

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

NEWSLETTER
December 1984



Southeast Regional Triumph Event

What do you get when you mix together 43 Triumphs, The Roadster Factory, fried chicken, and Road Atlanta? A Southern Fried National!

Attending the November event from CMC-VTR were members Keith and Pat Anderson, Steve Cappello, Frank and Tricia Peel, and Alex and Tere Wade. Steve trailored in his TR-3B and the Peel's drove in from Jackson in their TR-6. Keith raced his MGA and the Wade TR-3, unfortunately, was still marooned in Memphis.

Despite the miserable weather, the Georgia Triumph Association drew a fair-sized contingent from all over the South, with heavy participation from Georgia and Florida. One fellow even drove his TR-6 in from San Antonio and another came from Baltimore. All of the planned activities were held, including the road rally, 30 minutes "at speed" on the Road Atlanta track (Steve and Frank have yet to calm down after their track time!), a beer party in the Roadster Factory display room, a cocktail party, a concours on Saturday, an awards banquet, and an all-Triumph parade on Sunday before the crowd assembled for the Vintage Grand Prix.

The Roadster Factory display had to have been one of the highlights of the entire event. Imagine, if you can, a large convention room packed with thousands of Triumph parts (over 1100 different part numbers represented); it was like a K-Mart for Triumph shoppers! They had everything from a TR-2 rear apron to a TR-6 overdrive unit! Grilles, side curtains, wiring harnesses, grommets, bearings, bushings, stone guards, etc., etc., etc. were literally dripping off the walls and tables. Even the normally reserved Allard Club members who came by for a few trim parts were a bit awe-struck. (We felt a little uncomfortable around them - we wore blue jeans and drank beer while they wore tuxedos and sipped champagne). All parts were discounted, and even the price tags were imprinted with "Southeastern Regional Triumph Meet". Charles Runyon, David Hagenbuch, and two very lovely assistants were on hand for sales and advice, and Charles sprung for a free keg of beer and free Triumph mugs for all club members on Friday night. It was really good to see a business support club activities as well as TRF does.

I believe that many of the Triumphs which appeared would have competed very well on a national level. Many fine TR-3's, 4's, 250's, 6's, and a particularly nice Spitfire were on display during Saturday's concours. The hit of the show, however, had to have been the Triumph Stag which stole everyone's heart - here was a fairly rare car with V-8 power, air conditioning, a back seat, lots of trunk room, perfect for family use and a Triumph to boot!

Nearly everyone took home something from the awards banquet. When the planned trophies did not arrive in time, Charles Runyon came through with substitute prizes. Winning the picture/poster contest was our own Steve Cappello, who had pieced together a pictorial TR collection on a Union Jack background. Winning the parts board was your editor, who identified all of them as having fallen off of his car at one time or



another.

The last portion of the event consisted of our parade lap(s) around the Road Atlanta course on Sunday morning. Steve graciously handed me the keys to his '3B and told me to have a good time. Even at 50 and 60 mph in the wet it was a fun course to drive (though I had a terrible vision of the Monday headlines reading "Wade Wipes Out on Parade Lap - Dozens Injured - Michael Jackson Unhurt in Las Vegas"). Thanks, Steve, for a real treat.

We all had a good time and we made many new friends. Let's hope for good weather and another Regional next year!

CHRISTMAS PARTY
& ANNUAL ELECTIONS

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REAL Triumph owners receive get-well cards from their parts suppliers when they have gone an entire month without ordering parts.

Happenings

. . . the Speetjens' will not be moving to Atlanta after all - Joe has become an independent computer consultant . . . Frank Peel has changed jobs and will be a Snap-On Tool Distributor (maybe he'll handle some of those special Churchill "Snap-Off" tools for us) . . . the Wade's have acquired an MG-TC . . . Jim Karel of Vicksburg's Import Auto Parts has added a toll free number for your use: 1-800-227-8847 . . . the Garner TR-4 restoration is proceeding nicely . . . the Schooler's are all back in good spirits after bouts with poor health . . .

Jackson Contingent

Left to Right: Steve Cappello, Pat Anderson, Frank & Tricia Peel, Tere Wade, Keith Anderson, Alex Wade.



