

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

October
2021

This 'n That

By Roy Schooler

.What a nice BOTB this and all the cars showed well. Natchez always offers additional events and this year was quite special with the Hallmark movie production on the riverfront. Congratulations to all the winners.



2021 Brits on the Bluff

By Charlie Durning

Neither, heat, nor rain, nor a movie production company dampened this year's gathering for Brits on the bluff. Yes there was a threat of rain. The rain did rear it's ugly head on Friday morning but stayed away for the show. There was some afternoon heat but that was bearable. And there was a filming of a Hallmark movie in the area, we dealt with it.

Friday morning did indeed look to be gloomy. In spite of that Bro Clay, Joe, and I set out, looking for a nice drive to Natchez. The drive began with a light sprinkle that was more annoying than anything. By the time we passed Brookhaven all was clear until we came upon a manure truck that was not well tarped.

The truck had a generous load of the material and as it travelled before us it's contents wafted into the air and seemed to remain suspended for a very long time. After careful consideration, we decided to take charge and pass the offending truck. We did get pelted but at least we were able to travel through clear air once past the manure truck. At that point we prayed for rain.

The rain never came. When we arrived at the hotel the first order of business was to wash off the offending material.

Friday turned out to be a nice day. However, we were surprised to see that a movie company had taken over Natchez for a Hallmark Christmas movie. The town was decorated in the Christmas spirit. Part of the movie set was in the City Park. HMMM, we thought that the English Motoring Club had dibs on the park. As it turned out the park was double booked and the movie company was there first.

No problem. We shifted into the rainy day plans and made arrangements to close off the street in front of the Natchez Grand Hotel. As it turned out the alternate location worked out perfectly.

The Friday evening gathering at Richard Branyon's restoration shop went on without a hitch. The weather was perfect, the conversation was lively, and the food was plentiful. It was a good time for catching up with old friends and creating new friendships. Our thanks goes out to Richard for being a gracious host.

The "after glow" back at the hotel lobby went on into the night with lots of jocularly and tall tales.

the parking spots. I'm glad that Keith is a master of Tetras since not all of the drivers were skilled at following instructions. No problem there were plenty of

Saturday began with the promise of a nice day to show off our cars. That promise was fulfilled. Tech Guy Keith was out bright and early marshalling the parking spots. I'm glad that Keith is a master of Tetras since not all of the drivers were skilled at following instructions. No problem there were plenty of hecklers and parking coaches. In the end Keith did a commendable job, considering what he had to work with. On the other hand, Keith V got creative and set up his MGB saloon trailer under a big oak tree that is across the street. He had shade all day.

Clearly, the folks were having a good time taking in the cars that had never been to Brits on the Bluff and checking out the old standbys that show up faithfully.

I did notice that there was some bartering for votes. Something like "I'll vote for you if you vote for me". That has worked in the past. However, our new voting laws have made that a capital offence. In the end I only got 1 vote. Clearly voting integrity is intact at BOTB.

Once the voting was tallied, Pres John called the awards presentation to order. First order of business was the door prizes. I believe everyone got something. The awards were presented. Best of Show was awarded to Benny Stieger for his well-done Silver 1967 AH Sprite. Benny's Sprite is indeed a labor of love.

For Saturday evening we all split up into small groups and each headed to their favorite eateries. The evening closed out with conversation in the hotel bar.

Sunday morning we all said our good byes and went our separate ways. We will meet again at the next show.

I would like to thank all who worked hard to make BOTB a success. There was a lot of work going on behind the scenes.



Here is a list of the folks who made BOTB possible. I hope I haven't left anyone out.

Regalia Becky, Kent, Kelly, and Stephen Turner, Debbie Johnston

Parking, site prep Keith Anderson

Classes, numbering, ballots Keith Anderson, Stephen Turner

Ballot count Stephen Turner, Pres John Turbeville4

Out houses Charlie Durning

Hotel arrangements, T Shirts, Hats Pres John Turbeville

Registration Bro Clay Johnston, Stephen Turner

Reception Richard Branyon,

Photos Barry Schmidt

Everything in general Bro Gene Johnston



And the Winner is....

