

THE OFF-SIDE UNDO

March 2025

English Motoring Club of Mississippi

Vicksburg, Mississippi

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‘A gentleman does not motor about after dark.’ —Joseph Lucas

EMC Tech Session 1

Story by Pat Cashman/Photos the EMC

Vicksburg MS - About twenty EMC members and guests braved the predicted rain and thunderstorms to seek shelter in the Cashman shop in Vicksburg for the February tech session. The shop was built in 1920 as a Chevrolet dealership and boasts thick brick walls and a clear span steel truss roof. A safe haven from storms.

After the meets and greets, several experienced and semi knowledgeable guys let the wives tend to the kitchen where a wonderful lunch was being prepared.



A few weeks before the Cashman '63 E type FHC came down with a few “clunks” from the rear end of the car on a tour of back roads after a breakfast stop at the Busted Egg in Raymond, Ms. Sounds had not been heard before or since then.

After the Jag was raised on the lift, much inspection followed. U joints and half shafts, drive shafts and wheels were wiggled and prodded with no obvious faults. After much toe kicking and thoughtful possible explanations, the collective thought was to let things alone and see if anything fell off on the next drive. All agreed that was the best course of action.

The lunch bell then rang, and all rushed into the Hidey Hole kitchen for hot dogs, homemade chili for chili dogs, Popeye's chicken, chicken salad and many other treats. The EMC crew is well equipped for serious knife and fork work, if not too much nut and bolt work.

During the brief business meeting that followed, Richard Greene made the OFFICIAL transfer of Sir Woodrow to Mike and Alice Glore. As you can tell they were overwhelmed with excitement and anticipation of finding a suitable location to hang the Beav.



Plans were completed for our annual Tops Down picnic for March 1 at Rocky Springs off Natchez Trace. The next show will be the New Orleans event in Covington, Louisiana, later next month on March 29. All things considered it was a great meeting, which is always the case when our members get together.



During the meeting the ladies of the EMC received an update on the newest member of the EMC, Evelyn Elise Turner, DOB January 30, 2025! We're all looking forward to warmer weather Evelyn.

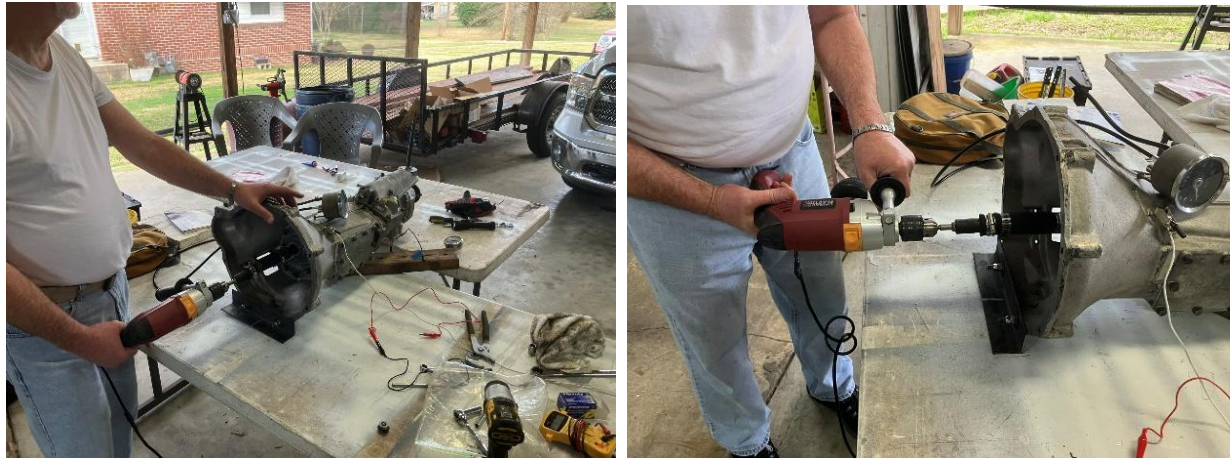
Out of the Box

Story Gene Johnston/Photos Charlie Durning

Magee MS – It was just too nice a day to not spend some time in a garage environment. I loaded up the overdrive transmission that had been rebuilt and stored away since 2010 and headed down to Charlie Durning's. The plan when to perfection. We filled the transmission with 20-25 oil, about 7 pints, hook up a speedo,



a pressure gauge and Charlie's drive adapter to the input shaft of the transmission. We then attached an electric drill to the input shaft and ran the transmission through its



paces to ensure that the overdrive was engaging. We were successful in getting the engagement switch working and the overdrive engaging properly. A win for the team! After cleaning up we stored the transmission and will look for the next weather break to pull the engine, transmission in Ole Red and replace everything from the rear engine plate back to the driveshaft. As best I can tell from my records the clutch in OR has been in service since some time prior to 2010. Not too bad! It might be wishful thinking, but I hope that I can get 15+ years out of the next one!

