

Off-Side Undo



A Publication of
THE ENGLISH MOTORING CLUB
P. O. Box 5263
Jackson, Mississippi 39216



JANUARY 1987



CHRISTMAS PARTY REPORT

The English Motoring Club and the Alfa Romeo Club recently held an outstanding party in the Clinton home of Mike and Bitsy Hemsley.

For entertainment, John Simmers brought along some slides from his trips to Europe. He had many unusual types and we had great fun identifying the various makes. (Your editor was forever shamed when he incorrectly identified a 4.5 litre Bentley as a Delahaye. John, for one, will certainly never let him forget!). New EMC member (and also an Alfa Club member) Joe Stianche stole away

the audience, however, when he arrived in his newly-acquired '69 Lotus Europa.

A good many books, caps and accessories were given away as door prizes by both clubs. We even gave away a Triumph and a Rover, though they were both pocket size.

The highlight of the evening for many of us was the enjoyment of the Hemsley's hot tub. Although it was a new experience for me, I can tell you that it was very much like driving a Healey on the gulf coast during a humid summer afternoon.

It was a great party and we certainly want to thank the Hemsley's for their hospitality.

MARDI GRAS T'S CHRISTMAS PARTY REPORT

Keith Anderson and Alex Wade recently made their annual trek to New Orleans to enjoy a Christmas Party with the local MG-T type club. Aside from being the home base for the renowned Bayou Racing Team, they have a very active MG club with monthly activities. They are so enthusiastic that they have their own "Mardi Gras T's" champagne!

The New Orleans group plans a very active year in '87 and we will try to post some of their activities in future OSU calendars. We may even be able to drag a few of them up to our Natchez Tourist Trophy event this spring!

EMC MEETING/PARTY
Friday, February 20
7 pm

Don't forget to attend this year's business meeting at the Wade's in Brandon as we need to elect officers and schedule this year's

events. Refreshments (beer, soft drinks and snacks) will be provided.

The party (oops - business meeting) will be held at 63 Willowbrook Lane in the Crossgates area of Brandon. Take I-20 East to the Crossgates exit and turn North to Highway 80. Turn East on 80 and turn left at the first traffic signal. Follow Woodgate for about one mile and turn right on Willowbrook Lane. The Wade's house will be the fifth or sixth on the left. Call 825-9611 if you need help.

TECH TIP

When performing a total restoration on a car, always strip the car down to the bare frame and check it for straightness. Eye-balling it won't do - check your manual for proper measurements. Most any body shop in the Jackson area is equipped to straighten a bent frame, but I've had good luck with Cumberland Body Shop at Highway 80 and I-20 in Brandon.

Failure to restore your car on a straight frame will cause you many problems down the road, including poor panel fit and handling.

NEW ADDRESS

Lyndon Abell & Eileen Malyszko
27 Charter Oak Place,
Apt. 13
Hartford, CT 06106
(203) 246-1630

(We'll miss you two. Remember Memphis! - Ed.).

WELCOME NEW MEMBERS!

Mark R. Green
4233 Brussels Dr.
Jackson, MS 39211
981-2114 (H)
1957 MGA

John & Florence Simmers
4305 Woodside
Vicksburg, MS 39180
638-0968 (H)
1972 MGB-GT

Joe & Barbara Stianche
137 Moss Ridge
Jackson, MS 39213
856-3014 (H)
1969 Lotus Europa S2

J. K. & Patricia Wright
P. O. Box 242
Madison, MS 39110
856-2594 (H/O)
1974 Jaguar E-Type Conv

OCTOBER, 1957

MOTOR SPORT

Success * Proves

INTERNATIONAL DAILY EXPRESS

TROPHY MEETING

INTERNATIONAL TROPHY

- 1st** J. Behra
B.R.M.
- 2nd** H. Schell
B.R.M.
- 3rd** R. Flockhart
B.R.M.

Sports cars (up to 1500 cc)

- 1st 2nd 3rd**

Formula II cars

- 1st 2nd 3rd 2nd 3rd**

Sports cars

(over 1500 cc)

- 2nd**

(Subject to officia confirmation)



* ALL ON DUNLOP TYRES

they build durability at

DUNLOP

WELDING

Cylinder Heads Blocks - Manifolds

- *Pre-Heat Process
- *Post Heat Stress Relief
- *Perfect Metallurgical Match
- *Perfect Color Match
- *Perfect Heat Transfer
- *Perfect Machinability
- *All Work Guaranteed
- *50 Years' Experience

