

# THE OFF-SIDE UNDO

Volume 29

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

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## A Day at The Bailey's

By Charlie Durning

August is the month for our garage visit to David and JoAnn Bailey's lovely home. David always has an interesting project on display. This month's feature was his wrecked Ferrari California and flooded out Lambo. Both are beautiful cars. David has a lot of hard work ahead of him.

There were 39 British Car enthusiasts in attendance. Of course conversation and food were first priorities. Once we got that out of the way Pres John conducted a short business meeting. First order of business was to thank David and JoAnn for opening up their garage for us. Next on the agenda was Brits on the Bluff the 3<sup>rd</sup> Saturday of September. Things are coming together nicely with Pres John, brothers Clay and Gene, and Terry Trovato working their magic. Mike Marsh was present and he let us know about Euro-Fest. This year there is a new class of invited special interest cars. That class promises to bring out some very unusual cars.

The last order of business was packing the goody bags. A process for doing so was explained. With that information we all dove in and had the goody bags packed in no time. Once all the fun was over we all chipped in to put away the chairs and tables, and cleaned up our mess.

*Once again a big THANK YOU to David and JoAnn for being gracious hosts!* Click on the link below for a brief slide-show from the day!

[EMC Tech Session at The Bailey's](#)

# A Note from the President



John Turbeville

Fun day today! I enjoyed myself going from project to project. I felt like a floater passing from your project to Clay's project to Steve's project and back again! Then playing with the welder and making sparks was fun, too!

A few months ago I reported about cleaning rusty parts with vinegar with much success. Recently I've moved on to bigger parts which exceeded the size of the vinegar bucket, so I decided to try electrolysis.



After getting ideas from YouTube I used a large Styrofoam ice chest, a 12 v battery charger, jumper cables, and wire. It's fairly easy to rig all this up - the positive goes to a donor piece of metal - I used an old brake rotor, and the negative cable

goes to the piece you want cleaned of rust. Cover the items with water, add some table salt to the water, and turn it on. I let my parts go for 24 hours. The old paint falls off with the rust. The parts turn black from the formation of iron oxides but a quick spray of water and some steel wool cleans it right up.



I wiped it all down with mineral spirits, then primed and painted with great results. I did this outside so I could dump the mucky water.



Make your reservations now for Brits on the Bluff, as rooms are going quickly at The Grand in Natchez. The dates is September 19, 2015. Hope to have a huge crowd there! - John

# Sprint Car Races!

By Charlie Durning

After our August visit to David and JoAnn's garage several of the hardy folks in our group headed to Jackson Motor Speedway to watch some rough and tumble Sprint car racing for the evening. We were not disappointed.



# Gene & Martha Go to Mid-Ohio!



By Gene Johnston

Lexington OH – Martha and I made our way to Mid-Ohio Sports Car Course for the Honda Indy 200 over the weekend of August 1 – 2, 2015. My last visit to this course was during the 1972 IMSA series that at the time was in its infancy. My visit was limited to the paddock-pit area as I was employed as a wrench at the time.



If I recall, the number 23 piloted by Wilber Pickett started but retired early with mechanical issues.

The remainder of my race day was occupied pulling maintenance on a Porsche 911. I also recall the paddock at that time was an expanse of gravel, and I spent a lot of time in the rain and mud on race day.

Quite a lot has changed in the paddock/pit area considered to be modern updates. But the excitement and hospitality of the circuit was what I recalled. It was a much more relaxed atmosphere for the Indy Car visit compared to the Memorial Day running of the Indy 500. I've watched televised races from Mid-Ohio for years...and years...and years but my visit gave me a much better perspective of exactly what "Turns 3-4-5" that comprise the "Esses" require the competitors to hustle thru in a hurry.

It was a bit warmer than we'd anticipated, but the circuit, dating from the early 1960s is blessed with a lot of shade from the trees. Martha and I wandered the grounds quite extensively during the weekend. Hanging out in the paddock Martha was able to catch up with Tony Kannan for a quick photo. No, he didn't offer her a ride on his paddock cruiser.

In the infield we managed to find a few classics that ranged from "in need of help" to very nice examples that had obviously been protected from the winter road perils of Northwest Ohio.

We had a great visit to Mid-Ohio. We selected a great year to make the Indy Car race since there a local favorite Graham Rahal took the lead about 20 laps from the end and maintained that position to take the win. The large crowd in attendance went wild at the checkered flag!





# From the Passenger Seat



By Donna Durning

It was September, 2012 – one month before I was to become Mrs. Charles Durning. Had I known what I was getting into, I'd do it again in a heartbeat. Never in my wildest dreams would I have imagined that someday I'd be going to British car shows and actually enjoying them! I had never even heard of a Morris Minor, a Midget, a Magnette, or any of the other unusual British makes that I have now become accustomed to seeing in my backyard.