One More for Charlie!

Just in case you missed it in the Jan/Feb edition of British Marque Charlie Durning has found another outlet for his tech features this time in Tips from the Little British Car Co. area:

Tech tip #2, from Charlie Durning: Valve adjusting While doing some preventative on my MGB GT, I figured that I would tackle the noisy valve train. With the valve cover off, the clearances on all the valves were checked. I found two that were a bit loose. Got those adjusted and reassembled the engine — but after a short test drive the valve train was still a bit noisy. Further investigation is needed. (I did run into this problem in a past and distant life.) The next day the valve cover came off again. All the valves showed the clearances were correct. Next, instead of using a standard width feeler gauge, I used a narrow feeler gauge made for adjusting points. Sure enough, several of the valves were out of adjustment. From previous experience, I remembered that the tips of the rocker arms can wear in a pattern that is narrower than the width of the tip of the rocker arm (see photos below). Because of this, using a wide feeler gauge will give a false reading. The narrow feeler gauge will give a more accurate adjustment. The valves were readjusted using the narrow feeler gauge, and now the valve train is much quieter.



Narrow feeler gauge (left) compared to standard feeler gauge (right).

Photos by Charlie Durning

I Just Had to do Something

By Charlie Durning



It could have been worse

Photos by Charlie Durning

As many in the EMC know, I don't fuss too much about cosmetics. Well, I had to draw the line about the under-hood insulation in the MGB GT falling. It wasn't too bad at first with the corners curling. That turned into the front edges coming loose and eventually portions falling down on top of the engine. I did try gluing the insulation back up, but the



It was quite a mess

oily residue defeated any efforts of getting the insulation to stick. I just couldn't bear the humiliation of the under-hood getting as bad as the example in the photo above before doing anything. (Though the wood slats are a nice touch.) Considering Bro Clay's learned advice, I ordered replacement insulation from the Little British Car Co. The insulation arrived within a few days. I eagerly ripped the package open to see the insulation wrapped up into a tube shape. At first, I figured, this can't be good. Once freed from the restraints of the packaging, however, the insulation eventually laid out flat. The side that would face the engine has a nice textured finish. The back is a smooth



Installation was much easier with the hood off the car!

jute material with a porous finish for the glue to creep into. On the next warm day, I decided to dive headfirst into the project. First order of business was to yank off the old insulation. What a mess! The old backing was some sort of synthetic wool or recycled



The project was completed and looking good

rat's nest. Brake clean did a pretty good job of breaking down the under-hood glue residue. A terry cloth was used to wipe off the remaining rat's nest. Though removing the insulation while the hood was still on the car wasn't too bad, installing the insulation would be another matter. While I was pondering just what to do, my buddy Tony called and wanted to know what I was up to. Boy, did I have a job for him. With Tony's help, we were able to free the hood from the bonds of the GT. With the hood laid out on a table, installing the new insulation would be much easier, and it would be much easier to clean up the underside of the hood in preparation. With the hood on the table and the insulation spread out on some cardboard, the spray adhesive was liberally applied. The adhesive I used was 3M 90. It's supposed to be tolerant of heat. We'll see if that's true. That stuff is very sticky. The hard part was tucking one edge of the insulation under the middle hood cross member. That required all four hands to accomplish. Once I was satisfied that the insulation would stick, the hood was recommissioned to the GT. Now the underside is looking snazzy. I will no longer have to endure the humiliation of a ratty looking under-hood, at least for as long as this insulation stays in place.

Dues Reminder!

The EMC membership dues remain at \$30.00 for the year 2025. Please submit your payments to Stephen Turner. Details and instructions are posted on the website at: <https://www.msemc.org/membership-information>

Until next time Happy Motoring!

The EMC