

# Off-Side Undo



A publication of

THE ENGLISH MOTORING CLUB

P. O. Box 5263  
Jackson, Mississippi 39216

DECEMBER 1987



JANUARY 23

## BUSINESS MEETING

EMC's annual business meeting and elections will be held on Saturday, January 23, at 7:00 pm at the Wade's in Brandon. Snacks and drinks will be provided.

Positions to be filled this coming year are those of President, Vice President, Secretary/Treasurer, and Editor. Your nominations and suggestions for 1988 are encouraged.

The Wade's live at 63 Willowbrook Lane in the Crossgates area of Brandon. Ring 825-9611 any evening for directions.

## NATCHEZ TRACE PICNIC

### A SUCCESS

Your fearless and delinquent editor has, once again, lost his notes regarding a recent EMC event! I do remember, however, that we had a good turnout of club members for our trek up the Natchez Trace to visit the Cypress Swamp nature area and our picnic at River Bend Park.

Our hosts, Keith and



Pat Anderson, did a great job of keeping everyone supplied with hot dogs and chips, while others pitched in with everything from cookies to kiwi fruit. Just how we all managed to squeeze back into our Healeys, Jags, MGs and TRs afterwards will remain a mystery.

At the risk of offending anyone I've left out, I believe that the following members were in attendance: Keith, Pat, Brian & Cheryl Anderson (Jaguar E-Type), Pat & Barbara Cashman (Jaguar 340), Craig & Jane House (Healey 100), Dennis & Mary Katherine Loftin

(Healey 3000), John & Susan Simmers and friend (MGB-GT), Bob & Ruth Summerlin (Healey 3000), Frank & Tricia Peel (TR-3A), Gail Bird & Norm Scheffner (MGB), Gregg, Bonnie & Cheryl Collins (generic American iron), Alex & Tere Wade (TR-3), and Alex Wade, Jr. (TR-6).

## BRITISH CAR DAY IN

### NEW ORLEANS

by CRAIG HOUSE

Our neighbor car nuts to the South held their annual BCD on October 3 in the City Park. The

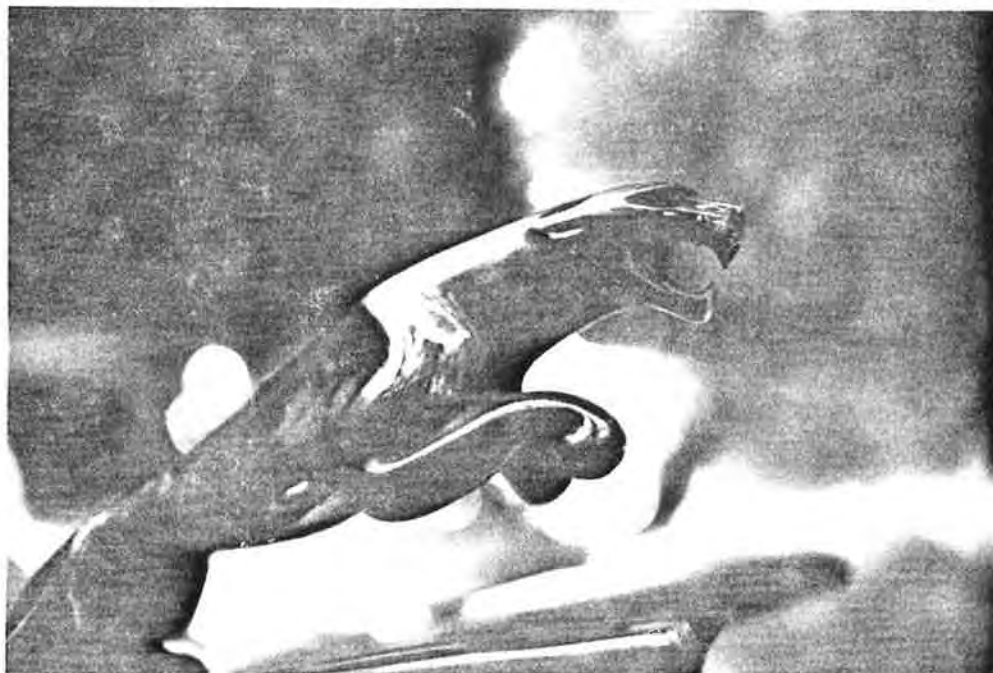
EMC was represented by the Cashman family, Jack Pool, new member Wayne Spencer, and Jane & self. Pat & Barbara spent a few days vacation in N.O., so it was a leisurely trip for them. We met Jack and Wayne at McComb Saturday morning for the ride down. Wayne had recently purchased a Healey 3000 but did not drive it to this show (some of you will recognize this car as Keith Anderson helped to put it in good running order some years back). As a matter of fact, Wayne was pretty excited about tooling down with a couple of AH 100's, since he had never seen another Healey!