Aluminum - Cast Iron
Magnesium - Die-Cast

HIGH-SPEED SALVAGE

135 Old Northport Road
Kings Park, NY 11754
516-938-2433
516-269-5155

THE TRIVIA COLUMN

For my first contribution to the OFFSIDE UNDO I spent some time reflecting on the topics I could explore. As this is intended to be a column concerning the trivia of British Motoring, what could be more fitting than to talk with you about the famous characters from various writers, British and others, and their cars. James Bond, 007, has become famous from cinema exploits however in Ian Fleming's novels 007 was apparently really a shadow of Fleming and Fleming's choices of cars. Remember now that Fleming was a foreign correspondent and British Intelligence operative in Moscow and actually knew other legendary agents (spys) in the USSR such as Somerset Maugham, Robert Bruce Lockhart and the almost fictional Sydney Reilly.

Bond in the Fleming novels always drove the car that was Fleming's current passion. Examining the novels chronologically, we see Bond in the circa 1930 4.5 litre Blower Bentley. This is, of course the archetype British gentlemen's sporting carriage and obviously a prized possession of Fleming. It was a car such as this that George Monkhouse the prewar (WW2) motoring photographer was driving in 1939 in Germany. Monkhouse met the WW1 flying ace, (now General) Rudolph Ulenhaut, while both were guests at a country house. Ulenhaut had climbed into the Bentley and greeted Monkhouse with "Queen Victoria's wedding carriage. Ja?" Later Monkhouse was awakened late one night by Ulenhaut with directions back to France when the invasion of Poland began.

There was apparently some great trauma faced by Fleming in getting rid of the old Bentley. In "Moonraker" it is finally totaled for good after the rebuild following the wreck in "Casino Royale" and replaced by a Mk IV Bentley-grey with blue leather. This model stayed for some time, until replaced by another Bentley, an R type with two-seat coachwork and two black leather arm chairs for seats.

When Ian Fleming died, he was using his Avanti, a car that only recently had replaced his grey four-seat Thunderbird (the same car that 007 drove in "On Her Majesty's Secret Service". If Ian Fleming had written any further books, 007 would have, most probably, driven a grey Avanti with blue or black upholstery. The famous Aston Martin and the Jaguar that Bond almost took to face Auric Goldfinger will be the topics of later comments.

Currently, there is another person writing 007 yarns, John Gardner. Gardner books have all the cars, hotels, restaurants, and women that Fleming wrote about so well, but Fleming drove those cars, lived in those hotels, dined in those restaurants and probably knew many of the women. Gardner writes well, but he hasn't lived "well". Likewise

the new Roger Moore flicks also miss the point in the same way.

In 1964, I read Flemming's books while I was teaching school in a world that was incredibly small. Swoope, Virginia and vicinity was a long way from the world of Ian Fleming's 007. In 1981 I saw some of that world and subsequently I have lived in it. It is just like he said it would be and the world of fiction, and a little fact lives everywhere.

In future columns we will not only see some of the most convoluted trivia existent, but we will hear from some authors, such as Hemmingway, Sayers and others concerning their heroes' choices of motorcars and, most importantly, places to drive in them.

John W. Simmers
Trivia Correspondant

The SINGER
Nine Roadster

SERIES 4AB



The famous Singer Nine Roadster—with a new 'look', a new 'feel' on the road—and an allocation for the Home Market! New improved upholstery. The independent front wheel suspension system raises road performance, comfort and sweetness of handling to a new peak.

SINGER MOTORS LTD · BIRMINGHAM & COVENTRY

How to get the kit



to build your own LOTUS 7.

Every time we advertise the Lotus Elan, we get a lot of letters.

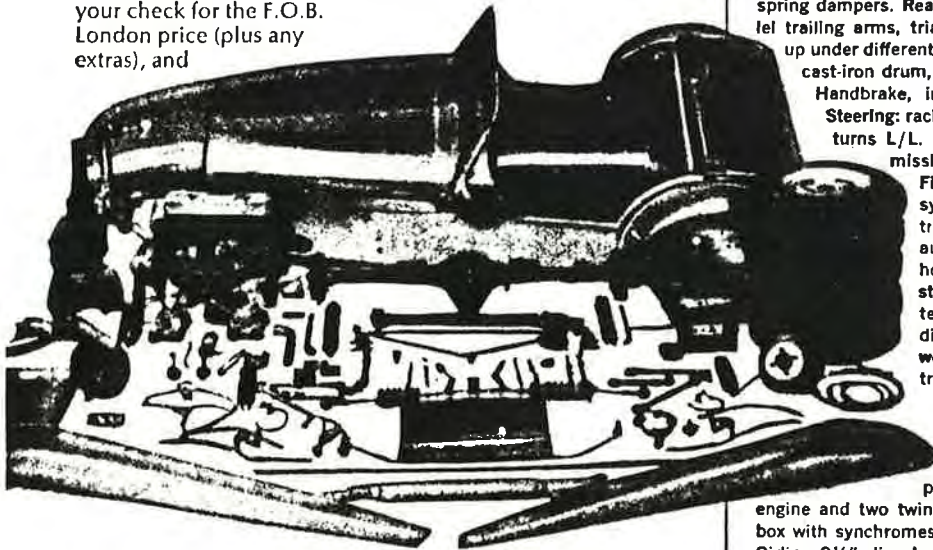
A surprisingly large percentage of them ask about a car we don't advertise: the Lotus 7.

