

MOTOR SPORT

2-185





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



NEWSLETTER
 February 1985

About Our Cover

The TR-2 appearing on our cover this month is the J. C. Wallwork Triumph which won outright the 1954 R.A.C. Rally. The editor of the April 1954 issue of Motor Sport was impressed enough with this victory to have the car pictured on its cover. You may read more about this event in Motor Sport's article which appears elsewhere in this Newsletter.

Again, special thanks goes to Steve Cappello for finding these old magazines which contain so many interesting articles and advertisements.

CMC-VTR Library

The club now has quite a large collection of local chapter newsletters from across the nation which are available on loan to chapter members. We currently exchange newsletters with the following chapters:

- Delaware Valley Triumphs (Philadelphia)
- Georgia Triumph Association (Morrow)
- Kansas City Triumphs (Kansas City)
- Louisiana MG Car Club (Reserve)
- Rocky Mountain Triumph Club (Denver)
- So. Cal. Triumph Owners Assoc. (LA)
- Red River Triumphs (Garland, TX)
- Triumph Club of the Carolinas (Charlotte)

Lord knows they get the short end of this deal!

Some of the technical articles are quite good, such as the one appearing in this issue concerning conversion to a silicon brake system. We borrowed this article from the Triumph Club of the Carolinas' newsletter. We also have a few issues of Sport & GT Market which also have some good articles. The club Secretary/Treasurer, Bubba Brown, maintains our newsletter library and will be happy to let you look through the col-

lection.

Oh, yes. You may be interested in seeing our latest addition to the "library" of the Lift-A-Dot Spotter's Guide and You Light Up My Life (conversion guide to Delco electronics). These books are getting harder and harder to find!

Dues Reminder

Don't forget to forward your \$5.00 annual family membership dues to the club address shown above. We especially need to know if your address has changed or if you have changed cars.

Some folks have already asked about their national dues. Our local club handles only local dues and the initial \$20 National VTF dues, so you are on your own as far as renewals are concerned. Your national membership is tied to the number of issues of the Vintage Triumph that you generally receive in a year (four in a year or thereabouts). As it sometimes requires eighteen months or more before you receive four issues, your membership continues until the fourth issue is distributed. You



should check your last mailing label from VTR and compare the expiration issue number (shown in the upper left corner) to the issue number of the last Vintage Triumph that you received. If the numbers are the same, you need to send \$20.00 plus your membership number to VTR National.

repair the bonnet because that's what cracked the windscreen
Rebuilt part - black implement paint
New Old Stock - part cleaned with petrol before painted with black implement paint

Reprinted from A-Antics
Michigan Chapter, North American MGA
Register

Tech Tip

This one from Keith Anderson:

Try Rain-X on your windscreen (available at Eckerd's) to improve your vision and cut down on wiper usage in the rain. This product causes water to bead up immediately upon impact and roll off the glass - it is particularly effective at speeds of over 50 mph.

Happenings

. . . issue No. 37 of the Vintage Triumph has been mailed to all VTR members along with the November-December issue of the English Channel . . . Keith Anderson is re-restoring his MGA and has picked up a '69 Sprite for a fix-up and resale . . . a Delorean is currently for sale in the Grenada area - contact Jane House for more information . . . CMC-VTR President Tere Wade would like input from club members concerning club activities for the year - call 825-9611 evenings . . . SCCA autocross season starts very soon - get your TR ready . . . Dick Burnett, a long time MG enthusiast, recently passed away; both of his MG-TD's (purchased when new by Dick) have seen little milage and need good homes

Classified Ad Definitions

Original Colour - Any WW II surplus paint
An older restoration - all the Bondo fell off
Fresh British Racing Green paint job - John Deere implement paint
Professional paint job - implement paint with a coat of J-Wax
Undercoated - drove down freshly tarred road
Secure storage area - dog slept in car during winter
Interior worn - damn dog
Windscreen cracked - will also cost \$200 to

REAL British car enthusiasts know their engine and chassis numbers by heart.

PROCEDURES FOR OUTFITTING A VEHICLE WITH SILICONE BRAKE FLUID

Maximum performance of DOW CORNING® Silicone Brake Fluid is best attained in a new or rebuilt, clean brake system. DOW CORNING® Silicone Brake Fluid is compatible with SBR, EP, Neoprene®, and natural rubber.

