



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

# NEWSLETTER

January 1986



## CHRISTMAS PARTY

CMC-VTR's 1985 Christmas Party was another great get-together in the home of Frank and Tricia Peel in Jackson.

Attending were new members Lyndon Abell and Eileen Malyszko, Keith and Pat Anderson, Bubba Brown, Skip and Janet Brunson, Steve and Julia Cappello, Gregg Collins, Tom Gallogly (by telephone from Germany), Craig and Jane House, the Peel's, Kerry Ryan and Susan Braquet, and Tere and Alex Wade.

The Christmas Party also doubled as our annual business meeting. The club business part, however, took longer than the traditional five minutes. Elected to office for 1986 were:

Craig House	President
Keith Anderson	Vice Pres
Tricia Peel	Secretary /Treas.
Alex Wade	Editor

Club business concentrated on two subjects - a name change and the need to increase our annual dues. Both of these subjects are covered in detail elsewhere in this newsletter.

The club also took time to present Alex Wade with a Triumph blanket,

assorted badges and motor-ing cap for his work over the past year for the club.

We were especially pleased to see Kerry Ryan and Susan Braquet at the party. Kerry, a member for over two years, drove all the way up from Metairie, Louisiana, to attend his first meeting. He and Susan drove up in a very fine TR-250 that Kerry had restored - the pictures which ran in earlier newsletters did not do justice to this car.

Another great year has come and gone for CMC-VTR, and we all look forward to another great motoring year in 1986!



## THE PUTTERING PREZ

Yessir, it's great to be living in the land of democracy - one person, one vote - opportunities everywhere! Looking back on our CMC-VTR Christmas party, the actual process that got me "elected" president seems to escape me. Something about Amtrak, I think. Anyway, my first official act almost resulted in my new post being vacated in a most violent manner (I really thought that "Austin Healey Club of Forest" was a pretty good new name!). Seriously, we are searching for a new club name to incorporate those less fortunate members without ancient Triumphs lining their garages. Elsewhere in this newsletter you'll



Top Left and Center: Kerry Ryan and his TR-250

Front Page and Bottom Left: New member Lyndon Abell's TR-6. This car runs as good as it looks!

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find a "Name Our Club" form that must either be promptly returned or you may suffer dire consequences!

I do want to thank the Amtrak crew for their support in naming me for the Prez post (who said "scapegoat"?). I figure the Prez is supposed to organize and delegate, so maybe I can get away with sitting back and making up committee rosters - kinda like posting the old "KP" lists in the army! Fortunately, there are quite a few do-ers in the club, so I know we'll have a real successful year even without my big nose! Here's a glance at some goals for 1986:

Review and update Bylaws.  
Bylaws Committee: Bubba Brown, Steve Cappello, Tere Wade.

Rename the club. General vote.

Develop club logo/cards.

Hold quarterly business meetings.

Organize and conduct events to include:

Second Annual Top Down Party

A Natchez Rally

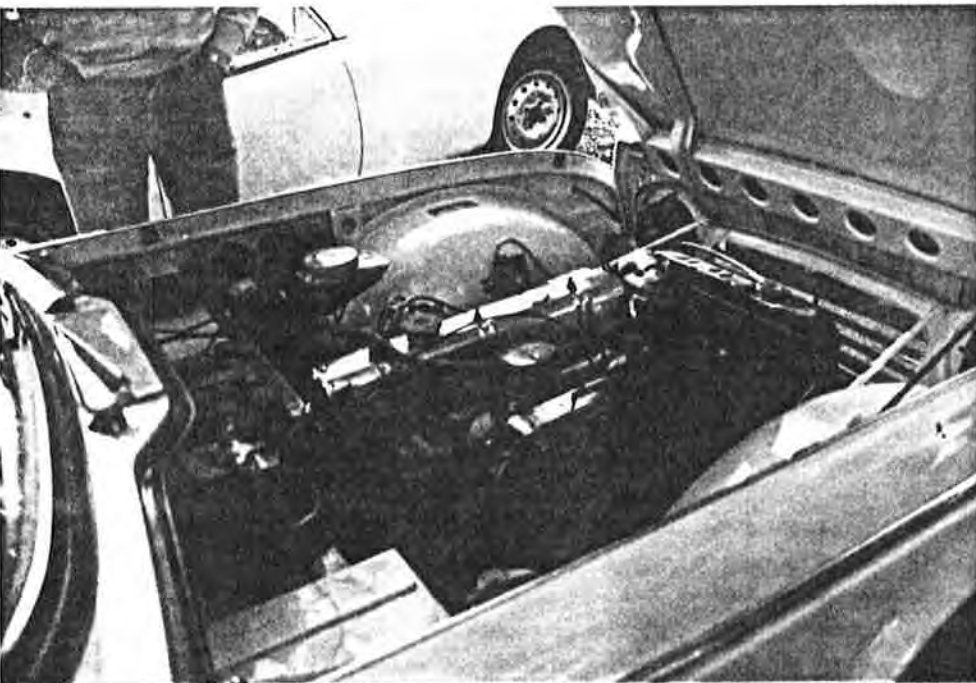
Third Annual Rally to the River

Fourth Annual British Car Day

A club Picnic Rally

Annual Christmas Party

Details on these events will be announced in future newsletters. This, by the way, is where you can expect to be called and cajoled into serving on some committees!



One last remark and I'll give up space to other budding novelists . . . the club is non-profit, but that doesn't mean we don't need money. We have put on some really fine events in the past years, with a lot of member's time - and personal monies! If we are to continue, we need a couple of cash-generating events. Suggestions include raffles of donated prizes (at the rallies, perhaps?) and holding a flea market (British Car Day?). Please contact the officers with any other ideas! It was also decided and voted upon at the Christmas Party to raise our dues. Family membership will be \$10/year, payable to the Treasurer in January. New members will pay \$10 if joining before June 30 and \$5 the first year if joining after that date.

My sincere thanks to outgoing president Tere Wade and those members who have made 1985 a great year for us - let's look forward to new and exciting times in 1986!

#### SUGGESTED NAMES

British Auto Club  
British Car Club  
British Motor(ing) Club (BMC)  
English Motoring Club  
Picadilly Auto Club  
Bugatti Owners Association  
British Auto Salvage Buyers  
OSU, Ltd. - "Off-side Undo, Ltd.,

Our Motto: English Lea-

ther or Nothing At All!

(Many thanks to Keith Anderson, Craig House and others who suggested names. A special meeting

was held in January to discuss these names and other topics - look for a complete report in your February newsletter.



#### THE INCREDIBLE NASH-TRIUMPH STORY

It was in the early 1950's that Nash began to cast about for the second time for a suitable partner in its program to update its line of automobiles. A limited partnership with Donald Healey in the late 40's produced a hybrid car which neither party particularly liked, so Nash dissolved the project and re-grouped its thoughts on the matter.

As luck would have it, Nash and a top Triumph official happened to meet one another on a London-bound Cunard Liner (Nash always met his business partners on the high seas, just as he had met Healey in earlier years). One thing led to another, and before long the two had sketched out the plans for a hybrid Nash-Triumph

using the then-new TR-2 platform.

Nash had seen what Francorchamps of Belgium had done with the TR-2, but knew that Francorchamps had missed the market completely. What the public wanted, Nash reasoned, was more chrome and less power.

A star was born. Nash revamped the front grille and added a more massive V-shaped bumper (which was very popular in snow-prone regions). The engine was a clever flat-head four arrangement that Nash pulled from the assembly lines of its industrial refrigeration equipment division. A tick over 35 horsepower, this combination gave the Americans the car they were begging for.

