



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

NEWSLETTER

December 1985



1985 SOUTHEASTERN TRIUMPH MEET
& SVRA VINTAGE GRAND PRIX

IT SEEMS LIKE CMC-VTR takes its clouds with it wherever we go. It wasn't bad enough that we brought rain with us to Memphis; we brought a whole hurricane with us to Atlanta!

Having had my tribulations with torrential water leaks in the '3 during our Memphis trip, I knew better than to try to drive our Triumph through Hurricane Juan. Better to stay dry and in a reliable car, thought I, so we took Tere's Rover. More on that later.

The steady drizzle didn't dampen spirits terribly on Friday morning

at the track. The Triumphs were allowed track time as promised, but we were cautioned to be very careful as the track was quite slick. One TR-6 did leave the track briefly but found its way back safely. (A little later, a BMW was not so fortunate). One of the Florida TRA club members really took the track time seriously - he converted his TR-3A to Brooklands racing screens, a louvered bonnet, and a modified tonneau cover to keep his left arm dry. He certainly had my vote for "Best Looking TR on the Track."

The rest of the morning was spent sloshing through rain puddles and watching

for new arrivals. We eventually found our way back to the hotel and mingled with the Triumph owners at the hospitality suite who were still arriving.

It didn't take long for the new arrivals to find The Roadster Factory's display room. For the uninitiated, walking into The Roadster Factory's display room is like walking into King Tut's Tomb - its awesome! Once again, TRF filled a convention room with enough TR parts to make Alick Dick feel homesick. If they didn't have the part you wanted, it wasn't available!

Business was brisk at TRF and Charles Runyon, John Swaze and Dave Hagenbush were on hand to help Triumph owners find the parts and information they needed. Charles was kind enough to help me waterproof my Robbins top, which I brought along, and also replaced some of the Tenax snaps which had gone bad. He also offered me the use of their rental car to retrieve a replacement starter for our invalid Rover which, at the time, seemed available. You can't ask for a better outfit than these guys.

Friday night was also spent at the TRF showroom. With free beer and mugs available, it wasn't hard

(Right) Aston Martin was this year's featured marque.

pointed that carp-on-a-shingle was not available on the buffet). GTA gave away a lot of awards that night, including a case or so of car wax - can by can. Each local club was provided an award to give to the member who drove the furthest to the meet. This was easily won at CMC-VTR by new members Chris & Liz Maxwell from Baton Rouge.

Sunday morning found us back at the track for the Triumph parade. We had a great showing, although the TR-8's at the rear of the pack seemed frustrated at anything under 80 mph.

Sunday's racing started with the MG Safety Fast Championship and it had one of the largest fields of MG's I've ever seen. CMC-VTR's Keith Anderson raced his MGA with the Bayou Racing Team composed of Keith, Manlèy Ford (TF) and Mike Lewis (TF). This race was a real thrill with some nice dicing along the track. (These MG's are not as slow as you might think - Mike Lewis passed a Ferrari in the next race). All three members of "Ecurie Bayou" finished well and were grinning ear to ear through the whole race.

Subsequent races were also exciting to watch. Where else can you see a '59 Maserati do battle with a '62 Ferrari SWB? Or watch the Aston Martin challenge, a handicap event starting with a '35 Aston and ending with a DBR2? Such legendary cars are seldom seen outside of Road & Track; here you can see and hear them in their natural habitat - wailing at speed on a race course.

All good things must come to an end, as did the 1985




Welcome New Members

Lyndon Abell & Eileen Malyszko
505 Post Road #504
Madison, MS 39206
1975 TR-6

An Enthusiast's Memories

Tere and I recently received a letter from one of our newest members. I've read part of his letter several times over and thought that the rest of you would enjoy it as well (this ought to cure any of you from writing letters to us again!):



(Above) Keith Anderson's '59 MGA explored the "outer envelope" of its performance. (Right) "Ecurie Bayou" - Mike Lewis leads Keith and Manley Ford to the next rest stop. (Below) The Tojeiro MG.

