

THE OFF-SIDE UNDO

Volume 29

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“A gentleman does not motor about after dark” Joseph Lucas

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On the web at www.msemc.org

Tech Session at Mike & Alice Glore's

Every year the Glores host a great gathering at “The Barn”. This year was no exception. Though the day was hot outside, inside it was cool.



Mike had his cars available for display with bonnets up and doors open. For any other group that would be risky. In the case of EMC members all were treated with respect. Mike's latest acquisition is a Mazda Cosmo. It is indeed an unusual car sporting classic '60's styling and an early Rotary engine. See the slide show for the cars on display and more pictures of the day. ***Please click the link below!***

[Glore's Tech Session Slideshow - Enjoy!](#)

As is tradition, the conversation and food was a highlight of the event. Pres. John Turbeville held a short business meeting where the upcoming event @ Baileys and Brits on the Bluff were discussed. Brother Clay said the club has funds in the bank. Other upcoming events discussed was Euro-Fest and the British show in Fairhope, AL. By now registration forms have been sent out for Brits on the Bluff. The form is at the end of the newsletter.

A Note from the President

John Turbeville

Glad to see so many new faces at Mike and Alice Glore's lunch time gathering on July 18th. I got an education on Mike's new ride..the Mazda Cosmo, complete with full description of how the Wankel Rotary Engine works. Awesome looking car! Fantastic example of automotive history. Thanks Mike and Alice for the terrific hospitality and to those who attended. We collected \$194 for our "Goodie Bags" for our September car show in Natchez. These will will be packaged up at our August meeting at David and JoAnn Bailey's. Hope to see you there ...and drive your classic car as their driveway turns into a car show of its own.

John

Sprint Car Races!

After our visit the Glore's, several of us decided to venture out to Jackson Motor Speedway to see the sprint cars race. Bro Gene, Bro Clay and guest, and Charlie Durning met at Daddio's BBQ in Byram at 7. After some great BBQ we headed to the race track anticipating some exciting racing. The evening was filled with spills and thrills along with some close racing. It was an evening well spent. Our next venture to Jackson Motor Speedway will be August 15 for more sprint car racing. Meeting place will be Daddio's BBQ in Byrum @ 7pm.



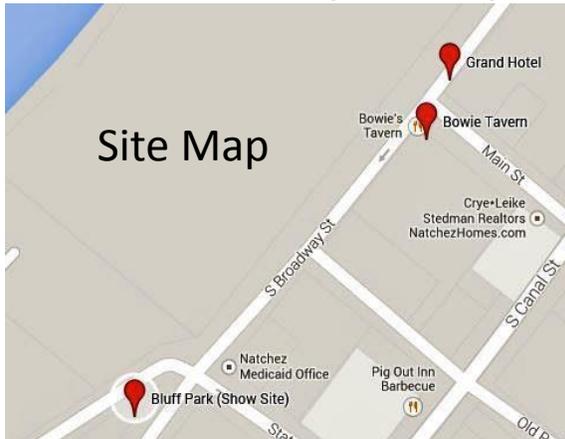
Brits on the Bluff Sept. 18-19, 2015 Natchez, Mississippi

The English Motoring Club of Mississippi proudly announces its annual all-marque car show and celebration to be held in Historic Natchez, Mississippi, the weekend of September 18th and 19th.

Bowie’s Tavern – Welcome Reception: Friday evening, 5 p.m. - 8 p.m. Join us at “Bowie’s Tavern,” an 1852 Cotton Warehouse converted to an “antique pub.” It is located at 100 Main Street at Broadway (across the street from the Grand Hotel and just up from the show site), and offers tasty appetizers, specialty pizzas, salads, sandwiches and a full bar.

Natchez Bluff Park - Show: Saturday 10 a.m. - At 303 South Broadway Street, just a few blocks from the Grand Hotel, located on a magnificent 200-foot bluff containing shade trees and picnic tables. Awards presentation 3 p.m.

