

THE OFF-SIDE UNDO

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



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This 'n That

By Roy Schooler

August gave way to September really fast. Seems like we were just meeting at Mike and Alice Glores then we find ourselves at David and JoAnn Bailey's. Mike Marsh, Scott Boone and some others from the Mercedes Club joined us and Mike reminded us that the Eurofest is coming up soon (October 11-12). If you haven't registered yet, you might consider doing it soon.

Brits on the Bluff is even closer than that (September 20-21). The Grand Hotel is holding a block of rooms so make your reservations soon. See the Upcoming Events section for more details.

Members Barry Schmidt, Richard Green and Penny and I participated in the Brandon 042 car show on Saturday, August 31. Several club members came by to visit under our shade. It was nice visiting with Tom and Kathy Brown. While there, we received a text message to meet at Editor Charlie's the following afternoon for an "afternoon drive". Will Duncan in his 1970 MGB, VP Steve Whitlow in his Midget, Editor Charlie in his MGB GT, Bro. Clay in his 1972 MGB, Richard and Elena Green in their **air conditioned** German made BMW Z-3, and Penny and I in our 1974 MGB showed up at Charlie's. We enjoyed a very spirited drive through Simpson County on some very windy (that's windy as in winding) roads. I'm sure everyone agreed we had a blast.

See you in Natchez!

For name tags contact Pres John through the club website.

Brandon 042 Car Show



Drive thru Simpson County



September Tech Session



A Day at the Baileys

By Charlie Durning

One again David and JoAnn Bailey were gracious in opening their shop to the EMC. David and JoAnn are very proud of their life long relationship and marriage as well of their collection of exotic cars. Below are pictures of the Baileys today and when they were teenagers. The EMC thanks them for hosting our gathering.

Of course the meeting was well attended. The best count was 30 in attendance. We gathered around 11am to browse the collection. In the collection were David's new arrivals, 2 DB7 Aston Martins. While browsing we all took the time to catch up on what each of us are up to and to meet new folks until Pres John rang the dinner bell. Then it was time to dig into the good fix'ns.

As the feasting slowed down Pres John brought a meeting to order. Bro Clay announced that we have money in the bank. There was discussion about upcoming events and of course Brits on the Bluff. Since there are some conflicts this year it was requested that we need all hands on deck to set up the show site. Pres John and Bro Clay will be on hand to direct troops. Pres John then brought the meeting to a close.

As folks headed on their way a few of us hung around to solve all of the world's problems until late into the afternoon.

All in all a day well spent.



Wheels on the BCG Round and Round

By Will Duncan

A few weeks before Brits on the Bluff 2018, I was prepping my B for the drive to Natchez and realized that my tires had aged to the point they needed to be replaced. With limited local options, I decided to have the old tires dismounted so I could ship my wheels to Hendrix Wire Wheel in Greensboro, NC, for truing and new tires. However, some close inspection of the splines revealed that they were worn to the point that they needed replacement, which meant new wheels as well. So much for taking the B down to Natchez!

After giving some thought to staying with wires or switching to bolt-ons, I decided I really love the look of wires, and eventually new hubs and the related parts were on their way. I took a trip down to Charlie's, where he helped me set the races for the bearings in the new hubs, and I used his press to set the studs. We also took some time to work on the water pump and the heater control knob on the TR6 and B that were his current projects. Clay came over to help me get everything ready to mount, take a stab at setting the float, and fix an oil leak on the back left axle. Removing the old hubs was much easier than I expected, and we replaced the rear ones without much trouble.

The front hubs, which should have been easier, wound up being a little more effort. The hardest part of the exercise was getting the brake calipers off as the PO had apparently used Loc-tite on the bolts instead of bothering with tab washers. Fortunately, Charlie had loaned me an air wrench in case the hub nuts were stubborn about coming off, so we eventually got the calipers free after a good fight. Then we did some test fitting with the front hubs. During that, we noticed that something didn't look quite right and realized that the dust covers were not present on my car, so I ordered a set of those and some additional minor parts. This also required a trip to a specialty fastener shop as Moss does not sell the bolts for the covers for some reason.