The weather was great; the park setting picturesque. Most of the 30 some-odd British cars attending were already in place when we arrived. Jack's son and family joined us there to view the marques and share a picnic lunch. Lots of good conversation and picture-taking made for a very pleasant afternoon. There was a good representation by Triumph, Austin Healey, MG and Jaguar; even a Lotus appeared. First place Healey went to Jack with his beautiful 100M and the Cashmans received the Merit Award for their Jag sedan. Our THANKS to the New Orleans Club for their hospitality and a great British Car Day!

---


#### SHORT CIRCUITS

Gregg Collins has acquired an MGA Coupe - this one is a runner! . . . Bill Nunnery's exceptional TR-6 has returned to Meridian from Georgia




where it remains unsold. This fine example can still be yours! . . . congratulations to Pat Anderson who celebrated her birthday on December 31. She was not willing to release her age . . . FOR SALE: 37 mint condition candles, only slightly used. Call Pat Anderson if interested . . . the Wade TC restoration continues at a slow pace. Rebuilt wheels, shocks, and a full set of 19" Dunlops are scheduled to be added this winter .





# 500

## MILES RACE



### BROOKLANDS

SATURDAY 11th SEPTEMBER 1936

OFFICIAL  
PROGRAMME

ONE SHILLING







MARK WEFER

## Requiem For A Legend

**H**ardy Prentice and his Triumph TR3 have become an integral part of the Valvoline Runoffs mystique. For years, Hardy and Elly flat-towed the TR3 behind the infamous Jaguar XKE. This year, after 275,000 miles on the Jaguar it was replaced by a van. However, the TR3 was still flat-towed.

Unfortunately, the race was a disaster for the legendary TR3. When the car was brought into the paddock after its heavy crash into the bank before the bridge, bent almost beyond recognition, a somber crowd gathered. Speaking in hushed tones, the first queries were of Hardy's condition.

"My motorcar is bent," replied Prentice with brave smile and a swollen left ankle. "I can clutch with anything."

Nevertheless, the problem of how to get the car home to California loomed in his mind like a 10-ton weight. But before he could really get into any serious worry about the problem, countless offers of trailers and other solutions overwhelmed him.

In a crisis, SCCA members always pull together to help their friends. And there is no doubt that Hardy Prentice has many friends in this organization. —*Laura Culley*

