

# Off-Side Undo



A publication of

THE ENGLISH MOTORING CLUB

P. O. Box 5263  
Jackson, Mississippi 39216

~~January 1988~~  
JANUARY 1988

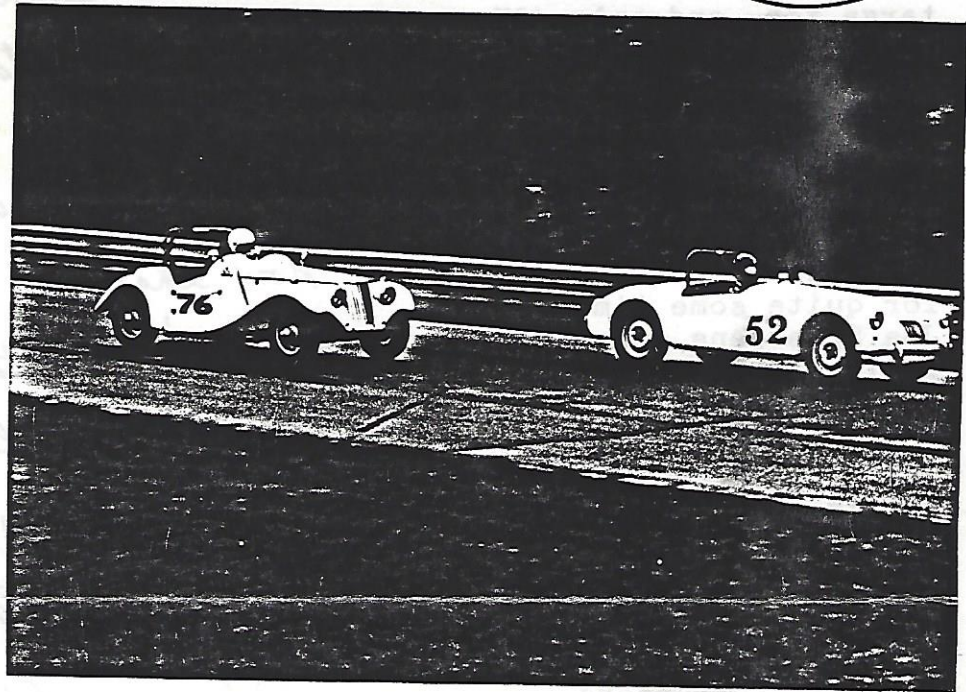
## FROM THE PRESIDENT'S GARAGE

The English Motoring Club kicked off the new year with a well attended party/business meeting at the home of Alex and Tere Wade in Brandon. As usual, we were successful in railroading in a new slate of officers to fill the shoes of those that retired at year's end. A hearty thanks to all the officers of 1987, their effort was obvious from all the great events we enjoyed throughout the year. Our President for the past two years, Craig House, deserves special recognition for having done such a fine job. We really appreciate the spirit and enthusiasm he has shown during his reign as premier potentate.

The officers for 1988 are as follows:

Keith Anderson: Pres.  
Dennis Loftin: VP  
Jane House: Treas.  
John Simmers: Trivial Historian, or some-such

All of the '88 events have been scheduled, with the exception of the Christmas Party:



## 1988 EVENTS

- |       |                         |
|-------|-------------------------|
| 3/26  | Tops Down Party         |
| 5/7-8 | Vicksburg Empire Trophy |
| 9/17  | British Car Day         |
| 10/22 | Fall Picnic             |

The newsletter continues to be a heavy load for the Editor as well as the Club's treasury. Alex will welcome any article you may wish to submit for publication, and the Treasurer will welcome your '88 dues. Our finances are in the red, so we urge you to be prompt in paying your club dues, which are due now. The Club has decided to raise the dues to \$15 per year

(\$10 if joining after June 30th). This is part of our effort to get back in the black in '88. Please notice the separate dues reminder in this newsletter.

Pat Cashman has graciously agreed to provide all the paper needed for our newsletter this year. This will be a tremendous help to our budget, and the club really appreciates Pat's donation.

It looks like we're off to a good start as we look forward to new adventures and friends. May your lifters tap out a happy tune as you cruise down the highway and byways. Happy Motoring!

Keith Anderson



Vintage racing comes to Memphis! The Sportscar Vintage Racing Association (SVRA) has scheduled the "River City Vintage Grand Prix" for May 27-29 at Memphis Raceway . . . Ed Graham of Wesson has added a 1970 TR-6 to his collection. This one is yellow with wire wheels, targa top, and only 48K miles . . . Ed reports that an MGA can be found on Old Highway 51 one mile north of Summit on the East side of the highway. It is believed to be for sale but has been out in the weather for quite some time . . . Joe Speetjens owns a TR again. This one is a TR-3A from Texas with wire wheels and painted red. . The skies over Memphis may be filled with the awesome roar of Merlins and Cyclone engines this Spring as the Memphis Belle Airshow salutes British aircraft and the B-17. Sponsors are hopeful that a Lancaster, Mosquito, Hurricane and perhaps even an Anson will participate. . . Mike Hemsley has picked up a rhd Sunbeam Tiger! To go with this unique and exciting rocket, he took an ice-driving course while on a ski trip in Denver. This should be good training for rallying on Mississippi's dirt roads in the wet. . .

#### MANDATORY SEAT BELT LAW

The Mississippi Legislature is considering several bills which would (if enacted) require drivers and front seat passengers to wear seat belts. The bills make exceptions for per-



Dec. 14, 1987

Dear Alex,  
Just wanted to get off a little note to thank all the members for their efforts at making the Christmas party so much fun. We (Pat and I) certainly enjoyed having everyone here. Please thank the Alfa Club for us, also.

Now that you all know where we are, don't hesitate to come back over. All of you are welcome anytime. Vicksburg has a lot to see, and we'd enjoy showing it to everyone.

