

Off-Side Undo



A publication of

THE ENGLISH MOTORING CLUB

P. O. Box 5263
Jackson, Mississippi 39216

NOVEMBER 1987

MEMPHIS 4TH ANNUAL BRITISH CAR FEST

by Craig House

Our club was well represented at the Memphis Car Fest held on Mud Island this past October 9th & 10th . . . even came away with a few awards! We missed Alex & Tere this year (they thought a Colorado trip was too much to pass up!) but still had cars entered by Jack Pool, John & Florence Simmers, Frank & Tricia Peel, and Jane & self. Other EMC folks attending were Steve & Julia Cappello, Steve Collins, Dick Kingsafer and Dennis Loftin. Jack received 3rd place in AH 100's (had 3 beautiful 100M's in class!), Frank & Tricia came up with 3rd in TR-2/3's, and John finessed the the Trivia award (I knew I didn't have a chance!).

The trip was great, company and weather-wise. Jack and Dick met us in Jackson Friday to tool up together. Tricia stopped by to say that Frank was still assembling the TR-3 and they would catch up later (they did, at Grenada, smoking engine and all!). After reaching Memphis, and Arkansas, and Oz, and . . . why doesn't anyone read maps? Honestly, Jane offered



her and Rand Mc's navigational skills, but no one would stoop to the printed word! Well, the hospitality room made up for that. We re-acquainted ourselves with car friends from Memphis and other areas over much libation and munchies (many THANKS to the Memphis ladies for this!). Later the Pier did in our appetites nicely, this in the company of a 100M owner from Indiana (Ray Boller).

The only hitch on Saturday was unfortunately significant for some - a conflicting schedule with a James Taylor concert that night had the only access road to the Island closed for most of the

day! This resulted in limited travel and a few cars not making it in to the show. The Memphis Club did an admirable job of dealing with this problem, and got much press coverage the next day. Some cars were judged outside the grounds, which helped I'm sure. For those of you who haven't visited Mud Island, I highly recommend it - the River Walk even wound up being a mini-rally course for a number of MG's (as an alternate route to the show)! I think the number of registered cars neared 300 for the event.

That evening held the traditional "Rendezvous

ribs" and Peabody Hotel stroll for a number of EMC people. Ah, the sound of fine British motors in the city! The next morning (Dick, where did all those duck feathers come from, anyway?) saw us drag out of bed for the farewell breakfast. One last gesture of hospitality, a surprise . . . Bobby Hadskey took Dick out to a friend's place of business where there were a number of the club member's "project" cars. Bobby promptly helped Dick slice the rear third off of a frame/chassis for a '61 Healey to use in rebuilding Dick's BT-7! We were all impressed with the frame's condition, as only the front third of the car had been demolished in a wreck. Fortunately, Dick's photographic memory had him cut the frame exactly one inch shorter than Peel's Volvo trunk space (had he really ever seen the Volvo trunk? No one will ever know.)!

Seems that everyone had different plans for the return trip, so Dick, Jack & us'ns headed South. Shortly after parting company at Vaiden (quick - no map! - where is that?), Jack's generator coughed up its cookies and they coasted to a halt. Would you believe he had a spare in the trunk? YUP! Frank and Tricia came upon the grisly scene and our Knight in White Triumph managed to get the ill-fitting pulley onto the spare dno after much effort at a not-so-local friend's garage. I understand the Natchez duo finally got in around 3 am on Monday! Jack, it's



a good thing you didn't need the spare fuel pump I had in our trunk!

All in all, a heck of a weekend! THANKS to our Memphis friends for the great hospitality; we'll see you NEXT YEAR (Hiram Shepard told me this is already set for October 7, 8 & 9, so mark your calendars!).

ATLANTA VINTAGE GRAND PRIX

by Keith Anderson

For the seventh year running, the ghost of Joseph Lucas has smiled upon us, as we made the annual trek to Road Atlanta for the Atlanta Vintage Grand Prix. The Off-Side Undo Racing Team is proud to have accomplished their goal - to have a good time!

It was a pleasure to have Dennis Loftin as the team photographer, Gregg Collins as chief mechanic, and of course my wife, Pat, to tuck me in at night. I also have to thank the Indians for their summer; it was nice to be able to wear shorts on the warm and clear afternoons.

