



CENTRAL MISSISSIPPI CHAPTER
VINTAGE TRIUMPH REGISTER
P. O. Box 5263
Jackson, MS 39216



NEWSLETTER
August 1984

CALENDAR

- August 26 Tune-Up Workshop (CMC-VTR)
4656 Cedarhurst, 1:00 pm
Info: 366-3999
- November 1-4 Vintage Grand Prix (SVRA)
& Regional Triumph Meet (GTA)
Road Atlanta

Tune-Up Workshop

Members and guests are invited to bring their sputtering British irons to CMC-VTR's Tune-Up Workshop to be held on Sunday, August 26, at 1:00 pm. We will be the guests of Frank and Tricia Peel, 4656 Cedarhurst Drive in Jackson. Directions and further information may be obtained by calling them at 366-3999.

We will have at least one Colortune set at the workshop for demonstration and use.

Membership List

Enclosed with your newsletter is an updated list of all CMC-VTR members and their British possessions. We hope that this list will prove useful to everyone as a way to continue our personal and informational contacts.

Sufferin' Starter Thrash

As you may know, many professional electrical repair shops consider a rebuilt starter or generator to be one that has been cleaned up and repainted with a glossy black finish.

One would think, however, that any shop which has been in the business for over thirty years would know how to properly rebuild a starter, but I now know different after giving the same shop three successive chances to rebuild my '57's starter.

Admittedly, an early long-nose Triumph starter is not one that mechanics come across very often and the rubber-bushed starter drive is not one of Lucas's better design features. However, there are certain common sense items that an experienced rebuilder should have spotted in my case but did not.

When I restored my TR-3, I took my starter down to a local repair shop for their standard \$30.00 work-over. When I put it back in the car, I found that the starter would typically spin freely five or six times before catching and turning the engine over. The flywheel starter ring gear was in perfect shape. More than once the rear bush spun out of its housing. As time passed, the starter's performance deteriorated to the point where it would not catch at all. After two more trips to the repair shop, I gave up and called one of VTR's vehicle consultants for help.

The consultant's advice was sound - he said that the rubber insert in the starter drive had probably gone bad, allowing the armature to spin freely within the pinion drive (a very common malady). A new rubber drive unit should solve the problem.

As soon as my new part arrived from The Roadster Factory, I decided to tear into the beast myself. To my surprise, I found that 1) neither of the bronze bushes had been oiled, 2) the rubber drive unit was in fine shape, and 3) the circlip which was respons-



Left: The Mashburn TR-3 at the British Car Day in Jackson.

ible for holding all the drive parts in place against the armature drive dog was mounted on the wrong side of the retaining washer! My whole starter drive assembly was thus thrashing about freely and would function only when the parts happened to be in alignment and against each other. The circlip that they used was the wrong size for the job and appeared to have been bent to shape out of a hog ring nail. I fashioned a new circlip (which fits into a marginal recess within the retaining washer) out of a welding rod and I was back in business.

Oh, well. At least I got a nice paint job out of the repair shop.

Letter from Memphis

To: The Jackson Vintage Triumph Register:

Just a quick note to thank you all for a most enjoyable weekend in Jackson. Those of us who attended your British Car Day really enjoyed ourselves & appreciated the work you did to put it on. Thanks also for the newsletter.

Watch for news of a British Car Day in Memphis!

Sincerely,

Randy Balogh

(We enjoyed having you join us, Randy. We're all looking forward to your Memphis event! - Ed.)

Rumblings

. . . the Marsh's have acquired a very nice TR-250 "runner"; speculation abounds concerning how long Scotty will allow it to remain in one piece . . . Bubba and Sally Brown are now the proud parents of a little girl; Bonnie, born this past June - Bubba swears that Bonnie's first words were "I wanna TR-3 in Wedgewood Blue!" . . . your August newsletter represents CMC-VTR's 24th consecutive monthly newsletter . . . Steve Cappel- to located some 1954-1957 Motorsports, parts of which will be seen in this newsletter and many to follow (he called me long-distance collect late at night to tell me about this!) . . .

