

Off-Side Undo



A publication of

THE ENGLISH MOTORING CLUB

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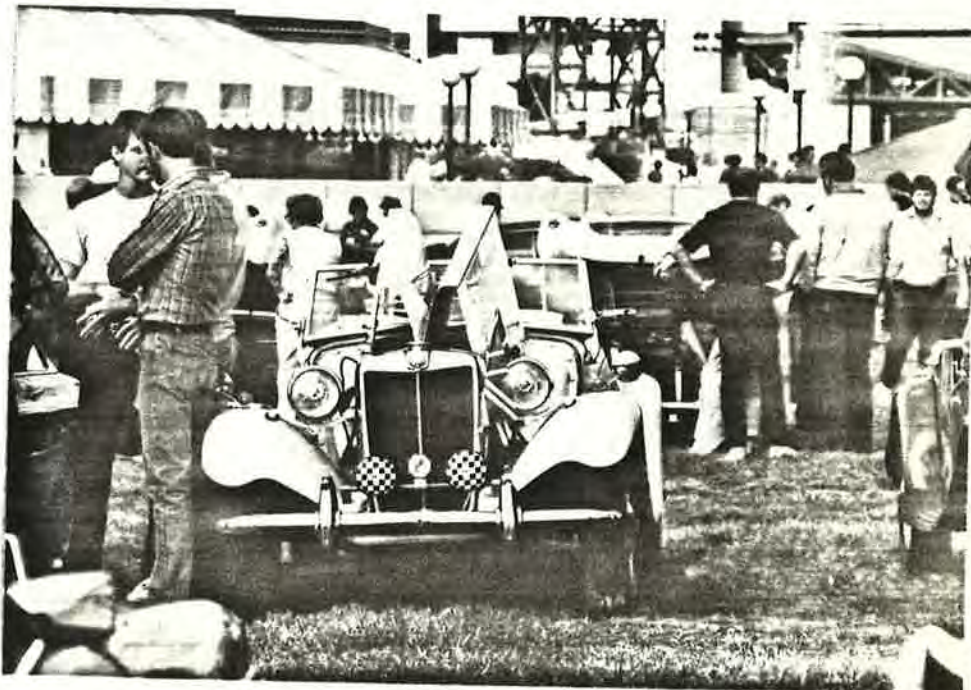


MOTORING TO MEMPHIS

Memphis in October?

Sounds like fun, and guess what . . . IT WAS! A few of us decided to play hookey from work on Friday the 17th and GO FOR IT. Jack Pool was in town on business, so he met Alex & Tere and yours truly at Wade's Frame Shop. Unfortunately, Jane was out of town on business, so I had to be pilot, copilot, navigator and bombardier for our rig. A short jaunt to Northpark had us meet up with Dick Kingsafer & Bridgett Pool (beginning to look like a Healey weekend with a 100, 100-M, BT-7 and Wade's TR-3!). Looks like Dick will juggle his own map too! We hung around, drawing some long looks, to see if any other hearty souls would join the caravan. Lyndon Abell stopped by in his TR-6; he'd be leaving later after Eileen Malyszko got off work (he assured us oldies he'd still get there first!).

Off we go! After the usual "rest-your-buns and top-the-tank" stops, we roll into the Sheraton at Memphis. GAD what beautiful motoring weather! A really exciting drive up had us all anxious to see old friends



at the hospitality suite. We wrapped the buggies up for the night in under-building parking (it really doesn't rain in Memphis) and went in to PARTY (that is, unwind a little). Seems that we just missed Steve & Shannon Collins in their TR-6 at Northpark - a shame! But he made up for it without incident. The hospitality suite was bustling with excitement and lots of people. Even got our "Memphis or Bust" banner hung over the doorway (I had done a little computer art before heading out). We met lots of new folks - some even from Canada - as well

renewing old friendships. What a great bunch of people!

I guess someone got carried away - at 3 am we were roused by the fire alarm! After bouncing off half a dozen walls, we made it downstairs OK and were immediately herded back to bed. What fun. Darn thing went off again, but was mercifully shut down before we damaged any more walls!

UP! A good breakfast and down to the cars. Why not clean up here and tool out to Mud Island together in style? Sure! Wait a minute, Jack's lowering his windscreen



- well, full face shield or not, I will too!