Over 200 vintage cars entered the race, ranging from the one cylinder Unipower to the ground-pounding Cobra's. All the British marques were well represented except for the Triumphs. There were no TR-2's or TR-3's and only a couple of early 4's. It would really be great to see a well-prepared TR-3 running in the pack.

The "MG Safety Fast" race was an exceptionally exciting event this year. We had about 15 or more

What's the sign?

Most TR owners have learned British terminology associated with car parts, but what about driving terms?

Listed are 15 British highway sign markings with the translation into American. Can you match them up?

- | | |
|------------------------------|-----------------------------------|
| 1. Road liable to subsidence | A. Delivery entrance |
| 2. No locomotives | B. Exit |
| 3. End of prohibition | C. Parking for buses |
| 4. Diversion | D. Dips ahead |
| 5. Lay by | E. Detour |
| 6. Loose chippings | F. To the races |
| 7. Tram pinch | G. Traffic laws strictly enforced |
| 8. To the chaseways | H. No parking on shoulder |
| 9. Ring road | I. End speed zone |
| 10. Left coming | J. Fallen rock zone |
| 11. Way out | K. Squeeze ahead -- trolley line |
| 12. No stopping on verge | L. Emergency roadside parking |
| 13. Safety town ahead | M. Belt parkway |
| 14. Coach park | N. Merging traffic -- left |
| 15. Goods entrance | O. No steam rollers |

Answers: 1-D 2-O 3-E 4-I 5-L 6-J 7-K 8-F 9-M 10-N 11-B 12-H 13-G 14-C 15-A. Reprinted from Triumphs, Trials and Tribulations, newsletter of the Triumph Sports Car Club of San Diego. The quiz originally appeared in the May 18, 1961, New York Times Magazine.

MG's entered in the 5 mile sprint race around the 2-1/2 mile track. I had caught up to another MGA on the third lap, setting up for a pass after the bridge turn. This is a sharp right hander that falls sharply downhill. Halfway through the turn I found myself sliding sideways, and then backwards at about 50 mph, looking at three other MG's that were behind me! When the tire smoke finally cleared, I was headed in the right direction, so I put it in gear and took off after the pack. That was

enough excitement to last all weekend.

Sunday was the day of the big race. Vintage tin - supported by tall skinny tires. Drivers ranging from a young pretty blond in a Porsche 356 to the "Galloping Grandma" in her Chevron. My race group consisted of 40 cars, most of which were 4 cylinder production sports cars. They also threw in a few of the slower Ferrari's and Maserati's as well. I started in 31st position, and pretty much held my place throughout the

top this—to make a long journey short



TRIUMPH TR3

GRAND TOURING MODEL ONLY \$2835*

The grandest thing about this new 1958 detachable Hard Top model is its remarkable, long-distance touring performance. More than a safe, economical driving pleasure . . . it's a true gentlemen's sport to let her out on the open road.

Traveling with plenty of trunk space behind, this weather-tight beauty is British-constructed for merciless hard driving. And you can "feel" every inch of it. Approaching a curve, you know when to let up on the progressive action of your disc brakes† . . . intuitively you snap the stubby gear-lever for a down-shift . . . your wheel-hand "feels" the turn as you start around . . . foot on pedal, you accelerate out of the curve with a roll-free security. Yet, for all this, the TR-3 is a straightforward car to service.

Once back in town, this tiger is as docile or spirited as traffic suggests. But if the gentleman in a TR-3 hangs back at a traffic light...forgive him . . . it's only human to enjoy the admiring glances of passing pedestrians.

*Soft top model \$2675. plus tax and license at U. S. ports of entry. (Slightly higher West Coast ports.) Wire wheels, rear seat, white wall tires and overdrive, etc. optional extra

SPECIFICATIONS:

BRAKES: Disc brakes on front wheels†

TOP SPEED: 110 MPH **MILEAGE:** up to 35 MPG

ENGINE: 4 cyl. (OHV) 1991 cc **OUTPUT:** 100 BHP

ACCELERATION: 0-50 in 8 sec.

MAINTENANCE:

Parts and service available coast to coast!

Free Brochure and dealer list on request.

Write now—for fun!

†A Triumph-plus . . . as standard equipment.



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race. We had five MGA's running close together, which provided plenty of competition near the back of the pack.