John Turbeville invited Sara Barnes, a very talented artist from Raymond, to draw caricatures of the British car owners with their beloved cars. She did an amazing job on every drawing I saw! The drawing of us with our "Chick Magnette" is proudly displayed in our home. Thanks to Sara Barnes for this wonderful keepsake!



I'm sure many of you have a similar picture in your homes that you cherish as much as I cherish this one!

The weekend of my first Brits on the Bluff was such an enjoyable experience I decided to go ahead and marry Charlie. Then, I reasoned, I could come back year after year! 😊 I'm only kidding, of course! I would have married him anyway!

This year will make the fourth BOTB I have attended. The experience has never disappointed me – not even when we had a rainy weekend and had to do the show in The View hotel parking lot. It made for a cozy car show, but still a fun time! Scenes from the rainy 2013 BOTB are below.



It's all about the people – making friends and having fun together. I'm looking forward to this year's Brits on the Bluff! Hope to see you there!

**Editor's Note: Submissions are ALWAYS WELCOME! Please email me at [durning.donna@yahoo.com](mailto:durning.donna@yahoo.com) with your contributions!**



Editor Charlie Durning has completed his 4 wheel disc brake conversion on the Editor-et, Donna Durning's Morris minor. See "They Said It Couldn't Be Done" for the article.

There is progress on Bro Clay's MGB. He hopes it will be ready for BOTB.

VP Steve has made progress on his Rubber bumper Midget. The progress has been stalled by needed work on his chrome bumper Midget.

Andy Menapace is progressing on his restoration. On initial startup he found a carb problem so he is sorting out that issue. Our tech guy Keith Anderson and son Brian are lending a hand.

Long-time friend of EMC, Mike Hemsley, has acquired a '49 Austin Dorsett. I understand it's a beautifully restored car with tasteful updates.



# They Said It Couldn't Be Done!



By Charlie Durning

## 4 Wheel Disc Brakes on a Morris Minor?

Is it possible? YEP. It all started with a desire for brakes that would stop Donna's Morris in a timely manner. In my research for a front disc brake conversion I found nay-sayers, disgusted purists, really expensive kits using specialty parts, and a Midget front disc brake conversion.

The Midget kit looked promising so I ordered the kit. I liked the Midget kits since it uses parts readily available in the good ole USA. The kit uses a Midget hub, rotor, and caliper along with a special "J" shaped bracket to adapt the caliper to the spindle.

I mocked up the kit using a spare Morris Minor spindle I had gleaned from a rust bucket Morris I dragged home a few months ago. Well, to say I was disappointed with the kit would be an understatement. However, I could see possibilities with using some of the components. I just had to think about this one. For now the project is shelved...

A couple of months later I contacted Joel @ Creative Spridgets who is marketing a bracket to mount a Nissan Sentra caliper and rotor to the rear of a Midget. He did state a frustration with brake balance when used with the Midget 8" front disc

brake. Here is the “AH HA” moment. Why not adapt the Sentra front brakes to the Morris along with the Sentra rear brakes? I called Joel to see if he is working on adapting Sentra front brakes to his Midget. No, he hadn’t worked on that conversion yet.

Last month Keith Anderson found mounting the 9” front Sentra brakes is indeed possible on a Spridget.

I did order the Creative Spridgets rear caliper bracket to see what it would take to adapt it to the Morris. When the bracket arrived I found a nicely thought out and executed aluminum bracket. I couldn’t get the caliper properly located on the Morris while using the Midget drilling. The solution is to re-drill the holes to position the caliper in front of the axle and then swap the calipers right to left. This has possibilities. The project got put on hold again.



When I got back on the project I started looking into the Sentra front disc brakes. What I did find is there are 9” and 9.75” front rotors used on the Sentra. Since the Morris has 14” wheels I opted for the 9.75” rotors. The 9.75” front brakes do fit within in the stock Morris 14” wheels. I figured using front and rear brakes from the same car should yield an acceptable brake balance.

Getting the Sentra rotor adapted to the Midget hub was to bore out the pilot hole in the rotor and then drill mounting holes to fit the Midget hub.



At first I was using the “J” shaped bracket from the Midget brake kit as a basis for adapting the Sentra caliper. I then made an adaptor bracket to attach the Sentra caliper to the “J” bracket. In looking it over I decided that the “J” bracket was just too Gerry-rigged for me. The problem is it only used 3 of the 4 available bolt holes in the spindle and it used a stack of thin washers as spacers. The solution, I decided to make my own bracket to use all 4 holes on the spindle. That only took a couple of tries to get the caliper where I wanted it. Once I had a pattern, making a right and left bracket was a breeze, right pic. This was so simple. I was surprised I was unable to find someone marketing the front brackets.