Regional Triumph Meet and Vintage Grand Prix. Our friends from New Orleans headed out early to check on their flooded neighborhoods. The Florida folks left early as well, followed by most of the Mississippi contingent, so we missed pictures of the Triumphs which were scheduled to run later that day.

Would we go again?

Do Triumphs leak oil?



"To see my fascination with British Cars in the proper context, you let your imagination take you to a time before Viet Nam, Watergate and Nader when things European were really foreign. A high school boy was growing up on Hot Rod and Motor Trend dreaming of girls in Angora sweaters, '32 Ford coupes, and Barris Mercureys, and saving his allowance for brake fluid and gas (both consumables) to keep his 1950 Studebaker Champion on the road. Eventually he heard that Englishmen, Germans and Italians had factories building cars that were driven to work and raced on road circuits with minimum prep-

aration. He heard about MG's, and in an obscure magazine called Road & Track, read about Jaguars, Ferraris, Talbots and Rileys.

In this setting, he saw his first "European" sports car, an Allard J2X and discovered that it was nothing more than an honest-to-god hot rod built by a dozen or so guys in a London garage with a Cadillac or other V-8 of your choice dropped in! Soon his heroes were names unknown to his high school buddies. Ted Williams, Joe DiMaggio and Glen Davis were replaced by Ken Miles, Bill Frick, Phil Walters (aka Ted Tappet of dirt track fame), Carrol Shelby and Briggs Cunningham, all of whom, with bits and pieces assembled in hot rod fashion, challenged the Europeans, and at the same time made the US a part of this kind of motor sport.

The Cunningham LeMans challenge was to this boy an heroic adventure by Americans who knew there was more to the automobile than going fast in a straight line or running around in circles, and that the car that took you to work could be more fun than a DeSoto sedan.

