



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



NEWSLETTER

AUGUST 1985

BRITISH CAR DAY 1985

Jackson's third annual British Car Day will be held at the Jackson City Zoo on Saturday, September 28th, from 10 am to 4 pm.

The Day's activities will include the car show with awards for first through third place (where numbers permit) for "Concours" and "Round Tuit" classes for Austin Healey, Jaguar, MG, Triumph and "Empire" classes. Judging will be by participant vote, as last year. Also featured will be another of our famous trivia contests with all new questions, a What Is It Board, a fan belt toss, and special awards including a special People's Choice award selected by the public.

The charge for the first car entered will be \$10.00. In the extremely unlikely event that some enthusiast actually owns two running British vehicles, the second car will be registered free of charge. The public will be admitted free of charge, but there will be a requested \$1 donation for the People's Choice award, from which all proceeds will go to the Jackson Zoo and added to any overall profit shown by the event.



Last year's event attracted quite a few people, including good television coverage, and everyone had a great time. Participants came from as far away as Greenville, Natchez, Memphis and New Orleans. Our friends from the British Car Club of Memphis, who added so much to last year's event, have already indicated their plans to come down with a group of 20 or 30 people. We're certainly looking forward to seeing all of our out-of-town friends again.

As always, any British car that can be driven, towed, or shipped UPS to the Jackson Zoo will be heartily welcomed. Our famous "Least Likely to Make It Home Again" award will return for the vehicle which arrived

under its own power but is unlikely to make it home without the use of Churchill Tool No. 5462 (a 20 foot tow rope).

Support the British Car Day and the Jackson Zoo. See you on the 28th!

DIRECTIONS

Take I-55 to the Woodrow Wilson-Highway 49 interchange (you can only turn West). Continue on Woodrow Wilson until you reach Ellis Avenue (which is several miles from I-55 and just past the Municipal Golf Course) and turn left. Take a left on Capitol Street and look to the left for the Zoo entrance. There are Zoo direction signs all over the city so you shouldn't get

ost.

MEMPHIS BRITISH CAR FEST

Get set for another super car show by planning to attend the Memphis British Car Fest on October 19th at Mud Island.

A number of us went last year and had a terrific time. The Memphis Club has good commercial support and they really know how to party. Over 100 cars showed last year from a 1929 MG M-Type to a super-rare alloy-bodied Aston Martin with a Le Mans engine. The door prizes were plentiful; the Peel's even won a CR!

So keep your car waxed and covered after our British Car Day and drive it up to the Car Fest in October!

'2 NEWS

Another long-door TR-2 will be arriving in this area by the end of August.

Dick McFarland, a long-time Triumph enthusiast from Vicksburg, has pur-

chased a '53 TR-2 and a '60 TR-3A in Indiana through an advertisement in Hemmings Motor News. The previous owner was an antique tractor collector and had taken the Triumphs in on trade. The TR-2 was driven to a temperature-controlled silo for storage some years ago.

We hope to see Dick and his TR-2 at the British Car Day in September.

A Sports Car

... should be an extension of the driver's muscles. A twitch of the steering wheel should instantly produce a corresponding twitch in the car's course down the road. Changing gears should simply be a matter of nudging the shifter in the proper direction. The brakes should be progressive; the harder you push, the more quickly you should stop. And acceleration should be brisk.

Everything else in the car - everything practical - is of secondary importance. People who

aren't attuned to the sensory delights of precision machinery, whose soul doesn't vibrate in sympathetic resonance, needn't apply."

Consumer Reports
August 1985

Steering Box Rebuild by Len Renkenberger

(Condensed from TR Technical Topics appearing in the April '85 TRA National Newsletter)

I've had a fair amount of experience with cars having Bishop Cam-type steering, like the TR - everything from MG-TC's to Studebaker trucks. I have yet to see one that wasn't improved by new rear springs and/or spring bushings. Think about it. If the body is free to flop from side to side because the rear spring shackles are without firm bushings, naturally the thing will handle like a VW Beetle, with 500 pounds of bricks in the back seat.