There once was a T-Type in town,
Whose owner would race it and frown,

To make it go faster,
He played with the caster,
And ended his life upside down!

In case you missed this:



RRDC winner Hardy Prentice accepts congratulations from SCCA President Nick Crow. Bob Fischer Photo

AN APPROPRIATE AWARD

Hardy Prentice was given the RRDC Mark Donohue Outstanding Performance Award Sunday night. Prentice drove his Triumph TR3 from eighth on the E Production grid to a second-place finish. But the prestigious award was given more for the way Hardy goes racing than for his results. He is continuing proof that desire and hard work still can produce a successful National racing effort.

The first thing anyone says to describe Hardy Prentice is that he flat-tows his TR3 behind his Jaguar E-type. At a time when many showroom stock cars are trailered, some even in enclosed trailers, the tow-bar is a seldom used piece of racing equipment. It means that all of Hardy's spares must fit either in the cockpit of the TR3 or in the rear of the Jaguar. (And Jaguar never claimed that its E-type had the cargo capacity of a station wagon.) It also means Hardy must spend hours before and after each race disconnecting the driveline and changing tires. Crawling under your car in the mud causes the thrill of victory to dissipate in a hurry.

The last few years have seen Hardy move a bit upscale. He and Ellie no longer share a tent in the paddock. Road Atlanta can get very cold and wet in late October. They now share a cabin with Hardy's parents. Hardy now gets his motors from Huffaker Engineering, but the engine he had at Road Atlanta had never been on the dyno. Time had gotten short and Huffaker was busy, so Hardy spent most of Monday and Tuesday breaking in the motor. Hardy also acquired new tires for The Runoffs. This is in marked contrast to the teams which buy new tires for every session.

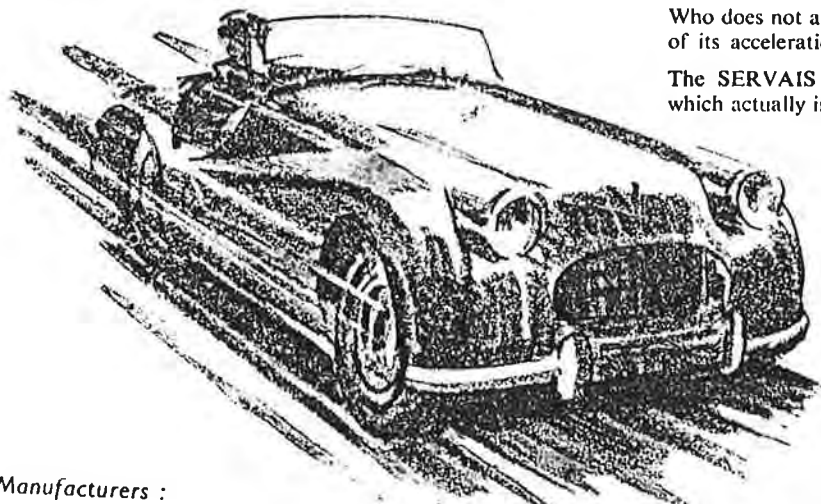
But Hardy really received the RRDC Award for the upbeat manner he always maintains at the track. He never resorts to the negative complaining and paranoia which so many racers succumb to. A stop by his pit will be rewarded by a few minutes of erudite and intelligent conversation, often spiced with the same dry wit David Hobbs possesses. The glass coffee table award sits atop a wheel from Hobbs' Trans-Am-winning Camaro.

Perhaps this award was accepted by Hardy Prentice on behalf of all the low-bucks teams who make a real sacrifice to compete at The Runoffs. Their world is a long ways from what Mark Donohue experienced driving for Penske Racing. But it is a world Mark Donohue knew very well when he was towing his own race cars behind his own street car. Remembering that, it seems proper that the Mark Donohue Award should go to Hardy Prentice. - *Bill Mitchell*

(the above article appeared in SCCA's Sports Car of January, 1984 and was subsequently reprinted in The English Channel, VTR's national newsletter.)



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The vintage triumph register

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YEAR _____ MODEL _____ COMM NO _____ COND _____

YEAR _____ MODEL _____ COMM NO _____ COND _____

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