

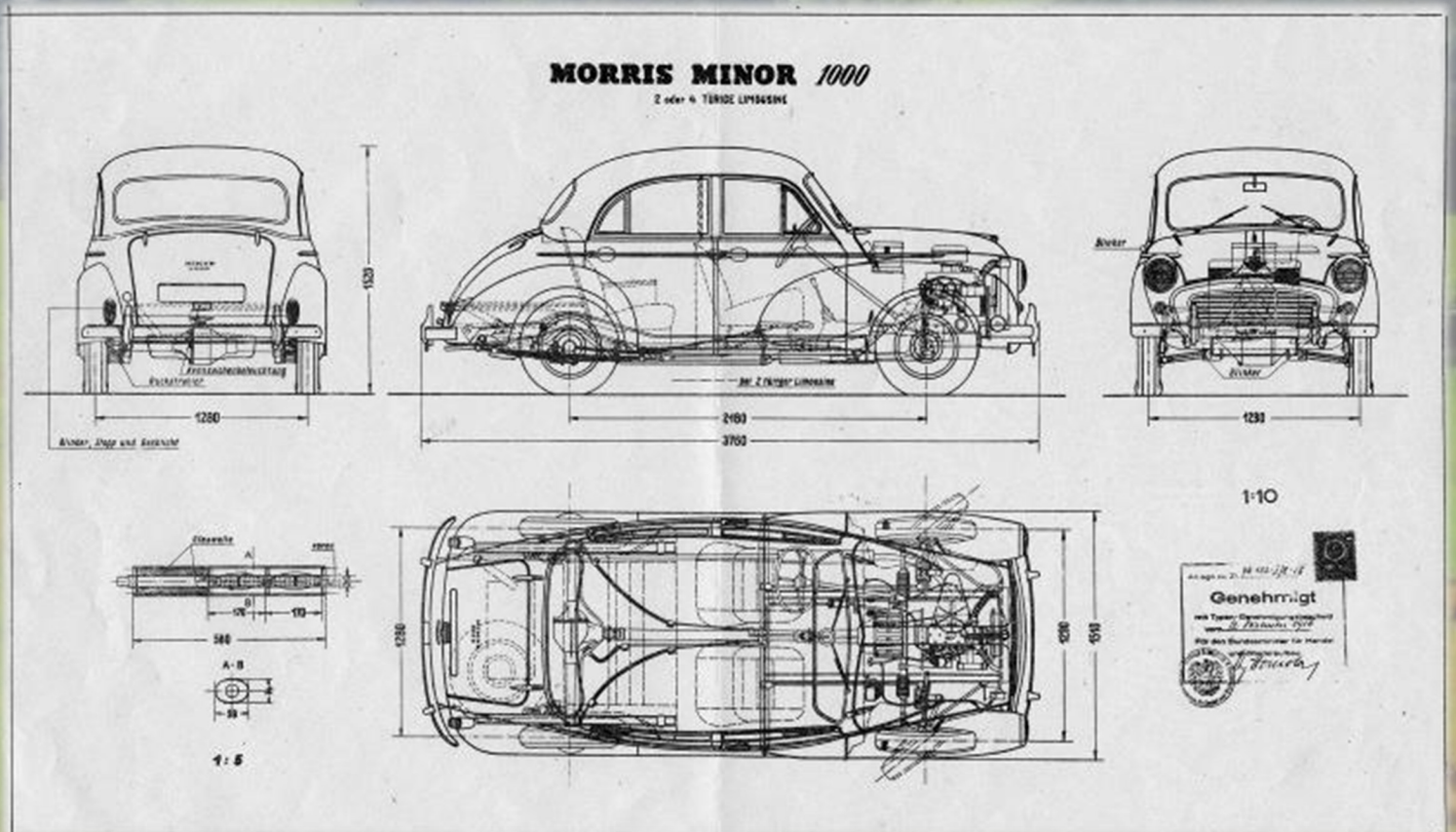
THE OFF-SIDE UNDO



“A gentleman does not motor about after dark.”