There is no single-critical comment heard more about TR-2/3's than scary steering. A lot of this is due to the rear springs, as I said above. But, to be honest, the front end and especially the steering box, deserve their fair share of blame. When you have so many parts to wear, a little wear here and a little wear there adds up. Additionally, the tie rods, the upper wishbones, and the lower wishbones all lie in different planes and swing in different arcs. It is oversimplification to say that this causes the wheels to vary from



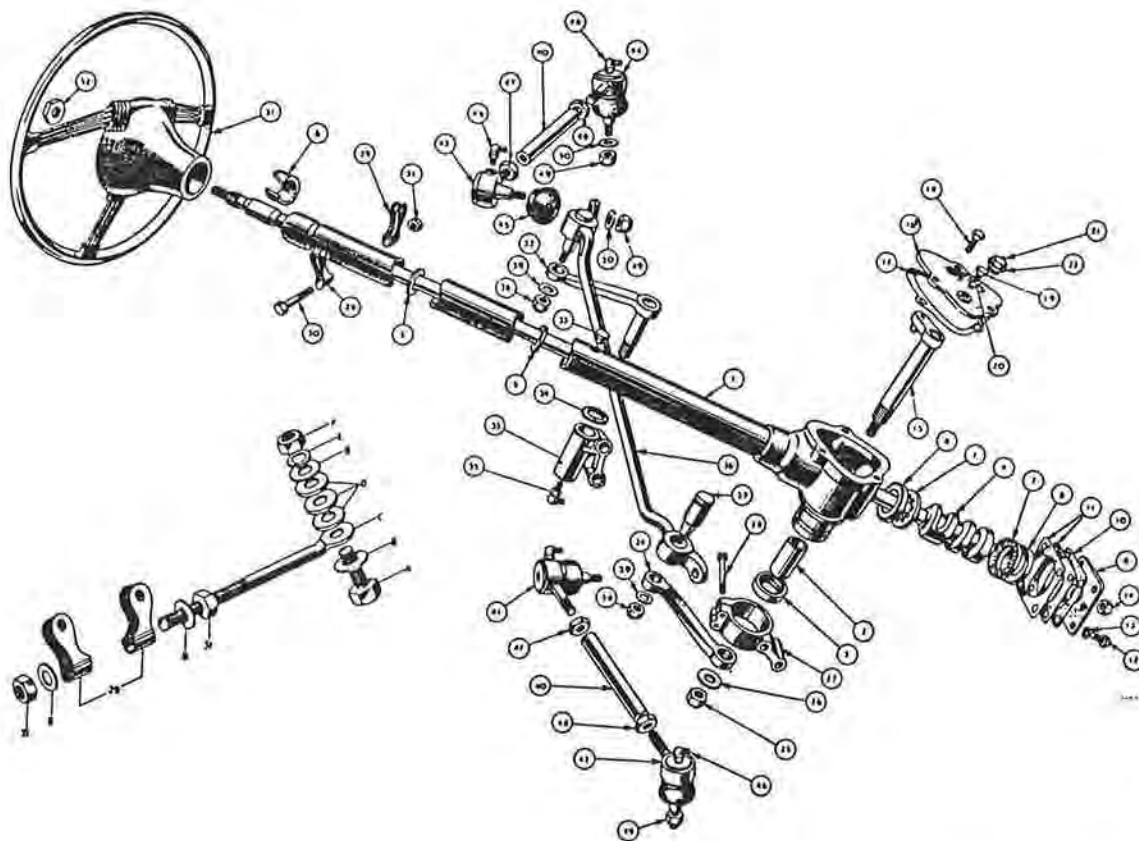


FIG 9:1 Steering gear details

1 Outer tube and box assembly	2 Bush	3 Oil seal	4 Inner column and cam	5 Rubber ring
6 Felt bush	7 Ball cage	8 Ball cage race	9 End cover	10 Gasket
11 Adjusting shims	12 Bolt	13 Lockwasher	14 Gland nut	15 Rocker shaft assembly
16 Top cover	17 Gasket	18 Bolt	19 Rocker shaft adjusting bolt	20 Locknut
21 Screw plug	22 Washer	23 Rubber plug	24 Drop arm	25 Nut
26 Lockwasher	27 Trunnion bracket	28 Bolt	29 Steering column clamp	30 Bolt
31 Nut	32 Idler lever	33 Idler body	34 Oil seal	35 Grease nipple
36 Centre tie rod	37 Silentbloc bush and fulcrum pin	38 Nyloc nut	39 Plain washer	40 Tie rod
41 Righthand inner end ball joint	42 Righthand outer end ball joint	43 Lefthand inner end ball joint	44 Lefthand outer end ball joint	45 Rubber gaiter
46 Grease nipple	47 Righthand threaded locknut	48 Lefthand threaded locknut	49 Nyloc nut	50 Plain washer
51 Steering wheel	52 Steering wheel nut			
B Plain washer	C Tie rod	D Thick washers	E Lockwasher	F Nut

a parallel course, but, to some degree, it does. In a thorough rebuild of a TR, most people go through the front suspension and at least replace the cheaper parts. If you don't, at a minimum, replace all the bushings, you certainly are wasting your time reading the following.