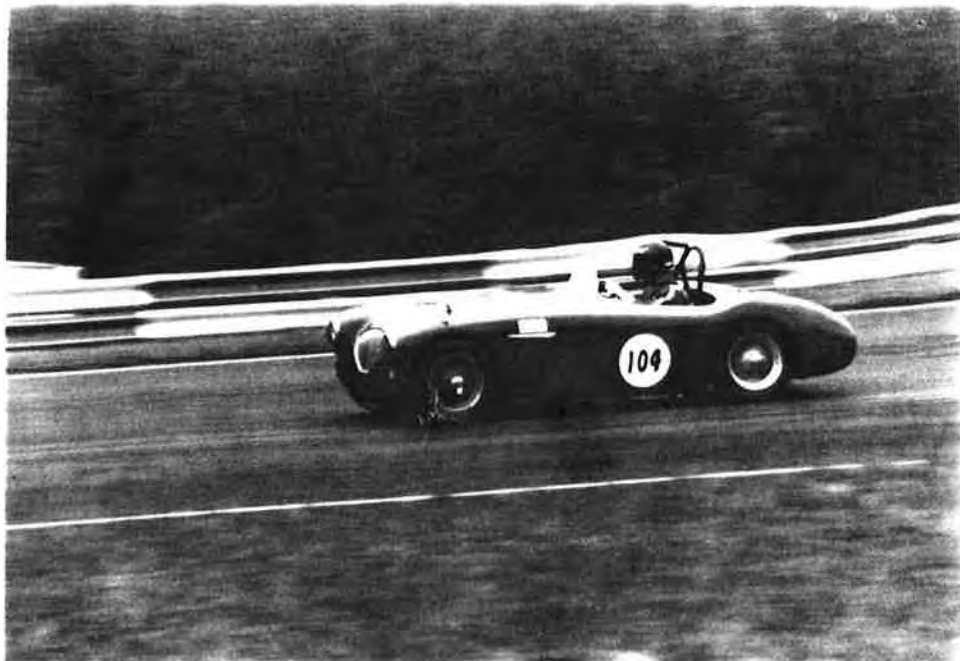
Jack Pool

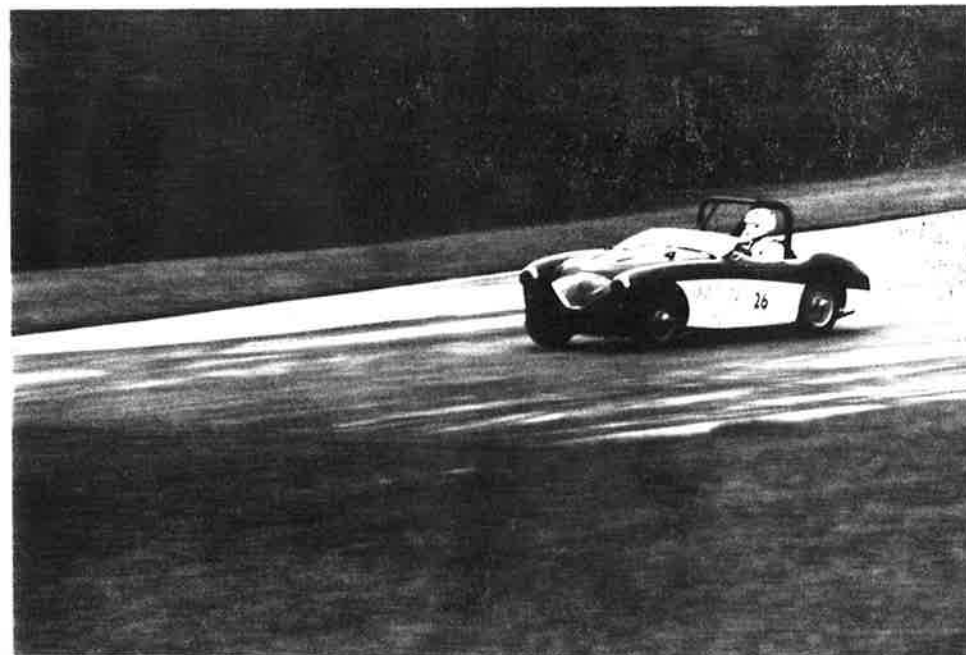
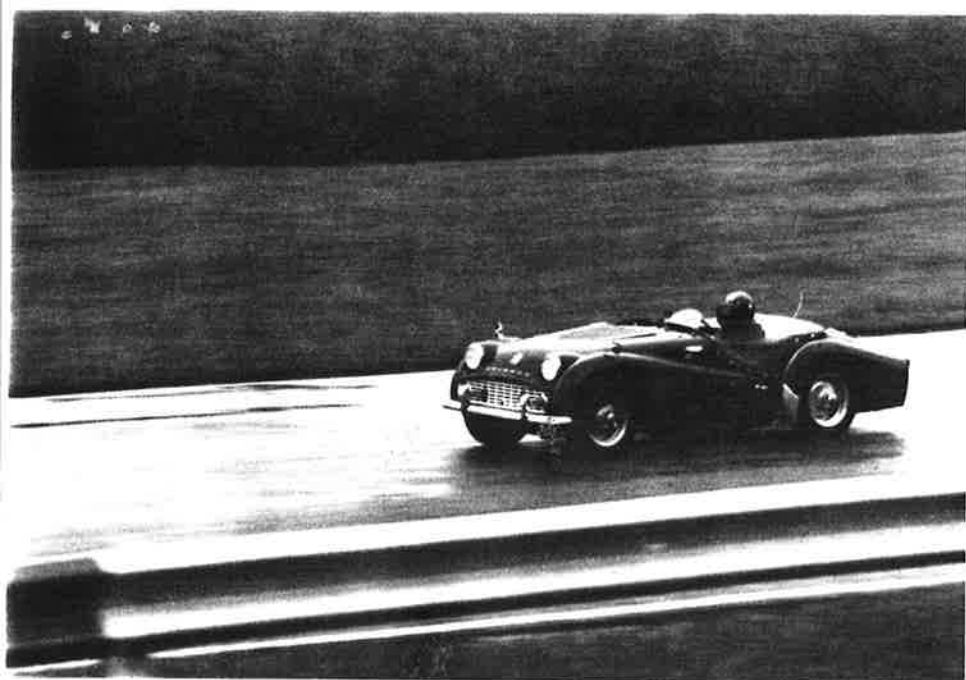
Ode to a Grommet

Behold the lowly grommet,
A useless part, dadgummit.
Despite its seal,
We must reveal,
It's there to leak rain
from it!