Once the rest of parts came in, using Clay's borrowed dial indicator, I spent a day refining the float settings, greasing the bearings, and installing the front hubs. I had a little oddness with one as the float completely went away when I installed the grease cup. After some consultation, Clay and I decided that it might be the all the grease that was now in the hub causing that and that I

Next came the hardest part of the effort, at least for me—deciding on new tires and wheels. I checked with a few folks who have wires and made a couple of posts on mgexp.com. Most folks seem to favor chrome wheels, but I decided that's not really my style. That was the easy part. The hard part was figuring out whether to go up to 15" wheels from the stock 14" and also whether to go up to 5.5" width, both popular upgrades for appearance, as well as for tire selection. Moss sticking with 14" wheels and considering going to 5.5" wide to match the OEM race wheels. However, further discussion with a larger group led to some conflicting info about whether there were any concerns about clearance with the 5.5" wheels and the tie rod ends. Since I was having the wheels and tires drop-shipped to Hendrix and could not return the wheels after tires were mounted, I stuck with what was guaranteed to fit, 14"X4.5" paired with 175/70 tires, which I was assured would provide improved handling over the 185/70's that were on the original wheels.

Now everything is installed and we're ready for Natchez, and it only took a year with everything else that was going on! Based on my original discussions with the man who restored my car

these may have been the original wheels and hubs, so, barring misfortune, I should be good for quite some time. Much thanks to Charlie and Clay for their help and advice, as well as to Gene and Keith for their advice on wheels and tires.



Exhaust Rattles



By Charlie Durning

A 1970 MGB came into my shop in need of some freshening for the upcoming driving season. Issues I found were the radiator had soldier bloom and a patch that needed attention. The local radiator shop wanted a fortune to repair the rad so I decided to look elsewhere.

In my search I found an aluminum radiator in Amazon for \$101.00 delivered to my house. That seemed to be a bargain and way less than the radiator shop wanted until I read the reviews. Most were positive. The negative reviews centered on the mounting flanges and the hose connections. In looking at the pictures of the offering it looked like those 2 issues would be easy to resolve.

The first issue to be addressed was the mount flanges. Sure enough they were too short to reach the mounting holes in the radiator support. A quick trip to Tractor Supply netted some 1/8" x 1.25" aluminum bar stock. Those were drilled and attached to the radiator flanges.

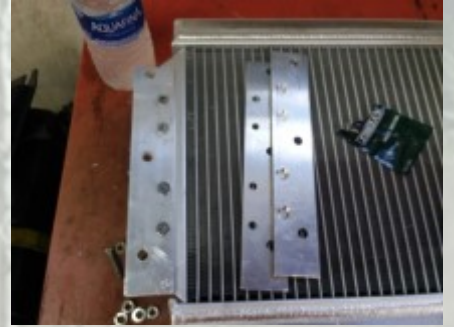
The second issue was the hose outlets on the new radiator were straight instead of bent as the original. With a quick cruise through a Gates Buyers Guide a radiator hose from a Honda was identified that had all of the required bends. The bends were identified and cut from the hose. That one hose provided the 2 elbows and 1 straight piece required for the install for \$5.00.

The last issue I had was the water outlet on the head faced in the wrong direction. A quick dig through my "gold mine" netted a water outlet that faces in the correct direction.

Everything installed without a hitch and now the engine runs cool and without any leaks. Job done.

Parts used

OPL-HPR050-Aluminum-Radiator from Amazon



Pres. John was caught working on his TR6 restoration



Jenn's Catch-A-Man Brownies

By Jennifer Duncan

I'm not a great cook, but these brownies never fail. I've made them so many times that I can do it with a baby on my hip and a phone at my ear. They have been my go-to for soccer, roller hockey, girl scouts, and parties. I made them for a Super Bowl party in 2013. There was great food, really good jambalaya, boring football, and a tall guy with dark, curly hair. Good Housekeeping 1984 called my recipe Fudgy Brownies. Since that party, I call them Jenn's Catch-A-Man Brownies. I hope you enjoy!

Jenn's Catch-A-Man Brownies (AKA Fudgy Brownies)

- 1 cup butter or margarine (I use butter)
- 4 squares unsweetened chocolate (equal to entire 4 oz. modern package)
- 2 cups sugar
- 4 eggs
- 1 cup all-purpose flour
- 1 teaspoon vanilla extract
- ½ teaspoon salt
- 2 cups coarsely chopped nuts

Preheat oven to 350°F. Grease 13" by 9" baking pan. In large saucepan over very low heat, melt butter or margarine and chocolate, stirring constantly. Remove from heat and stir in sugar. Cool slightly.

Add eggs, one at a time, beating until well blended after each addition. Stir in flour, vanilla, and salt; stir in nuts. Pour into pan. Bake 30 to 35 minutes until toothpick inserted in center comes out clean. Cool in pan on wire rack; cut into pieces. Makes about 2 dozen brownies.

Blast from the Past



By Terry & Merideth Trovato



Being we will be holding our annual edition of Brits on the Bluff at the end of this month, it is appropriate here to recap how the event got started.

