

THE OFF-SIDE UNDO

“A GENTLEMAN DOES NOT MOTOR ABOUT AFTER DARK” JOSEPH LUCAS



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This 'n That

By Charlie Durning

May was a bit of a dry month since we didn't have a Drive Through History., but there were still some happenings. Bill and Melissa Silhans' AC Ace was featured in Hemmings. There is a short piece about the AC in this issue.

VP Steve submitted an update on his Rubber Bumper Midget.

Keith Anderson reported on some interested British car finds in his local area.

Stephen Turner wrote a nice piece on the Turners' trip to historic Barber's.

And best of all we have new members : **Jim Hart , Denise Krause and her son Alexander.**

In This Issue

- The next installment of "Fun With Midgets"
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FUN WITH MIDGETS 5

By Steve Whitlow

The last weekend in May finds the Midget ready at last for the engine bay to be re-sprayed. The battery shelf was secured using panel adhesive rather than welding to avoid possible heat damage to the wiring harness and instruments.



The hole in the bulkhead has been patched and filled. Any suspicious areas were treated with POR 15 corrosion inhibitor. Bare metal was sprayed with self etching primer. The steering rack and column were given several coats of chassis paint and every surface was lightly sanded and wiped repeatedly with paint prep.



I took advantage of Greg Matheny's welding workshop to replace the footing on the rear heater box panel as the original had suffered badly from battery acid corrosion.



Here's a look at the new footing



One Saturday afternoon in March the 1275 car received some needed attention. The Hydraulics were flushed, valves adjusted, timing checked and HS2s fine tuned by the clubs resident SU gurus- Charlie Durning and Clay Johnston.



WARNING!

Do not attempt this at home! Trained professionals using specialized equipment.

Next month I hope to have photos of the newly re sprayed engine bay and bonnet underside.



Cheers 'til then!

REMINDER!

BEWINDEN!

What: EMC Tech Session

When: Saturday, June 18th

Time: The gathering starts at 11:00 a.m., lunch will served at noon, and the demo at 12:30

Where: Keith and Pat Anderson's home in Brandon

Subject: Our special guests from Venable Glass will be on-hand to install the front and back windshields of Charlie Durning's 1958 "Chick" Mquette.

For more details contact Keith and Pat Anderson (601) 829-2573.

Tech Corner

By Keith Anderson

It's always fun to talk with folks who have cars tucked away under covers in their garage. You never know what you'll find.

In addition to my LBC's, the following is a list of other interesting cars that I have found within a five mile radius of my house:

Four TR6's (all running),

Three MGB's (two running),

Two Volvo P1800's (both running),

Two VW Karman Ghia's (one running),

Jaguar E-Type (barely running),

Triumph TR7 (running),

Triumph TR250 (being restored),

Metropolitan (running),

Porsche 356 (running),

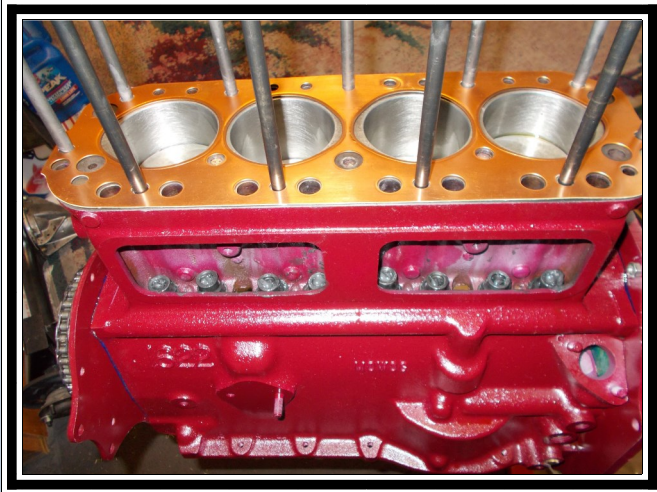
Morgan (non-running)

Austin Healey BJ8 (non-running).

Four of the above vehicle owners are presently members of the EMC.

My Bugeye Sprite's rear axle snapped when I put it into reverse while in a parking lot. That was a convenient place for a breakdown since we were able to easily load it onto the trailer and bring it home for repairs. I had already planned to upgrade the car with a later model Spridget rear axle to handle the added power of the 1275 engine to be dropped in, so this will speed up my agenda.

My son, Brian, has been busy rebuilding an MGA engine as seen in the photo. After adjusting the valves and putting on the final bits, the engine will be ready to go. Then Brian will begin assembling the Bugeye Sprite of new EMC member, Matthew Clay, to get his grandfather's ex-SCCA race car back on the road again.



Exhaust Rattles

By Charlie Durning

How hard can it be? Sometimes the pros are just not pros.

