

THE OFF-SIDE UNDO



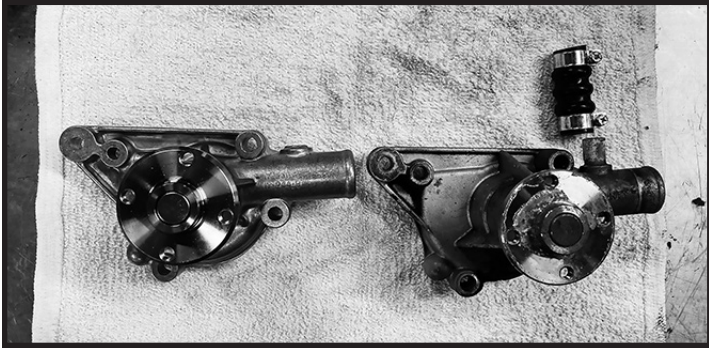
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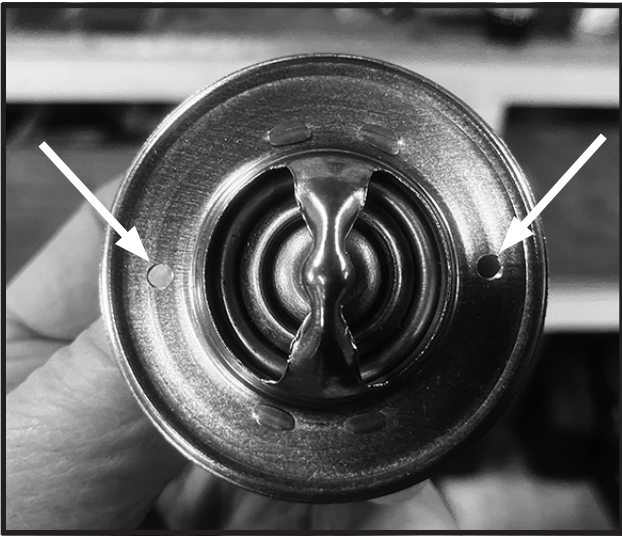
'A gentleman does not motor about after dark.' —Joseph Lucas

B Series water bypass mod

by Charlie Durning



Comparing the A Series pumps. Note the bypass hose. Below: Holes drilled in the thermostat flange. Photos by Charlie Durning



On the various MG forums there have been some discussions about the availability for a correct thermostat for our MGB engines. The originally available thermostat had a blocking ring for the water bypass in the head. The currently available thermostats do not.

At issue here is the belief that there is too much coolant flow through the bypass when the thermostat is open. Some have expressed that their engines run hotter because that water bypasses the radiator by going through the bypass port and back into the block.

To solve that issue, some folks will install a blanking

sleeve that is available from the usual suspects. The problem with that solution is the thermostat can no longer be used. However, with some modifications to the flange on the blanking sleeve and the thermostat, it can.

Going back to my small-block Chevy days, I would just thread the bypass port in the block or the water pump and install a plug. Then I would drill some small bleed holes in the flange of the thermostat. I never had an issue doing that. I would go one step farther and attach a bleed hose to a port in the back of the head that would allow better circulation at the back of the head.