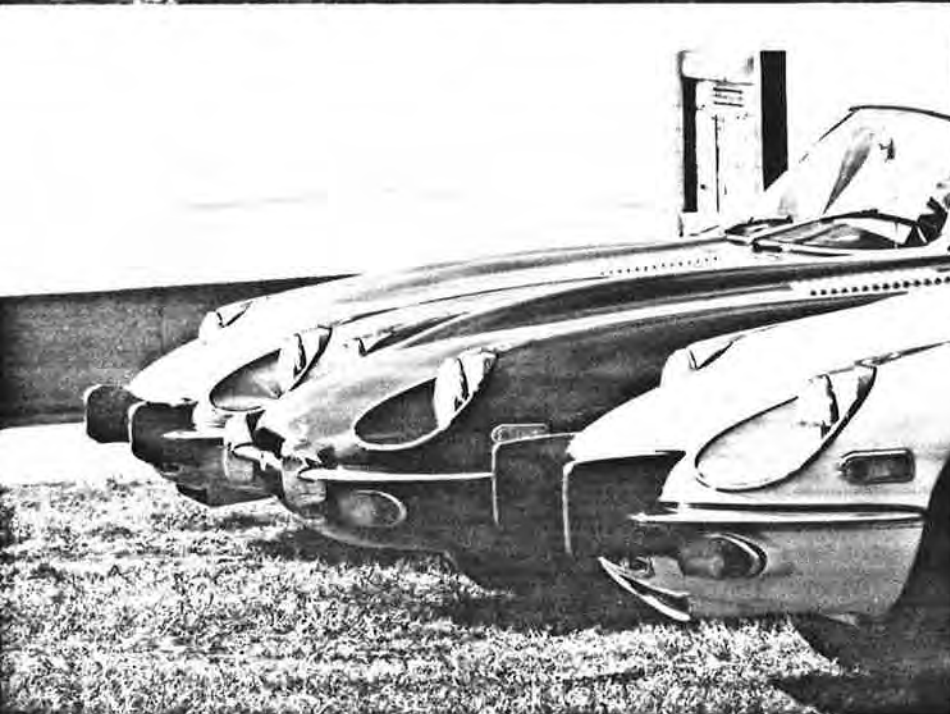
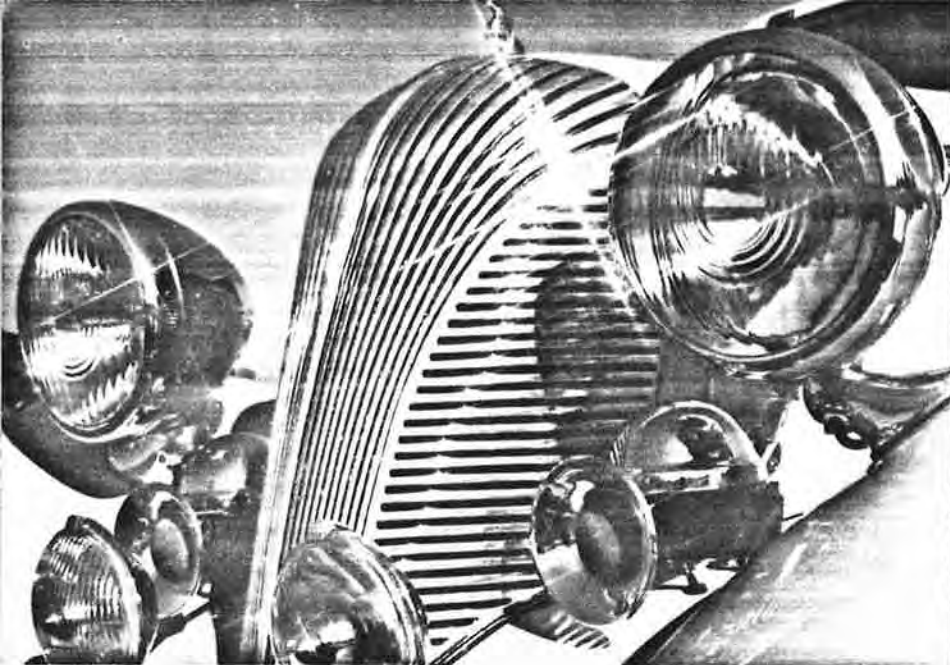
Off! Man, what a day! Got around 10 cars tooling out together, really impressive. After arriving at Mud Island and doing a little jockeying for positions, it's SHOW TIME! Our cars sported "English Motoring Club" signs (more computer art) and a lot of owner pride.

