

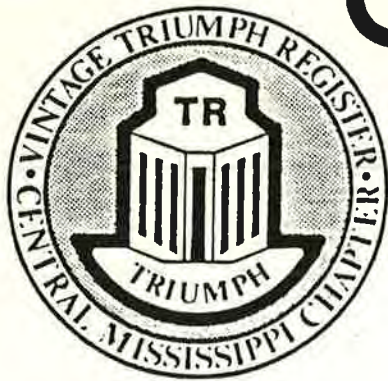
# Off-Side Undo

A Publication of

THE ENGLISH MOTORING CLUB

P. O. Box 5263  
Jackson, Mississippi 39216

February 1987



## NATCHEZ TOURIST TROPHY RALLY

The English Motoring Club has set the Natchez Trace Tourist Trophy Rally for May 9th in historic Natchez, Mississippi.

Jack Pool, our event chairman, has again secured the Eola Guest House (an antebellum house filled with period antiques) for our use. This was a featured attraction for last year's event and we are pleased to offer it again, despite the fact that the Guest House was recently closed by the Eola Hotel management.

John Simmers, a veteran ralliest, will design the driving event, which will be of fairly straight forward design for maximum enjoyment. Other plans include a barbequed ribs supper (optional to participants and at extra cost) at the Guest House after the cocktail hour and awards ceremony. Our famous "open bar" policy will return!

A detailed flyer will be distributed to over three hundred people in short order. However, you are urged to telephone the Eola Hotel now for your room reservation if you intend to stay



at the Guest House as it only has 19 rooms. Additional rooms are available at the main hotel across the street. Telephone 601-445-2233 and mention the English Motoring Club's Natchez Tourist Trophy Rally.

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TOPS DOWN PARTY

MARCH 21

BRANDON  
FLYER ATTACHED

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NO DUES

NO NEWS!

If you have not already renewed your EMC membership, you have only a few more weeks before

you stop receiving your Off-Side Undo's.

Our annual dues are set at \$10 for a family membership and are based upon a calendar year. You may renew your membership by forwarding a check made payable to the English Motoring Club at our address above. If you are also a member of the Vintage Triumph Register, you will be billed directly by national at the appropriate time.

Please don't be left out! We have a great year planned and we want you to be a part of it!





of work for at Christie's in London  
 any British . . . the famed Cunningham  
 car enthusiast Museum in California  
 . . . after has been sold and is  
 only a one year moving to Palm Beach,  
 wait, Tere Wade's Florida . . .  
 speedometer  
 cable for her  
 Rover finally  
 arrived - only  
 two weeks after  
 Alex received  
 his first ticket  
 in nine years  
 while driving  
 it . . . Tom  
 Gallogly has  
 returned to  
 Jackson from  
 service and  
 is currently job hunting

NEW ADDRESSES

Tom Gallogly  
 1510 Devine St.  
 Jackson, MS 39202  
 354-4408

Scotty & Maria Marsh  
 1563 B Holcomb Bridge  
 Norcross, GA 30092

Jennifer Ogden  
 25 College Ave #205  
 Nanuet, NY 10954  
 (914) 623-5596

WELCOME NEW MEMBERS

James & Martha Bowling  
 5234 Brookview Dr.  
 Jackson, MS 39212  
 1961 S2 Bentley  
 373-4559

(cont.)

ABOVE: A Tourist Trophy participant from last year discovers Natchez Under the Hill.

SHORT CIRCUITS

. . . Steve Cappello has vowed to have Julia Cappello's TR-3B repainted by the time of the VTR National convention in August . . . Bubba Peet has gone into the hardware business - a useful line

. . . the restored HSM Triumph Dolomite which placed so highly at last year's Pebble Beach Concours was sold to a U. S. enthusiast for a rumored £150,000 at an English auction. Maybe we'll see it at the VTR National Meet . . . an Austin Healey 3000 works car which placed second in the 1965 Alpine Trial was recently sold at an astonishing £41,800



Vintage vehicles

Members of the Central Mississippi Chapter of the Vintage Triumph Register met on Broadway Street in Natchez recently. About 17 cars were on hand to participate in a rally and to enjoy the camaraderie. Above, Dick Kingsafer of Natchez starts a 1962 Tri-

umph TR3B owned and driven by Steve Cappello of Brandon in the rally, which encompassed Natchez and Adams County. (Democrat photo by Mark Thompson)

(New Members, cont.)