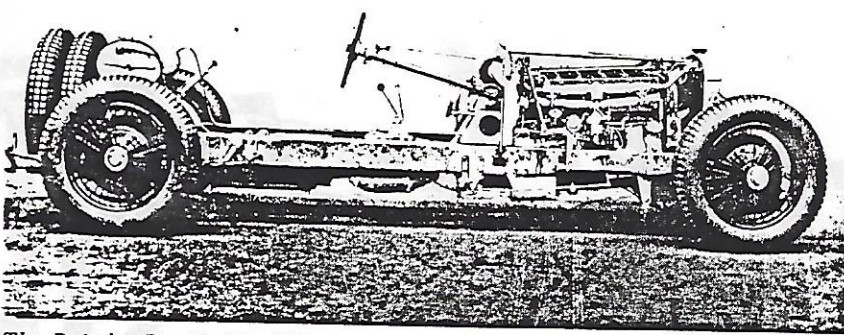
Happy holidays, and we look forward to a new year of fun and fellowship with our car friends.

Pat and Barbara Cashman

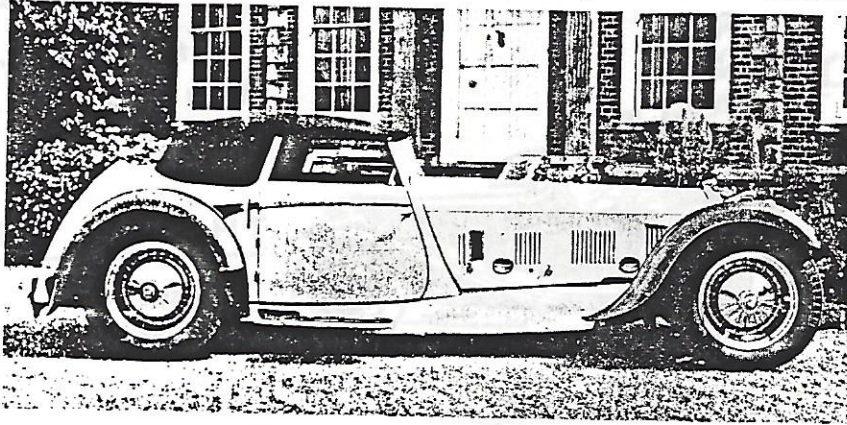


sons who are unable to wear seat belts, rural letter carriers, and farm vehicles. They should be to be amended to make an exception to cars like ours. However, our interests are in good hands! Representative Mark Scarborough of Florence, who is chairman of the subcommittee that will consider the House bills, is a fellow antique and classic car enthusiast. He owns a 1940 Chevrolet pick-up and a 1961 Mercedes convertible which is under restoration.





The Daimler Double-Six, 1931: chassis (above), with sports coachwork (below).



Left: The cars at left are presented as an addendum to the excellent article written by John Simmers in last month's OSU on the sleeve valve Daimler.

John also provided the feature article for this month on George Eyston's record-breaking AEC-Chrysler. This article was published in the July 1967 issue of the now-defunct Old Motor magazine. One wonders where this car is today.

We also have two friends in the Senate looking out for us. They are Alan Heflin of Forest (a TR-7 owner) and Wayne Burkes of Clinton.

Tere Wade

1988 CALENDAR

- 3/26 Tops Down Party  
Cappello & Anderson homes  
in Brandon
- 4/23 Riverfest  
Vicksburg  
Car Show
- 5/? Memphis Air Show - British Aircraft
- 5/7-8 Vicksburg Empire Trophy
- 5/14-15 Texas MG-T Meet  
Salida, TX
- 5/27-29 SVRA Vintage Races - Memphis
- 6/25-26 SCCA Autocross  
Shreveport, LA  
(Special vin-

tage event also planned)

- ? Rapids on the Reservoir Car Show
- 8/11-14 VTR National Convention  
Dallas, TX
- 9/17 British Car Day  
Jackson, MS
- 10/8-9 British Car Fest  
Memphis, TN
- 10/22 Fall Picnic  
Tour to Rocky Springs, MS
- 12/? Christmas Party

DONALD HEALEY  
DEAD AT 89

One of the greatest British automotive legends, Donald Healey, passed away last January 15.

Books could, and have, been written about this man and this short obit-

uary could never do the man's career justice. His driving career began well before WW II, with one of his greatest victories being the 1931 Monte Carlo Rally. His involvement in sports racing and rallying began with ABC's, Ariel's, Triumph's, Riley's and Invicta's immediately after WW I (he served in the war as a bomber pilot). He was later hired by Triumph as head of their design and experimental work and became Technical Director (1934-1939). The war years found him working for Hobson Carburetors and Humber armoured car development.

Donald's greatest claim to fame, however, will forever be connected with the series of exciting cars which bore his name during the years following WW II. The first Healey cars were known officially as the Healey 2.4 litre Roadster and the Healey 2.4 litre Saloon, both powered by Riley engines. The Silverstone followed later, along with the Nash Healey and the series of Austin Healeys which were produced from the early



sixties. The Jensen-Healey was the last of the production cars which bore his name.

Mr. Healey attended many Austin Healey meets over the years and even attended a VTR convention a few years back. He was popular among all who knew him and he will be greatly missed.

Many thanks to the British Sports Car Club of Memphis who passed this sad news on to us.

**JAGUAR WINS 24-HOURS AT DAYTONA!**

A Jaguar XJR-9 co-driven by John Nielson of Denmark, Raul Boesel of Brazil, and Martin Brundle of England broke the 11 year domination of Porsche in the Daytona 24-Hours race.

The AP report stated that the Jag won at an average speed of 107.943 mph and beat the second place car by one full lap and 54.5 seconds, nearly a second lap. The car covered 2,591.68 miles in 728 laps.