One of the nice things about the Regional Triumph Meet was that it was held in conjunction with the SVRA Vintage Grand Prix which is held annually at Road Atlanta.

Hundreds of vintage sports machines showed including Triumphs, MG's, Austin Healeys, Jaguars (including two D-Types and a C-Type), Allards, Ferraris, AC's, Lotus's, Maseratis, and even a Lamborghini Countach (what a heavenly noise that car made!). The Triumph Macao was back this year and was the only Triumph to compete, but it was a real thrill to see it flung around the track at speed.

My favorite part of this event is the MG Safety Fast Championship in which any MG through the MGA may compete. Our own Keith Anderson faired well with his MGA, though it was difficult for him to keep up with the MGA Twin Cam or the MGA's equipped with the later B engines. It was also a thrill to see Manley Ford in his first race in his TF and regular Mike Lewis in his TF, both from New Orleans. We had plenty of folks to root for and lots of action when two of the MG's spun out in front of us - one of them Keith's! Pat still hasn't calmed down after that one!

As always, all who attended had a good time and we invite more of you to attend next year!

New Parts from The Roadster Factory

The Roadster Factory now has adequate supplies of two new items which have been unavailable for years. The first item is the complete TR-2/3 choke cable assembly - I've seen none for sale in over seven years. The other rare item is the tear-drop escutcheon for the rear deck lid of TR-2's and early 3's.

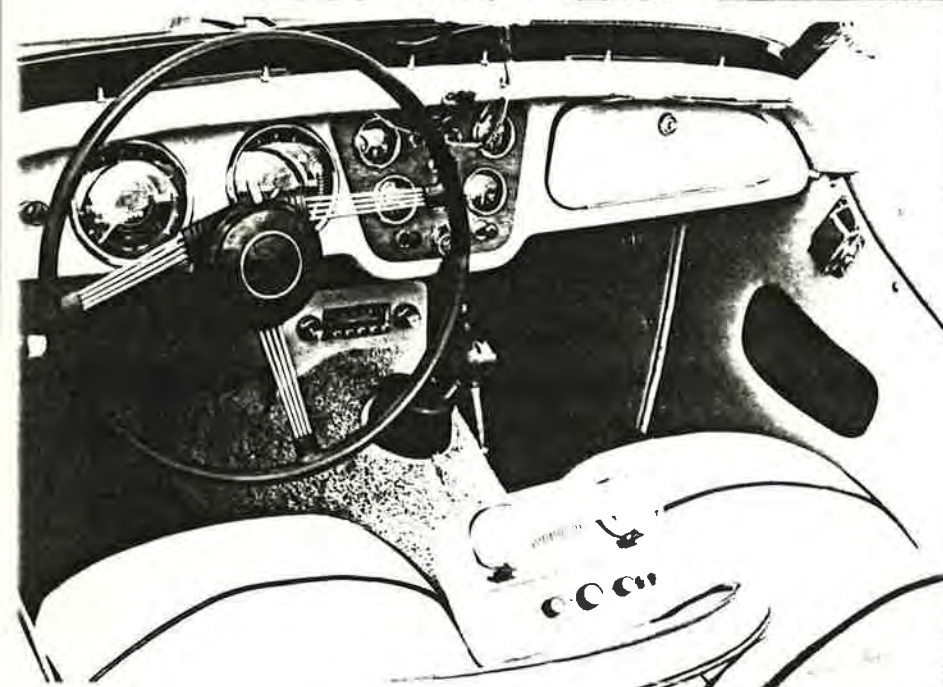
I don't know the part numbers on the above items but I'm sure that a call to The Roadster Factory will see that these parts will be sent to you.

Pictures

TOP: Charles Runyon & Company

MIDDLE: What every TR owner needs: a radio telephone!