Larry Foote  
180 Lake Shore Court  
Jackson, MS 39213  
TR-3A  
968-4955

TECH TIP

Is your brake cylinder pitted, gouged, or honed out one too many times? Does Moss want \$95 for a new one?

Consider re-sleeving. White Post Restorations of White Post, VA 22663 (703-837-1140) will re-sleeve your brake cylinders for \$28 each and your master cylinders for \$42 each. For the same price, you can have your brake cylinders only sleeved in stainless steel by Imperial Machine Inc., 621 S. 112 St., Lincoln, NE 68520 (402-488-9450). Simply strip your cylinders and forward them along with your check to either company. They will return in short order resleeved to standard size.

White Post has an excellent reputation among enthusiasts for quality work and a fast turn-around for the job. I recently tried Imperial and found their service to be first class with a three week turn around (faster service can probably be had if you send along a money order rather than a personal check). Converted to silicon fluid, such a brake system should last practically forever.

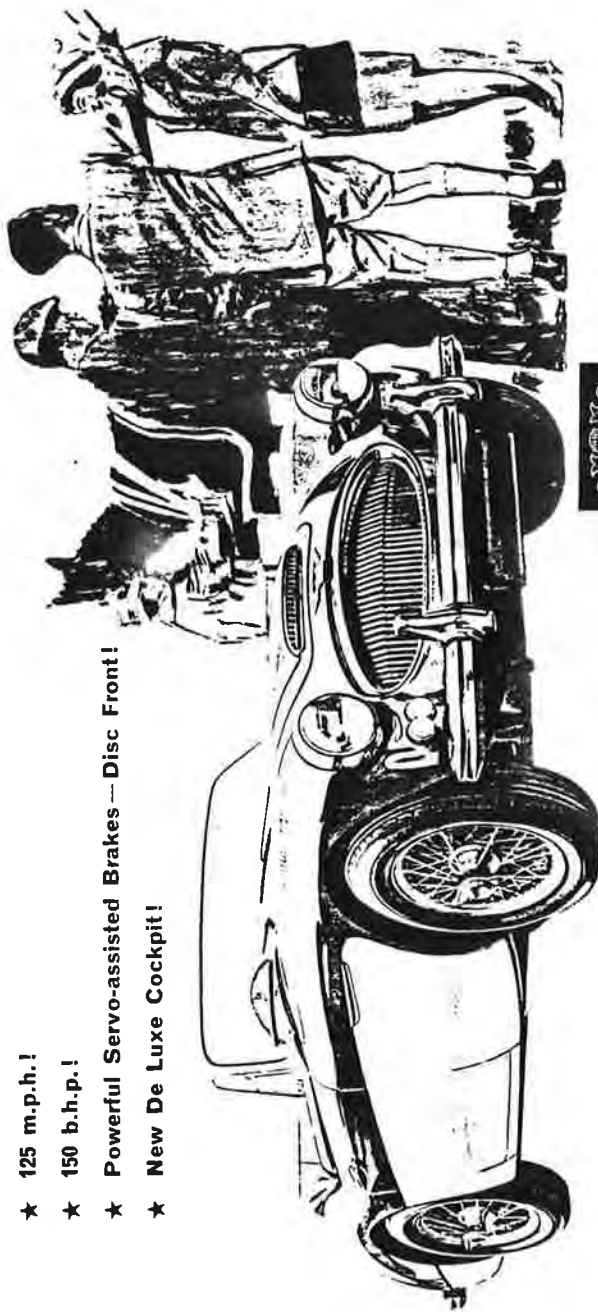


THE NEW

*Austin Healey* 3000

MK III SPORTS CONVERTIBLE

- ★ 125 m.p.h.!
- ★ 150 b.h.p.!
- ★ Powerful Servo-assisted Brakes — Disc Front!
- ★ New De Luxe Cockpit!



*most British Sports Cars are*

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AUSTINS . . . . . LEA FRANCIS  
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WOLSELEY

**BURGESS PRODUCTS COMPANY LIMITED,  
SILENCER DIVISION, HINCKLEY, LEICESTERSHIRE**

## FEBRUARY MEETING REPORT

I'll tell you . . . if you didn't make it to our organizational meeting at Wades last month, you probably wound up on a committee (or worse!). Naw, we wouldn't do that! There were 19 attendees, which really helped get the year's plans underway. Even recruited a new member couple, **James & Martha Bowling**. Their '62 Bentley S-2 will help add some class to our motley group!