**RIVERFEST  
VICKSBURG MS  
April 23**

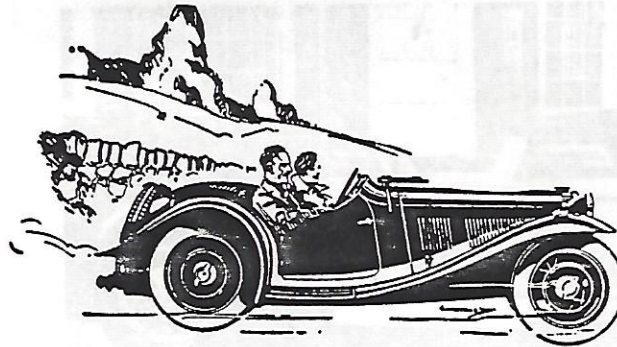
John Simmers reports that Vicksburg will be sponsoring a weekend party in late April which will contain arts, crafts, a flea market, water show and a car show.

The Studebaker and local hot rod clubs will be in attendance and EMC has been invited. There is

**SAFETY  
EAST!**

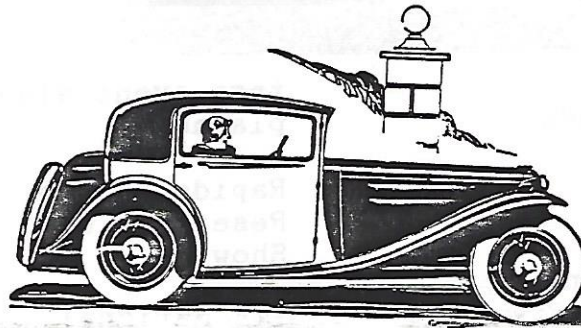


*Introducing, the  
New Season's Models*



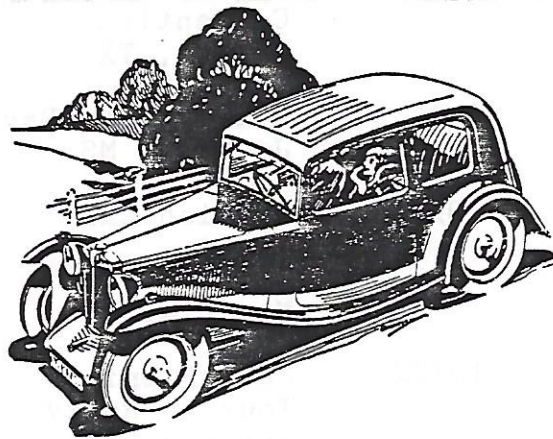
**THE M.G. MIDGET**

Chassis . . . £160  
Two-Seater . £199 10s.



**THE M.G. MAGNA**

Chassis . . . £245  
Two-Seater . . £285  
Four-Seater . . £299  
Salonette . . . £345  
Continental Coupe. £350



**The M.G. MAGNETTE**

Chassis . . . £340  
Two-Seater . . £390  
Four-Seater . . £399  
Pillarless Saloon . £445

EX WORKS

*A modified version of the popular J.2 M.G. Midget—a smart Continental coupé on the M.G. Magna chassis—the M.G. Magnette with larger engine and pre-selector gearboxes on all models—De Luxe equipment available on all types—full particulars on application*

ISSUED BY THE M.G. CAR COMPANY, LIMITED, ABINGDON-ON-THAMES

no entry fee - in fact, you'll probably be able to park closer to the festivities if you chose to participate.

way to enjoy the city.

Let's try for a good turnout. There's lots to do in Vicksburg, and this will give us a relaxed

VICKSBURG  
EMPIRE TROPHY  
May 7-8

Our Vicksburg rally promises to be one of



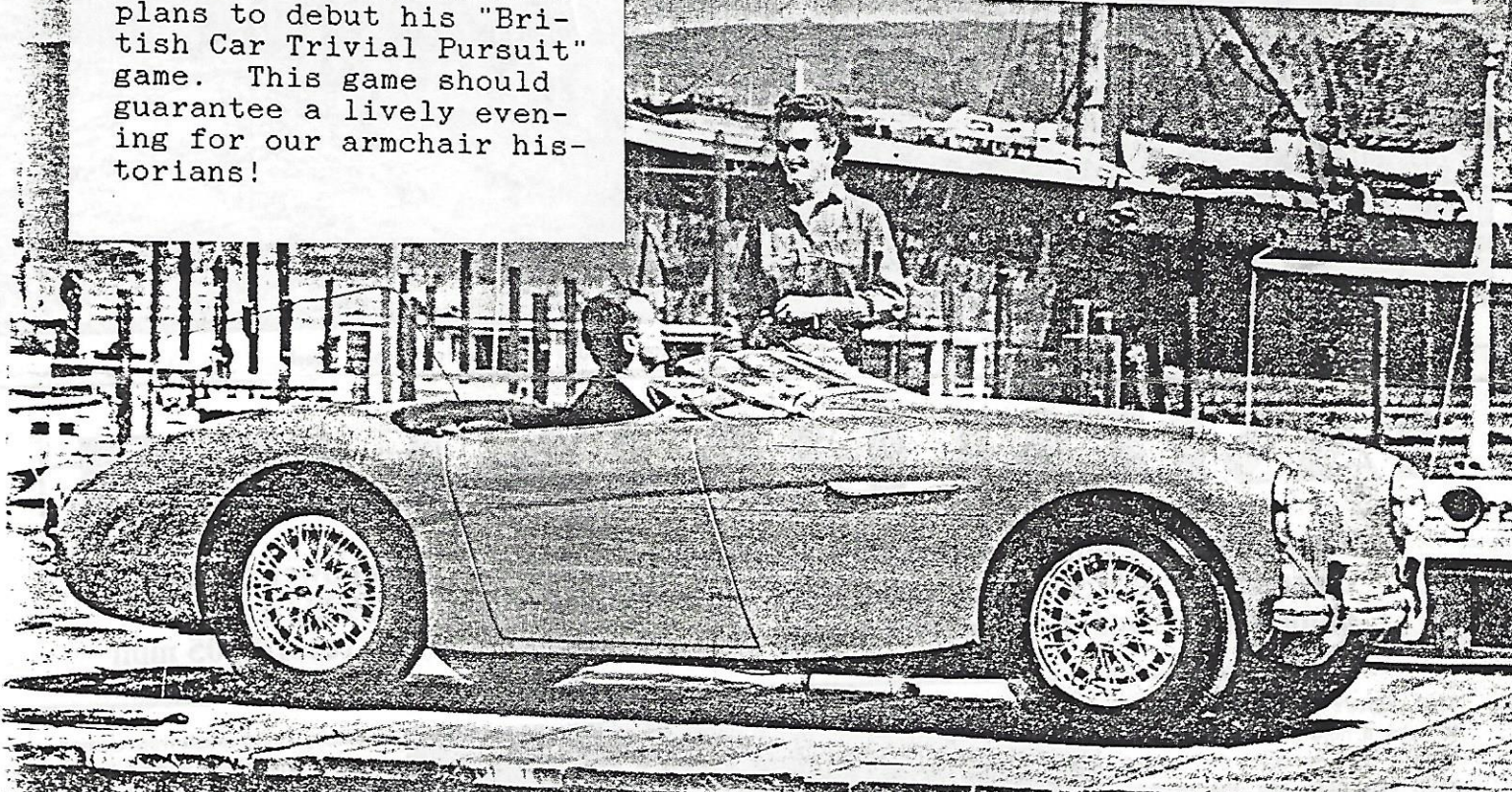
our best events for 1988. Our hosts are in the process of lining up our motel, possibly the Magnolia, that has a swimming pool. It is also reported that we may have live entertainment, provided Susan Simmers' band can learn "God Save The Queen" at John's insistence!