The steering gear can be examined and adjusted in the car, but as far as I know, the front apron must be removed to get it out. I've never tried it with the apron on, and I suggest that you save a lot of potential problems by removing it. It is also hard to get the necessary degree of "feel" when adjusting the unit, especially the rocker shaft assembly.

One thing that is more easily checked on the car is wear on the bushing (#2 in the illustration). It is part of the rebuild kit offered by The Roadster Factory, and probably others. However, the kit apparently is no longer available. This is one of those areas where that little bit of wear you are tempted to shrug off adds up. The multiplication of arc, caused by the several "levers" in the system is best visualized by the old examples you were taught in school. For example, think of one of the steering wheel spokes as one end of a lever, and the top part of the rocker shaft (#15) as the other. Obviously, the distance movement at the steering

wheel rim is much greater than at the end of the rocker shaft because of their varying lengths. Therefore, any play at the steering box is magnified at the wheel. For you sharpies, I must add that the above is not exactly how it works, but it is an easily followed example. You should read your shop manual in addition to the following, since I'll concentrate more on parts examination and pitfalls to avoid, than on every step of the rebuild and adjustment.

The first and most critical part to examine for wear is the "worm gear" or cam (#4). Spalling is the usual problem and frankly, the only cure I know is welding,

machining, and hardening - a very expensive process. As far as I know, new inner column cam units are unavailable. TR's don't seem to have quite the problem with these that MG-TC's do, so you might be able to find a good used one. Next, look at the "peg" at the end of the rocker shaft that rides in the cam groove. It should be perfectly round. If it is not, it will be impossible to adjust the steering. The reason for this is that the arm of the rocker shaft swings in an arc above the cam because the peg is forced to follow the cam groove. Therefore, if the peg is worn oval shaped, it will be "wider" in the cam as the arm of the rocker swings through its arc. It is obvious, then, that it must be too tight at the ends of its travel (spalling the cam), and too loose in the center, or straight ahead position. I've seen it pressed out and turned 90 degrees on many MG's, but that is definitely a risky move.

Removing the control head and steering wheel is hard without destroying the head, and while you have it off, it should be redone. Once you have the damn wires out, remove the end cover (#9) and shims (#10). Take care of the shims. Unless they are all smooth and flat, you stand a good chance of having an oil leak here (you probably will, anyhow).

The first move in the rebuild is to replace the bushing (#2). If you can't find a TR supplier that has one, have it carefully pressed out. Take it to a bearing supply

company and get a brass or steel replacement, but not oilite bronze. Bronze is too soft for the pressures developed here. Either before or after installation, cut some shallow grooves in an "X" pattern up and down the inside of the bushing with a Dremel tool or some other means. This will allow the gear oil to get to the shaft. Have the bushing honed to a fit of no more than .002 inch clearance. Install the seal (#3).

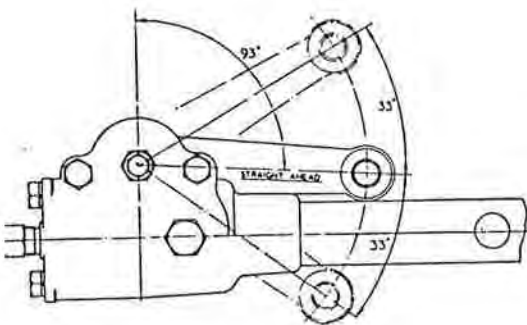
The next step is to install the ball cages (#7) and races (#8). If you can't replace them with new ones, the old ones are rarely worn enough to be unserviceable. The manuals are vague about the preload to put on these bearings for the cam. Ball bearings can't take a lot of preload because the balls have an infinitely small point on which a light overall force becomes a tremendous concentrated pressure. Begin by putting in the cam and column, the bearing assemblies, and all

the shims. Also, place the steering wheel lightly but firmly on the column. Try to develop a deft feel for end play by pushing and pulling on the steering wheel. A little practice helps. Remove shims - thickest first - one at a time, and reassemble until you have the smallest imaginable end play. Try to remove the thinnest shim and check play again. The idea is to try different combinations of shims until you reach the point where you have no play and no load on the bearings. Then, remove no more than .005 inch of shims, preferably .002 to .003 inch, to slightly preload (meaning load prior to applying any operating force). The steering wheel should turn with absolutely no effort.