A quick run-down of the business portion:

1. **Officers** - I guess some of us are gluttons for it, you wound up with the same Prez (**me**), V.Prez (**Keith**), and Sec/Treasurer (**Tricia**)! I can speak for all of us when I say . . . **THANKS A LOT!** Really, the club has a lot of good Volunteers (which makes my job a snap) who are responsible for our successes.
2. **Treasurer Report** - **Frank** spoke in behalf of **Tricia** and stated that we have 23 paid members and \$510 in the bank. If any outstanding Club debts exist, please notify **Tricia**.
3. **Club Logo** - Somewhere in this Newsletter is the best shot we came up with so far . . . unless there are serious objections, this will go to a famous local artist (we'll hit on **Dave Fitzgibbon**) for a work-up. I'd like to see Club patches! Anyone have a contact?
4. **Year's Events** - Here is the line-up we agreed on:

<u>Tops Down Party.</u>	Mar 21, <b>Keith &amp; Julia</b> , HH*.
<u>Natchez Tourist Trophy Ralley.</u>	May 9, <b>Jack Pool</b> , HH*.
<u>Summer Solstice Sojourn.</u>	May/Jun, <b>John Simmers</b> , Guide!
<u>British Car Day.</u>	Jun 20, <b>Frank &amp; Self</b> , HH*.
<u>Lead-Working Workshop.</u>	?, <b>Alex</b> , Instructor.
<u>Rapids at the Reservoir Party.</u>	?, <b>Tom Henry</b> , HH*.
<u>Run To The River Ralley.</u>	Sep 19, <b>Jim Karel</b> , HH*.
<u>Natchez Trace Picnic.</u>	Oct 17, <b>Keith</b> , HH*.
<u>Oldies/Goodies Dance.</u>	?, <b>Joe Speetjens</b> , HH*.
<u>Christmas Party.</u>	Dec ?, <b>Pat C.</b> , HH*, held at <b>Pat &amp; Barbara Cashmans</b> .

... in case you wondered, **HH\*** is "Head Honcho!"

What a line-up! I'm sure glad a lot of people stepped forward on these, we should have a great social year! A few of the events deserve some comments:

• **Jack** has already secured the **EOLA Guest House** for our Natchez trip, complete with an optional bar-b-que dinner Sat (\$7.50 tentatively) at the Guest House, and the ever-popular "secured parking". **John S.** is helping with the route & questions this year, so expect a toughie (I'm assured we will have time to smell the magnolias along the way!). Fliers will be out this month, expect a \$15 Registration fee this year.

**John S.** is planning a real journey - round trip to the **Arctic Circle!** This one's not for the faint-of-heart, but if you really want to see an all-day day, give him a call!

Tom will gather info on the annual "Rapids" party and let us know. A number of members attended last year and HAD A BALL!

I hope Alex holds the "Leading" workshop before I get to that phase on "Mortimer" (our BJ8)!

Joe got us interested in a dance! Sounds like a nifty event to hold, so Joe has the ball on this one.

Sure hope you aren't getting bored reading this - typical long-winded Hoos work!

I'll coordinate with the new Jackson Zoo Director, Barbara Barrett, to firm up the B.C.D. event. I'd like to sell raffle tickets, but need some committed salespeople. Any takers?