You trivia buffs out there need to do a lot of reading between now and May, as John Simmers plans to debut his "British Car Trivial Pursuit" game. This game should guarantee a lively evening for our armchair historians!

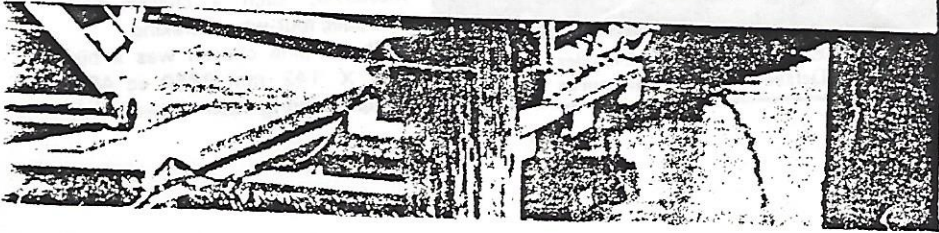
**NIGHT GLASSES  
ARE DEADLY**

**ENGINES FOR  
WOMEN**

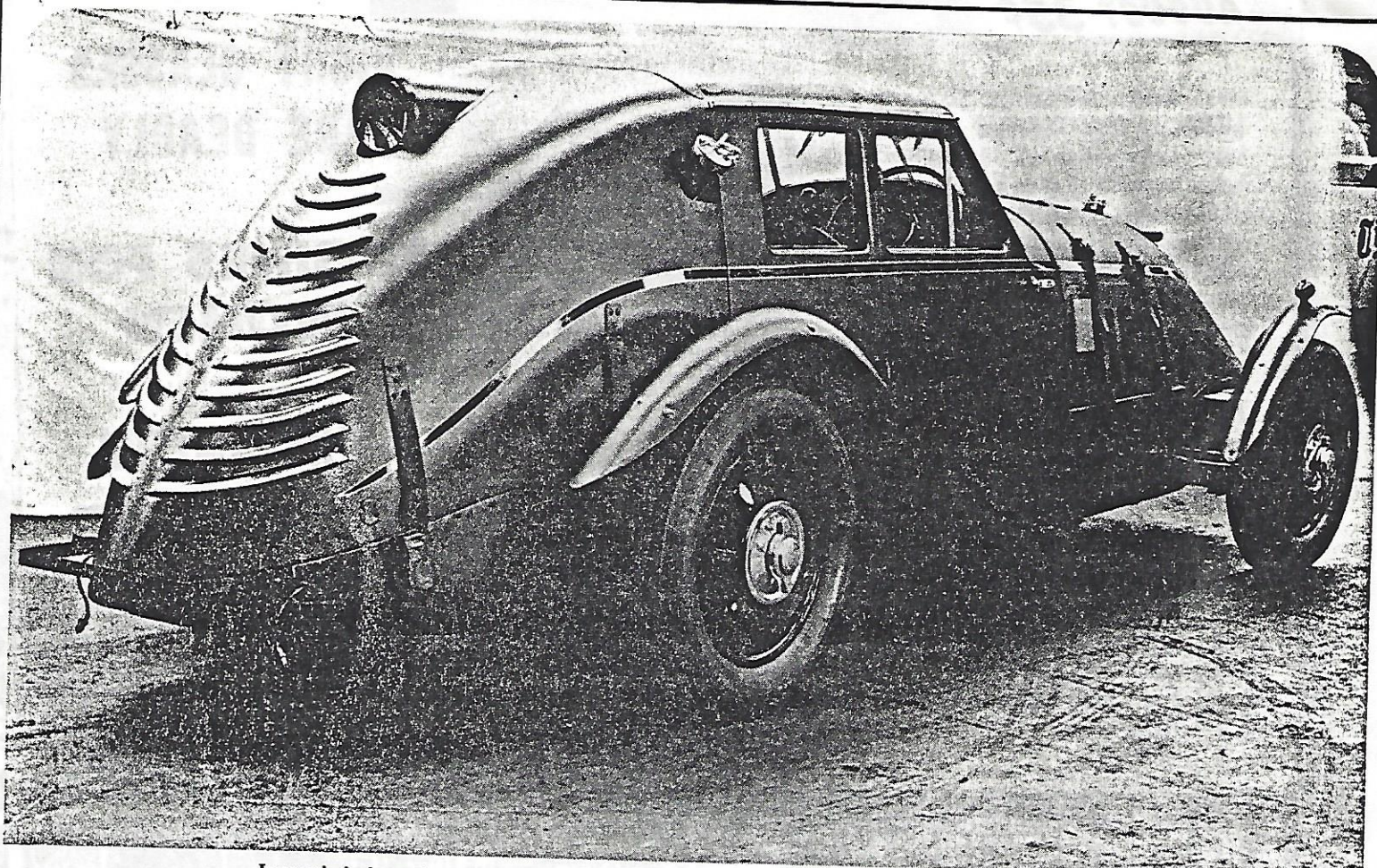
**WHY SWITCH  
TO "REGULAR"?**



**DRIVING THE AUSTIN-HEALEY**







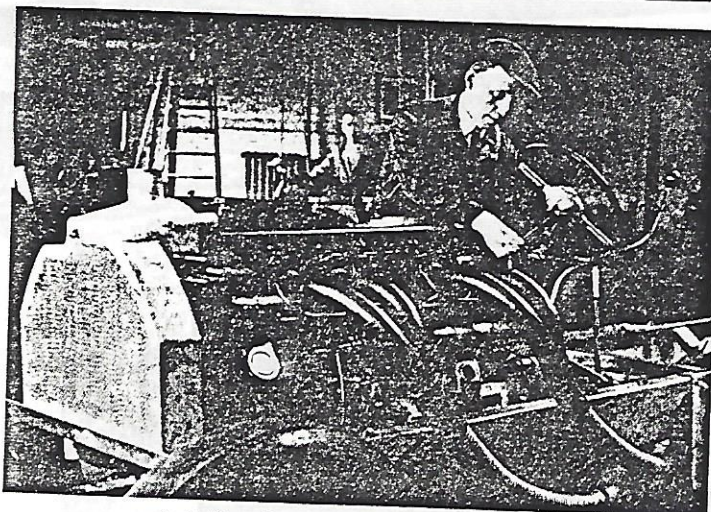
Impressively louvred rear end of George Eyston's AEC record-breaker housed only the spare wheel

# FASTEST BUS ON EARTH

Those who are ignorant of the fine engineering and tremendous power output of commercial vehicles must have been dumbfounded when, in 1933, a virtually unmodified London bus engine was used to lap Brooklands at a record 105 mph

THE HEAVY OIL ENGINE began to take a hold in the commercial vehicle field towards the end of what we now call the vintage period, that is to say, from the late 1920s to the early 1930s. One of the first serious attempts to introduce such an engine in this country was made by the Associated Equipment Co. in 1928.