Wow! 180 plus entries in all kinds of marque classes. Even a Triumph Dolomite Saloon, a 1937 Rolls Royce touring car, a Verona, Jensen, Panther, MGPB, Cornice's . . . I'm impressed! The day was spent roaming the lines of cars, swapping stories, soaking up a beautiful afternoon, etc. John Simmers and his daughter brought their MGB-GT, Steve & Trish Klyce in their MGB-GT, and Frank & Trisha Peel made it up for the show. Judging was done as a drive-through, by marque - and done well! 10 judges (I helped on Healeys) poured over each car, to rack up to 500 points maximum!



Raffle Time! Even with the mountain of door prizes to give away, it was time to give away a restored MGB! Well, with nearly 14,000 tickets sold, I didn't expect to win. Alex got to dip for the winner (huge can full of tickets), but I guess he missed the bent corner on mine. Lyndon, Eileen, Steve and Shannon went for the Memphis motoring tour at the end of the show, the rest of us went out for RIBS! Shades of years past! Tooling through Memphis (no flying 100's this trip!) to the Rondevous in the cool of the evening. Some of the folks from the tour also showed up too, as the Memphis tour kind of dispersed down various paths. After a great meal





and much camaraderie, we hit the Peabody in force . . . cake & ice cream goodies galore - nobody knows the truffles I've seen!

Awards! We rushed back and cleaned up for the awards banquet - a gala affair! Jack Pool made belated but well-appreciated presentations to Lamar McQuirter, Thom Anderson & Hiram Shepard for their showing at our British Car Day in September. Would you believe? Our EMC people came away with 6 awards!

Alex & Tere Wade - First Place, TR-3s

Dick Kingsafer - First Place, AH 3000 & 100-6

John Simmers - First Place - MGB-GT

Craig House - Third Place, AH 100

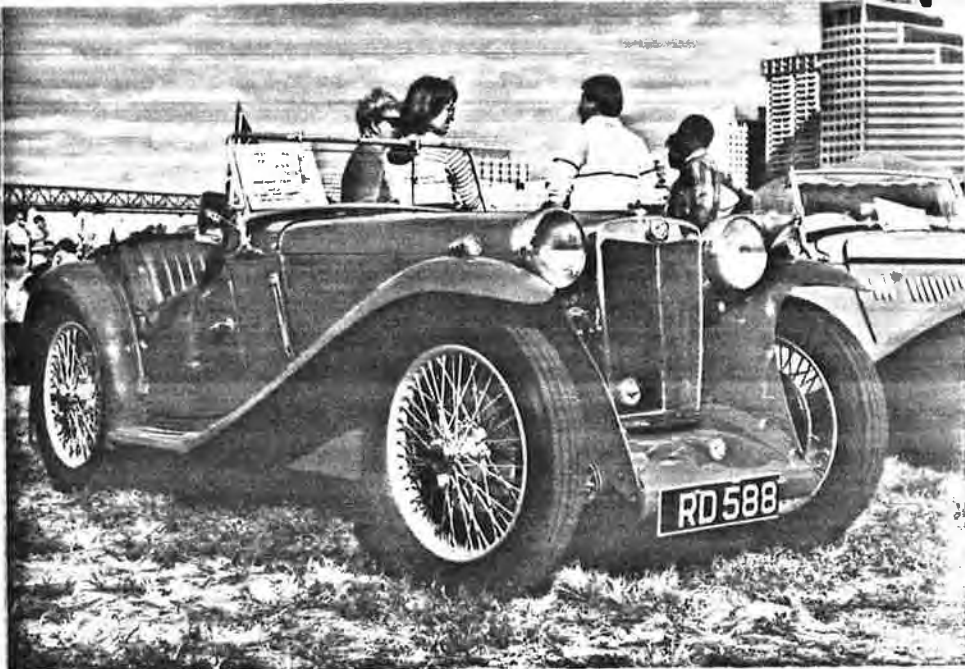
Steve & Trish Klyce - Third Place, MGB-GT

John Simmers - First Place, Trivia Contest (of course!)