Joseph Lucas

September 2022



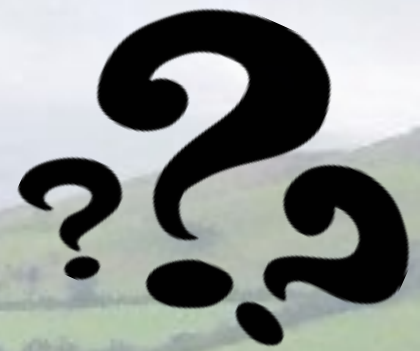
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Editor: Kelly Turner

WHAT WERE THEY THINKING!?



By Charlie Durning

Pres. John has made a brilliant suggestion. His suggestion is about creating a feature in the newsletter titled “What Were They Thinking?” The feature will be about the things we find while servicing a little British car. Just the little things that we observe that would have been so simple to correct at the time the cars were produced. Let us know what you have found. This should be interesting. I’ll show one example of what I have found.

A few years back, I needed to service the distributor in the MGB GT. The problem that I had observed for years is that one of the oil cooler hoses passes directly over the top of the distributor. In my case, that was not only an irritant when servicing the distributor, but the

rubbing on the cap caused other issues. What were they thinking? All it would have taken was to make the hose just a few inches longer and there would be no issue. The longer oil cooler hose is now routed down and away from the distributor. An added benefit, that cleans up the appearance of the engine bay. Now all is well.



Original routing



Improved routing



WHATZIT

By Gene Johnston

While wandering the paddock area at Canadian Tire Mosport Park during the Vintage Automobile Club of Canada's Vintage Grand Prix back in June of this year I ran across this gem of a find. Never seen one? Me either. Enjoy the photos and a bit of history.



In 1957 two South Africans, Bob van Niekerk, Willie Meissner constructed four prototypes of the Glass Sports Motors, GSM Dart. Their intention was to build a sports car in South Africa. Production of the Dart began in 1958 with the pictured Flamingo added to the line in 1962. Production of both concluded during 1964 with a total of 116 Darts and 128 Flamingos being completed. The Dart was sold under the name Delta in England during the period as the name Dart was registered by Daimler. A Hagerty article in 2015 indicated that there were over 60 Dart/Deltas located in England at that time and one Flamingo located in British Columbia. I wonder if the one photo'd above is the one located in B.C. in 2015.

Power for the Dart was spread between several sources including Coventry Climax, Ford Anglia and even Alfa Romeo 1.3L were installed. The Flamingo was fitted with a 1.7L German Ford Taunus engine and later by the Ford Cortina 1.5L engine. The Darts were raced extensively in South Africa and in England during the '60's.

Although there were more Flamingos than Dart/Deltas produced I bet there are likely even fewer of the coupes that remain in existence. Not necessarily the prettiest car I've ever seen but then sometimes as is said beauty is in the eye of the beholder. Just in case you are interested in the appearance of the Dart, I've included a picture which I located.





IS IT A BOOT, TRAY, LUGGAGE COMPARTMENT, FRUNK, OR A BONNET?

By Richard Greene

I always get a kick out of when someone come up to me at a car show and asks in their best cockney accent: "Can you get all your luggage in the boot, mate?" I guess they feel technical acute knowing the fact that the British call the trunk a 'boot.' This becomes even more comical when I have my Lotus Europa in the show. As most of you know, the Europa is a mid-engine design. Both the front of the car and rear of the car have lid covers that open for two luggage compartments. The front has two compartments and the rear has one compartment with a lift out luggage tray.