Now that the brakes are mocked up front and rear it was time to test fit on the Morris. The front install was fitted without any drama. Since the bolts holding the caliper bracket to the spindle are in shear I wanted to find some bolts with a smooth shank that I could use to mount the caliper bracket. I couldn't find exactly what I wanted so I sourced some longer bolts with the long shank and

then shortened the bolts. The shank of the bolts was a nice tight fit in both the bracket and the spindle for a secure mount.



To accommodate the disc brakes, it was necessary to remove the residual check valve in the master cylinder. Once I got to the master cylinder by removing the floor boards I discovered the previous owner had installed a master cylinder from a MGTD. Normally that wouldn't be a problem; however, the TD master cylinder does not have a provision for a remote reservoir. So I got a Morris master cylinder and performed the modification. Once that was resolved it was time for a test drive. One distressing problem was a low pedal. Even with the long travel the pedal was firm. Taking note of that, the test drive began with caution. As I gained confidence with the brakes the test became vigorous.

Time for a Test Drive!



**The results were satisfying. Instead of settling for a gradual panic stop with the drum brakes, the disc brakes produced a quick and gratifying stop. Further, normal stops could be accomplished with very little pedal effort.**

**Mission accomplished.**

After some research I learned that with the master cylinder mounted low in the chassis, long pedal travel was common. The solution is to install a 2lb residual check valve. That would be installed when the rear disc brakes get installed.

A week later the rear discs were scheduled for an install. The install went well with some exceptions. First I didn't like the radial run out of the rotor using Creative Spridget's method of fitting the rotors. The problem is the "nub" on the end of the axle is not concentric making using that an unreliable pilot. The solution is to stud pilot the rotors.



Making the rotors stud piloted was a matter of machining the rotor pilot bore and drilling 4 new holes for the studs. First I removed the 4 wheel studs from a spare rear hub. Then I pushed the bearing out of the hub by about  $\frac{1}{4}$ ". With that as a guide I bored out the rotor to 72MM to match the OD of the bearing. Then the hub was installed on the rotor using the bearing to center the hub. From there it was easy to locate and drill the 4 stud holds in the rotor. That solved the radial run out on the rotor.

The rest was making the brake fluid pipes, installing flex hoses and attaching the park brake cables. Pres John helped with the bleeding of the brakes.



The exhaust was another issue. As it turned out the park brake was rubbing on the exhaust pipe and the muffler was located directly below the brake pipes. Since I knew the exhaust needed to be cleaned up, now is the time to deal with that issue. The pipe over the axle was re-bent and the muffler relocated.

A test drive revealed that the pedal was still low but firm even with the 2lb residual check valve. For some reason the front Sentra brake pads have a return spring. That spring is most likely in place so Nissan could pick up a microscopic amount of gas mileage. I removed the springs to see what would happen. WOW!!! What a difference in the pedal. Now the brake pedal is an acceptable distance above the floor. The next test drive was satisfying. Now the Morris can make a panic stop with confidence while keeping smooth confident operation for daily driving. Another benefit to this conversion is the park brake actually works.



All in all the cost of the entire conversion was not much more expensive than a complete brake overhaul using new shoes, wheel cylinders, and drums. The car needed all of those parts anyway.



Many thanks to those who helped with this project, Donna who put up with my mania, Joel @ Creative Spridgets, my buddy Joe for the use of his lathe, Bro Clay, Tech Guru Keith, and Pres John.

For more info and pics;

<http://www.creativespridgets.com/disc-brakes/>

<https://www.flickr.com/photos/133435255@N08/>

<http://smg.photobucket.com/user/cadurning/library/Morris%20Minor%20brakes?sort=3&page=1>

# A Blast from the Past!

by Terry Trovato



*Terry is pictured here with his lovely wife Meredith.*

*Editor's Note: Terry Trovato suggested a new segment called "A Blast From the Past". If you have some EMC pictures from the past you'd like to share, please send them in! Thank you, Terry for the submission and the idea!*

The first contribution from Terry is below. It is not a view you'll see every day: Taken by a pilot pal of his —EMC at the Rosalie Mansion Natchez, 2002.



**EMC at the Rosalie Masion Natchez, 2002**

# Car of the Month

Sadly, we didn't get a submission for Car of the Month for September.

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

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## Welcome New Members!