At that time, and generally speaking for ever after, the diesel engine was not associated with high speed motoring, but rather made a claim to very long life, reliability and infallible starting. This did not deter Captain George Eyston, who was a pretty full-time exponent of the then-lucrative pursuit of record-breaking, from the view that much useful



Installing the AEC engine into the Chrysler chassis at L. T. Delaney's Maida Vale works

publicity could result from demonstrating the diesel engine in high speed running.

What Eyston did was to look for a suitably large and rugged but not impossibly heavy chassis into which to install a modern oil engine. The AEC people were willing to supply the engine, and a Chrysler chassis was used, possibly because George Eyston had close contacts with the Chrysler Corporation in Great Britain, having been behind a rather striking streamlined saloon body devised for this make of car. Moreover, such a chassis had hydraulic four-wheel-braking.

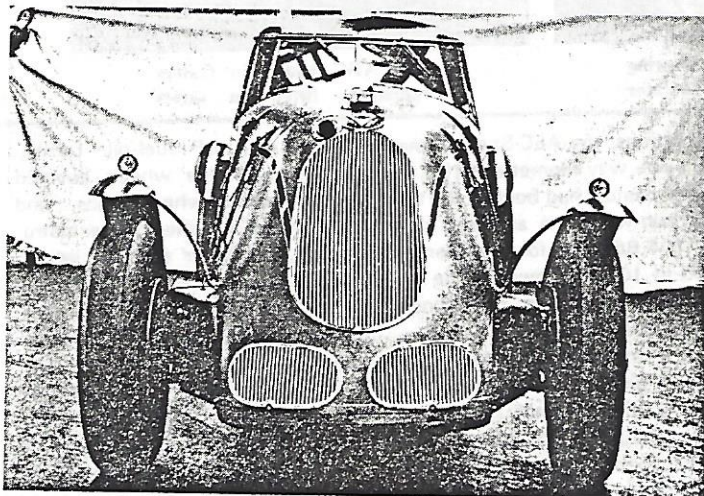
The engine chosen was a big 115 x 142 mm 8850 cc AEC compression-ignition power unit





Eyston's record-breaking car used exactly the same engine as was fitted to London Transport's LT-class six-wheeled omnibuses