Before installing the rocker shaft, be sure that it and the cam are lubricated - preferably with a film of 10-30 weight oil. The adjustment bolt (#19) should be backed out all the way before instal-



ling the top cover (#16). Use turns of the steering wheel to insure that you have the unit on lead center, or straight-ahead position. Turn the bolt (#19) down until you just eliminate any free turning of the steering wheel before the rocker shaft begins to move. Having the drop arm (#24) installed makes this observation easier. I'm sure that tightening this adjustment bolt lock nut (#20) has not caused preload or play. If there is any wear whatsoever on the peg in the rocker arm, it will cause excess pressure on the cam when turned off center. Given the leverage of the steering wheel, you may not be able to feel this. If in doubt, do your adjustment with the steering wheel turned all the way left or right. You may then have play at lead center, but you'll have to live with it.



Note the correct position of the drop arm in the illustration. If it is not parallel with the column when the steering gear is in the straight ahead position. If you're lucky, it and the rocker shaft will have matching

index marks to aid alignment.

Taking the play out of the other possible points of wear or movement, such as the bracket (#27), silent block bushes (#37), and idler body (#33), is self-evident.

REAL British Car Owners

. . . only use the back seat for children, cats, groceries and tall people they don't like.

CALENDAR

September 28
British Car Day
Jackson Zoo
10 am to 4 pm
Info: 825-9611

October 19
British Car Fest
Memphis - Mud Island
Info: 901-527-7437

Oct. 31 - Nov. 3
VTR Regional Meet &
SVRA Vintage Grand Prix
Road Atlanta

MEMBERSHIP INFORMATION

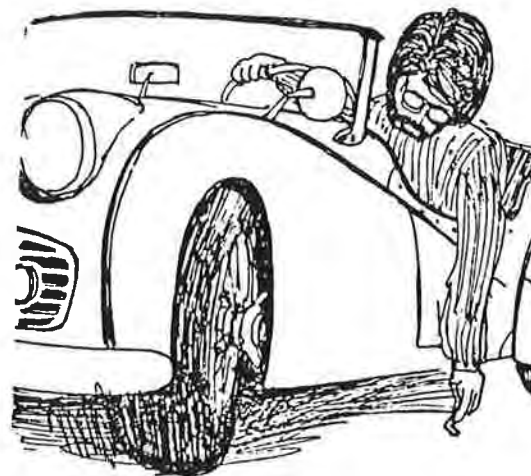
Membership in the Vintage Triumph Register and the Central Mississippi Chapter is open to all Triumph enthusiasts - your interest in Triumphs (which, of course, is universal) is all that is necessary for membership. National dues are \$20.00 and include four issues of the outstanding publication The Vintage Triumph and the excellent bi-monthly newsletter The English Channel. VTR maintains a volunteer staff of experts on each Triumph model to assist owners with technical

advice and points of originality. National conventions are held annually, and regional events are now being held in Georgia and Texas.

The Central Mississippi Chapter holds workshops, socials, events, publishes a monthly newsletter, provides technical advice, parts assistance, and allows the serious (and the not-so-serious) Triumph owner to enjoy his or her vehicle to the fullest. Local membership dues are a bargain at \$5 per family per calendar year.

For more information, please feel free to contact one of the officers listed below:

- | | |
|-----------------|------------------------|
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956-1956 |
| Editor: | Alex Wade
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"WHEN YOU DRIVE A TR-3, THE WHOLE WORLD IS YOUR ASH-TRAY"
- K. KRAMER

Bubba Brown recently reported a few tech tips that he picked up from his personal experience:

1) You should strongly consider switching your hydraulic system over to silicon fluid. (He learned this after ruining one (1) TR-6 firewall, one (1) carpet set, and (1) pair of suede shoes).

2) That set of lever shocks that you thought was worn out may only need to be bled of air and topped up with additional fluid (available from Foreign Car Parts Warehouse). Be sure to hold the shocks upright in a vise with the filler plug removed while you slowly work the arms back and forth to bleed out the air.

3) Your TR-3A/B grille should be mounted so that the grille appears flat rather than concave. This is easily adjusted by gently pulling outward along the centerline with your fingers or a coat hanger.

Happenings

. . . the Peel TR-2 is now a beautiful shade of TR-6 Honeysuckle - too bad there are no mechanicals under the hood yet . . . the Anderson MGA will be sporting a Brooklands Racing Screen at the Vintage Grand Prix this year . . . the Wade TR-3 sports a new Robbins top from The Roadster Factory - birthday present from wife Tere . . . A SPECIAL THANK YOU to Craig House and Jim Karel for the successful Vicksburg

Rally . . . Skip Brunson recently tied the knot with Janet Parmegiani (she's English!) and now resides at 221 Hickory Hill Drive in Ridgeland (856-8197) . . . the Hemsleys have moved to 172 Oak Park Drive in Forest but have retained their old telephone number . . .