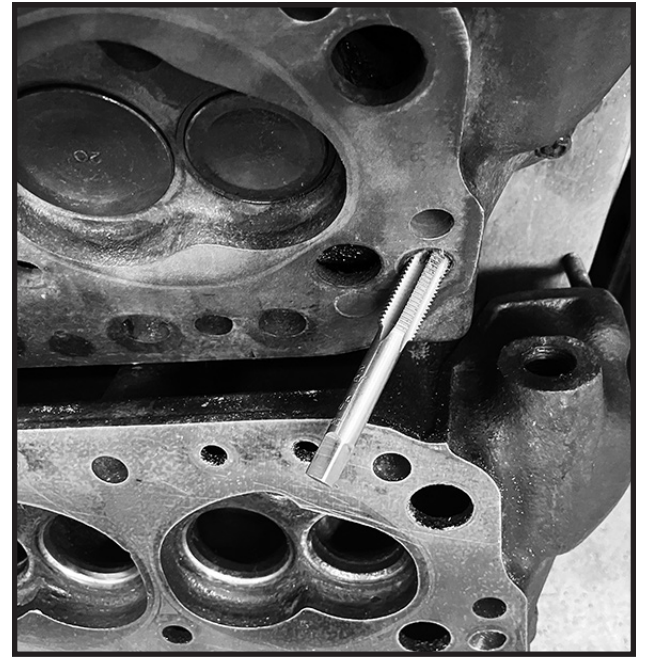
When the Rover Group took over Mini production they just eliminated the troublesome bypass hose between the front of the head and the water pump on the A+ Series engines. They plugged the port in the head and eliminated the hose nipple on the water pump. I made that change when I overhauled the engine in my Morris.

In thinking about that, I decided to see what can be done on the B Series engine in my MGB. There is a ready-made solution right from the factory. Just plug the port between the head and the block.

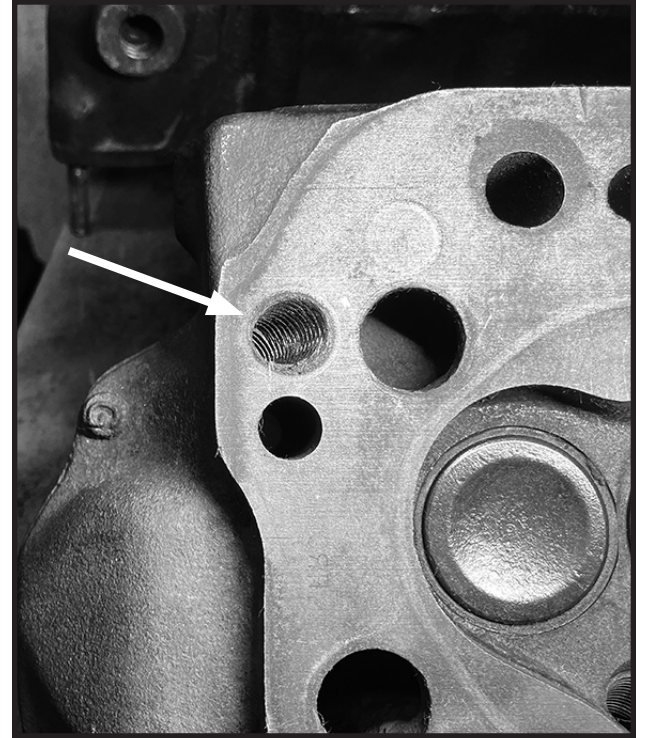
As fate would have it, the drilling in both the head and block are just the right size for a 7/16-20 set screw. Installing the set screw as a plug will defeat the bypass function and will force all of the coolant to go to the radiator. Then just drill some bleed holes in the thermostat flange and you're all set.

Something to ponder the next time the head is off of your engine.

(See More EMC, page 10)



Work on the head. Above: The desired tap angle. Below: The tapped port.



Felis Onca

The Monthly Newsletter of the Inland Empire Jaguar Club

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Jags, Land Rovers to be built in India?

NEW DELHI, India, Apr. 18 (Reuters) — India's Tata Motors will manufacture Jaguar Land Rover (JLR) luxury cars at a \$1 billion plant that it is planning to build in India in the southern state of Tamil Nadu, two sources with direct knowledge of the matter said.

The plan would mark the first time that JLR-branded cars would be manufactured from scratch in India.

The cars would be sold domestically and also exported, according to one of the sources, who declined to be identified as the plans were private.

Tata Motors, which acquired JLR in 2008, declined to comment on what it called speculation. It announced plans for the Tamil Nadu plant in March but did not disclose what vehicles would be manufactured there or the plant's intended production capacity.

JLR has three car factories in Britain and also builds cars in China, Brazil and Slovakia.