Short Cicuits

. . . Frank Peel's restoration of Richard Green's TR-6 is coming along beautifully - stop by anytime to check out a first class job . . . Chris Maxwell recently lost





the bonnet on his TR-3 while driving. He was not seriously injured . . . Bitsy Hemsley won E Stock in a recent SCCA Solo II event driving her Joseph "Guido" Lucas-equipped '62 Alfa Romeo . . . CMC-VTR lost out on its bid for the 1986 VTR Regional Meet. We had planned to hold the event at Three Flags Over Pelahatchie and in conjunction with the annual Crawdad Festival. . .

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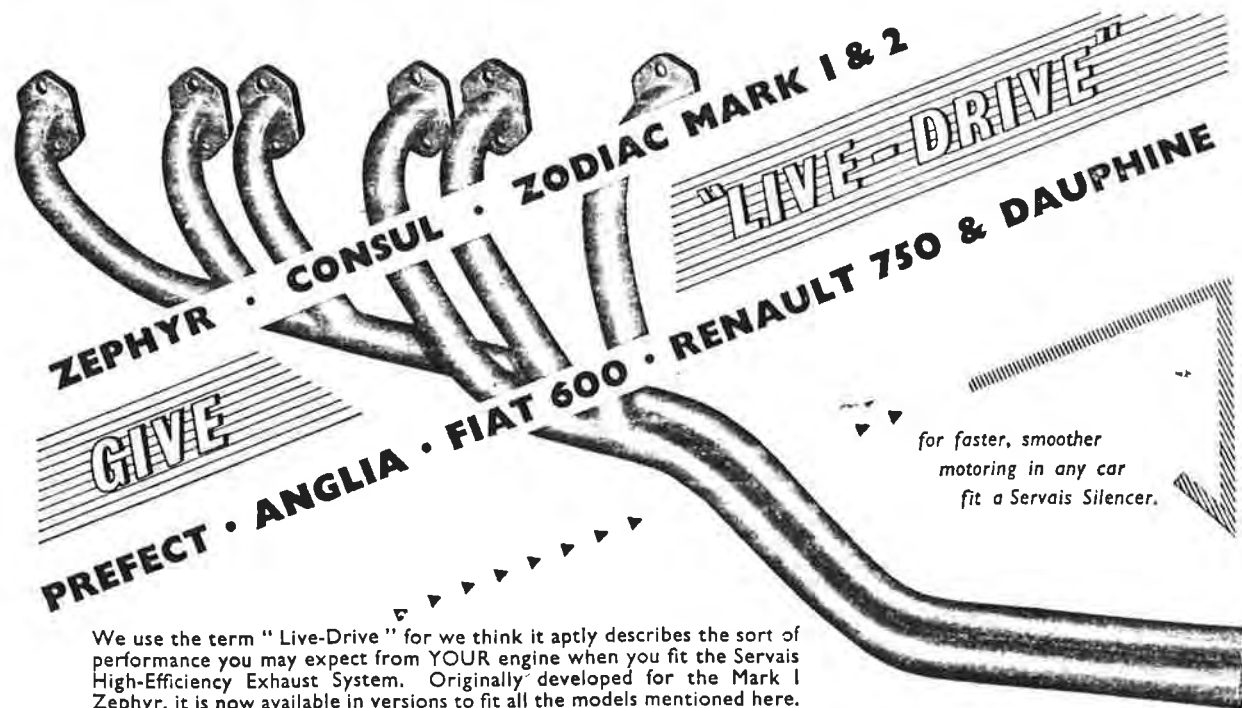
Two Ways to Get There

Building a motorcycle that encompasses the almost polarized characteristics of sporting and touring machines is a lofty ambition.

Sport/touring machines in America must be something special to stand out. I have long felt that BMW knows exactly what that special something is, and the K100 furthers that belief. It is fun of a unique sort. It's the difference between sipping 30-year-old brandy while tugging on a fine cigar in front of a warm fire at the yacht club and knocking back the beers in the garage with your buddies. You can still get roaring drunk; you just get there a different way.

—Ken Vreeke, *Motorcyclist*

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