Perhaps the reason is that anybody who's seen the 7 can't forget it.

It's a good-looking car. Almost in the classic tradition.

Practically everybody who asks about the 7 wants to know how to go about getting one in kit form, the way they're generally sold in England.

This is to let everybody know that, yes, you can get a kit here. Very easily. Just fill out the coupon below, attach your check for the F.O.B. London price (plus any extras), and



when the car arrives send another check for the charges at P.O.E. New York. You'll get a big box with all the parts. And step-by-step instructions written in American by a guy who built one.

What does it take to build a 7? About 20 hours and basic American hand tools. No cutting, no welding, no riveting.

What you're building is one of the most exhilarating cars on the road. If you've ordered the Standard 7, you go from 0 to 60 in 10 seconds with top at about 90.

If you decide on the Super 7, 0 to 60 is only 6.9 seconds and top is around 110 mph.

Check the options in the following specs. Then decide: are you a Lotus builder?

LOTUS STANDARD 7: Chassis: spaceframe with stress-bearing aluminum propeller-shaft tunnel and floor. Bodywork: glass fiber nose cowl and wings, aluminum body panels, soft top. Front suspension: independent wishbones, anti-roll bar, coil-spring dampers. Rear suspension: proprietary axle with parallel trailing arms, triangulated "A"-bracket with apex picking up under differential, coil-spring dampers. Brakes: hydraulic cast-iron drum, 7" x 1 1/4" in rear and 8" x 1 1/4" in front. Handbrake, independent mechanical, operating rear. Steering: rack and pinion, straight steering column, 2 1/2 turns L/L. Fuel: 5 1/2 gal., mechanical pump. Transmission: hydraulic 7 1/4" single dry-plate clutch. Final drive: 4.5:1 hypoid bevel. Electrical system: 12V. Coil and distributor with centrifugal advance and retard. Generator with automatic voltage control. High-frequency horn. Instrument lights. Electric wipers. Instruments: speedometer, oil pressure, water temperature, ammeter. Wheels: 5 steel discs with 520 x 13 tires. Dimensions and weight: wheelbase 7' 4", front and rear track 3' 11", length 12' 0", height to scuttle 2' 4", width 4' 8", ground clear 6 1/2", weight 950 lb. With 105E 997 c.c. Ford engine and twin S.U. carbs, \$1,987.66, F.O.B. London. **SUPER 7:** New Cosworth prepared Ford 109E 1340 c.c. main-bearing engine and two twin-choke Weber carburetors, 4-speed gearbox with synchromesh on all forward ratios, 4:1:1 final drive, Girling 9 1/2" disc brakes fitted in front, tachometer, electric radiator fan, wood-rim steering wheel, flared front fenders, \$2,333.00, F.O.B. London. **EXTRAS:** Competition package of close-ratio gears installed and five Dunlop R6 racing tires \$285, heater \$75, and tonneau cover \$35. **P.O.E. NEW YORK CHARGES:** Transportation and insurance (approximately \$100), combined duty and excise tax (approximately 16 1/2% of overseas purchase price) and minor brokerage charges. Freight charges from P.O.E. are C.O.D. Delivery about 60 days. **IF WE ASSEMBLE AND PAINT,** that's \$250.

LOTUS/NEW YORK Madison Avenue, New York, N.Y.

Please order the following for me from Lotus, England:

- Lotus Standard 7 kit @ \$1,987.66, F.O.B. London
 Lotus Super 7 kit @ \$2,333.00, F.O.B. London Tonneau cover \$35
 Competition package \$285 Heater \$75 Assembly/Paint \$250

My check for the total of _____ ordered above is enclosed.

On arrival at P.O.E., New York, I agree to pay transportation, insurance, duty, excise tax, and brokerage charges.

NAME _____

STREET _____

CITY _____

STATE _____

If a minor, authorization from parent or guardian must be enclosed.

