

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

September
2021

This 'n That

By Roy Schooler

Its always a nice event at Cars and Coffee at Primos with lots of nice cars. I get busy meeting new people and seeing old friends and forget to get more photos and names of owners. Others in attendance were Keith Anderson, Barry Schmidt, and Clay Johnston.



Joe Speetjens—Morgan



Richard Greene's Metropolitan



Gene Johnston's MGB

AUGUST TECH SESSION

By Charlie Durning and Gene Johnston

It was a warm, well really hot, day, to bask in the air conditioned comfort at the Bailey Auto Collection. David and JoAnn truly have an eclectic of automobiles that is worth the time to see. It's always interesting to see what the Baileys have added to their collection over the last year.

The couple were in rare form and welcomed all with open arms. In spite of Covid concerns there was a good turnout of EMC folks, our Mercedes friends, and a few first time visitors. The conversation was lively and tall tales abound. At the stroke of noon lunch was served without too much pushing and shoving. It was quite a spread with lots of yummy goodies.

As the eating calmed down Pres. John called the meeting to order. I first topic was Brits on the Bluff. Apparently there was a mix-up concerning the rooms at the Natchez Grand Hotel. Pres. John reported that the issue will be resolved. Otherwise BOTB is going as planned. A request was made for newsletter submissions. The club wants to know what we are up to with our little cars. Mike Marsh announced that Euro-Fest registrations are coming along nicely. He projected a 50 car turn out for the early October show.

There were two hardy folks that drove LBC's in the 90+ degree temps. Keith Anderson is his Mighty MGA and EMC membership prospect Don Dean in his '79 Anniversary MGB. A crowd surrounded and assessed different areas of Don's MGB under the oaks but it was agreed that any wrenching would have to wait for cooler weather. Welcome Don and we hope that you enjoyed your first outing with the EMC and look forward seeing updates to your B in the future.

After the meeting things would down quickly as we said our good byes until we meet again at Brits on the Bluff September 17-18 in Natchez, MS. Hope to see all of you there.



Our Hosts

David & JoAnn Bailey

FUN WITH MIDGETS 14

By Steve Whitlow

This is actually Fun with Midgets 13 but just as elevators commonly omit the thirteenth floor, I believe it prudent to follow suit when dealing with LBC's. Why tempt fate?

The u joints on the 1275 car had begun to occasionally click so enlisting the aid of Charlie Durning on a Saturday morning, we set out to correct the problem. Mind you Charlie's role, usually of a 'supervisory' nature, consisted of good natured ribbing and snapping unflattering candid photos when you'd least expect it. Think, Don Rickles meets Paris Paparazzi.

Figuring out how to get such a small car on the lift took several attempts, but that sorted it was straight forward to remove the prop shaft. Charlie rather enjoyed wacking the old bearing caps loose until he thought he'd broken off a part of the yoke.

Charlie took the prop shaft to Wansley Machine and Driveline in Ellisville and to our relief the yoke was fine, a sliver of the old cap had not been removed. To our untrained eyes it appeared a portion the outer retaining ring was missing because we couldn't see the groove for the cir clip. For twenty bucks they cleaned up the yoke, installed the new u joints and checked the balance, what a deal!

A few weeks later Charlie and Bro' Clay came to my assistance for the reinstall. The prop shaft was not difficult and since the car was up in the air, we also replaced the speedo pinion oil seal, topped up the rear differential and gearbox and lubed the front suspension.

Lastly, Charlie and Bro' Clay applied their semi mystical skills to tune and balance the SU HS 2s. The last time this was done was May of 2016. The only attention in the meantime was to tweak the idle seasonally and clean the K & N filters.

Which brings me to my closing thought. If these cars are giving routine care and maintenance, and parts are replaced as needed, they will reward their owners with years of reliable, relatively trouble free motoring , and loads of fun to boot. Until next time, Safety Fast!





III

Exhaust Rattles



By Charlie Durning

What Were They Thinking

I often wonder just what the engineers were thinking when they designed some of the aspects of our beloved MGBs. Now don't get me wrong, I think as a total package, the MGB is a clever feat of engineering even though the engineers just plain dropped the ball in some aspects of our little cars. Case in point is the front suspension sub frame. It's clever that the sub frame is held in with just 4 nuts. Unfortunately 2 are very awkward to access while the other 2 have great access.

I decided that it was time to replace pads that go between the sub frame and the body frame. I suspect that during the production, 4 long tapered studs were installed into the sub frame while it was bare of any of the suspension components. I must admit that installing the studs while the sub frame is bare and on a table is the correct thing to do, for production. The front suspension was then assembled and the whole assembly would be lifted up to the bottom of the car and then 4 nuts were used to secure the whole assembly to the car body from the top.

Servicing the pads between the sub frame and the body in the field is another thing entirely. Those tapered studs through the body frame are usually stuck solid. It would have been an easy task if the 4 bottom nuts on those studs were accessible so the sub frame could be lowered as an assembly. As it is, the back 2 nuts are right out in plain sight. The front 2 are obscured by the inner trunnion for the lower control arm.