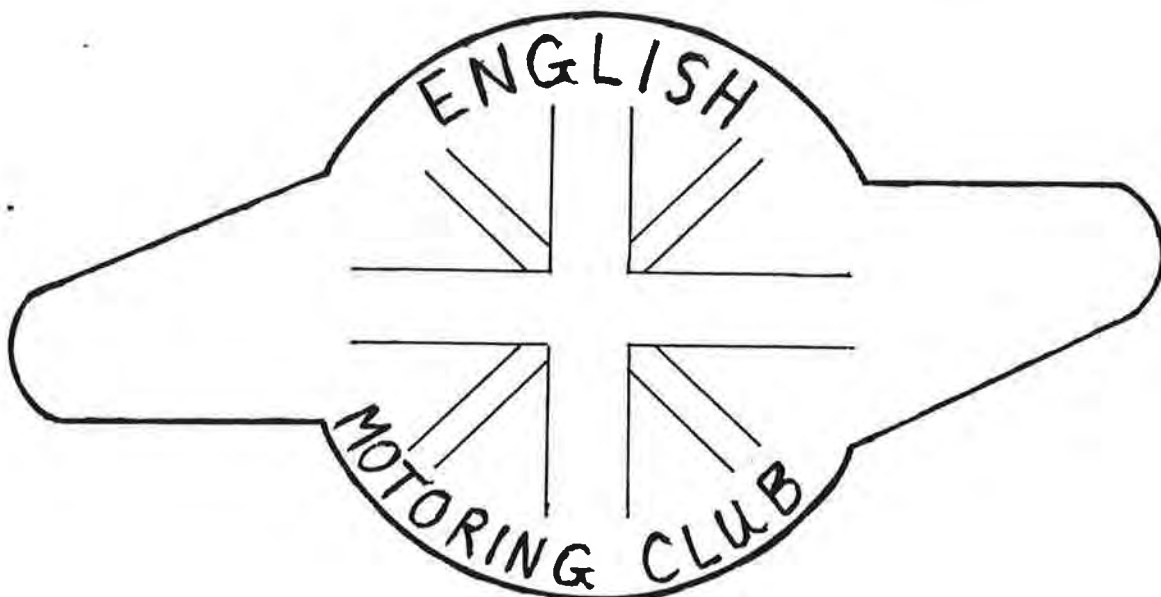
Here are a couple other events to make note of:

- |  |                                  |
|--|----------------------------------|
| 1. <u>Texas Healey Round-up.</u>         | Apr 24-26, Lake Sam Rayburn, TX. |
| 2. <u>Memphis British Car Fest.</u>      | Oct 9-11.                        |
| 3. <u>Triumph National Meet.</u>         | Jul 30 to Aug 2, Atlanta.        |
| 4. <u>St. Louis All British Car Day.</u> | Sep 12.                          |
| 5. <u>New Orleans British Car Day.</u>   | ?, in the Fall.                  |
| 6. <u>Vintage Gran Prix.</u>             | Oct 31, Gainesville, Georgia.    |

To top the evening off, Dennis came up with a wonderful VCR documentary on the fine vintage British race cars of the past, narrated by an Englishman, of course! If anyone would like a copy, just send a blank tape to Dennis.

Well, our line-up will keep you under your car during the week-days! We sure hope ya'll can make it to each of these "special" occasions . . . and that ol' Uncle Lucas is smiling down on us the whole year!

CRAIG



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MAGIC RABBIT RACING  
Route 1, Box 58  
Goodlettsville, Tennessee 37072

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January 23, 1987

Alex Wade  
63 Willowbrook Lane  
Brandon, MS 39042

Dear Alex:

Thanks a bunch for the photo. I hope that by the time you see the old TR again it will be a little straighter and a little shinier. We had to spend so much time sorting out the mechanicals last year that we didn't get to pay too much attention to cosmetics.

We only made it to Sunday afternoon twice out of 6 races and we didn't get the problem solved until you saw us at Atlanta. We kept losing the bottom end -- usually during Saturday morning practice. It turned out to be bad machine work. The rod big ends were somewhat egg-shaped. However, three cranks and four total rebuilds later and we were okay.

The machine is pretty strong when it is up, though. We qualified first in class and sixth on the grid at Mid-Ohio -- ahead of the Healey Le Mans, all of the Porches and not too far back of the 317HP Aston and Henning's gawd-awful fast MGA. But we DNFed after lap 7 -- bottom end.

We didn't get a lap time on Saturday at Atlanta. We kept blowing oil lines. That's what we were trying to straighten out when you came by -- sorry if I seemed a little short of conversation but it gets a bit hectic when you're trying to sort out the car and make the grid. Anyway, we had gridded 13th overall for the qualifying race based on practice times. I think that was third in class out of a total field of over 40 cars. As a result of no time on Saturday afternoon, they started us dead last -- 34th. (You probably noticed.) Anyway, in spite of some lack of enthusiasm on my part we still managed to improve to 19th overall and 8th out of 18 in class. I

protested our grid position but you know how those things usually turn out. I think if we could have started somewhere in the middle, we might have won our class. We'll do better in '87.