*Mike Hemsley      1949 Austin Dorset*

*Steve & Becky Cupples 1971 MGB*

**Please give our new members a warm EMC welcome!**

# Brits on the Bluff

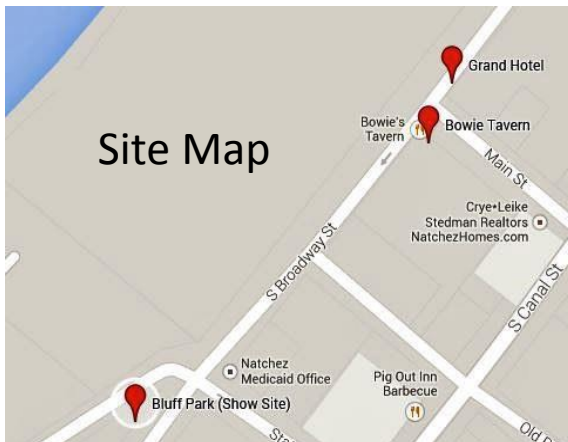
## Sept. 18-19, 2015 Natchez, Mississippi

The English Motoring Club of Mississippi proudly announces its annual all-marque car show and celebration to be held in Historic Natchez, Mississippi, the weekend of September 18th and 19th.

**Bowie's Tavern – Welcome Reception: Friday evening, 5 p.m. - 8 p.m.** Join us at “Bowie’s Tavern,” an 1852 Cotton Warehouse converted to an “antique pub.” It is located at 100 Main Street at Broadway (across the street from the Grand Hotel and just up from the show site), and offers tasty appetizers, specialty pizzas, salads, sandwiches and a full bar.

**Natchez Bluff Park - Show: Saturday 10 a.m. -** At 303 South Broadway Street, just a few blocks from the Grand Hotel, located on a magnificent 200-foot bluff containing shade trees and picnic tables. Awards presentation 3 p.m.

**Overnight Accommodations** - A block of rooms has been reserved at the Natchez Grand Hotel, located at 111 Broadway Street. The EMC has negotiated rates from \$119 to \$169 plus fees and taxes per night. See [natchezgrandhotel.com](http://natchezgrandhotel.com) for hotel information, call 866-488-0898 or 601446-9994 for reservations, and be sure to reference “English Motoring Club of MS” for the group rates.



One never knows whomight show up for Brits on the Bluff.

Name: \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_  
 City St, Zip: \_\_\_\_\_  
 Best Phone: \_\_\_\_\_ E-Mail  
 Address: \_\_\_\_\_  
 Car Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please enclose check in the amount of \$25 per car (\$10 for additional cars) payable to English Motoring Club and mail to: EMC MS, 498 Old Hwy. 49 N, Mount Olive, MS 39119.

In consideration of this entry, I waive any and all claims for myself and my heirs against the English Motoring Club, their officers and any sponsors of this event for injury or illness which may result directly or indirectly from my participation. I give my permission for use of my name and/or picture in any published or broadcast account of this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Please  
enclose check in the amount of \$25 per car (\$10 for additional cars) payable to English Motoring Club  
and mail to: EMC MS, 498 Old Hwy. 49 N, Mount Olive, MS 39119.

## EMC Calendar

**September 18 - 19, 2015 – EMC Brits on the Bluff / Natchez MS** - In 2014 we entertained a record crowd and the weather was soooo nice. It's promised to be all sunshine and roses on the banks of the Mississippi for 2015 so we're looking for another great turnout. We hope that friends from near and far will join us. Stay tuned for registration information. **\*Please make hotel reservations early. Host hotel: Natchez Grand Hotel (601) 446 - 9994. Reference: English Motoring Club.** Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.

**October 3, 2015 – Renaissance Euro Fest Car Show / Ridgeland MS** - The 2014 Renaissance Car Fest was one to remember. Lots of participation from EMC members as well as friends from surrounding clubs will be the order again for 2015. 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](http://www.euro-fest.net).

**October (check for date), 2015 - Brits at the Parthenon / Nashville TN** - If you're looking for a nice drive up the Natchez Trace there's no better reason than to attend the Nashville British Car Clubs Annual Show. Lot's to do including taking in the Lane Museum of Cars while in town. A reception is held on Friday evening and the shows on Saturday. Details: [www.nashvillebritishcars.com](http://www.nashvillebritishcars.com)

**October 23 - 24, 2015 – South Alabama British Car Festival / Fairhope AL** - It's a nice drive down to 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. The 2014 show was a high water mark for the EMC's final travel and show each year. Although moved to a new location the 2014 show remained within easy walking distance of all that downtown Fairhope has to offer. The show organizers put on a well organized show so make plans to attend. Details: [www.sabcc.org](http://www.sabcc.org).  
Travel plans with the EMC: Gene Johnston (601) 201 – 0801.

And there's even more listed on the web-site at [www.msemc.org](http://www.msemc.org)



**Happy Motoring!**

***ATTENTION!!!***

***As always, pictures and submissions are welcome!!!***