Regional Triumph Meet

Be sure and read the attached information from the Georgia Triumph Association and make plans now to attend the Regional Triumph Meet at this year's Vintage Grand Prix. Details are still being finalized, but this event seems to be shaping up to an event that we would all enjoy attending. More information will be released in future newsletters.

See you in Atlanta!

New Members

Recently joining CMC-VTR are new members Ken & Faye Ainsworth, Olen Brewer, Mike & Bitsy Hemsley, and Douglas & Betsy McCullough.

The Ainsworths reside at 613 Tifton Drive in Jackson and own a 1974 TR-6 which is presently under restoration.

Olen Brewer lives at 425 Beasley Road, #L-5 in Jackson, and drives a 1972 TR-6 in original condition.

The Hemsleys live at 1700 Huntcliff Way in Clinton and won a free CMC-VTR membership at the Rally to the River last month. Although presently "Alfaholics", they have been through two Lotus's and are true sports car enthusiasts.

The McCulloughs own a 1970 TR-6 in original condition. They live at 100 Church Street in Clinton and are also joining VTR National.

Please join us in welcoming these fine folks to CMC-VTR!



BROOKLANDS RILEY, 1931. Sound in wind and limb. First reasonable offer accepted. Write for details to, Green, The Pigeon Hole, Chequers Lane, Wychbold, Worcestershire. [4747]

RAILTON STRAIGHT 8 D.H. Good condition. Tigerish acceleration. £65. Seen Stockton or Birmingham. Bolton, 21, Station Road, Norton, Stockton-on-Tees. [4748]

RILEY 12/4s. Falcon (1936), Lynx (Reg. 1939). Many spares. Engineer disposing of stable. 272, Main Road, New Duston, Northampton. Duston 423 (after 6). [4749]

CHROMIUM LUGGAGE GRID from X.K.120. 50s. 5.50 x 18 remould, 30s. Walker, 79, Crofton Lane, Hill Head, Fareham, Hants. [4750]

AUSTIN 7 VAN, 1934. Rebores 3,500 miles. Tyres good. Body, battery, poor. £10. 115, Sydenham Road, London, S.E.26. Uplands 8917. [4761]

3 LITRE BENTLEY, 1927, Red Label. Mechanically superb. 2/4-seater body with all weather equipment. Many extras, including high-lift camshaft, speed six brakes, Zeiss headlights, etc. Excellent tyres. £250. Box No. V.762. [4762]

1948 MORGAN 4/4 2-seater sports. 2,000 careful miles since first rebore and new small ends, crankshaft, clutch, etc., during complete overhaul (bills available). Six good tyres, full tonneau, new hood and sidescreens. Carefully maintained five years with intention of keeping. Company car unexpectedly allocated and family commencing. £375. Gumbley, 21, Albany Terrace, Leamington Spa 1656. [4763]

ALVIS FIREBIRD ENGINE, pearbox and all access, good condition. Offers. 20, Bourne Ave., South Ruislip. [4764]

1934 TART TRAP. Black 41 Lagonda pillarless saloon. Engine overhauled 2,000 miles ago. Body, batteries, tyres, P.100s good. Owner posted. £100 o.n.o. Box No. V.766. [4766]

MORGAN 4/4, 1950, 4-seater. Completely overhauled engine, clutch, steering, brakes and i.f.s. suspension. New town/country tyres, battery, dynamo, hood and sidescreens, all within last 12 months. Family requires saloon car. £375 o.n.o. or one-third deposit and terms if required. Tester, 2, Hamfield Close, Chalkpit Lane, Oxted, Royal 2631 (day), Oxted 3021 (evenings). [4767]



Play this by ear for a moment: This world-famous British beauty averages 60,000 miles without a major overhaul... does up to 78 miles an hour... gives 40 miles to the gallon... seats a family with hat and leg room to spare... gives 30 cu. ft. of carrying space with back seats folded down. Yes, the 1955 Triumph Sedan (or Estate Wagon at \$1899.*) is your sweetest performance value. Come for a guest-drive soon at your nearest dealer. *If you're going to Europe, send for our Overseas Delivery Brochure.* STANDARD-TRIUMPH MOTOR CO.

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The vintage triumph register
APPLICATION FOR MEMBERSHIP
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TRIUMPH AUTOMOBILE(S) OWNED

YEAR _____	MODEL _____	COMM. NO. _____	COND. _____
YEAR _____	MODEL _____	COMM. NO. _____	COND. _____
YEAR _____	MODEL _____	COMM. NO. _____	COND. _____

(Condition Codes: O-Original R-Restored B-Being Restored P-Parts Car)