A little information about the car. It's a '58 with relatively little modification. The engine is uprated to 2.2 liters and the head shaved to yield about 12:1. The combustion chamber has been worked to Kastner's specs for better flow. We were running the thinner steel head gasket during the first part of the season, but felt that compression was too high so we now run the stock gasket. We run light weight Isky push rods and Isky competition valve springs. We also run the Standard-Triumph "D" cam. It's not terribly wild and remains completely tractable for street use -- and I do drive it on the street. I'm sure that the valves will float but that doesn't happen until after somewhere 7,000. (Yes, I am ashamed!)

Carburetion started the year as 2 Webber 45 DCOE's, but we3 never could get them tuned properly. Now we are running the 1 3/4" SU's but on a late model TR4 manifold. We had to do a little under-bonnet body modification, but the 4 manifold flows a lot better than the 3. I think we will try to get the Weber's right and go back to them. They are supposed to be good for another 15-20 HP.

Suspension is competition springs with 1/2 coil removed in front and stock springs with an extra leaf in back. Shocks are Koni with the rear lever type having been replace by tube shocks. We use a 9/16" sway bar in front. Wheels are 72 spoke, 5 1/2" Kelsey-Hayes. The main reason for these wheels is that they are much stronger than the originals. There has been a pretty fair amount of wheel breakage and SVRA recommends this mod. Tires are 185-70 x 15 Comp T/A's at normal tread depth. Goodrich has a program under which they will supply a much stickier compound shaved to 1/2 depth but we haven't tried them. I don't know if I want it to stick any tighter or not. Having raced midget and quarter-midget dirt cars many years ago, I kind of like it to slide about some.

It's fast, it's a whole lot of fun and the handling is, shall we say, interesting -- kind of like trying to drive an articulated, double-hinged farm gate. But it does make that guy behind you think twice about attempting to pass that old blue car while it is slewing about a turn. If you have any interest and just even the slightest



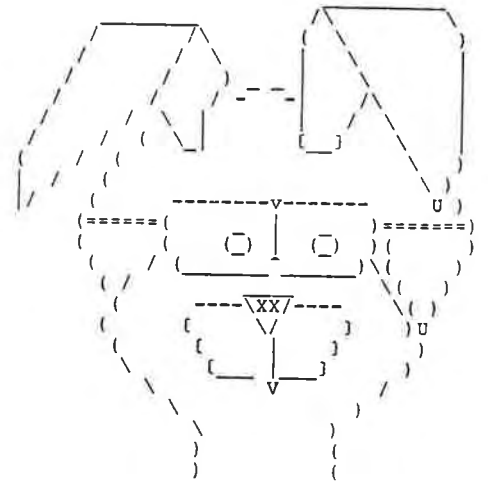
ability, I strongly urge that you give it a try. It's a lot less expensive than you might think.

Yes, we will be in Atlanta next November. And several other place along the way. If you can, try to make it to one of our other events. If you will just let me know a couple of weeks ahead of time, I'll leave you a couple of crew passes at the gate. Come on and join us. You'll love it.