There are two procedures for outfitting a vehicle. The first and recommended procedure involves reconditioning, including replacement of worn or corroded parts. This is best accomplished at minimal added cost during regularly scheduled preventive maintenance.

The second, a flush/fill, is designed to remove as much glycol as possible. The flush/fill procedure is applicable only for relatively new, corrosion-free braking systems. This procedure will give significant, but not complete, corrosion protection and excellent low-temperature performance. High-temperature performance will depend on the amount of glycol remaining in the system.

Procedure one—Complete rebuild reconditioning

- A. Disconnect the brake lines from the master cylinder and the flexible hoses from the wheel calipers (wheel cylinders if drum brakes). Catch old fluid in container and discard it.
- B. Remove master cylinder and wheel calipers (or cylinders) from car.

- C. Remove the brake hoses and discard. If they are Aeroquip® brand, or some other flexible metal hose, simply flush them when flushing the brake lines. (Step J)
- D. Disassemble the master cylinder and wheel calipers (or cylinders)
- E. Drain and remove any residual brake fluid with a dry, clean cloth that will not leave lint or grit on the master cylinder or caliper parts. Residual glycol brake fluid might deposit a sticky varnish if the system is run above its boiling point.
- F. INSPECTION AND RECONDITIONING OF MASTER CYLINDER AND WHEEL CYLINDERS

Do not confuse staining with corrosion. Corrosion will show up in the form of pits or excessive bore roughness.

1. Hone the cylinder bore at low RPMs with a steady back and forth motion. Dip hone stones in Silicone Brake Fluid before starting procedure. Never hone a dry cylinder.¹
2. Clean the newly honed cylinder bore with a dry, clean cloth that will not leave lint or grit.

¹Raybestos Manhattan—Copyright 1976 Passenger Car Brake Service Manual, pg 14

Neoprene is a DuPont trademark

3. Inspect the cylinder bore for pitting, rusting, cracks, burrs, or any other condition that might be detrimental to its operation. If any of these conditions are found, new cylinders must be installed.²

4. Liberally coat cylinder bore with Silicone Brake Fluid. Apply fluid to all pistons and rubber cups and assemble in accordance with manufacturers' recommendations.

G. INSPECTION AND RECONDITIONING OF BRAKE CALIPERS

1. Clean and inspect the piston for pitting, scoring, corrosion, or worn spots in the plating. Replace the piston if necessary. Do not use abrasives to clean the piston. Occasionally the seal will leave a black stain on the piston. This stain will not affect the sealing action.³

2. Blow air through the passageways in the caliper. Inspect the caliper bore for light scoring, pitting, scratches, or corrosion. Use of a crocus cloth will generally remove these imperfections. Heavily scored or pitted calipers must be replaced.⁴

3. Clean the bore with a dry, lint-free cloth.

4. All areas that have metal to metal contact should be polished with the use of crocus cloth and wiped clean.

5. Coat the cylinder bore and new seal with Silicone Brake Fluid. Apply Silicone Brake Fluid to the sealing surface of the piston and, assemble in accordance with manufacturers recommendations.

H. Connect flexible tubes to the master cylinder outlets (disc brake system only) and insert free end into each reservoir. Fill the front and rear reservoirs with DOW CORNING® Silicone Brake Fluid and bleed the master cylinder by depressing and releasing the piston. Some disc brake master cylinders are equipped with bleeder valves.

I. Reinstall master cylinder and all wheel calipers (or cylinders) on vehicle. Reconnect brake lines to master cylinder only.

J. Fill master cylinder with DOW CORNING® Silicone Brake Fluid and flush old brake fluid from steel lines and hoses.

K. Reassemble lines to all wheel cylinders and calipers and check fluid level in master cylinder.

L. If the car is equipped with a pressure differential valve, this must be checked to insure that it is in the reset position.

BLEEDING

A. Pressure Bleeding

If the equipment is available, the pressure tank method of bleeding is faster, since only one person is required and the master cylinder does not have to be refilled several times. Pressure bleeding equipment must be of the diaphragm type, i.e. it must have a rubber diaphragm between the air supply

and the brake fluid to prevent air, moisture, oil, or other contaminants from entering the hydraulic system.