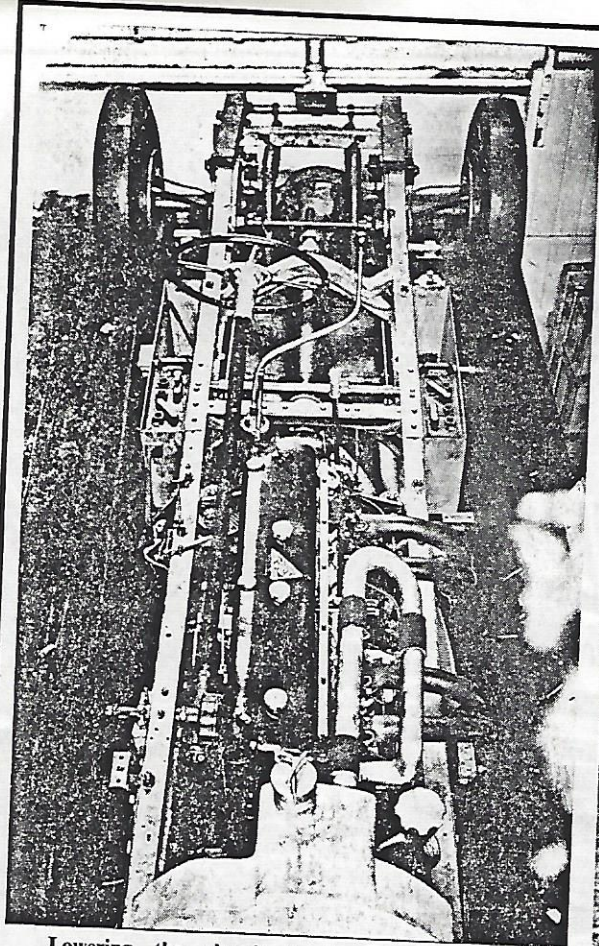
of the type then being installed in London omnibuses. The chassis conversion had been carried out by Eyston's racing driver friend, Ernest Eldridge, at the works of L. T. Delaney. The engine, which may have been mildly tuned, developed 130 bhp, weighed 1414 lb, and pulled a top gear of 1.94 to 1. The whole car turned the scales at 45 cwt. Vanden Plas were asked to build an impressive streamlined saloon body on the Chrysler chassis, using faired mudwings behind the disc wheels, rather like those fitted to the ill-fated single-seater racing Invicta some years earlier. Eyston christened his diesel-powered saloon a Safety Special and invited the Press down to Brook-



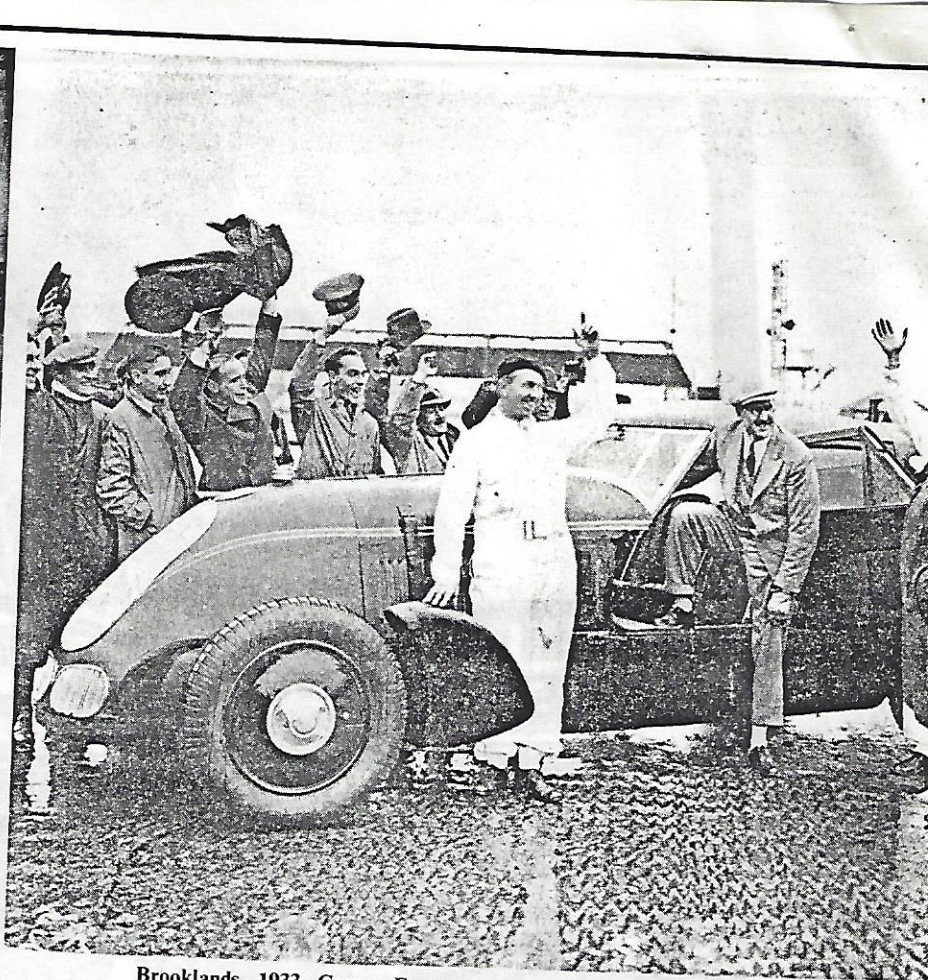
Front view of Eyston's Safety Special shows air intakes for the divided radiator

lands Track on October 27, 1933, to see what they would make of it. The day, as I well remember, turned out extremely wet, but at least Eyston could display the common-sense of having installed a closed body on his latest racing car! While the visitors were huddled under umbrellas, the driver kept comparatively dry inside the big saloon. But he had other troubles, because the racing tyres had to be changed for ones with non-skid treads before the demonstration, one screen-wiper blade blew away, and visibility through the shallow windscreen became hazardous in the downpour when the second wiper-blade was lifted clear of the glass by the air stream. On this occasion no back wings were used.

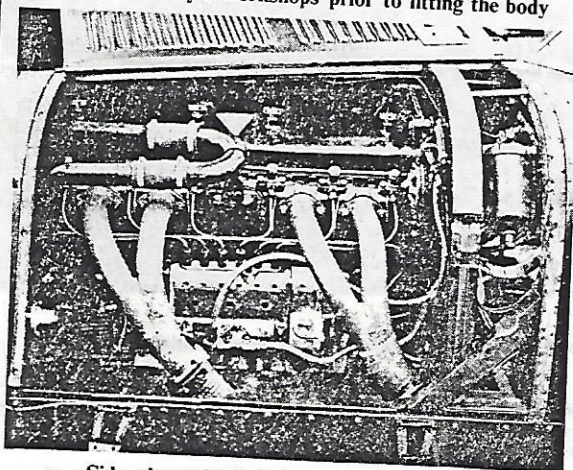




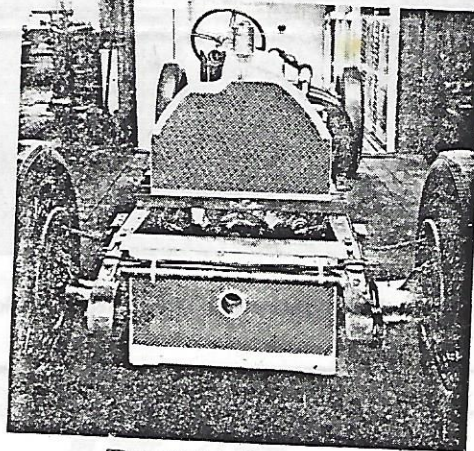
Lowering the chassis to the ground floor of L. T. Delaney's workshops prior to fitting the body