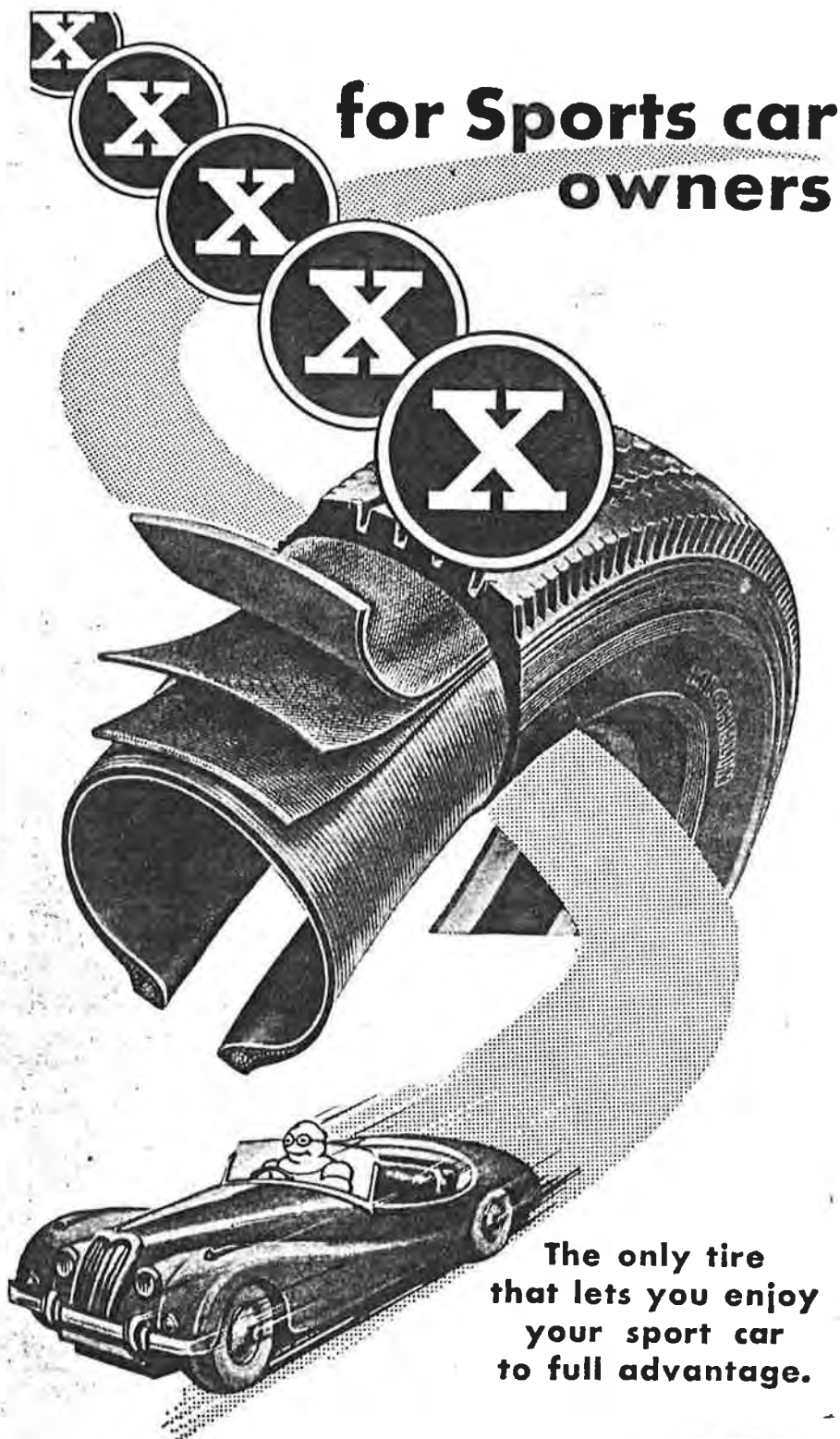
Or so they thought. Sales were disappointing, despite added trim options such as a large chromed windscreen hood (a la Hudson) and both front and rear wheel spats. The Nash-Triumph's fate was sealed only a few months after its introduction.

Triumph, of course, was profoundly disappointed. The weak performance of the Nash-Triumph was evident in its one and only appearance at Le Mans in 1955 when the team of three Nash-Triumphs failed to complete even one lap in the allotted 24 hours. Not only was the car underpowered for the task, Nash's front bumper gave the car a 70-30% weight bias which made cornering at any speed a Triumph indeed. Triumph was anxious to forget this car.

One part about the Nash-Triumph lived on, however. Triumph was impressed with the new bumper and grille treatment and, with Michelotti's help, a design modification led to the birth of the TR-3A in 1957.

The Nash-Triumph pictured here is owned by CMC-VTR's own Vic McFarland of Vicksburg. It is, unfortunately, no longer in existence for parts of it were needed for Vic's TR-2 restoration. Its engine, still a ticker, has been set aside as a backup engine for his Yazoo lawn mower.

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