I think Jack "traded up" one show too soon - also, his new 100-M had an unfortunate carb problem as it arrived in the judging tent! Even so, watch out - he has one heck of a winner!

Wind-Down. To the bar! Boy, are we excited - what a day, what a trip! Back in one of the rooms, Wades, Kingsafer, Pool, Simmers and self played mind games 'til wee in the morning.

Finale. A nice leisurely Sunday breakfast with old friends and we're on the road again. Another very nice drive, no incidents (I got to pilot the "M" for a stretch!).



Salute! I tell you, the Memphis Club is packed with super people. They spend a year preparing not only for a great show, but also make a significant contribution (\$10,000 last year!) to a worthy charity, the Variety Club of Memphis (aids children in need and children medical research). Our caps are off, and a hearty THANKS! to those club members responsible for the Annual British Car Fest, including:

Lamar & Nina McQuirter
 Bobby Hadsky
 Randy Balogh
 Tom & Janis Anderson
 Hiram Shepard
 George Callow

Article by
 Craig House

CHRISTMAS PARTY
 Saturday, Dec. 6
 6 PM
 1700 Huntcliff Way
 Clinton

Invitations have been mailed for our annual Christmas Party, held this year in conjunction with the Alfa Romeo Club in the home of our mutual members, Mike and Bitsy Hemsley.

Beer, turkey and ham will be provided along with some door prizes. We do ask that anyone attending should bring along a covered dish and also bring a bathing suit if you want to enjoy a dip into the Hemsley's hot tub.

Detailed instructions on how to get to the Hemsleys was included with the party invitations. If you get lost, call 924-0319 for help.

See ya December 6!



OUTPACED.—Although it finished the 24 hours the standard TR2 Triumph of Wadsworth/Brown was not really capable of keeping up the high pace set at Le Mans this year.

The 2.4 Litre **HEALEY** Super Sports



- ★ Fastest car in the world in series production (The Healey)
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- ★ Fuel consumption 31.2 m.p.g. at 70 miles per hour

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AN ENTHUSIAST'S TRIP TO ENGLAND

by Steve Collins

It's been 3 months since Shannon and I returned from England, and this story is long overdue. However, I promised Frank Peel I would wire his shop for him six months ago, so in relative terms, this story is rather timely.

England is a special place, the home of people who love their British cars, their culture, their architecture, and their heritage. Craftsmen, (more than just mechanics), abound throughout the country specializing in the concours restoration of Britain's last 70 years of classic automobiles.

I thought I would see Jag's, Triumphs, MG's and Healeys everywhere, but I didn't. I did see at least 5-10 immaculate Triumph Stag's each day as well as the same number of nicely kept MG midgets. I also ran across one TR6, and one XKE Roadster. I climbed in a London taxi one day and asked the driver where all the British sports cars were. He happened to be an enthusiast in the Jenson Healey club. He explained that the TR 2-6's, MGB's, Austin Healey's, and XKE's were so revered in England that most were stored in very nice condition in enthusiast's garages, and taken out only for a Sunday spin or club outing.

Speaking of club outings, England has 30 major car clubs, and many other minor clubs, for example, Rover P4 Drivers Guild, Rover P5/P5B Owners Club, Rover P6 Owners Club and Rover Sports Register. I'm telling you, this place loves its cars.

Ken Smith, the former Marketing and Development manager of the MG Owners Club, together with friends here in the States, has launched a new service organization for the ever growing MG fraternity. Called MG World, the organization is neither a club or a spares source, but merely a consulting company. MG World's activities include video and magazine publication, memorabilia and model manufacture. Speaking of MG's, I saw a new MG in London, it was a sporty version of the Metro Turbo painted in black and trimmed with a black and orange MG hood emblem.