The 2 front nuts can be accessed by removing the lower control arm but that also means that the coil spring, with all of its stored energy, will have to be removed. Once all of that is all out of the way there is no direct access to the front sub frame nuts. Those nuts can be removed with a wobble socket and a long extension. Getting the pad, 2 washers and the nut back on the stud is another issue entirely.

Getting the pad and 2 washers in place can be done with the tips of my fingers through the opening for the coil spring. Getting the nut in place, engaging the nut on to the stud with a wobble socket, with no additional room prove fiddly and nearly impossible. Bro Clay and I pondered the situation and came up with a plan. Why not move the access hole to where it should have been in the first place?

With that in mind I dug out a hole saw the same size as the existing hole in the sub frame. We marked a spot about 1 1/2" over from the center of the original hole and cut it out. Moving the hole that 1 1/2" did the trick. Now one person can hold the pad and 2 washers in place, defying gravity's evil pull, while another person can use a regular straight socket on an extension to start and secure the nut. Now the new hole will still be obscured by the lower control arm trunnion, but attaching the sub frame to the body is now a snap.



MORE EXHAUST RATTLES

By John Turbeville



TR6 update

My engine was ready to be picked up from the machine shop so Keith Anderson and I drove the Land Rover to get it. It was honed out and the crank was cleaned up. The only thing that needs replacing is one piston that had a broken skirt and the camshaft. We decided to go back with standard sized pistons so I need to source one. I thought I had found a new old stock piston on Ebay but it was already sold before I could make the purchase. The Roadster Factory doesn't sell just one piston but rather a set of six so I'll keep looking. We decided on a GP2 cam from Roadster Factory. It is on backorder for 2 weeks. Once all the parts are received we can begin the assembly process. The bill for this machine work for honing the block, checking the pistons, and polishing the crankshaft was \$255. Last month we made a trip to the paint store and got a cup of Royal Blue paint mixed. The code came up as Night Watch Blue—a Chrysler color. It is a very dark blue so it should look nice against chrome trim and bumpers and black interior.



UPDATE

John Tuberville and Keith Anderson have been making progress on rebuilding John's TR6 engine.

The crank and pistons have been installed, now on to the camshaft and timing gears.



And More Exhaust Rattles

By: Keith Anderson



Brian Anderson has turned to the dark side. Here is a photo of him rebuilding a Mazda rotary "Wankel" engine instead of finishing the rebuild of Joe Buzhardt's MGB engine that is waiting in the background.



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.

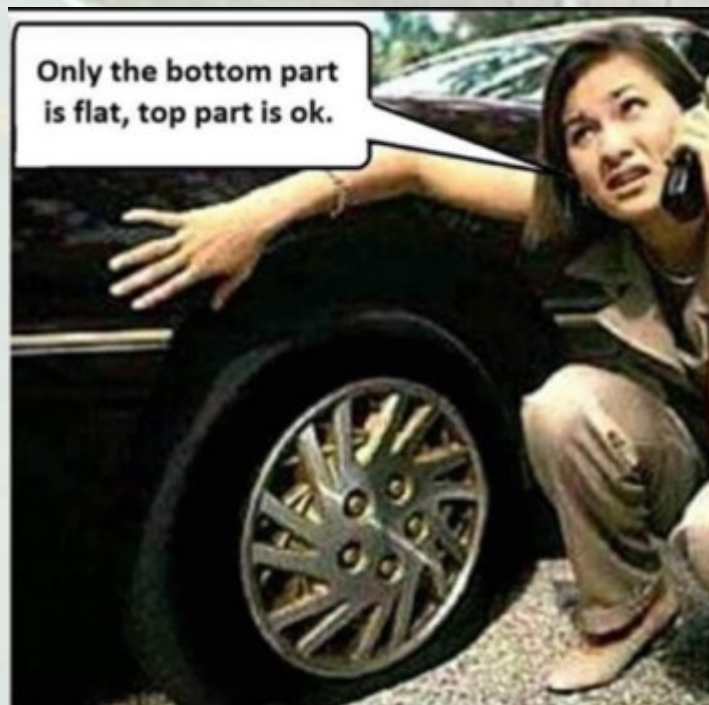
Thanks for your consideration.

The EMC

Just a Penny's Worth



Thanks everyone who sent in photos and articles for this newsletter. Please continue to take your photos when you are taking a break or as Roy says “straightening his back” so you can send them in with your article or comments. Everyone enjoys seeing what members are working on. Even if you drive to Natchez just to see everyone and not enter—**take photos**. It is always interesting what different photos people send in.



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.

September 17 – 18, 2021 – EMC Brits on the Bluff / Natchez MS – We have the promise of a perfect weekend for the 25th Annual BOTB. Come out to attend the 40th Anniversary of the English Motoring Club. 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. The 2021 Brits on the Bluff flyer is available [here](#). The schedule and a registration form are included.. Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 941 – 4892.

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 the OSU or monthly calendar notices of upcoming events, please email Gene at jjohnston18@msemc.org