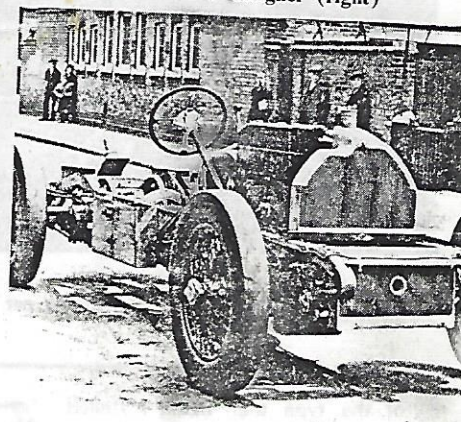
Brooklands, 1933. George Eyston, having broken the existing diesel-engine records, is congratulated by Ernest Eldridge, the car's designer (right)



Side view of the AEC oil engine showing the complex water pipe due to low radiator



The AEC had twin Galloway radiators, fitted in series



This view emphasises the low build of Eyston's car

At this date there were no officially recognised diesel-class records but what Eyston was out to do was to go faster than the existing fastest-ever diesel car speed, attributed to the American driver, C. L. Cummins. The speed he had to beat was 100.75 mph.

### Economical Lappery

With spray rising higher than the roof, Eyston rushed over the timing strips in his imposing four-seater saloon with the new form of power unit. In spite of the filthy weather

conditions, the AEC Special covered a one-way kilometre at 106.647 mph. Eyston had booked the track for two-way runs and was timed at 104.86 mph for the kilometre and at 101.983 mph for the mile, averaged over the two runs in opposite directions.

It is interesting that at the time of this pioneer British demonstration of diesel speed, fuel oil cost only 5½d per gallon and as the car was capable of maintaining some 20 mpg at speeds in the region of 100 mph, it was a neat show of economical lappery. The AEC used

Castrol oil, BP fuel-oil, Dunlop tyres on Rudge wheels covered with Ewarts wheel discs, and Eyston had specified Jaeger instruments, a Dover steering wheel, Andre Telecontrol shock-absorbers, Ferodo brake linings, Titeflex fuel and oil lines, Bonora filler caps and a Laminex screen. The AEC engine used a Bosch injection-pump made in Britain, and Tecalemit filters. Eyston sat in comfort on Moseley Float-on-Air pneumatic upholstery and no doubt derived further comfort from the thought of all the bonus money

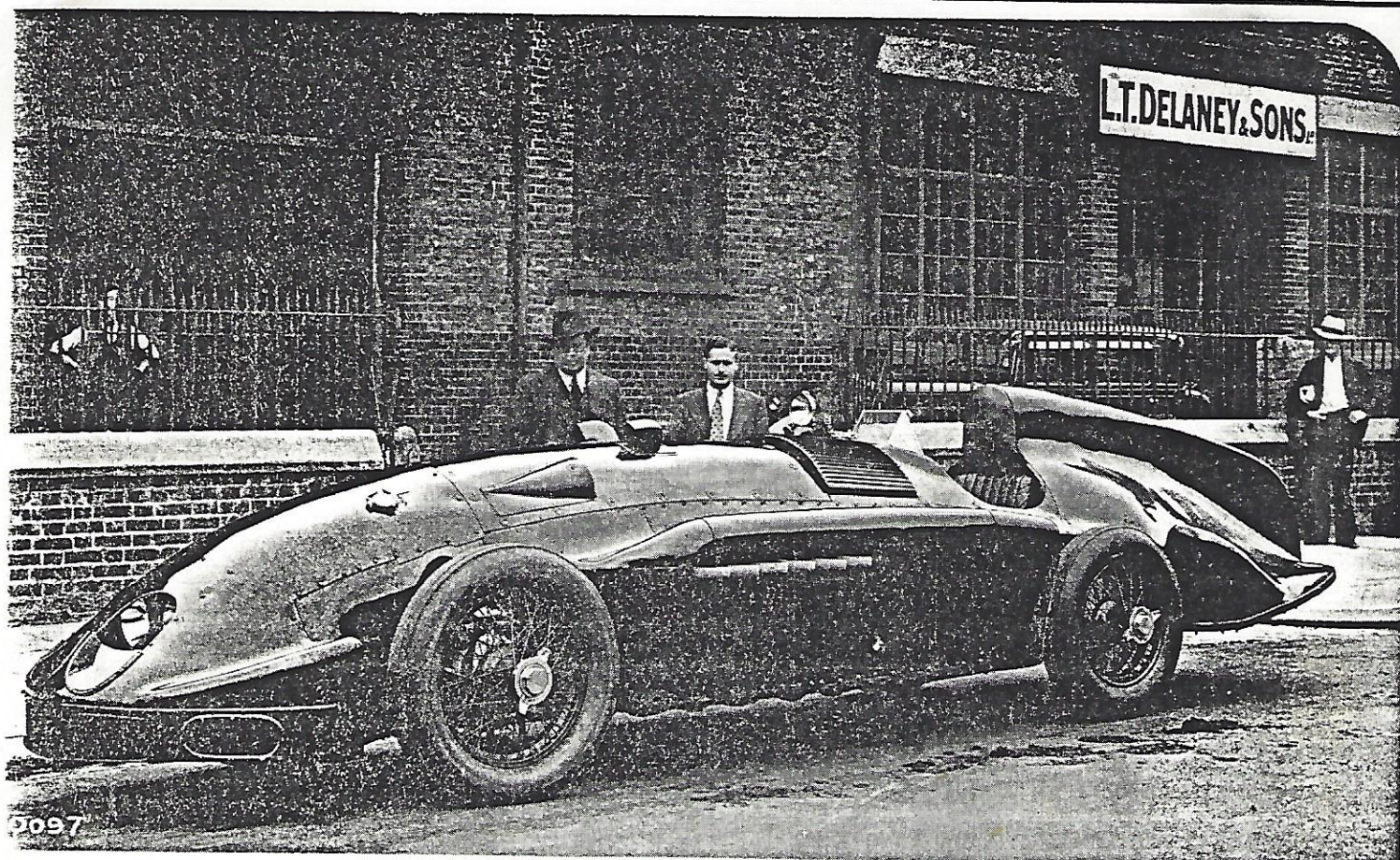
these suppliers would pay him!