In India, where it sells cars such as the Range Rover Evoque, Discovery Sport and Jaguar F-Pace, it is still very much a niche brand. The models that are sold in India are exported from Britain as fully-built vehicles or in parts that are then assembled at a plant near Pune City.

JLR contributes about two-thirds of Tata Motors'

revenue and in the financial year ended March 2023, the Indian company reported its first annual profit in five years, helped by strong demand for sporty Range Rover SUVs and Jaguar saloons.

The British brand saw retail sales surge 22% globally in the last financial year to nearly 432,000 cars. In India, where it competes with Mercedes-Benz and BMW, it sold just 4,436 though sales were up 81% from a year earlier on growing demand for luxury goods.

A letter from the President...

by Mike Zavos

In April there were several great events. Although we were not able to attend the OC Drivers Club Annual Swap Meet, or the Queen's English Car Show in Woodley Park, we were able to join fellow members at the British Car Club Council Rolling British Car Day, where we had a scenic drive and picnic with the local British car clubs in North County San Diego.

This year continues with more great events. Here are just a few:

June 1-2 — JCNA SW Region Concours d'Elegance and JOCLA Concours d'Elegance in Central Park, 18002 Goldenwest St., Huntington Beach, Calif., with judging starting each day at 10 a.m.

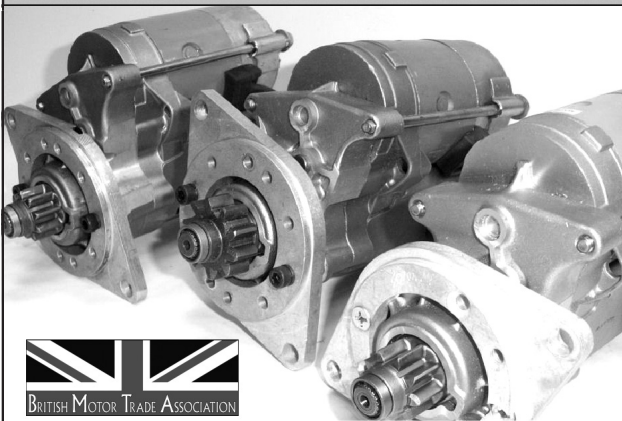
July 13 — SDJC Concours d'Elegance, Spanish Landing Park, San Diego.

October 4-6 — Jagstravaganza, Idyllwild, Calif.

October 24-27 — CalClubs in Carmel, Calif.

Please note once again the creation of our *new* IJC website <https://iejc.mailchimpsites.com>! Now you can quickly catch up on the latest news, renew your membership, and see back issues of *Felis Onca* dating back to the beginning of time!

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SoCal monthly events

Every Saturday morning — San Diego Cars & Coffee, a monthly gathering conveniently located in Miramar.

Every Friday, April-September — Cruisin' Grand, Escondido, facebook.com/cruisinggrand.

Every Thursday, June-August — La Mesa Car Show, La Mesa Village, La Mesa.



Spark & Spanner

News from the South Alabama British Car Club
Spanish Fort, Alabama

Promoting and Preserving Classic British Cars Since 1990

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SABCC's Brits hit Pensacola Bay

by Michael King



Dennis and Donna Carroll with Ben Cummings (far right) and his 'Diamond in the Rough'. Photo by Robb Ogletree

PENSACOLA, Fla. — Twenty-four SABCC cars were registered for the Panhandle British Car Association's April 20th "Brits on the Bay" show in Pensacola, and of the 22 that made it to Seville Square, 17 were recognized as major or class award winners — an astounding 77% success rate!

Bill Silhan, a member of SABCC, PBCA, and several other clubs, took Best of Show honors for his one-of-a-kind 1936 AC Doctor's Coupe.

His was also the oldest car in the show. MG was the Featured Marque, in honor of the centenary, and SABCC/Mardi Gras MG member Stewart Reisinger received the Best MG award for his pristine British Racing Green 1966 MGB GT.

