

# Off-Side Undo



A Publication of  
THE ENGLISH MOTORING CLUB

P. O. Box 5263  
Jackson, MS 39216

MARCH 1987



## TOPS DOWN PARTY

EMC recently held its third annual Tops Down Party in the back yards of hosts Keith Anderson and Julia Cappello. Our annual "Rites of Spring" ceremony was well attended with a number of new faces and cars to see this year.

Norm Scheffner attended with his newly painted Jag V-12 and, while admiring Bob Summerlin's Austin Healey 3000, discovered that Bob's car was the very Healey that he had parted with in 1975! Even more surprising was the fact that Norm happened to have the tonneau cover for that car in the boot of his Jag, which he used to cover the cockpit of his Jag on occasion!

John Simmers officially opened the Spring driving season with a grand speech which served us a "blessing of the fleet", if you will. The Queen would have been proud.

Another great year is ahead of us. Be sure to join us for our next event in Natchez!



## OBITUARY

Club members were recently saddened to learn of the death of one of our members, John Pentecost.

John and his wife, Dean, joined the club a few years ago after he bought and restored a TR-3A. John and Dean attended as many events as they could, the most recent being our last British Car Day in Jackson. His bright yellow '3 gave him much pleasure these last few years of his life.

We'll miss you, John.

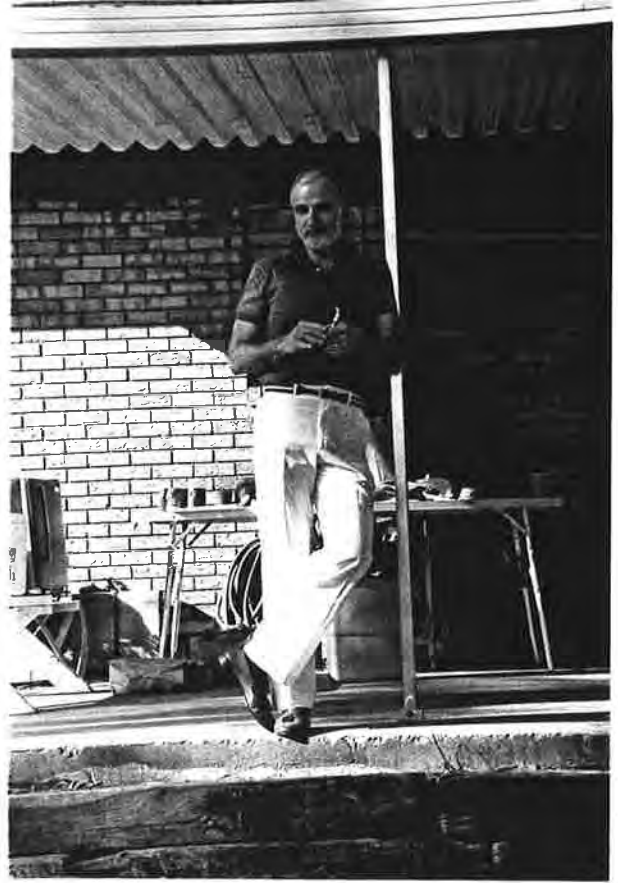
## WELCOME NEW MEMBERS

James D. Holland  
P. O. Drawer 9147  
Jackson, MS 39206  
981-3117(H), 956-0100  
1959 AH Sprite MK I

Bob & Ruth Summerlin  
2625 Key St.  
Jackson, MS 39212  
1966 AH 3000  
1964 MGB-GT  
1969 MGC

David D Traynham, Jr.  
1225 Jackson Ave.  
Pascagoula, MS 39567  
475-5577(H), 762-8403(O)  
TR-6 (5)  
1967 TR-4A  
1967 Spitfire  
1972 Land Rover Model 88





"To quote Queen Victoria . . . "



"OK, who's the wise guy who put this sign in front of my Healey?"





Interested in a TR-3 loaded with Jim Beam?

There is a project afoot to prepare a special run of TR-3 shaped decanters from the Jim Beam distillery. As production cooling will run in the neighborhood of \$110,000 to \$200,000, a lot of thirsty TR enthusiasts would have to indicate an interest before this project can become a reality.

If interested, write to:

Mr. Rich Reese, EVP  
James R. Beam Distilling Co.  
500 N. Michigan Ave.  
Chicago, IL 60611

(Many thanks to the Kansas City Triumph Club for the information.)

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ARMSTRONG-SIDDELY  
PARKING ONLY

All Others Will Be Towed

Bitsy Hemsley has a line on some professionally made parking signs for your favorite marque. These look great on your garage wall as they are very high quality products. They cost \$20 each - fleet discounts are possible!