Prior to B on the B, the EMC held an annual British Car Exhibition on the grounds of the Mississippi Agricultural & Forestry Museum in Jackson which would coincide with the annual “Highland Games” competition. In the late 1990s, Natchez’s Cappy Stahlman joined the club—after purchasing Bob Mason’s immaculate 1958 MG ZB Magnette Sports Saloon, at that time the highest point-judged ZB Magnette in the country—and Cappy happened to own a beautiful grassy patch of land on Broadway which he offered for use to the club should the hierarchy choose to do so. It was on this patch of grass that B on the B began. The first year, 6 cars. The second year, 11 cars. And finally, in the early 2000’s we drew 68 cars, our all-time record. John Simmers, as stated in an earlier edition of Blast from the Past, was instrumental in ensuring the show was a success. He implemented a “Concours d’ Elegance” judging regimen, whereby each car would be judged utilizing a point system. The cars would be judged on each aspect as presented: Paint, interior, chrome, engine compartment, trunk and so on, with 10 points per category being the highest grade. There would be a judge for each category, and John Simmers carefully chose individuals from other car clubs to supplement the EMC judging staff to ensure a lack of “favortism.” And that’s how the show was scripted for the first several years of its existence. But, eventually, it was moved to its present location which provided picnic benches and shade trees—items missing from Cappy’s wonderful “green space.” And today, thanks to John Simmers and his assistants from two decades ago, the show continues for the enjoyment of exhibitors and the general public as well.

Just a Penny's Worth



August was an interesting month with so much rain/hot and humid weather. We had a break in the weather when we met at the Bailey's. Everyone looks forward to this annual August meeting. We attended car shows in Puckett and Brandon along with about 65 other beautiful cars and trucks. Our final outing was a last minute "ride through Simpson County" and I had no idea that county has so many curvy roads. Thanks to both Will and Jennifer Duncan for their articles. I hope JoAnn or Alice will share their frozen punch we always enjoy at the Bailey's. Send in your articles and we will see you in Natchez. Remember: *Always focus on the front windshield and not the rear view mirror*

That's my Penny's worth for now



Upcoming Events

English Motoring Club 2019 Calendar

These are calendar entries that have been posted to the EMC web site www.msemc.org for the next 60 - 90 days.

September (check for dates, usually the first weekend), 2019 – Shoals British Car Show / Florence AL - If you haven't had the pleasure of visiting the Shoals British Car Show at Joe Wheeler State Park in Florence AL you should. This show will be celebrating the 23rd gathering. It's a laid-back gathering on the banks of Wheeler Lake. Everything including rooms, meals and Friday night's reception are within walking distance. Details: www.shoalsbritishcars.org

September 7, 2019 - Brits in the Ozarks / Fayetteville AR - Still looking for excuses for a mountain drive? Here's another chance to see the Ozarks in all of their colors and have a car show at the end of your drive. Race car driver and commentator David Hobbs will be the guest of honor for the show. The 16th Annual Brits in the Ozarks will be there waiting for you. Details: www.britshironnwa.org

September 20 – 21, 2019 – EMC Brits on the Bluff / Natchez MS – We have the promise of a perfect weekend for the 23rd Annual BOTB. Hang out on the bluffs overlooking the Mississippi River starting with our Friday night party and spend Saturday with us under the oaks at Bluff Park. There will be lots to do on your visit with us. Additional information and registration information can be linked from here: [BotB 2019](#). Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 941 – 4892.

October 6 - 11, 2019 – Vintage Triumph Register Convention / Dripping Springs TX - A bit of a ride for those from the Deep South however if you've never made a national event and happen to be in the area drop in. Go ahead run to the land of cactus and cowboys. Make plans early. Details: www.vtr.org and <https://feature.vintage triumphregister.org>

October 11 - 12, 2019 – Renaissance Euro Fest Car Show / Ridgeland MS – Come to Ridgeland Mississippi and enjoy the 11th Annual Renaissance Car Fest. The 2018 event was one to remember. Lots of participation from EMC members as well as friends from surrounding clubs will be the order again for 2019. 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.

November 2, 2019 – 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 2019. The garage opens early and lunch starts at 12:00pm. Details: Gene / Martha Johnston (601) 607 – 7021.

December 7, 2019 – EMC / DSARC Christmas Party / Clinton MS – The EMC has been invited to the home of Will and Jennifer Duncan for the year end 2019 Christmas Party. Make plans to join us to wind down 2018 with the EMCs year end gathering. Details: Will / Jennifer JenniferLongmireDuncan@outlook.com

December 14, 2019 - It's a Wonderful Life in Historic Brandon 10am-2pm. Collection of Vintage Cars. Join us in downtown Brandon to show what cars looked like years ago with their different styles and colors.

Happy Motoring!