Remove all of the old brake fluid from the master cylinder reservoir(s) and wipe it with a clean, dry cloth. Refill reservoir(s) cylinder with Silicone Brake Fluid and let stand until entrapped air has escaped. Install the special bleeding adapter on the master cylinder and position the pressure tank so that its hose will easily reach the adapter, without stretching. Check that the tank is at least half full of the fluid, then pressurize through air connection to 20-30 psi. CAUTION: Do not lift, move, or shake the tank after air pressure is applied. This may cause air to become entrapped in the fluid. Open the tank valve to purge all air out of the hose before connecting to the bleeding adapter. After connecting, open the valve only when ready to begin bleeding. Bleeding should start with the master cylinder and move to the farthest wheel cylinder. The following sequence is recommended: master cylinder, right rear, left rear, right front, left front.

Connect a clear, flexible hose to the bleeder valve of the cylinder to be bled. When the fluid moving through the hose appears to be free of air, close valve and move to next cylinder. Once the sequence is complete, return to the farthest wheel cylinder, re-attach the flexible hose, open bleeder valve, and pump brake pedal moderately several times. This procedure will aid in the removal of remaining traces of air from the brake system. Move to the next cylinder and repeat process until you complete the sequence.

B. Manual Bleeding

Important: Do not shake fluid container. Avoid agitating the system when bleeding. Do not pump the brake pedal. Instead, depress and release slowly.

Fill the master cylinder carefully, pouring the fluid down the side of the reservoir(s) to minimize air entrainment. Let stand until completely free of air bubbles. Bleed master cylinder if equipped with bleeder valves.

METHOD ONE (Requires two people)

Close all bleeder valves.

Start with wheel cylinder farthest from master cylinder. Attach one end of a clear, flexible hose to the bleeder valve and place the other end into a clean container kept partially filled with fluid.

The first person depresses the brake pedal slowly (takes 3-5 seconds). Then, the second person opens the bleeder valve. He then closes the bleeder valve before the first person slowly releases the pedal (3-5 seconds). Continue until there is no evidence of air coming through the bleeder hose. Continue with remaining wheels working from longest to the shortest distance from the master cylinder. Top off master cylinder as needed to prevent reintroducing air into lines. Repeat cycle, working from longest to shortest distance from the master cylinder to ensure that all air has been removed.

REMEMBER:

- 1 Depress pedal slowly
- 2 Open bleeder valve
- 3 Close bleeder valve
- 4 Release pedal slowly

²Raybestos Manhattan — Copyright 1976. Passenger Car Brake Service Manual, pg 14

³Ibid., pg. 88

⁴Ibid., pg 88

METHOD TWO (One Person)

Attach bleeder hose to rear wheel as in Method One. Open bleeder valve. Slowly depress pedal (3-5 seconds). Let pedal return slowly (3-5 seconds). Repeat until line is free of air. Close bleeder valve. Continue around vehicle working from the longest to shortest distance from master cylinder. Top off master cylinder as needed to prevent reintroducing air into lines. Repeat cycle to ensure that all air has been removed.

Procedure two— Flush fill removal of old fluid

- A. Remove all of the old brake fluid from master cylinder reservoir(s) and wipe clean with a dry cloth.
- B. Fill reservoir(s) with Silicone Brake Fluid and let stand until entrapped air has escaped.

BLEEDING

A. Pressure Bleeding

1. Attach pressure bleeder adapter to reservoir(s), connect pressure tank and pressurize with air to 20-30 psi.
2. Loosen master cylinder tube nut(s) slightly. Apply moderate, steady pressure to brake pedal and then release slowly. Repeat until old fluid is expelled from master cylinder.
3. Retighten nut(s) and move to the farthest wheel cylinder from master cylinder.
4. Attach a clear, flexible hose to wheel cylinder bleeder valve. Submerge free end of hose in a container kept partially filled with Silicone Brake Fluid.
5. Loosen bleeder valve and purge system until Silicone Brake Fluid is coming through hose. Pump brake pedal moderately several times until all traces of air and/or glycol are removed. Close valve and move to next cylinder.
6. Continue around vehicle, working from farthest wheel to the one closest to master cylinder.
7. Repeat steps 4 — 6.

B. Manual Bleeding

1. Disconnect flexible brake hose from wheel cylinder farthest from master cylinder.
2. Apply moderate, steady pressure to brake pedal and then release slowly. Repeat until old fluid is expelled from lines.

Important: Do not shake the brake fluid container. Avoid agitating the system when bleeding. Do not pump the brake pedal. Instead, depress and release slowly.