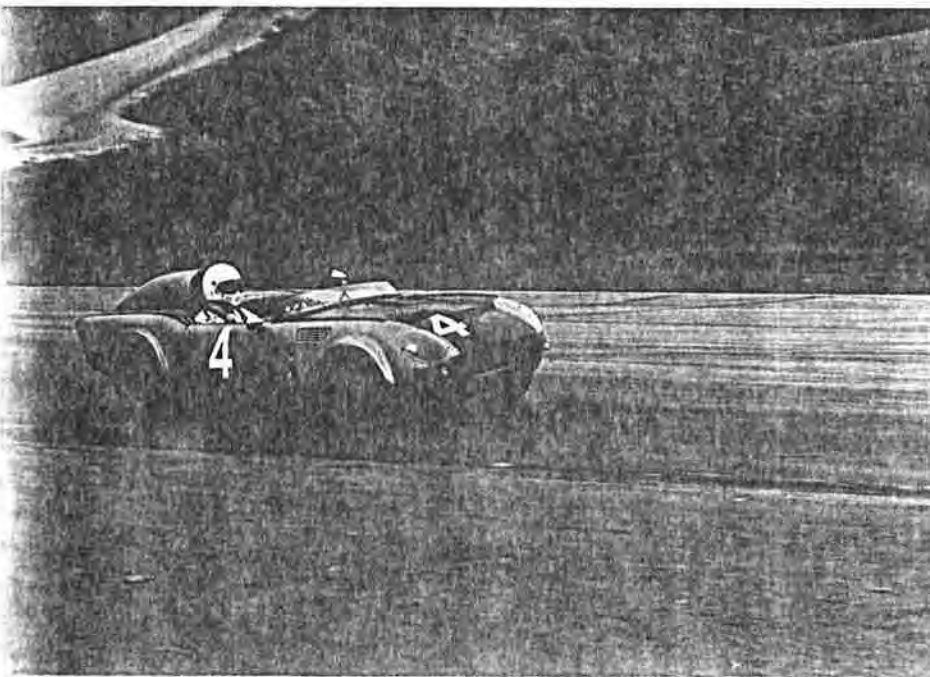
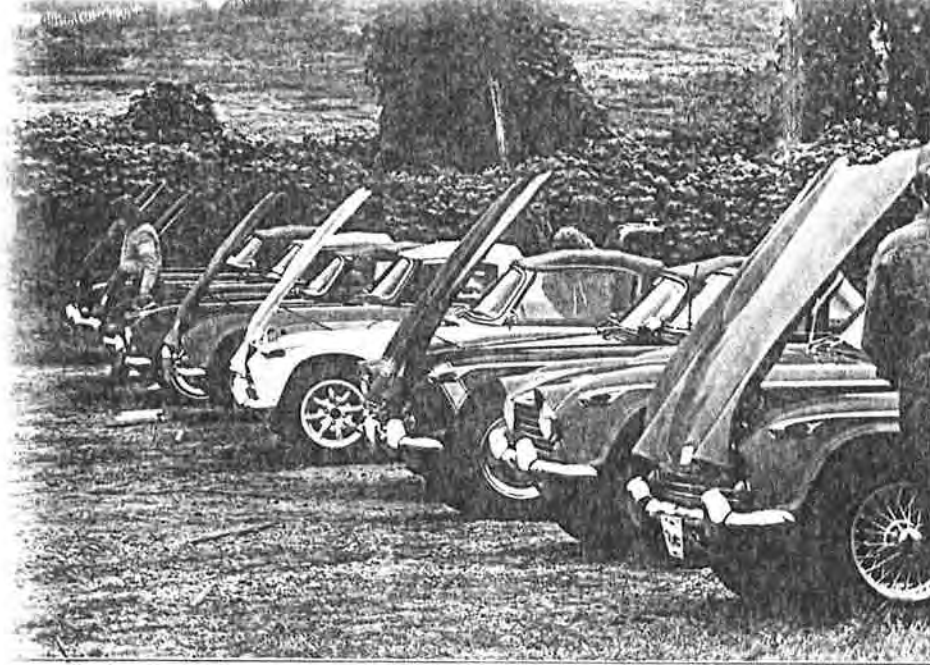
BOTTOM: The Roadster Factory display room



"1931 was a long time ago in the automobile business. Many competitors faced by the early Triumphs are gone from memory. Many are no longer competing. Of those that are, none can boast a better record. None can show more current success and surely none can match the encouragement given by Triumph to the individual driver. There are more Triumphs racing than ever before. It is these competitors, amateurs all, who form the sturdy base for every production sports car's success, past and future. It is to these private owners that Triumph looks for its performance record in 1968 and the years to come.