The Triumph Stag was introduced to the U.S. in 1972. 6,780 units sold until Triumph stopped U.S. export in 1973. However, the Stag was popular in Great Britain, where Triumph built 25,877 units between 1970 and 1978. As I mentioned, quite a few are still in service. The TR6, on the other hand (thankfully for my sake), was mainly an export product. The few home market TR6's made, however, are worth mentioning because most are set up with 150 Bhp fuel injection and good examples sell for as much as \$13,000. For example:

1973	TR6 Blue	\$6,375
1973	TR6 Yellow O/D	\$6,900
19?	TR3A Red	\$6,375
1975	TR6 White	\$6,000
1970	TR6 Red O/D	\$7,500
1974	Stag Blue/Auto	\$6,750
1971	TR6 Blue O/D	\$7,370
1980	Spitfire Blue	\$4,875
1973	TR6 Green	\$9,375
1963	TR4 BRG, SurreyTop	\$7,500
1974	"MG V8GT"	\$10,350
1975	TR6 1,500 Miles	\$12,750

I looked forward to visiting Coventry for months prior to our trip, and although England is a treasure in its self, Coventry is definately a car enthusiast's dream. The modern city of Coventry is nestled among woods and farmland 2 hours north of London. Stratford-upon-Avon (Shakespeare's home) is close by, which is good, because it gave my non-car enthusiast wife a place to visit while I went to the birthplace of British motor history.

Coventry indeed is England's Motor City, home to many famous makes including Lea-Francis, Hillman, Triumph, Singer, Diamler, Riley, Rover, GWK, Humber, and Jaguar. By the way, the British pronounce it Jag-u-wahr. The Jag's are still produced with much pride in Coventry, and with the Company's upsurge in quality and sales, the Jag factory is one of the hottest tours in the Nation. Jaguar recently built a museum at the entrance to the factory, complete with SS models, 120's, 140's, D-Types, E-Types, and XJ's.

The last 50 XKE's produced in 1974 (they were 1975 models) had special dash plaques denoting the end of the car's production run. The last two off the line were painted black, one was special order for a lucky customer, and the other, which was the last E-Type, sits proudly in Jag's museum, as a pristine reminder of Jaguar's styling excellence.

If I lived in England, I would make Coventry my home and immerse myself in the perpetuation of classic British sports cars. A typical example of Coventry's love affair with cars is Craig Hinton's "Classis Cars of Coventry" dealership. He is one of England's leading Jag specialists and works out of a new 25,000 FT2 shop. Craig's company manufactures custom built Jag convertibles and supplies the film industry with specialty vehicles. (He built the replica 1936 Mercedes Benz 320 used in "Raiders of the Lost Ark"). He also sells parts, does sandblasting, metal polishing and coach trimming to concours winning standards.

Down the road is the old TR6 factory now used as a parts warehouse for Leyland. Rumor has it that the birthplace of my 6 will be refitted to produce Honda engines for one of Rover's Honda clones.

In the heart of Coventry is the worlds largest automobile museum, the Museum of British Motor History. Over 200 beautiful cars are displayed in climate controlled, era-type settings separated from spectators by a white fence. The museum was also packed with auto memorabilia like factory prototype artwork, badges, posters, old gas pumps, etc. I spent several hours in the museum, so the curator walked up and introduced himself. When I told him I owned a Triumph and was in a British car club back in the States, he told me to make myself at home, and invited me to open any of the cars up and sit in them. Naturally, I took him up on the offer. Before he left, he said that most all the cars in the collection were donated. Some cars came in excellent condition, but some are little more than parts cars. A full time staff of three automobile lovers restores the new arrivals and maintains the museum's collection.

A beautiful 1933 Jaguar SS caught my eye. It was black with an original red connolly leather interior that looked and smelled new. Next to the SS was a Jag XKE 4.2 cut away engine used in 1960's auto shows. Of particular interest was a beautifully restored 1954 TR2 finished in British Racing Green, a 1956 Rover T.3 Gas Turbine, a concours 1958 Jag MK VIII, a D-Type Jaguar, a British market TR6 converted from P.I. to Strombergs for "Increased Reliability", a 1977 Triumph 2.5 TC Police car that looked like a 4 door Stag, and a 1975 Jaguar XKE roadster.