Fill the master cylinder carefully, pouring the fluid down the side of the reservoir(s) to minimize air entrainment. Let stand until completely free of air bubbles. Bleed master cylinder if equipped with bleeder valves.

METHOD ONE (Requires two people)

Close all bleeder valves.

Start with wheel cylinder farthest from master cylinder. Attach one end of a clear, flexible hose to the bleeder valve and place the other end into a clean container kept partially filled with fluid.

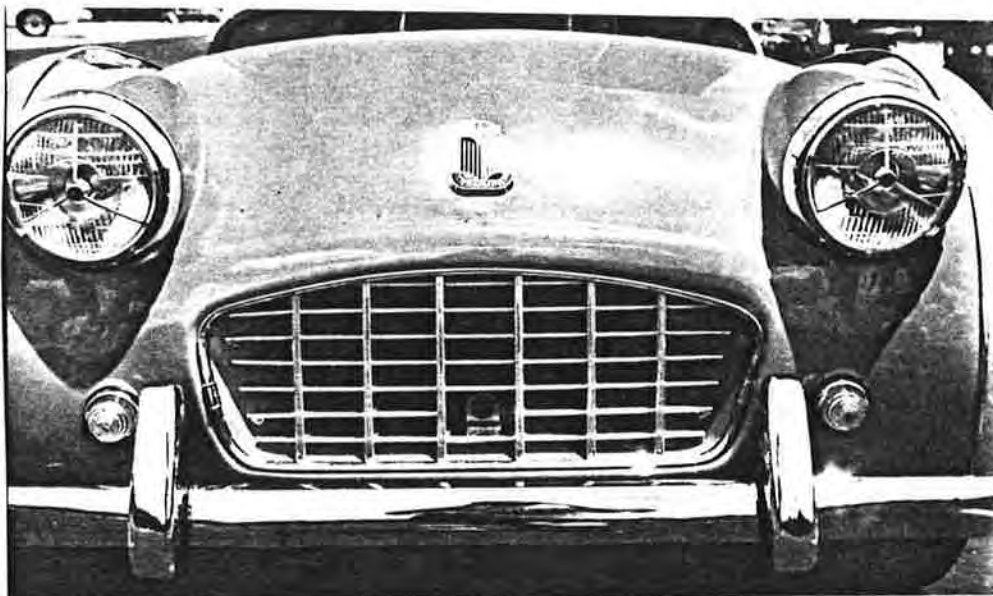
The first person depresses the brake pedal slowly (takes 3-5 seconds). Then, the second person opens the bleeder valve. He then closes the bleeder valve before the first person slowly releases the pedal (3-5 seconds). Continue until there is no evidence of air or glycol coming through the bleeder hose. Continue with remaining wheels working from longest to the shortest distance from the master cylinder. Top off master cylinder as needed to prevent reintroducing air into lines. Repeat cycle to ensure that all air has been removed.

REMEMBER:

1. Depress pedal slowly
2. Open bleeder valve
3. Close bleeder valve
4. Release pedal slowly

METHOD TWO (One Person)

Attach bleeder hose to rear wheel cylinder as in Method One. Open bleeder valve. Slowly depress pedal. (3-5 seconds). Let pedal return slowly (3-5 seconds). Repeat until line is free of air. Close bleeder valve. Top off master cylinder as needed to prevent reintroducing air into lines. Continue as in Method One.



TRIUMPH TR2 WINS THE R.A.C. RALLY

THIS year's R.A.C. Rally made excellent use of the number of circuits in this country, and was accordingly known as the "Rally of the Tests." Although a road mileage of some 2,000 had to be covered to a strict time-schedule, over some tortuous roads in Wales, the Lake District and Scotland, the results were determined largely by timed tests at Goodwood, Oulton Park and Silverstone circuits, and at Prescott Hill. There was a scrutineering "flap" when two-carburettor Rileys were made to revert to single carburettors.

We observed the Hastings contingent at Goodwood, where most of the circuit had to be covered at speed, with the added hazard of having to stop astride, and reverse over, two lines *en route*.