Overnight Accommodations - A block of rooms has been reserved at the Natchez Grand Hotel, located at 111 Broadway Street. The EMC has negotiated rates from \$119 to \$169 plus fees and taxes per night. See natchezgrandhotel.com for hotel information, call 866-488-0898 or 601446-9994 for reservations, and be sure to reference “English Motoring Club of MS” for the group rates.



One never knows whomight show up for Brits on the Bluff.

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 in the amount of \$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.



From the Passenger Seat

Editor's Note: Oops! We have nothing this month! Submissions are ALWAYS WELCOME! Please email me at durning.donna@yahoo.com with your contributions!

By
Donna Durning



www.ToonsOf.com - 1508

Exhaust Rattles

Brother Clay's MGB is now in the body shop to repair damage caused by an inconsiderate deer. Fingers crossed it will be ready for Brits on the Bluff. Keith Anderson is working on a "big" front disc brake conversion for his Bugeye using a mixture of Midget and Nissan Sentra parts. All of the preliminary work is finished.

All he lacks is getting it installed and tested. Looks like a great project. The conversion should be much better than the itty bitty 7" drum brakes. Keith will submit an update soon.

Steve Whitlow is soldiering on with his Rubber Bumper Midget freshening. The front and rear suspension are finished. Steve has a submission about his progress in this edition.

Charlie Durning has finalized, for now, his 4 wheel disc brake conversion on Donna's Morris. Charlie has been working with Joel @ Creative Spridgets on the prototype project. It could end up in production and being a Creative Spridgets offering. That conversion has been causing quite a stir on the Morris Minor Forums. It should be ready for Brits on the Bluff.

Pres John is still waiting for the machine shop to get to his veggie oil burning engine. It been a bunch of weeks and John wants to get it rolling again.

Be sure to let us know what YOU are doing!

Keith's Bugeye Sprite

My 1959 Bugeye Sprite currently has drum brakes. With the high performance 1275cc engine soon to be installed, I decided to install a disc brake conversion.



We had "rendered" all the good parts from Charlie Durning's rusted Midget and he gave me the disc brakes. My plan was to refurbish the Midget kingpins and install new Midget calipers and discs on my Sprite. Charlie spent some time wandering around "U-Pull-It" salvage yard and discovered that the disc brake set up from a 1996 Nissan Sentra may fit his Morris Minor with the addition of a caliper adapter that he could make. he also figured that the Nissan disc brakes could easily be made to fit my sprite. A trial fit confirmed that the Nissan caliper will fit my sprite. A trial fit confirmed that the Nissan disc brakes could easily be made to fit my Sprite. A trial fit confirmed that the Nissan caliper will fit inside the 13" Minilite wheels since they have more area available for the larger Nissan caliper than the Sprite steel wheels.

First step was to see if the Sentra rotors could be adapted to the midget hubs. The pilot bore for the rotor is 2.4 inches. The pilot on the hub is 2.5 inches. Not a problem. A lathe was used to open up the rotors to fit the hubs. Then all that was needed was to re-drill the rots and bolt them onto the Midget hubs.



Charlie designed a simple caliper adapter plate for the holes for the Midget spindle and located the holes for the caliper using a piece of stiff fiberboard for a template. After adding a couple spacers for the bolts, everything fit together as planned.



So Charlie used the "hot wrench" to cut out the basic shape for the adapter plates from a piece of flat 1/4" bar stock. Then I went to work on the grinder to remove the slag and finish the final shape. The drill press was put to use to accurately drill four holes per plate. Spaces have been welded over the bolt holes and the adapter plate has been painted black.

The Moss Motors stainless brake hose set for a Midge will fit the Nissan caliper, but it appears that the Midget rubber hoses may interfere with the caliper. A master cylinder with a 3/4" bore will be needed based on experience of others who have converted to disc brakes. After everything is assembled I should have braking equal to the increased engine performance.

Fun with Midgets

by Steve Whitlow

PHASE TWO: Front Suspension Overhaul

I'd hoped to have completed the front suspension rebuild by the time this article was written. I'm pretty close but not quite there. Compared to the rear suspension the job has proved more difficult and has taken a lot longer but strangely is more 'fun', if that word applies here.