The third major award for an SABCC member went to SABCC President Ben Cummings for his not-so-pristine, sort-of-green 1972 MGB, which was named "Diamond in the Rough."

Nine SABCC cars were named best in their respective classes, meaning that SABCC members won nearly a third of the classes represented at the show. Five other SABCC cars were named to 2nd- or 3rd-place honors.

Well done, SABCC entrants! Let's go back next year and win even more PBCA trophies!

More photos and a full list of the class and major award winners are included in the report by PBCA in this issue (see page 9).

British car surfing by Michael King

Lest the headline of this article confuse you, let me assure you I am not going to be talking about strapping a surfboard to the top of a Mini Traveller. I am referring to about surfing on the web.

What are your favorite car websites? Since this is my column, I will mention a few I like.

Let's start with auction sites. I am addicted to *Bring a Trailer*, but you probably already knew that by how many of their sales end up in the "Auction Roundup" feature in the club newsletter.

Bring a Trailer allows you to search by nationality, so I have British cars bookmarked on my iPad. They do a good job with descriptions and photos, but perhaps even more interesting are the comments made during the auction. They give me a good sense of what enhances and detracts from the overall value.

Hemmings has a smaller auction site, and usually

Oil those hinges!

by Rodney McDonald

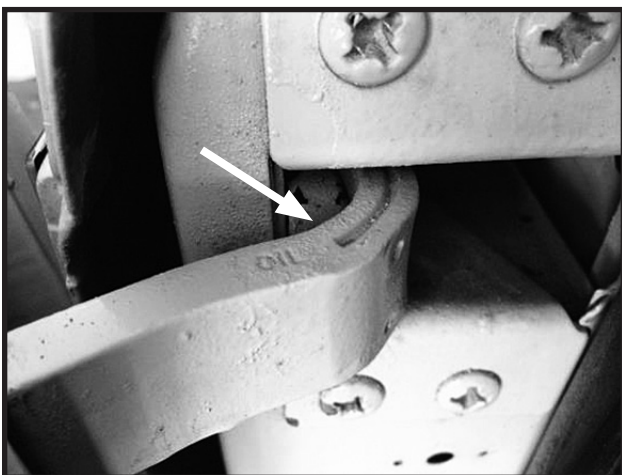
If you've never seen an MGB or MGC door hinge you might be surprised at the robust nature of it. While replacements are readily available (through Moss Motors, for example) it's not something that you would enjoy replacing, especially if it failed due to a lack of lubrication. Lubricating MGB/MGC door hinges is a simple task, made so by the clever engineers at MG.

Open your car's door and look at the top of the hinge strap that bolts into the door itself. You'll see the word "OIL" cast into the hinge and a trough that leads into the part of the hinge you can't see deep in the body support. This trough is where you add a few drops of light oil. The oil follows this trough to the pivoting mechanism, keeping it squeak- (and seizure-) free.

Door hinge lubrication can be scheduled at the same time you do an oil change and chassis lube.

The clearly-marked oil trough on the hinge.

Photo by Rodney McDonald



Plus, there's always eBay... Graphics courtesy the websites

only has about a half-dozen British cars listed. Still, they include plenty of photos and details.

Cars & Bids is a site that attracts a younger crowd, with plenty of Japanese and European tuner cars. It's a good place to go if you follow Lotuses or MINIs.

Finally, *eBay* has a decent selection of modern and classic cars, but you need to search by make. They are also a good source for those "unobtainium" parts.

Besides the auction sites, my other guilty pleasure is *Barn Finds*. This site highlights unrestored cars found in barns (duh), sheds, garages, fields and forests, but also vehicles that the editors simply find interesting. It also has a small auction site.

While I always read the articles about British cars, I cannot help clicking on old American luxu-barges, such as Cadillacs, Lincolns, Packards, Buicks, Chryslers and others.

My favorite car "news" site is *The Autopian*, a rather irreverent and offbeat compendium of car reviews, industry developments, rants, and sometimes pure silliness. The founders of this site used to write for *Jalopnik*, a site I used to follow but now find less interesting since *The Autopian* launched.

