

# Off-Side Undo



A Publication of  
THE ENGLISH MOTORING CLUB

P. O. Box 5263  
Jackson, MS 39216

APRIL 1987



## TEXAS HEALEY ROUNDUP

Several members of the English Motoring Club recently attended the Texas Healey Roundup held near Jasper, Texas.

For a complete report on this event, see Jack Pool's entertaining article elsewhere in this newsletter.

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## 40 MEMBERS!

Our club now stands at 40 paid family memberships! A new membership directory which lists all of our members and their cars should be available early this summer.

Members who have not yet paid their 1987 dues received newsletters only through March of this year. A small supply of April and May Off Side Undo's will be retained for these members pending the receipt of their dues.

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## SHORT CIRCUITS

. . . our best wishes for a speedy recovery go to Bitsy Hemsley who is recovering from sinus surgery . . . a Lagonda



and a Singer have recently been discovered in the Jackson area. We hope to provide you with more information on these vehicles in the near future. . . Jack Pool's AH 100M has a new coat of Healey Blue - looks great. . . Joe Stianche was recently arrested and hauled off to jail. He was held for ransom by the March of Dimes . . . a TR-3A won SCCA E Production at Willow Springs on February 8. Hardy Prentice, a veteran TR-3 driver, continues to be competitive in SCCA races, despite his car's advanced age and obsolete technology. . . Ken Richardson, the well known Triumph race

driver and ralliest, will be the featured speaker of at this year's VTR convention. Ken is responsible for developing the TR-1 into the TR-2, making it a competitive and safe sports car. Triumph might not have survived without his improvements and competition successes. . .

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## WELCOME NEW MEMBERS!

Mike Lewis  
308 Fairchild Ave.  
Gretna, LA 70053  
1955 MG-TF (vint. racer)  
1949 MG-YT

Ric Nowell  
2422 Culleywood Road  
Jackson, MS 39211  
981-1929  
1963 TR-4







TEXAS HEALEY ROUNDUP  
OFFSIDE UNDO REPORT

Clear skies, warm days, cool nights, good folks and beautiful cars. Serpentine roads through pine forests filled with the distant mellow roars of BJ8s and enthusiastic whines of Sprites.

Annually, the four Texas Austin Healy clubs gather for a spring festival. This year the event was held at Rayborn Country, a resort on Lake Sam Rayborn out side of Jasper, about two hours north of Beaumont. The resort has very nice accomodations with a small hotel, lodges, golf courses and a club house with fine dining and a bar with live entertainment. All of this is spread broadly through the rolling forest on the edge of the lake.

Craig and Jane House in their venerable 100 met Alex Wade in Jackson Friday morning and came down the Trace to Natchez, picking me up with the M. After lunch we headed out for Texas via Alexandria and Leesville. The roads, weather and relative lack of towns made the drive over part of the fun rather than just the chore of getting there. Upon arriving and checking in we realized that Texans love and care well for their Healeys. There simply were no shabby cars or tuits to be found. At registration I met Jerry Wall who had owned my M for several years, showing it all over the country, and who was able to give some additional history.

For years I have talked to Walt Blanck of Sports Cars Restored when unable to find a part or to figure out what to do with the parts I had. Walt had flown down from Illinois for the event and we had some enjoyable conversation. Also present were Rudy Streng, president of AHCA and his wife. However, by far our most interesting and enjoyable encounter was with Ed Meredith, formerly of Wisconsin and now of Dallas. Ed has spent most of his seventy-one years in the grasp (I dare not say clutches) of MGs and Healeys, starting with the days of racing his then new '51 TD and '54 Healey 100. Ed raced these cars throughout the Midwest in association with the Milwaukee Region SCCA and tells the story of running at 100 mph in a four wheel drift through Gravel Pit Turn at Elkhart Lake. As he looked over the precipice, he thought of his wife and five kids and wondered, "What in the hell am I doing here." This was the opening event of Road America, and the last for Ed. He shows and ralleys a beautiful black BN1 and has passed the tradition, along with an equally lovely BJ8, to his son, Ted.

Saturday morning was taken up by a Texas size breakfast at the club house and a popular choice car show with about fifty entries. The scoring consisted of a first place and nine other unrated awards, two of which were brought back by our cars.

The rally took about two and a half hours of about forty or fifty cars including a Porche 928 campaigned by two Texas lovelys who told Jane that they, "in the spirit of things" were not using their air conditioning. Jane and Craig finished in the top four with a PERFECT TIME AND DISTANCE. I think they would have won if Jane had known the Texas state bird. No doubt their score was also due to Craig's aggressive driving style which started in my drive way. For more details, ask Jane about this.

Although I don't usually make excuses, Alex and I would have done better if he had mastered the circular slide rule that I supplied for TSD calculations. The instrument was actually designed for flying, and Alex kept giving me speed corrections in mach numbers. As a result, although we missed a turn and added nine miles to our distance, we finished about twenty minutes early. For the Natchez Tourist Trophy (May 9, everybody) I am going to try to find him a sextant and an astrolabe.

Although the Kingsafers were unable to leave with us on Friday (the BT7 came down with chicken pox and Ferrell had a bad coil, or something like that), they showed up during the rally. On the trip home their air-conditioned Cutlass became very popular.

On Sunday morning after another Texas breakfast, we headed out for the hill climb. Craig made two respectable runs, but Alex and I each fell victim to some reluctant ignition pieces. Although it was an all Healey event, a very purposeful Morgan with oil cooler, side scoop for carboration and aero screens made a good run. The officials finally drew the line when a hairy Stallion pulled up at the bottom of the hill and cleared its throat. As expected, Ed Meridith made a couple of very good runs. Also among the best, were a couple of very well prepared Frog Eyes, and the ladies did very well with one young lass finishing second by a single hundredth.

As we arrived back in Natchez on Friday evening, Margaret met us with fresh strawberry short cake, which went well with a couple of ceremonial pizzas and beer. Later that evening Terri called to check on Alex. I saw no reason to suggest the possibility of suggesting that he might be sitting at the side of the Trace calculating wind drift angles and making temperature and altitude calculations by moonlight.

Truly, it was a weekend that we had in mind when we bought our first silly little cars. Perhaps next year we can take a full scale Mississippi delegation to visit with our Texas cousins.

Jack Pool





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