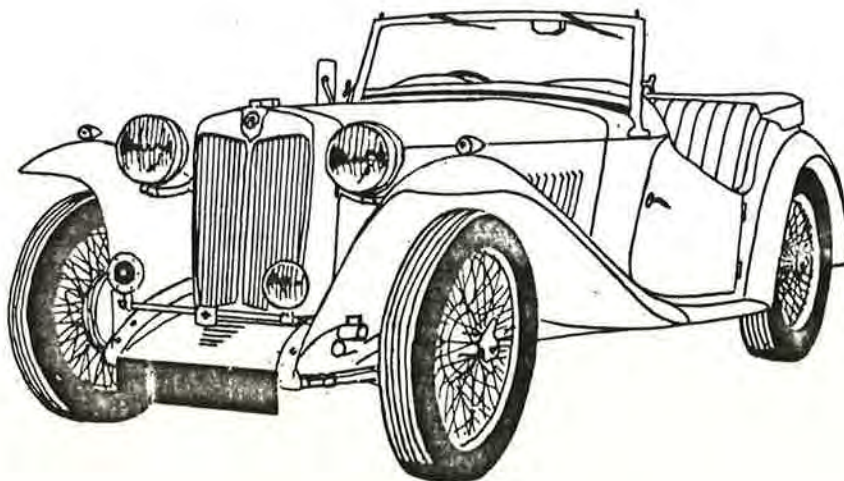
The XKE was one of the last 50 built and had 600 original miles on the odometer, most of it parade miles in Coventry. The E-Type still had all the original Q.C. stickers on the windshield. The curator mentioned that the museum receives numerous requests from visitors wishing to buy this car, which is easy to understand; the car is absolutely flawless, it is not yet broken-in, and it has to be one of the finest original condition E-Types in the world. In addition, this particular car was entered by Jaguar in the 1975 British Motor Show and won a gold award for coachwork.

Coventry was the manufacturing source of many motorcycles and military vehicles during WWII, making it an attractive target for German bombers. In 1940, the Germans attacked Coventry with fire bombs in hopes of reducing the industrial center to rubble. The town's Cathedral and much of its residential area was destroyed. Fortunately however, the Triumph factory had a 500 lb fire bomb crash through the ceiling and bounce undetonated off the concrete floor. Either the bomb was a dud or had a time delay fuse, but the bomb squad defused it and the bomb now rests in the museum. It is 5 feet tall and has a whistle on the tail fin (used to frighten the British as the bomb fell). I think the engineers liked the way the bomb bounced off the concrete. This event may be the underlining reason why Triumph sports cars bounce around the pavement when bumps are encountered.

The museum exit was an unbelievable gift shop with posters, stickers, books, models, etc. I stayed in the auto display area until the museum closed so I really didn't have time to stock up on many goodies at the gift shop. However, I did bring back two Jag E-Type posters that I will try to bring to the Christmas Party.

Now that I am back home, I appreciate even more the traditional uniqueness that makes a British car so special. The English truly invented the word "enthusiast". Only England could make cars that were fun to drive, leaked oil and water, provided wind in the hair excitement with or without the top up, were immensely popular in the U.S., and were immensely unprofitable for the manufacturer. Only the British know the magic that the smell of gasoline, a convertible top, a cannister oil filter, and an unreadable owners manual had on an automobile lover. Long live England, the Queen, the Roadster Factory, my leaky front oil seal, and our club's very own wonderful collection of British motor history.

Steve Collins



BUYING A SPORTS CAR

First you must learn how to read between the lines of some of those advertisements.

Description	Meaning
One owner	Hertz
Ideal for enthusiast	Total restoration needed
Slight attention needed	Needs major overhaul
Good mechanics	Body shot
Good body	Mechanics shot
Marriage forces sale	It can be done in an MG; He did, and must get married
Stored two years	Most parts seized, grass in chassis
No dealers	No one who knows anything about cars, please
Collector's Item	Price is over-inflated
Good tires	That's all that's good about it
Excellent condition	Buyer beware
Genuine reason for sale	I've got to dump it
Company car forces sale	I've got a better job and getting a decent car
Baby forces sale	Can't pour any more into this thing
House forces sale	Neighbors complaining
In need of total restoration	In pieces
Lack of time forces sale	Spent more on it than it's worth
Dismantled for restoration	I can't put it back together
Slight accident damage	Total write off
ONO (or nearest offer)	I don't expect the asking price
Offers	I haven't the nerve to put a price on this car
Used daily	High mileage and jillion things wrong with it
Genuine mileage	Disconnected speedo-cable
Drives good	Looks terrible
Strong runner	same as above
Owned by careful lady	The others were maniacs
Will bargain	I'll get mad, you won't buy the car and I'll hit you
Will consider trade	Anything to get from under this dog

A light hearted article for Christmas. Our thanks to Sandy Sanders and "Enjoying MG" MG Owner Club, Cambridgeshire, England.