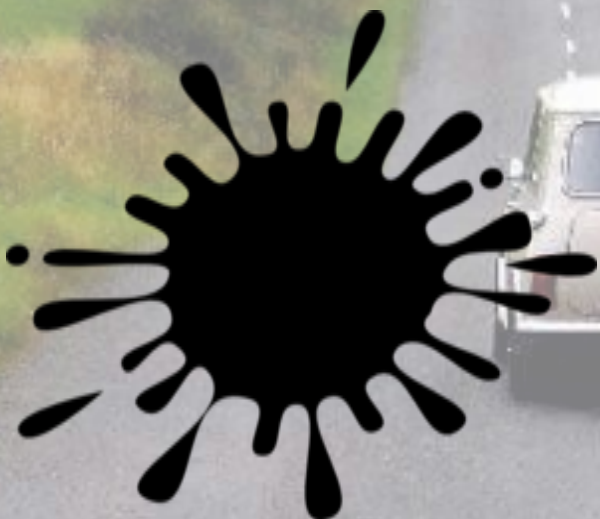


The rear lid exposes the engine and the luggage tray. The tray can be lifted out to expose the transmission and the exhaust system. For some reason, Lotus fastened the air cleaner housing to the tray and the flexible hose from the air cleaner to the carburetors intake housing must be loosen to lift the tray out. A larger foam rubber seal glued to the lid seals the top of the tray from the elements.

The front lid opens to expose two separate compartments that can be used for storage. A front front compartment and front rear compartment. The front front compartment also houses the spare tire, radiator, radiator electric fan, master cylinder and the fresh/heat fan. This compartment is open to the elements through the front grill. This allows air to enter and flow through the radiator and out the right front wheel well. A large foam seal on the lid also seals off the front rear compartment. Further, the front rear compartment also acts as a fresh air duct. The fresh air fan pressurizes the compartment and the air is exited out through two fresh air ducts on each side the compartment or through the heater coil in the center. Because of this, one must take caution when storing anything as to not block any of these openings.



So all this begs the question, "Is it a boot, tray, luggage compartment, trunk, frunk or a Bonnet? What ever you call it, it minimally serves the right function? Coming soon, the 'Lotus Europa GPS Speedometer' saga or how cruel the Lucas Gods are!





THE PERFECT PICNIC

From Hilda Level's *The Perfect Picnic*

Menu No. 8

Hot Artichoke Soup

Egg Mayonnaise

Bacon & Broad Bean Salad

Apricot Cake

Cheddar Cheese & Crusty Rolls

Hot Artichoke Soup Pare quickly a pound of Jerusalem artichokes and put them immediately into milk to prevent them turning black. Boil them till soft in half a pint of milk and a pint of water. Strain through a wire sieve. Put back into the pan, season with salt and pepper and add another half-pint of milk and a lump of butter. Stir with a wooden spoon and allow to boil for seven minutes. Thicken with a little flour.

Mayonnaise of Eggs with Tartare Sauce Hard boil the number of eggs required. Shell them and cut them in half lengthways. Wash a lettuce with a good heart to it and put in a wire basket to drain. Then gather it into a cloth to dry it further. Pull it to pieces with the hands, discarding the outer leaves if they are unsightly. Make a bed of the leaves for the eggs to rest on and put a handful of mustard and cress under each one. Decorate the dish with sliced beetroot, shredded horseradish and watercress. Then pour over the eggs a sauce tartare.

Sauce Tartare Make a mayonnaise sauce in the ordinary way with oil and vinegar, adding the oil drop by drop and the yolk of an egg and beating it till thick. Then add a little mustard and enough white vinegar to flavour it without making it too thin, and finally add a handful of chopped parsley, gherkins, and ttragon.

Bacon & Broad Bean Salad Choose a nice piece of bacon (the back), half lean and half fat. Cook it very slowly in boiling water with the lid on, allowing half an hour to each pound. Add a cupful of vinegar and six cloves to the water in which it is boiled, and when the cooking is over, leave the bacon in it all night to absorb the flavour. The bacon should be so well cooked that it melts in the mouth, The next day brush the top with egg and spread breadcrumbs over it. It may not look no nice if less well cooked, but the taste is infinitely better. Let the bacon boil quickly for the first tens minutes of the cooking and afterwards very slowly. Remove the outer shell of the broad beans and cook as much as required. Drain well and allow to get cool. Then place in a salad bowl and mix with cold peas. Add pepper and salt. Cover with an oil and vinegar dressing and sprinkle with chopped parsley.