I decided to redesign the exhaust for Donna's Morris. The new and improved exhaust would be bigger and better. I was able to complete the exhaust from the engine through the pipe out of the muffler with 1 3/4" pipe. The pipe over the axle would be another challenge. I decided to put that off until another day...

I ended with a free afternoon during the week, a rare occurrence, and decided take the Morris to the local muffler guy. I explained exactly what needed to be done and left the car. He would get to it the following day. When I picked up the car it was dark so I just drove it home.

When I inspected the install I was not pleased. Instead of bending the pipe up and over the rear axle, they bent the pipe down and then up. Not only was that ugly, but the pipe was rubbing on my new park brake cable. Yikes!!!!



I ended up fixing the routing by cutting and re-bending the pipes myself. So much for using the pros for an unusual application.





A Blast from the Past by Merideth & Terry Trovato



Back in the day when you thought you were familiar with every British Marque, Pat and Barbara Cashman would surprise you with one of their rarities. In this case, an Armstrong Siddeley Star Sapphire Saloon. A beautiful vehicle, the Cashmans sold it awhile back where it is enjoying new ownership.

Editor's note: EMC members Bill and Melissa Silhan's AC Ace was featured in Hemmings Daily on May 26, 2016. Congrats to the Silhans! Here is a link to the original article:

<http://blog.hemmings.com/?p=655791>

HEMMINGS SPORTS & EXOTIC CAR

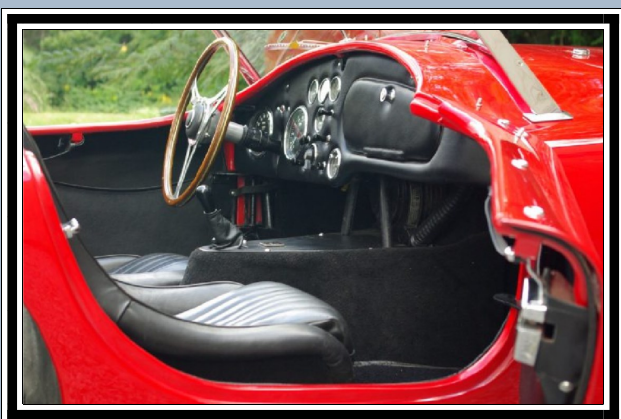
Before the Cobra, the A.C. Ace – the world's most copied sports car design

[Richard Lentinello](#) on May 24th, 2016 photos by author

No wonder Carroll Shelby was smitten by the Ace when he first saw one. This British-built automobile has the perfect sports car look, with a simple, unspoiled shape that is pure beauty. It was this very same model that spawned the incredibly successful Cobra.

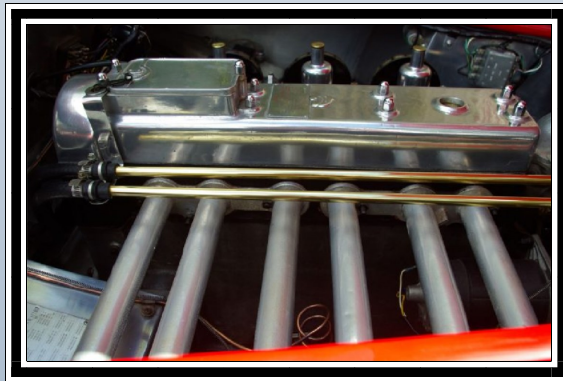


The Ace's outstanding looks can be traced back to Carrozzeria Touring of Italy, the coachbuilders who created the 166 MM Barchetta for Ferrari. Upon seeing this gorgeous little Italian sports car, Englishman John Tojeiro, a mechanically minded sports car enthusiast, built his own version.



To capitalize on his competition success with his Ferrari-inspired sports car, Tojeiro sold the rights to his sports car to A.C. Cars Ltd. of Thames Ditton, Surrey, England. Since 1908 Auto Carriers Limited was a small-scale manufacturer that mainly built conservatively styled saloons, although they did build the striking AC 16/18 Sports back in the late 1930s. With the post-war years booming with racing and a growing number of sports car activities, the Ace was just what the little car company south of London needed.

The first Ace rolled out of the A.C. factory back in 1953, and remained in production until 1963. A year aer they presented the Ace to a sports car hungry public a fastback hardtop version called the Aceca was introduced; this also remained in production until 1963.



All Aces were powered by a straight-six engine, although there were basically three different versions. The early cars had A.C.'s own and outdated 1,991cc single overhead-cam powertrain that produced 85 horsepower with its three SU carbs. Sometime during 1956 a two-liter Bristol engine was introduced, thus these cars became known as the AC Bristol, however buyers were still able to order the A.C. engine. The overhead-valve Bristol engine displaced 1,971cc, was fed by three downdra Solex carbs and produced about 120hp. Its design was based on that of the prewar BMW 328 engine. The last base engine was the 2,553cc Ford Zephyr MKII overhead-valve six-cylinder that made 100hp, although a tuned Ruddspeed version was optional with available power ratings from 130 to 170 horsepower.