Early in a day of sunshine, blue sky but mist rising from the cultivated ground inside the course, D. H. Perring's Austin-Healey made a very fast run. A. Colbourne-Baber dealt neatly with the reversing business in his Volkswagen, J. Halley's Jaguar Mk. VII possessed good brakes, selected its gears quietly but bowed under the brakes, and J. Watts' Ford, using snow-tyres, braked rather early. J. Pocock (Vauxhall) was neat, but careful of his braking—his car was adorned with many club badges—while C. Tyrer's Sunbeam-Talbot smoked and slewed sideways as it slid to a standstill. P. Anton's M.G. looked slow.

Moving on to St. Mary's Corner P. G. Cooper's Triumph TR2 blipped through, J. R. Platt sat hunched over the wheel of his Vauxhall, W. H. Waring handled his DB2 Aston Martin with spirit, the engine of D. C. T. Bennett's Jaguar, which had a huge reversing lamp, was misfiring and R. K. Hooper's Sunbeam-Talbot was sedate—most of these cars went through with tails sliding—while Miss Burt did not make the best use of her XK120 Jaguar coupé.

In contrast, J. B. L. Jacobs' Alvis was fast, I. A. Marden's Ford was steady, D. B. Watkinson's Standard cornered well, J. H. King held a good line in his Triumph TR2, and S. R. G. Jeffery was trying hard, his Standard leaning over.

At Lavant Corner, S. A. Dare's Sunbeam-Talbot slid its tail, W. G. Cawsey changed-up in his little Renault, while before the first stop-line F. H. Whittle wound his Vauxhall up in third gear. D. Potter took the test, very late, at this stage, his Sunbeam-Talbot bearing No. 8.

At the first stop-line C. B. Lander's Sunbeam-Talbot slid sideways,

J. Trigg locked all four wheels of his Hillman and "chucked" reverse gear in while it was still rolling forward, B. W. Fursdon put up a fine show in his Renault 750, although missing his gear changing up, and then both G. Burgess and W. Grant-Norton, arriving fast in their Frazer-Nashes, stalled their engines and lost a lot of time restarting them.

In spite of snow-grip tyres on its back wheels the Ford of M. R. Davies slid a long way, but W. H. Baker's Ford demonstrated excellent brakes and F. H. Holmes put up a very polished show in his Sunbeam-Talbot.

A. B. Fraser wrung record noises from the unfortunate cog-box of his Sunbeam-Talbot, F. E. Still indulged in a record slide in his Austin-Healey and reversed untidily, whereas B. D. S. Ginn (Jowett) and N. T. Lithgow (Austin) were both neat.

F. M. Baker had a terrific forward slide in his Austin-Healey and then let it roll still further from the line in an untidy attempt, G. N. Dear's M.G., screen flat, was fussy but rapid, Sheila Van Damm was not very bright with the Sunbeam-Talbot, but in this team both Norman Garrad and P. Harper changed down before reaching the line and put up impeccable performances.

Some damage was already evident on competitors' vehicles. R. L. Manwaring's Sunbeam-Talbot was dented along the near side and H. A. R. Fox's Allard was sans front number plate. A. G. Imhof's Allard hadn't arrived and someone remarked that perhaps he was still planning the Tulip Rally route! The third (lady) passenger in A. H. Baker's Land Rover, which slid badly under braking, had a precarious perch in the back on a pile of mattresses!

The Rally was a triumph for the TR2 sports car.

Results :

- 1st : J. C. Wallwork (Triumph).
 - 2nd : P. G. Cooper (Triumph).
 - 3rd : T. C. Harrison (Ford Zephyr).
- Touring Cars :**
- 1,000 c.c. : W. Schluter (D.K.W.).
 - 1,001-1,300 c.c. : R. N. Richards (Ford New Anglia).
 - 1,301-1,600 c.c. : F. D. Dundas (Jowett Javelin).
 - 1,601-2,600 c.c. : T. C. Harrison (Ford Zephyr).
 - Over 2,600 c.c. : R. J. Adams (Alvis).
- Sports Cars :**
- Up to 1,600 c.c. : A. Williams (M.G.).
 - 1,601-2,600 c.c. : J. C. Wallwork (Triumph).
 - Over 2,600 c.c. : F. C. Davis (Austin-Healey).
- Team Award :** Ford No. 2 Team (T. C. Harrison, Mrs. Mitchell and J. G. Reece.)



LADIES' AWARD WINNER of the R.A.C. Rally was Miss M. Walker (Triumph TR2), with a total of 492.25 marks lost. She was placed 21st in the general category.