Give Bitsy a call at 924-0319 if interested.

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SHORT CIRCUITS

. . . Bubba Brown and Frank Peel recently swapped a few parts. Frank's TR-3A now boasts a set of wire wheels while Bubba has an interior kit for his TR-6 . . . David Fitzgibbon presented an excellent rough draft of our new club logo at the Tops Down Party. He'll polish it up for the Chapter's use . . . Tom Gallogly has been enjoying his TR-3A for the past few weeks after a three year absence. Tom reports, however, that he may return to Europe for his first job out of the service . . . a number





of club members will be attending the Texas Healey Roundup in April. Call Craig House if you are interested (469-3279) . . .

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**LAST CHANCE!**

This will be your last chance to continue to receive issues of Off-Side Undo by paying your annual dues to the chapter.

A membership application has been attached to this newsletter if we have no record of receiving your 1987 dues. If you have not yet paid, please forward your \$10 dues to the club address indicated on the form.

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Dear EMC Members:

I wish we had more time to say goodbye to more of you, but things happened pretty quickly.

I am now fairly well settled in Hartford and working at yet another great radio station, 96 TIC-FM.

I hope to see some of you in Atlanta this summer, but till then I thought you'd like to see this fine example of a greeting card. (See right - ED).

Bye,

Lyndon & Eileen

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**FOR SALE:** TR-3, very little rust. Few spares, stored 9 years. Contact Don Link at (504) 255-1133.



**1954 BENTLEY  
R-Type Standard Steel Saloon**





THE SECOND TRIVIA COLUMN

To begin this second trivia column (perhaps trivial column), I would like to announce a contest. In my previous column, I carefully inserted an intentional error (Like Regan ?) and if you are the first to identify it you will be rewarded appropriately.

I got some favorable comments on the last column so I will continue with some trivia concerning the cars of the spys, real and fictional. First our old friend 007. Can you imagine the results of movies and auto sales if Bond had taken the 3.4 Jaguar? Either car would have "suited his cover" but fortunately for David Brown Industries the DB 3 was chosen. There seems to be a real precedent in British fact and fiction for spies, agents and investigators to possess really exotic cars. The Saint had his Hirondele, some sort of unique aero-engined giant, Lord Peter Whimsey has a succession of very sporting sleeve-valve and/or double-six Daimlers and real-life ace of spies Sydney Reilly would have taken the Rolls Royce Silver Ghost of Dzerjinsky, Chief of the Cheka, had his plot to overthrow the Bolsheviks been successful.

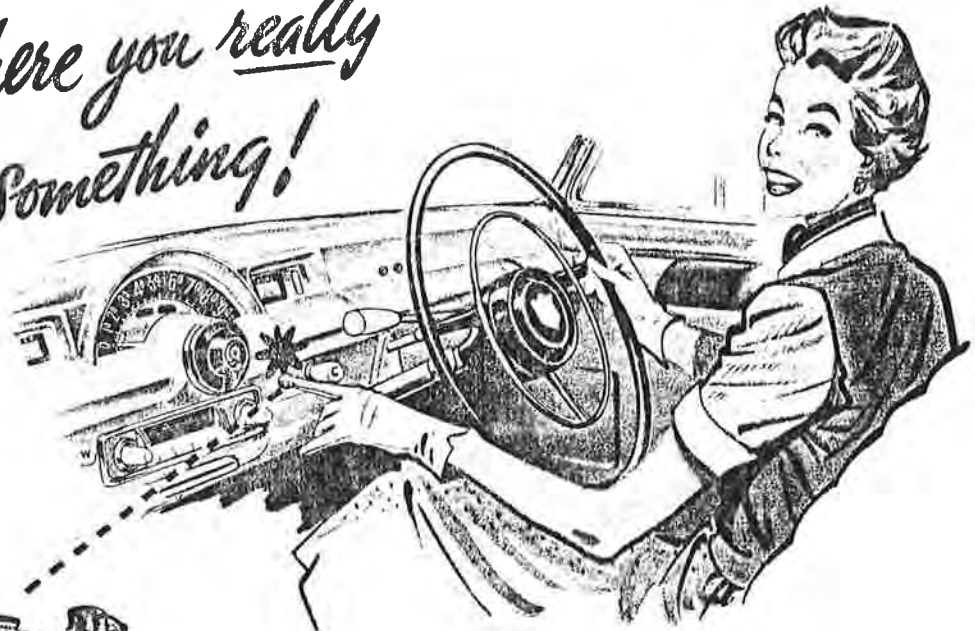
One of the most difficult to decipher of the British cars and spies stories involves an Englishman and a French Car. Bit by bit the story is appearing but it is still not clear. You probably have read about "Williams" the Bugatti factory driver of the 30's. In Autocar and other magazines there are often references to Williams demonstrating a type 55, 57 or 59 for British journalists. Williams, who was never mentioned by a first name, was really a Captain Grover-Williams of the British Army and apparently a man who had used the grand prix, hillclimb, and rallye circuses between the Wars for purposes other than racing. During the War CPT Williams faded into the Resistance and was reported to have been ececuted by the Gestapo in 1943. Of course, while there is no way to ascertain the exchange of secrets within the pits at Monaco, or what did or did not move in or out of Spain in a race car transporter during the Civil War, and what was to be seen near Monza or the Nurburgring, one can assume that the opportunities were there. Williams may have been no more than a pawn, but the story is too good to let go.