Production figures are somewhat sketchy, as we've seen a variety of different estimates. Using a variety of sources, mainly British, we've determined that about 729 cars were built; 220 had A.C. engines, 463 Bristols and 46 Ford Zephyrs.

Our featured car is a 1960 Ace owned for many years by [Bill Silhan of Pensacola, Florida](#). Highly genuine and equipped with the A.C. overhead-cam six-cylinder, this Ace is one of the most authentic examples you will every likely find.



Lotus Notes

By Stephen Turner

After going to the first annual Barber's historic last year, my parents and I had to go back for this year's. We left around 9 am Friday morning (in the much more reliable but not as exciting GMC Acadia). When we arrived at the track around 3 pm it was threatening rain so not many cars were out running. However we did make an excellent Lotus contact who informed us they are trying to get the 5 Lotus Esprit X180R's together next. The museum bought 1 of these racing Esprit's last year and has been restoring it.

The following morning we found our rock from last year between turns 11 and 12 and enjoyed the beautiful weather. In total there were 6 groups racing with my favorite being the Production Car Group which included cars like the Austin Mini Cooper, Lotus 7 and Elan, MGB-GT, Porsche 914 and 911, earlier Miata, etc...

After lunch we decided to take the tram around and see what else was going on around the track. We started at the Porsche "Hot Laps". This is where for a \$10 donation to a local charity a driving instructor at the Porsche Driving School would take you around their Proving Grounds in a new 911. I am no good at telling the difference between the 911's, but I do know they were not the base ones.

After our lap and once the blood returned to our heads we all concluded that we needed a new Porsche. However after thinking about it for a few minutes, I don't believe I could afford all the speeding tickets and tires that would ensue.

We managed to find our way down to the Paddock and get up close with the cars and talk with some of the drivers. The drivers we talked to were super friendly and some of their cars even more incredible



One "garage" had a Ferrari 250 SWB, a Porsche Speedster, and a Lotus Elan.



The Driving School also had their fleet of Porsches on display. I don't think I have ever seen that many Porsches at one time. With this we decided to end our exploring and call it a day. On the final day we just sat back and watched some good racing. All in all everybody was pretty civilized on the track.



However a Mini and Miata, running in the middle of the Production Car Group, were going at it pretty hard and ended up making contact and retiring. All in all we really enjoyed the laid-back atmosphere at this beautiful facility. We will definitely be returning

Formula Junior cars were the featured marque/group this year.



Welcome New Members!

We would like to extend a warm welcome
to our newest club members:

**Jim Hart ,Denise Krausse and her son
Alexander**

Jim lives in the Brandon area and owns a 1973 Triumph TR6.

Denise and her son Alexander are from the Jackson area and
own a very drive-able 1974.5. MGB.

*If you need OFFICIAL EMC DECALS, please
send a note to Gene Johnston at
jjohnston18@msemc.org*

EMC CALENDAR

June 18, 2016 – EMC Tech Session / Brandon MS - If our Tech Guru calls for a tech session you know it'll be a real challenge. Join us to see the answer to whatever puzzle Keith has up his sleeve. Wrenching starts at 11:00am and lunch starts at 12:00pm. Details: Keith and Pat Anderson (601) - 829 - 2573.

July 16, 2016 – EMC Lotus Weekend / Braxton MS - I'm sure we'll find some interesting roads on our way down to the beautiful burg of Braxton. Come and join the drive and the visit with Mike and Alice. Bring a dish and enjoy lazing on a sunny afternoon in the summertime with the EMC. Lunch starts at 12:00pm. Details: Mike / Alice Glore (504) 231 – 5801.

August 20, 2016 – EMC Garage and Food Tour / 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 2016. 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 (check for date), 2016 – Shoals British Car Show / Florence AL - If you haven't had the pleasure of visiting the Shoals British Car Show at Joe Wheeler State Park in Florence AL you should. It's a laid back gathering on the banks of Wheeler Lake. Everything including rooms, meals, Friday night reception and Saturday's Awards Banquet are within walking distance. Please check web-site to verify dates. Details: www.shoalsbritishcars.org.

September 9 - 10, 2016 - Brits in the Ozarks / Fayetteville AR - Still looking for excuses for a mountain drive? Here's another chance to see the Ozarks in all of their colors and have a car show at the end of your drive. The Fifteenth Annual Brits in the Ozarks will be there waiting for you. Details: www.britshironnwa.org

September 16 - 17, 2016 – EMC Brits on the Bluff / Natchez MS – Hang out on the bluffs overlooking the Mississippi River starting with our Friday night party and spend Saturday with us under the oaks at City Park. There will be lots to do on your visit with us. Stay tuned for registration information. Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 201 – 0801.