60 SPORTSCAR

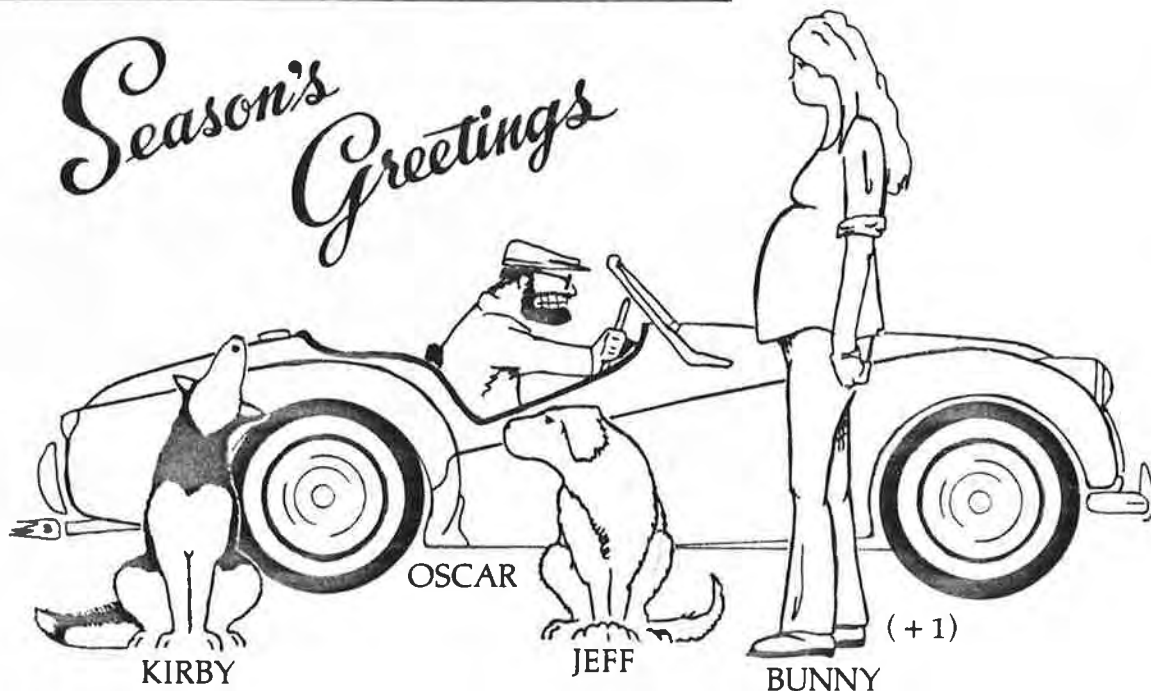
**ALVIS**  
YOUR BEST CHOICE!

**SILVER EAGLE  
OR  
TWELVE FIFTY**

*Each the BEST in its class*

Full range of Models  
from **£395**

ALVIS CAR AND ENGINEERING CO. LTD., COVENTRY  
LONDON SHOWROOMS: 18 BERKELEY STREET, W.1  
LONDON SERVICE STATION: JUBILEE PLACE, KING'S ROAD, CHELSEA



### THE THIRD TRIVIA COLUMN

First, a question. If Sherlock Holmes had been professionally active during the 1920's, what car would he have driven? I suspect the car would have been a Daimler. Now that I have gotten clear of my introduction I can get to my discourse on the sleeve valve and the incredible sleeve valve Daimler, straight away. Daimler was the predominant British motorcar until the 1930's when the Rolls Royce took over due in part to technological advances peripheral to these of the motor car.

The fortunes of Daimler are irrevocably related to those of the sleeve valve and the petrochemical industry. You see, the early automotive engineer had the choice of either poppet valves with the attendant need for frequent decarbonization or the sleeve valve that actually improved with the build up of carbon and gums from poor petrol and asphalt or bean based lubrication oils. The sleeve valve was also silent due mainly to the lack of the clattering lifters also a part of the poppet valve configuration. Only with the reduction of decarbonization intervals, the emergence of better metalurgy, the development of quieter (or better insulated) valve gear, and better quality lubricating oils, did the Daimler become a minor star and eventually a subsidiary of Jaguar.

The English Daimler originated as an expansion of the German Daimler of Daimler-Benz and soon became an autonomous organization. In 1900 the Daimler was selected as the personal conveyance of the Prince of Wales (later Edward VII). The Daimler, with a reputation as a more conservative automobile than Rolls Royce, became the car of the English aristocracy. In fact, the sleeve valve and a subsequent Daimler development, the automatic transmission kept the Daimler the choice of the well to do until Queen Elizabeth took delivery of a Phantom IV Rolls Royce.