All in all, a good time was had by all. Off-Side Undo Racing will follow the Eastern Star again next year to do it all over again.

SHORT CIRCUITS

. . . Classic and Sportscar magazine had a "Big Healey Profile" in its November issue - available at Waldenbooks . . . Lister now offers a performance/aero kit for your Jaguar XJ-S. The Lister-Jaguar was an outstanding race car in the 50's . . . Sheila Van Damm, a famous British ralliest for Sunbeam, passed away recently at age 65 . . . the Cashman family has added a 1966 Austin Vanden Plas Princess to their stable - this car is unbelievable! Look for it at the next club outing . . . unusual and unavailable windscreens can now be made to order by Slidewell, Ltd. of Shotton, County Durham in England (tel 0429-836168). Typical prices run from L150 - L350 to set up the jig and L60 to L180 for each windscreen made . . . did you know that Steve McQueen used a Jaguar XK-SS as his regular transportation? This car is now restored and is in England . . . two other XK-SS's were recently discovered in Cuba and are being restored in the UK . . . Ed Graham's Singer was recently featured in the national Singer owner's club newsletter . . . Gregg Collins and Keith

Anderson recently acquired three MGA's - one for restoration and two for parts . . . this just in - Ford has purchased 51% of AC Cars of England! Unofficial reports are that the proposed Ace will be produced in larger quantities than originally projected and to resume production of the COBRA (you heard right!) . . . Mike Lewis recently discovered the true meaning of Off-Side Undo; his off-side wheel undid at speed and did a nasty number on his TF's left fender . . . Norm Scheffner is building a new house in Vicksburg. According to Gail, it is a modest house with a generous garage for his Jaguar! . . .

I have had many requests from other members to see this tape but, unfortunately, I don't remember who I loaned it to! As I am sure the other party has also forgotten about this tape, I hope that this note will stir up a memory which will lead to its return.

If anyone out there finds this item, please forward it to me at 63 Willowbrook Lane, Brandon MS 39042. I will be most grateful for its return.

Alex

BUSINESS MEETING

JANUARY 23

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

In the best EMC tradition, officers will be drafted and events scheduled so as to conflict with as many other car meets, hurricanes, and holidays as possible. Considering the awesome responsibility of continuing this tradition, the club would like to actively solicit volunteers for the offices of President, Vice President, Secretary, Treasurer and Editor. We need your help and your ideas to make next year an enjoyable and rewarding experience for all of our members.

The meeting will be held in the Wade's home at 63 Willowbrook Lane in the Crossgates area of Brandon (call 825-9611 for directions). Snacks and drinks will be provided.



MISSING TRIUMPH VHS TAPE

Your editor loaned out his only copy of a VHS tape of old Triumph movies about two years ago.

MEMBERSHIP ROSTER DISTRIBUTED

Our latest membership roster was mailed out to all members of record as of October 1, 1987.

Of particular interest is that the club now has 52 family memberships owning a total of 98 British vehicles plus one Lucas-equipped honorary British Alfa Romeo. The breakdown is as follows:

Austin Healey	10
Austin Princess	1
Bentley	1
Jaguar	9
Land Rover	1
Lotus	2
MG	22
Rover	1
Singer	1
Sunbeam	1
Triumph	49

Now if we counted only those that actually ran .