The ClassicCars.com Journal is a more serious site sponsored by auction site *ClassicCars.com*. They feature marketplace finds, discuss trends, and offer reviews of new models.

I have found the various forums specific to make and model to be invaluable resources as I care for my own cars — although I have learned to be wary of some "expert" opinions. I have bookmarked the forums for my three Jaguar models as well as *The MG Experience*. I have bought and sold parts, and my Jaguar XJS, through the forum's marketplaces.

Those are my personal favorites (but please note their inclusion does not imply any endorsement by this club). What do you like? Send me some suggestions and I will do a follow-up article.

Calendar of events

June 25 — Monthly club meeting. We will resume our regular meeting schedule in June, at the usual place, Don Carlos Restaurant in Daphne. Arrive around 5:30 or 6 p.m. to eat and socialize; the meeting starts at 7 p.m.

July 21 — Schmitz Pig Roast.

September 12-15 — Dillard, Ga., show.

October 18-19 — British Car Festival.

More EMC (Continued from page 8)



The Europa at Eurofest '22. Photo courtesy EMC

'72 Europa TC speedometer

by Richard Greene

I have a '72 Lotus Europa Twin Cam with the 4-speed transmission, a/k/a the 336 transmission.

The car's speedometer crapped out on me quite regularly due to the fact that the speedo is mechanical with a very long drive cable (about 12 ft. long). Adding to this is the fact that the cable has to make an "S" under the dash, a 180° bend in the air box and a 90° bend at the transmission.

Further complication is the speedometer gear in the transmission and the cable end housings. Even more problematic is the gear drive down in the trans. Turns out that part is virtually unobtainable, and if you *do* find someone with one sitting on their bench, the price reflects its rarity — prohibitive! — and if you find one and put it in, it's a temporary fix, as sooner or later these parts will fail anyway. It's just a plastic gear extremely sensitive to constant lubrication.

Generally it is a binding speedometer drive inner cable that is jerking and not spinning smoothly. When the drive cable binds and jerks in its housing, the speedometer needle follows the movement of the cable and bounces accordingly. You might be able to lubricate the inner cable, but usually the best bet is to replace the cable with a new one.

The cable itself consists of two parts, an outer cable and the inner drive cable. The outer cable is a flat steel, rolled-out casing covered with a rubber outer protective casing. The inner drive cable is a 1/8" flexible wire line.

The problems seem to arise when the cable unit is installed with the sharp bend. Bending causes the outer casing to flex and separate within the bends, creating edges in the outer casing to rub on the inner wire. Shortly this causes the inner wire to start to unravel and separate.

Replacing the speedometer cable should not be a yearly maintenance item.

I looked into GPS speedos. There are a lot of different styles and sizes. You can even customize one to replicate the stock Smiths gauge. Of course, going this route can be quite expensive. More than I want to spend, considering how little I drive the car and that I have been without an accurate speedometer for over 10 years now!

Found one the right size, a close match, and available on eBay for about \$70. It looks as close to the Smiths gauge as possible. Finally got around to installing it, and it really looks good in the car. Nearly OEM! Purists or concours restorers will frown, but for a car that is being used and shown in informal shows, it's a great solution. Non-Lotus aficionados are unlikely to notice it's not OEM.

The GPS unit includes a high beam indicator and left/right turn signal indicators. The Europa has a blue high beam indicator and a green turn signal indicator separate from the speedometer. I was able to wire onto these and have them work in the GPS unit along with the original indicators.

It's accurate, too. If you start the car within four hours of last shut-down, the GPS comes on instantly. More than four hours and it takes just under a minute to pick up the satellites.

The only hint that it's a modern gauge is the digital readout for the odometer. But it's relatively unobtrusive. The odo also toggles to doing 0-to-60 elapsed times.

The GPS unit as offered on eBay. The digital odometer is the only hint it's not OEM. Photo courtesy eBay