MG Midget-Sprite

- 2nd Cathy Kelly Maroon 1973 Midget
1st Benny Stiegler Silver 1967 AH Sprite

Austin Healey 100-4-3000

- 1st Richard Harris Green 1954 AH BN-1

Triumph TR6

- 3rd Stephen and Kelly Turner Silver 1972 Triumph TR6
2nd Keith Anderson Green 1971 Triumph TR6
1st Danny Varnado Black 1970 Triumph TR6

Triumph TR7

- 1st Barry Schmidt Bronze 1975 Triumph TR7

Jaguar X Series to 1974

- 1st Rick Huber Silver 1967 Jaguar E-Type

Jaguar Sports 1974 to present

- 3rd Cathy Greensfelder Green 2001 Jaguar XK8
2nd Tom Schmitz Green 2007 Jaguar XK Coupe
1st Jaryl Wilson Copper 1995 Jaguar XJS

Mini Classic

- 1st Randy Fleming Blue 1981 Mini 1000 Van

Empire Sedan

- 2nd John Turbeville Black 1998 Land Rover Discovery
1st Dennis Norris Silver/Green 2014 Aston Martin Vanquish

Empire Roadster/Convertible

2nd Kent and Becky Turner Gray 2005 Lotus Elise

1st K&T Wicker White 2009 Lotus Exige S260

Saloons

1st Richard Branyon Brown/Crème 1949 RR Silver Wraith

Best of Show

Benny Stiegler Silver 1967 AH Sprite

MGB Chrome Bumper

3rd Rob Stevenson Red 1972 MGB GT

2nd Gene & Martha Johnston White 1973 MGBGT

1st Will Duncan Red 1970 MGB

MGB Rubber Bumper

2nd Hugh Coleman Green 1978 MGB

1st Keith Vezina Maroon 1976 MGB

Hard Luck

Cathy Kelly Maroon 1973 MG Midget Stuck in 1st

Mayor's Choice

Keith Vezina Maroon 1976 MGB and Portable Pub



Best of Show





I'm Getting too old for this crap!

Part 1

By Richard Greene



The other day I was driving home from the **Coffee and Cars** in my Nash Metro and it started to rain. I went to turn on the wipers but they did not work. It was a light sprinkle and I was able to get home without further incident. The Metro also has a leaking brake wheel cylinder and someone at the Kroger's lot dented the right rear panel above the wheel opening. When I came out of the store there was about 6 people standing by the Metro and told me that a women in a white pickup truck (A Ford or a Chevy or a Dodge). They saw her get out, look at the damage that her trailer hitch did and drive off. Of course no one got a license number. So if anyone knows who this is let me know. But this is about the Metro. It's about the Lotus Europa.

You see, I needed to move the Europa out of the garage to put the Metro in. The Europa hadn't been moved in months but I keep it on a battery tender. I moved all the other cars out of the driveway to remove the Europa. While the Europa did turn over it just wouldn't start. After running the battery down trying to start it I just gave up and moved all the other cars back in the driveway (not allowed to park on the street in my neighborhood).

So the next day I started to try and determine what the problem was with the Europa. I quickly determine that I didn't have a spark. Fuel was getting to the cylinders but no spark. I cleaned all the plugs, check the gap and reinstalled them. Still no spark, but I had expected that. Next stop was the distributor. I had trouble with the points in the past and decided to remove the distributor to check.

Those of you not familiar with the Europa it is a mid-engine configuration with a twin cam engine shared with the Elan. For some unknown reason to me, wait it is a British Car, the distributor is mounting directly under the intake manifold and you can't remove the distributor cap unless you completely remove the whole distributor from the car (or remove the intake manifold). You have to clean and set the points with the distributor out of the car (it can be done with out removing but you need a mirror and small hands). My procedure to do this is to remove the rear luggage tray and this allows me to sit on the transmission and muffler to work on removing the distributor. Usually I rest my feet on the drive shafts as I sit on the muffler. But because removing the distributor is almost entirely done by feel I decided to push by feet past the drive shafts and the cross member. This allows me to rest my feet on the ground. It is a lot more comfortable to work in this position and my legs won't cramp up



After about 30 minutes I got the distributor out and disconnected. Now I was ready to move to the workbench to clean it up, reset the points and check it over. So far, so good!

As I stood up to get out of the back of the car I realized that I had wedged my feet between the axle and the drive shafts. I had used my full weight to push my feet between the drive shafts and cross member, but I didn't have the strength to pull them up. So here I am, sitting in the rear of the car on the muffler and not able to get out. Only the dog was home and was watching me with great amusement. The garage door was open and I just figured I would wait until someone came by and I would call out to him or her. After about an hour no one came by and it started to rain. By now my old fart bladder decided it was getting close to time to be emptied. Plus my butt was getting sore from sitting on the rough surface of the muffler. Since it seem likely that no one would be coming by and my wife wasn't due home for over 3 hours I needed to do something.



My tool cart was close by but I could not reach it from where I was stuck. I had attached my remote starter to the car and was able to remove it. I used it to snag the cart and pull it to the car. On the cart was a pair of long handled needle nose pliers. I used these to untie my shoes and remove them. With my shoes off I was able to pull my feet up and out of the car. Free at last, and after a quick jog to the bathroom I decided to give up for the day.