After nearly forty years and 125,000 miles, a major overhaul is long past due. Everything is covered in grunge.



The rubber bushes were all in bad shape, some nearly worn through. The rotors, being original, were slightly less than minimum factory thickness - time to replace them too. Track rod ends were in bad shape and the gaiters were split to boot...pun intended. After releasing the top trunnions and track rod ends from the steering arms you can see the accumulated old grease and road grime on the stub axle assembly. A thorough scrubbing was in order.



John Twist of University Motors has an excellent video of a Midget 1500 front end rebuild and a makes a valid point. *The design of the front suspension never really changed to accommodate the weight the car gained from its introduction in the Bugeye Sprite to its final version in 1975 as the Midget 1500. Parts were revised, disc brakes replaced drums, an anti sway bar became standard, but the basic design is arguably not up to the task of managing the added weight. Even with regular greasing, significant wear is likely at the top trunnion, inner wishbone bushes and outer fulcrum pivot.*

Upon disassembly, I discovered my wishbones needed replacing. The inner bush mounts were cracked and the threaded bushes for the fulcrum pin were distorted and threads worn away in places. The fulcrum pins themselves were twisted and distorted. Surprisingly everything came apart without too much fuss thanks to

healthy doses of PB Blaster. The hub bolts were the most stubborn, but a vice and breaker bar did the trick. Driving out the pins that lock the fulcrum pins to the stub axle was not easy either.



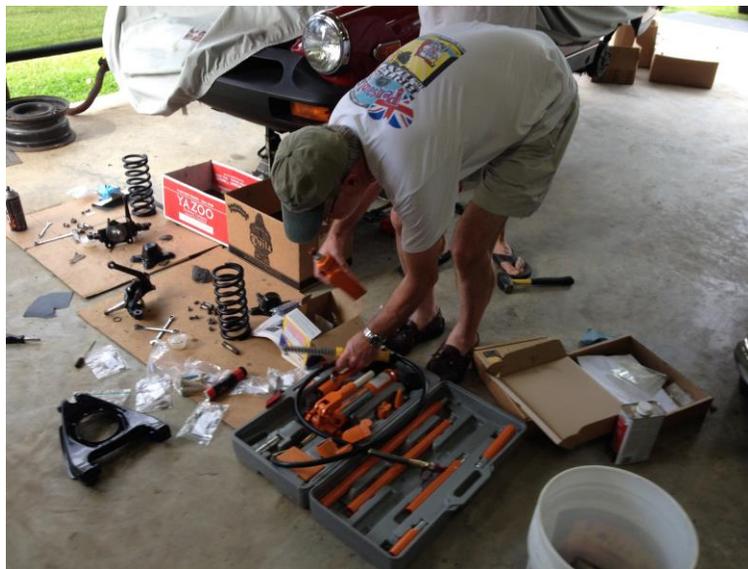
Cleaning the stub axle parts was a major pain and very time consuming but worth it and in the end the stub axles, kingpins and top trunnions all proved to be in good shape.



The damaged wishbones went in the trash bin and were replaced with new ones from British Motor Heritage. I decided to use all new fasteners and fittings but did keep the original dust excluders and springs. After cleaning, all the parts were either polished or primed and given several coats of chassis paint including the springs, spring seats and rotor back plates.



Most weekends Clay Johnston comes over from Mount Olive, joining Charlie and myself for lunch at Zip's Diner in Magee which is near Charlie's house. Clay's MGB had a collision with a deer in the Ozarks back in May and is out of commission. I suspect he misses having a car to tinker with so he's living vicariously through us. In any case I'm grateful for his help. There have been several times when an extra pair of hands has proven vital.



I've often wondered how on earth these cars were assembled at the Abingdon factory, clearly they knew things we don't....sort of like how were pyramids constructed by the ancient Egyptians.

After the stub axles were reassembled and adjusted with new grease zerks, seals etc. we decided to fit the lower wishbones to the car before attaching the axle assembly to the wishbone.