AUTOPSY OF A NOISY 1098

PART 4: SOME ASSEMBLY REQUIRED

By Charlie Durning

The technical features of the new cam are vague. The only documentation that came with the cam is a specification for the lobe center of 107 degrees at full lift. That should be easy enough to determine. It's been a long time since I have had to set cam timing. First thing is to borrow my buddy Joe's degree wheel and piston stop. The degree wheel had adaption pieces for a Briggs and



Cam timing

Stratton engine. After a little fiddling, I was able to adapt the degree wheel to the front of the crankshaft using a piece of PVC pipe. After the A+ chain tensioner was installed, top dead center for number 1 piston can be established by using the piston stop and the degree wheel. From there it's a matter of tracing the cam profile with a dial indicator and noting the degrees on the degree wheel. As luck would have it, the cam timing checked to be spot on. Before the crank was in the block I thought it best to investigate the rear oil seal conversion.

The parts in the kit are the results of some masterful CNC machining. First was to test fit the pieces to understand just how they will be assembled.

There were no instructions included with the kit. I did find a YouTube video that helped, though it was still vague.





First I did a test fit with the triangular piece. It's held on with 3 socket head cap screws. Easy enough. Unfortunately, it did not align properly. I did flip it over and it still had the same misalignment. I did install the factory part and it aligned one way but not the other. Looks like the problem is with the drilling on the back of the block.

Using a jeweler's file, I was able to elongate the holes in the triangular part enough to get alignment with the rear main cap. That alignment is critical since there is only a couple of thousands of an inch clearance between the part and the crankshaft. The next alignment issue is with the rough casting on the rear main cap. Though none of the instructions, that I found, mention this issue. In this case the main cap needed to be dressed down a bit so that the round seal holder would sit flush on the triangular piece. Without the seal holder being flush, that could leave gaps for oil to leak and a seal misalignment with the crankshaft flange where the new seal rides. (Editorial, those unattended misalignments could be the source for complaints about the seal conversions). When the new back plate gasket arrives, the seal conversion can be completed.



The back plate gasket arrived a few days later. Since the seal conversion has been test fit, it's time to see how it fits up with the back plate in place. The only snag was an interference fit with the oil pump can. Had the back plate been machined properly all would be fine. To gain some clearance only took a smart smack with a hammer and a punch. All of the parts fit as they should. Fingers crossed that this would resolve the rear crank oil leak that is common with these engines. Next up is to finish some more assembly and install in the Mighty Morris. Stay tuned.



Seal conversion kit



Modified pump can



Seal kit installed



FACTORY FIVE

By Gene Johnston

Martha and I were wandering around Wareham MA looking for a grocery store when I saw a very small "Factory Five Racing" sign along the street. David Smith (owner) met us as we were entering and we got a shop tour. Very neat. Says they are shipping 10 - 12 out each week. The red roadster and the red coupe are Joey Logano's.



TECH TOOL TIP # 3



By Charlie Durning

Fixing a Floppy Shift Knob

The rubber bushing in the shift knob of Donna's Morris was just plain worn out. The rubber insert in the shift knob that was supposed to isolate transmission noise had turned hard and loose. After a close inspection, it was discovered that the hole in the knob for the rubber insert was 5/8". That opens up options. After pondering some options I settled on adapting a 3/8" pipe plug. A 3/8" pipe plug is the perfect size for tapping the knob to 3/8 NPT. First I had to get rid of the clapped out rubber in the knob.