I'm getting too old for this crap! To be continued!

Exhaust Rattles



By Charlie Durning

Interesting Distributor Cap Problem or How a Simple Problem Can Snowball

First let me say I'm a set it and forget it kind of guy.

A few years ago I changed the distributor cap on my CBB GT to a side connection cap. The reason was to correct a problem with a too short oil cooler hose that was moving the cap as the engine moved. That solved the problem of the rotor hitting the internal contacts. The car has been running with no issues in the RPM range I use.

At one time the engine would fall on its face above 5K RPM. No problem since I never run it up there. Since I suspected the distributor was giving too much advance I completely removed the vacuum advance line and set the total advance at 35 degrees at 3300 RPM. Now the engine freely revs to 5500 RPM and wants more.

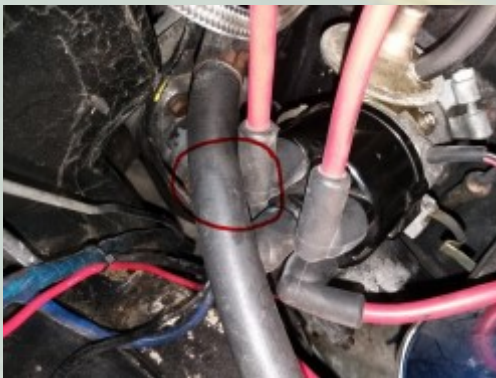
A few years passed by and I decided to modify the carb air horns so the K&N RU-4410 air filters could slide on further and be more secure. When finished I went to the gas station and filled her up with non-ethanol gas and went for a spirited drive.

During that drive the engine was no longer happy to rev freely. Given that we had lots of rain lately I figured I must have gotten a slug of water laced gas.

I started the usual trouble shooting beginning with the fuel. No evidence of water in the float bowls. Since I haven't had the plugs out in years, they were removed and looked good. Next I removed the distributor cap. AH-HA there was a burn through near one of the terminals in the cap. In addition it looked like the arc from the rotor as only going to the sides of the terminals in the cap. That must be the problem. Plugs, plug wires, cap, and coil were all changed since I had new in the gold mine, why not. Took the car for a spirited drive and no performance change for the better.

A close inspection of the burned side entry distributor cap revealed that the cap could be installed out of phase with the distributor. Apparently this cap could be secured with the usual clips and with screws. There is an additional relief by the screw holes that could locate the cap out of phase with the rotor. That must be the reason for the spark arc to only jump to the side of the terminals in the cap. The new cap fixed that problem.

So what was the cause of the performance problem? There was nothing in the ignition that caused the performance problem nor did I have a tank of bad gas. Long story short, it was a misaligned gasket between the carb and the air horn when I re-assembled the air horns to the carbs. Put the gasket back in its place and all is well now.



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*.

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

Just a Penny's Worth



Again thanks for all the great photos and articles. Looks like Natchez was a lot of fun again this year and the cars were very impressive. Hope to see everyone soon. Happy Fall ya'll.



Email your articles at: pschooler@mail.com

Upcoming Events

English Motoring Club 2020 Calendar

These are some calendar entries that have been posted to the EMC web site www.msemc.org for 2021.

October 1-2, 2021 – Renaissance Euro Fest Car Show / Ridgeland MS – Come to Ridgeland Mississippi and enjoy the 13th Annual Renaissance Car Fest. The 2020 event was one to remember. Lots of participation from EMC members as well as friends from surrounding clubs will be the order again for 2021. When posted get your entry in early and make plans to attend. You'll see cars that you don't get a chance to enjoy often and in the surroundings of the Renaissance. It's just magnificent. Details: www.euro-fest.net Mike Marsh (601) 946 – 1950.

October 22 -23, 2021 – Scarecrow Cruise & Car Show / Location to be updated – Looking for a great weekend auto activity? This local show is in its 17th year and sponsored by the Mississippi Classic Cruisers. For show registration and scheduling check out their web-site at www.MSClassicCruisers.com. If you'd like to park in the little British Car area contact Keith Anderson. Details: Keith Anderson (601) - 829 – 2573.

October 22 - 23, 2021 – South Alabama British Car Festival / Fairhope AL - It's a nice drive down to the fair community of Fairhope AL so join the caravan to the lovely city by Mobile Bay. The Friday night meet and greet is always fun and the food is fantastic. Join EMC members to drive and celebrate this show in its 30th year! Details: www.sabcc.org.



If you are not receiving
or monthly calendar no-



the OSU
tices of

upcoming events, please email Gene at jjohnston18@msemc.org