they were wrapped with electrical tape the over time has hardened and fused together making it difficult to remove. Let the games begin!



UPCOMING EVENTS

November 5, 2022 – EMC Tech Session Ridgeland, MS - We'll have the chili on the stove and a wrench ready for stirring. We'll put together a project or two or perhaps take one apart. Hope you can make the final tech session of 2020. The garage opens early and lunch starts at 12:00pm. Details: Gene / Martha Johnston (601) 941 – 4892.

December [TBD], 2022 – EMC / DSARC Christmas Party Clinton, MS – The EMC has been invited to the home of Will and Jennifer Duncan for the year end 2022 Christmas Party. Make plans to join us to wind down 2022 with the EMCs year end gathering. Details: Will / Jennifer Duncan JenniferLongmireDuncan@outlook.com.