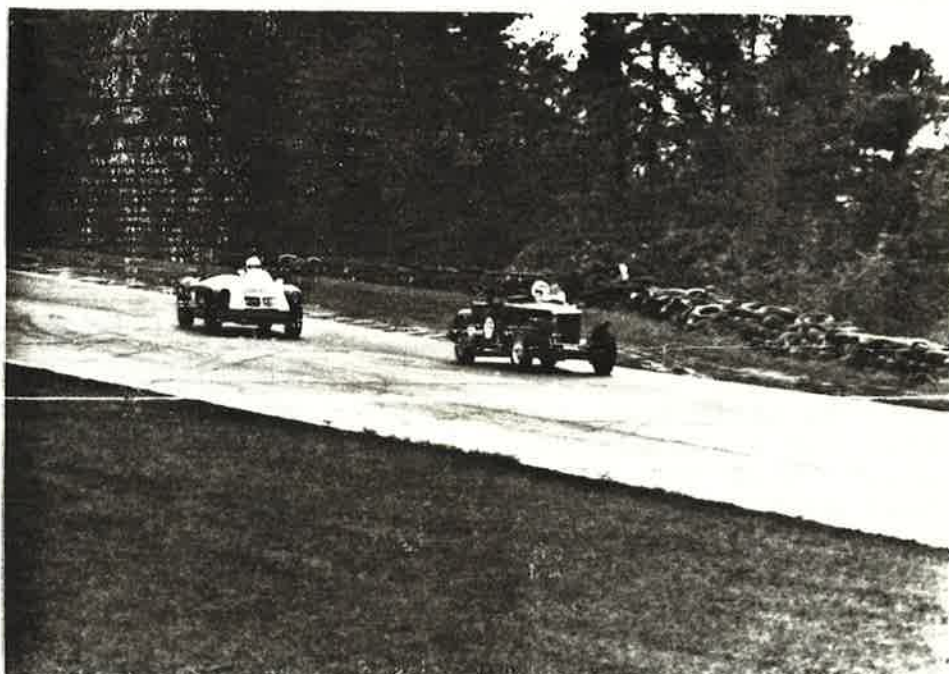
NEW YEAR'S EVE PARTY

All club members have been invited to the New Year's Eve party being hosted by the Hemsley's in Clinton. Plan on coming around 8:00 pm and bring a swim suit if you'd like to use their hot tub!

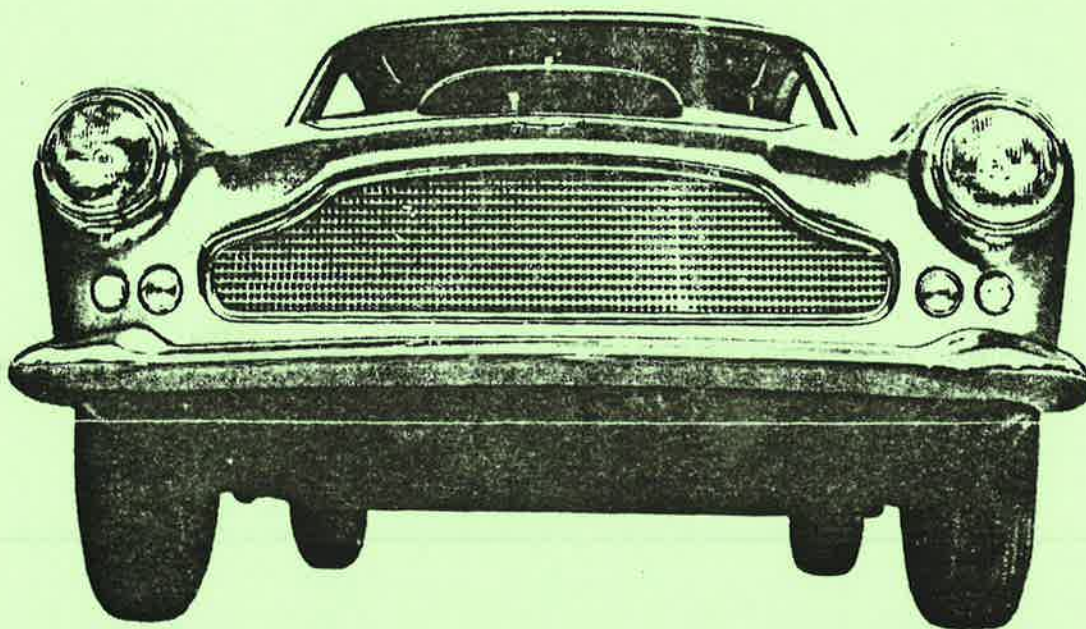
The Hemsley's live at 1700 Huntcliff Way. Call 924-0319 for directions.

CALENDAR

DECEMBER 31	NEW YEAR'S PARTY Hemsley's in Clinton
JANUARY 23	BUSINESS MEETING Wade's in Brandon



When you add
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A modern classic... the elegant new Aston Martin DB4. A glance reveals the suave "Superleggera" body, so superbly styled in Milan, so meticulously built by Tickford craftsmen. Add then the quiet purr of its 263 hp engine, its ability to accelerate from 0-100 mph

and stop again in 26.2 seconds. Add, too, its superlative roadholding, its cat-like cornering, its feather-touch steering response. Truly, the DB4 has no peer!

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