The threaded fulcrum bushes were cleaned until the fulcrum pin would thread smooth as butter. It was a tricky piece of work to attach the axle to the wishbone even with two pair of hands as the cork washers repeatedly wanted to squirm out of place. Aligning the flat on the fulcrum pin to secure it with locking pin proved tedious in the extreme but we managed this as well. Fitting the top trunnions to the shock arms proved less challenging and voila! Success! So after several weekends of work both front suspension assemblies were back on the car.



Next the old track rod ends and gaiters were removed. The outer ball joints cleaned and... greased and new gaiters fitted.



(There's still a bit to do, fitting the anti sway bar, track rod ends, rotors, hubs and brake assemblies but hopefully the hard part of the job is behind us, err... me.

The job has been difficult and frustrating at times but also brings a sense of immense satisfaction. So as we were finishing up last Saturday enjoying the apple pie and ice cream Donna had served, I remarked to the boys, "If a few years ago you'd have told me I'd be rebuilding the suspension on this car I'd have laughed at

you.” Charlie looked at Clay, they both smiled and Charlie said, “Steve, we’re laughing at you, now!”



Ah, friendship...

Car of the Month

By Keith Anderson

Thanks for the inquiry. During the tech session some of the other members also asked how I was able to acquire the 1954 BN1 Healey.



I advised that I had purchased the car from Lloyd Tankersly, a retired oil and gas lawyer in Madison, Mississippi two years ago.

The story goes back to 1964 when Mr. Tankersly saw the car being driven in Bossier City, Louisiana by two young boys. Lloyd followed the car back to a salvage yard that their father owned. The father explained that the police had asked him to pick up the abandoned car that had been in an accident by a drunk air force enlisted man who was in jail and could not afford the repairs or monthly payments. Lloyd paid off the \$150 loan to the finance company and paid \$165 in towing and storage fees for a clear title. He repaired the car with used parts and had it painted Healey blue. Lloyd continued to drive the car until 1976 when he parked it in the barn to make room for a new boat in the carport. Then in 1985 the Healey was towed back into the carport when the boat was sold. The car has not been driven during the past 39 years.

Lloyd contacted Mike Martin with Mississippi Classic Cruisers to ask if he would restore the car. Mike is well known in the Jackson area for his meticulous work for a very reasonable hourly cost. Mike was willing to do the body and interior if I would restore the drivetrain.

Mike and I met with Mr. Tankersly who decided that it would be more prudent to sell the car rather than pursue a full restoration since he was 77 years old and not likely to drive the car very much. So Mr. Tankersly and I went through many Hemmings Motors news ads and Ebay "sold" listings to arrive at an average sales price for very similar Healeys, and a deal was struck.



The engine turns over by hand and the car is 100% complete. There is "surface rust", but the only rust holes are in the outer rocker panels. The frame and outriggers appear to be solid so this will be a good long term project when my other LBC's have their "to do" lists completed.

If you would like one of your British cars featured in Car of the Month, please send pictures, the story of where and how you found the car, and any adventure stories you would like to include. Please email us at durningcharles@gmail.com.



Happy Motoring!

ATTENTION!!!

As always, pictures and submissions are welcome!!!

EMC Calendar

August 15, 2015 – EMC Tech Session / Brandon MS - David and Jo Ann have a way of throwing a great party in lead up to the EMC show. Come on out and see what David has added or improved on for 2015. Always lot's to see and do along with a great meal what else can you ask for. This will be the pre-Brits on the Bluffs gathering so bring along a dish and enjoy the fun. Gathering starts at 11:00am. Lunch starts as 12:00pm. Details: David / Jo Ann Bailey (601) 992 – 8566.

September 18 - 19, 2015 – EMC Brits on the Bluff / Natchez MS - In 2014 we entertained a record crowd and the weather was soooo nice. It's promised to be all sunshine and roses on the banks of the Mississippi for 2015 so we're looking for another great turnout. We hope that friends from near and far will join us. Stay tuned for registration information. ***Please make hotel reservations early.** **Host hotel: Natchez Grand Hotel (601) 446 - 9994. Reference: English Motoring Club.** Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.

And there's even more listed on the web-site at www.msemc.org