Daimler did build some very rapid sporting carriages in the twelve cylinder Double Twelve series. In the Dorothy Sayers mystery stories, that feature Lord Peter Whimsey, all have the Peer driving a sequence of Daimlers. This is to be expected as only the nouveau riche (war profiteers) drove Rolls Royce in the 20's.

To wind this up, a word about Charles Y. Knight of Wisconsin, the father of the sleeve valve. Old Chuck was instrumental in the development of the Willis-Knight and the Sterns-Knight in the U. S., the Argyle in the U. K. and the Minerva in Belgium. All these cars used the sleeve valve engine and offered remarkable performance and silence at the cost of mechanical complexity. The last gasp of the Daimler company in the U. K. was the V8 Daimler SP 250 or Dart. Early examples of this almost great, fiberglass bodied V8 sports car were the terrors of SCCA racing in 1960. Shortly thereafter Daimler was bought by Jaguar and the SP250 was seen as a threat to the soon to be introduced XKE. The SP250 was dropped and Daimler lives on as a cheap limousine used by all limo rentals in London and as a Jaguar sedan with a traditional fluted Daimler grille shell and license plate light with as much product identity as a Buick.

Next time, finally the story about the way Studebaker beat Bentley at Brooklands and Stutz and Chrysler almost won at Le Mans against both Bentley and Mercedes.

John Simmers  
Trivia Correspondant



## TEXAS TRIUMPH REGISTER

P.O. BOX 440460 • HOUSTON, TX  
77244

---

TR2 • TR3 • TR4 • TR250 • TR6 • TR7 • TR8 • SPITFIRE • GT6 • HERALD • STAG

---

November 25, 1987

Dear Local Triumph Club Representative,

The next Vintage Triumph Register National Convention will be held in Dallas, Texas, on August 11-14, 1988. Last year the Convention in Georgia provided an opportunity for many enthusiasts from the Southeast to easily attend. Having it in the great Southwest this coming year will provide a similar opportunity for many folks to attend who otherwise would have to travel great distances.

The Texas Regional Clubs are proud to host the 1988 VTR National. We have enclosed several copies of a preliminary flier which we ask you to distribute to your membership. Please feel free to copy as needed. If you would like additional original copies, please let us know and we'll be glad to send them to you.

We also suggest that these be posted at any auto parts or supply houses or any place you think interested Triumph owners would find them.

If you as the addressee are no longer associated with your local Triumph Club, please pass this information on to the appropriate contact person.

Detailed registration forms will be available in January, 1988. Copies of these will also be forwarded to you at that time.

See y'all at the Round-up!

Best regards,

Mike Hado - Texas Triumph Register, Houston  
Don Kauffman - Red River Triumph Club, Dallas



# VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION

---

AUGUST 11 - 14 1988 DALLAS, TEXAS

"THE TEXAS TRIUMPH ROUND-UP"

AND

NORTH AMERICAN TRIUMPH CHALLENGE XIII

---

ROUND-UP HEADQUARTERS:

D/FW AIRPORT HILTON HOTEL & CONFERENCE CENTER

- SPEED EVENT ● CONCOURS ● TSD RALLYE ● AWARDS BANQUET ●
- PARTS AUCTION ● SWAP MEET ● SHOPPING TOURS ●
- CHISHOLM TRAIL RALLYE ● CHUCK WAGGON DINNER ● TEXAS WESTERN PARTY ●

Y'ALL COME!

---



HOSTED BY:

THE RED RIVER TRIUMPH CLUB, DALLAS  
THE TEXAS TRIUMPH REGISTER, HOUSTON



FOR INFORMATION CALL OR WRITE:

Don Kauffman  
528 Edgelake Dr.  
Dallas, Texas 75218  
(214) 328-7918

Mike Hado  
8319 Partlow Lane  
Houston, Texas 77040  
(713) 937-9042

CENTRAL MISSISSIPPI CHAPTER  
VINTAGE TRIUMPH REGISTER  
P. O. BOX 5263  
JACKSON, MISSISSIPPI 39216