"They will not be disappointed. This is only the beginning."

Michael L. Cook
TSOA Handbook
1967



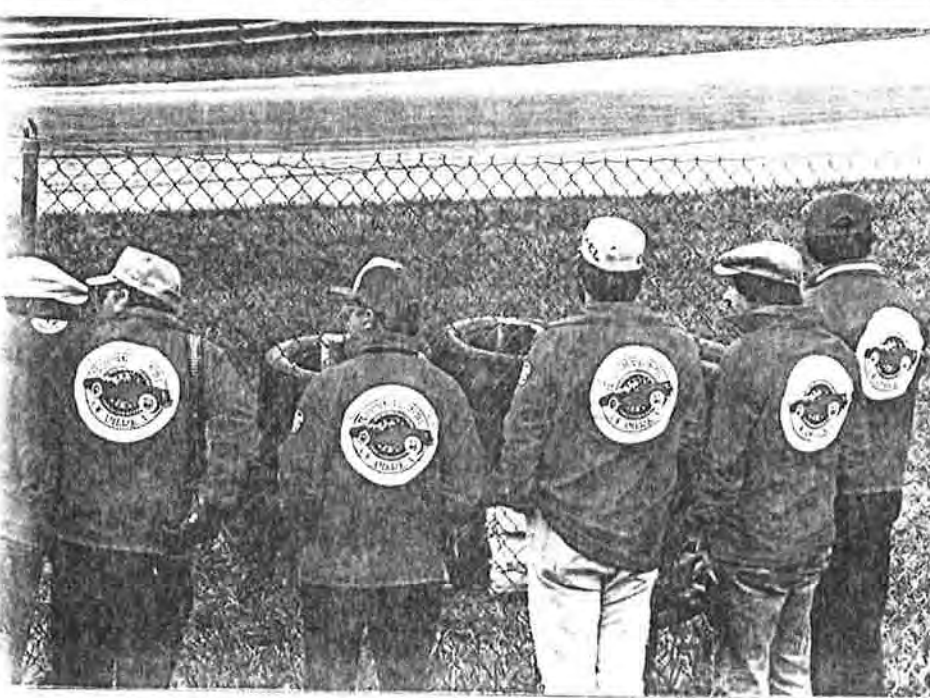
TOP: The TR-4/250 lineup

MIDDLE: The Triumph Macao


BOTTOM: The Florida TRA Chapter was there in full force

Silicon Brake Fluid Tip

If you use silicon brake fluid in your system, be sure that you do not agitate the bottle before pouring fluid into your reservoir. Silicon fluid holds air bubbles much longer than standard brake fluid. Also, be sure to use long, slow strokes on the brake pedal when bleeding the system.



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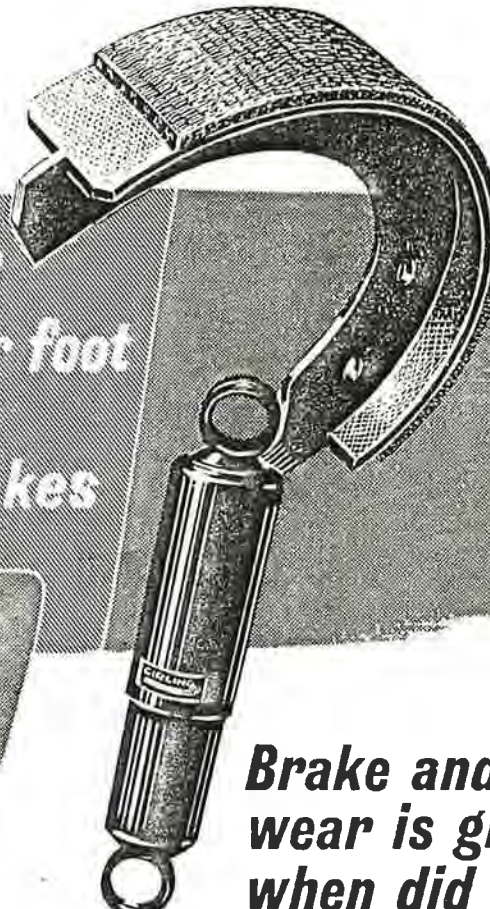
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