Sincerely,

MAGIC RABBIT RACING

Tom Mays



MAGIC  
RABBIT  
RACING

# 2



# Don't Miss the 7th Annual

## Friday

- ★ Hospitality Room
- ★ Registration

## Saturday

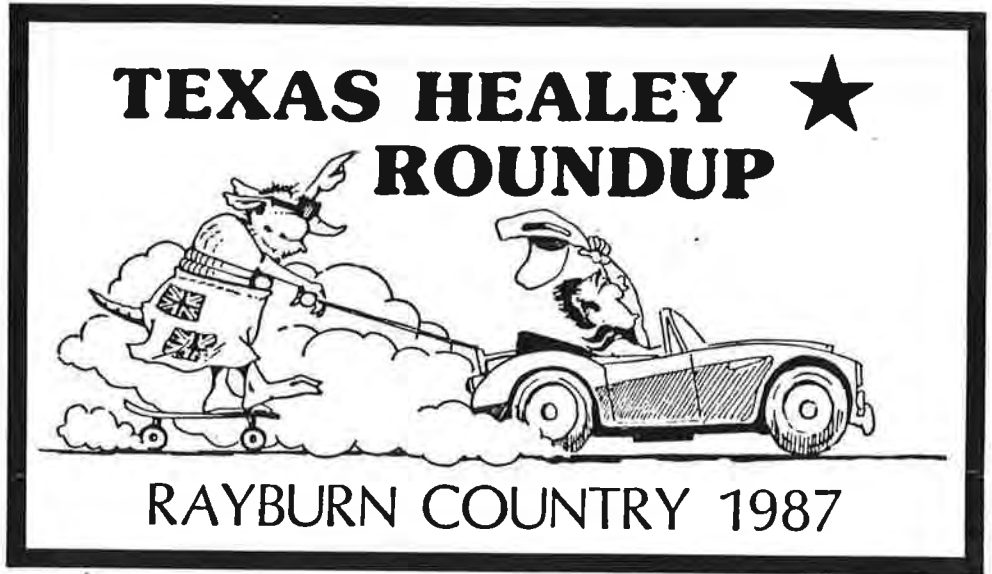
- ★ Car Show Voting
- ★ Rally
- ★ Roundup Dinner

## Sunday

- ★ King & Queen of the Hill Contest
- ★ Awards Brunch

## All Weekend

- ★ Comraderie
- ★ Regalia



## H.O.T. Sponsors (Healeys of Texas)

- Gulf Coast . . . . . Rally
- South Texas . . . . . Car Show
- North Texas . . . . . Hill Climb  
Registration

### Registration Fees:

\$45 prior to March 1, 1987  
 \$60 after March 1, 1987

Includes two (2) Saturday night Roundup dinner tickets and two (2) Sunday Brunch Tickets.

### Additional Meal Tickets:

	<u>Adults</u>	<u>Kids under 12</u>
Saturday Night	\$8.00	\$4.00
Sunday Brunch	4.50	2.25

— Complete reservation form below —

## APRIL 24, 25 & 26

**MAKE YOUR ROOM RESERVATIONS EARLY  
 (No Deposit Required)**

You are responsible for making your own reservations. Be sure to mention Austin Healey Club.

Contact direct:

**Rayburn Country  
 P.O. Box 36  
 Sam Rayburn, TX 75951  
 (409) 698-2444**

Rooms range from \$40 to \$75 per night. Two and three bedroom "condo" suites available for sharing by several families.

### RESERVATION FORM

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_  
 Club Affiliation \_\_\_\_\_ Type Healey \_\_\_\_\_

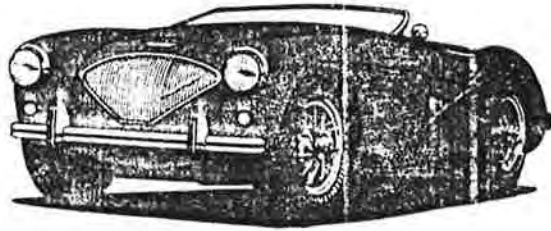
Mail registration & check payable to:

**NTAHC**  
 P.O. Box 45332  
 Dallas, TX 75245  
 Questions: 214/424-5803 (evenings)

Registration Fee \$45 prior to March 1, \$60 after	Amount	_____
Additional Meal Tickets: Saturday _____ @ \$8.00	=	_____
_____ @ \$4.00	=	_____
Sunday _____ @ \$4.50	=	_____
_____ @ \$2.25	=	_____
<b>TOTAL</b>		_____

The English Motoring Club  
proudly presents the

# "Tops Down Party"



When: Saturday March 21<sup>st</sup> 2:00

Where: 103 + 105 Dana St. Brandon, Ms.

Purpose: Celebrate the 1<sup>st</sup> day of Spring

Eats: Free beverages provided - feel free to  
bring your favorite snack to share.

Requirements: Arrive with your convertible top up.

We will have an official lowering ceremony  
to celebrate the rites of spring.

Directions: Exit off I-20 at "Downtown Brandon" Exit # 22.

Head east on Hwy 80 to the only traffic light  
in downtown Brandon. Turn right (south) onto  
Hwy 468, also named College St. Go exactly 1.0  
mile straight, then turn right on Dana St. 2<sup>nd</sup>  
house on left.

Hot Tub - bring your suit

For more info call Keith 825-9497

(Rain date: Sunday March 22<sup>nd</sup>)