The car was fitted with electric lighting by Lucas with long-distance records in mind, although the lamps were not in place for the Brooklands demonstration.

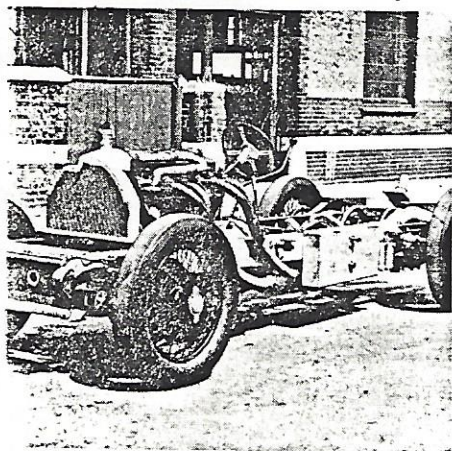
### Speed of the Wind

However, Eyston probably knew that International diesel class records would soon be recognised, because he had installed a Ricardo compression-ignition engine in his front-wheel-drive record-breaker Speed of the Wind. He took such

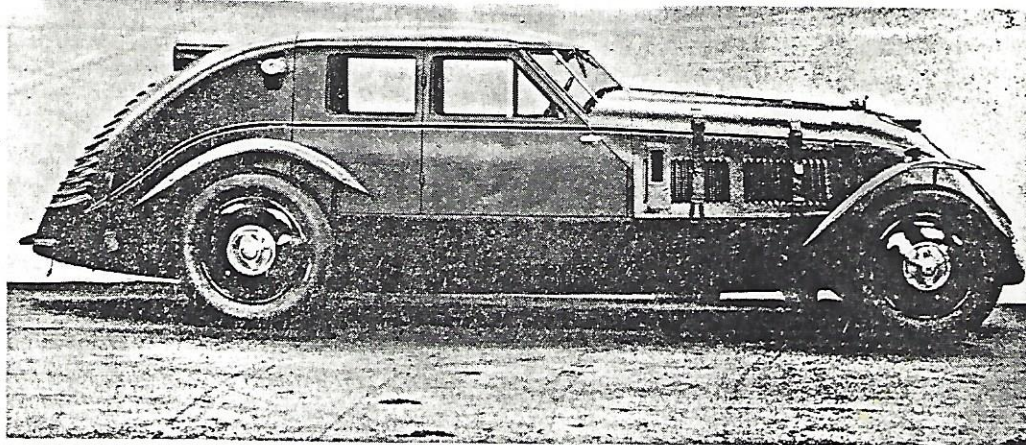




George Eyston's other diesel record-car, *the Speed of the Wind*, was also designed by Eldridge and built by L. T. Delaney & Sons. It had a Rolls-Royce Kestrel aero-engine with Ricardo conversion. Behind the car are Eldridge and C. T. Delaney



The chassis of the Safety Special outside the Delaney works



Side view of Eyston's car, surely the only four-seater saloon to hold a world speed record. The car vanished from AEC's Chiswick works under mysterious circumstances only a few years ago

records at Pendine Sands and R. J. Munday had established records in the new diesel class with a Perkins powered flat-iron Thomas Special during 1935. In 1936 Eyston turned his attention to long-distance diesel records, taking the AEC saloon to Monthéry Track outside Paris for this purpose. Little Albert Denly and motoring journalist Tommy Wisdom were appointed as co-drivers, the head-lamps were fitted to supplement the track-side red lanterns, and all went well for the first three hours, after which time the car had broken

eight records, the fastest of them the 100 miles record at 102.956 mph. The three hour record was set at 97.647 mph and then, while Denly was driving, a front wheel came off. Disaster was narrowly averted, because all Denly's skill and experience was at a loss to control the AEC under the circumstances.

Later Eyston brought the car out again, the nose cowling cut back from the radiator header tank to aid cooling. Denly proved that he remained unafraid of it, although the old Chrysler chassis was now

pretty long in the tooth, and compression-ignition class records were established from 50 km to 24 hr, at speeds from 96-98 mph, the 12 hr figure being 98.05 mph and the 24 hr record being put at 94.99 mph.

### Records Regained

In 1937, Eyston and Denly retook some of the records they had lost in the meantime, the old AEC saloon doing the hour at 105.59 mph and averaging 99.03 for 12 hr, 97.05 mph for 24 hr. It ran at

106.27 mph for 50 km, so even in reliable long-distance trim it was clearly a very fast car. By now Yacco had a small-engined diesel car out for records and many other contenders were to appear, but even at the end of 1965, the 1933 AEC Safety Special saloon still held three unlimited compression-ignition records. Incidentally, the Ricardo engine out of Eyston's *Speed of the Wind* can be seen in the Montagu Museum, but what has happened to the ancient AEC?

W. BODDY *We are grateful to C. T. Delaney for the illustrations of the Safety Saloon*