Next time, a story about the Bentleys being beaten at Brooklands-by Studebakers and driving in the South of France with Hemmingway.

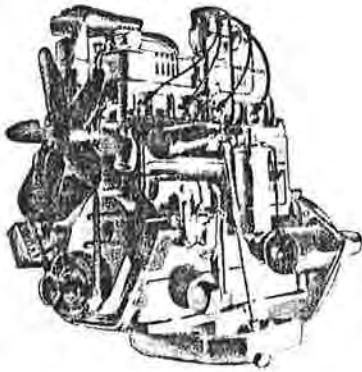
John W. Simmers  
Trivia Correspondent



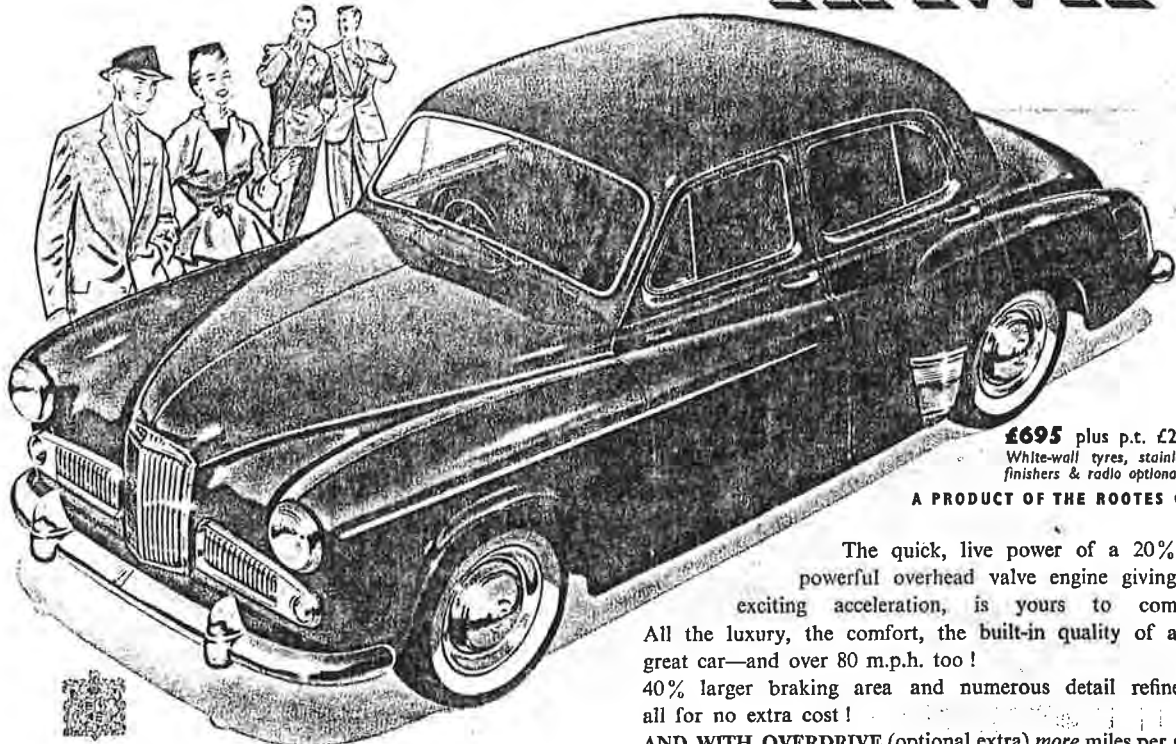
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