Tapping

That required chucking up a 5/8" drill bit in the drill press. Then feeding the knob to the drill bit, success. The next process is to tap the ID of the knob. Since the knob is made from a soft material, I secured the tap in a vice and twisted the knob by hand. That worked. Now that the bushing fits the knob, it's time to make the bushing fit the 5/16-18 threads on the shift lever. At first I drilled the bushing with the intention of tapping the hole. The material in the end of the bushing was just too thin. Then I got a

thought. Why not use a NutCert thread insert? All I had to do for the NutCert was to drill out the bushing to 1/2". From there the NutCert was installed with the tool made for the job. The test fit went as planned. Now the Morris is ready to rumble with its better fitting shift knob.



NutCert Tool

TECH TOOL TIP # 3



English Motoring Club - Brits on the Bluff

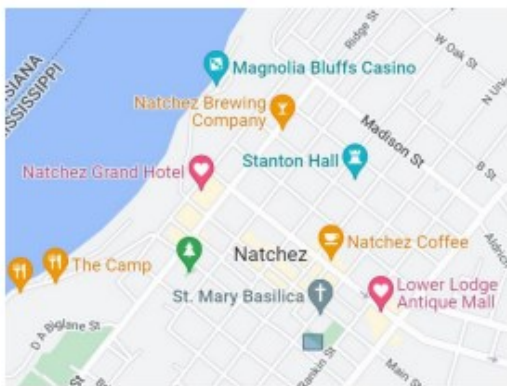
Sept. 16 - 17, 2022 Natchez, Mississippi

The English Motoring Club of Mississippi proudly announces its all British marque car show and celebration to be held in Historic Natchez, Mississippi, the weekend of September 16th and 17th.

Lower Lodge Antiques – Welcome Reception: Friday evening, 5 p.m. - 8 p.m. Join us on the outdoor patio of Richard Branyan’s wonderful shop located at 712 Franklin Street, six blocks east of the Grand Hotel. The gathering will include hors d'oeuvres, drinks and a cash bar.

Natchez - Show: Saturday 10 a.m. - At 111 North Broadway Street, in front of the Grand Hotel, located on a magnificent 200-foot bluff containing shade trees and scenic views. Awards presentation 3 p.m.

Overnight Accommodations - A block of rooms has been reserved at the Natchez Grand Hotel, located at 111 North Broadway Street. The EMC has a secured block of rooms with rates starting at \$149 plus fees and taxes per night. See natchezgrandhotel.com for hotel information, call 866-488-0898 or 601-446-9994 for reservations, and be sure to reference “English Motoring Club” for the group rates. The number of rooms in the block are limited so please book early.



Name: _____

Mailing Address: _____

City St, Zip: _____

Best Phone: _____

E-Mail Address: _____

Car Year: _____ Make: _____ Model: _____ Color: _____

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 for \$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.

UPCOMING EVENTS

September (date varies, usually in September), 2022 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. The 19th Annual Brits in the Ozarks will be there waiting for you. Details: www.britishironnwa.org

September 9 - 10, 2022 Shoals British Car Show - Rogersville, AL - If you haven't had the pleasure of visiting the Shoals British Car Show at Joe Wheeler State Park in Rogersville AL you should. This will be their 24th annual event. 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 16-17, 2022 EMC Brits on the Bluff - Natchez, MS - We have the promise of a perfect weekend for the 25th Annual BotB. Join us for the Friday night reception and spend Saturday with us overlooking the Mississippi River. Click [HERE](#) for 2022 information and the printable registration form. Details: John Turbeville (601) 940 - 5288, Gene Johnston (601) 941 - 4892.

September 30 - October 1, 2022 Renaissance Euro Fest Car Show - Ridgeland, MS - Come to Ridgeland Mississippi and enjoy the 14th Annual Renaissance Car Fest. The 2021 event was one to remember. Lots of participation from EMC members as well as friends from surrounding clubs will be the order again for 2022. 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 (check for dates, usually the second weekend), 2022 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 26th Annual Nashville British Car Club Show. Lots 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.nashvillebritishcarclub.org.

October 21 -22, 2022 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 21 - 22, 2022 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 31th year! Details: www.sabcc.org.

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 3, 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.