

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



NEWSLETTER
June 1985

Atlanta British Car Meet

KEEPING OUR EYES PEELED for stricken British cars, Tere and I headed toward Atlanta after work on Friday, May 31. (Not wishing to tempt the dark forces, we had taken our Datsun and left our Triumph at home). During the six and a half hour trip we counted six abandoned vehicles: three Chevies, a Gremlin, a Kenworth, and a Maserati Bi-Turbo. Chalk one up for the British, said I as we pulled into the motel parking lot at Decatur.

Our friends Craig and Jane House, Dick Kingsafer, Jack Pool and daughter Bridgett, and David Peabody with nephew David had arrived nearly five hours earlier in their British irons and scowled at us as we rolled to a stop in air conditioned comfort. The Houses brought their 100-4, Dick and Jack drove over in Jack's 3000, and David Peabody brought a really neat 1970 Rover 3500. They were all still waxing, buffing and polishing their cars when we arrived - Craig had even completely disassembled, cleaned, and re-assembled his instruments (losing a part in the process)!

Once all the cars were in show-ready condition, we all went out to dinner at a nearby Steak and Ale where Dick promptly cleaned out the salad bar. Steak, seafood and wine predominated the evening with David and the kids setting new records in the category of Very Large and Disgustingly Rich Dessert Consumption. We later retired to the motel pool area to consume Jack's gin and to hoist a few cold ones to the grace of the gods who allowed us a safe and relatively uneventful trip from Mississippi to Georgia. (The Pool's, Peabody's and Dick had driven in from Natchez, stopping in Tuscaloosa, Alabama, to make it a two day trip. The only casualty was a flat tire on Jack's 3000).



The next morning found Craig up before the sun giving his Healey a good sponging and final polish. We assembled for breakfast and afterwards caravaned over to Grant Park in time to register.

What a sight! Well over 100 Triumphs, Austin Healeys, MGs and other British marques were lined up according to make and model along the lanes of the multi-level parking lots. Most impressive, of course, were the 28 Triumphs on display, with each TR from the TR-3A up well represented. There were a number of nice Spit-

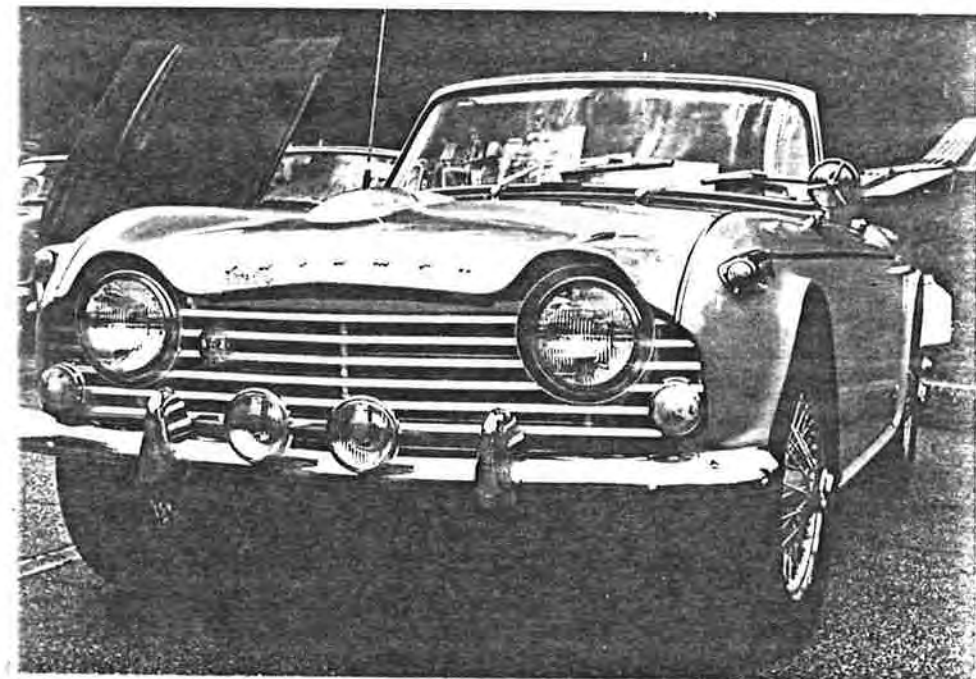
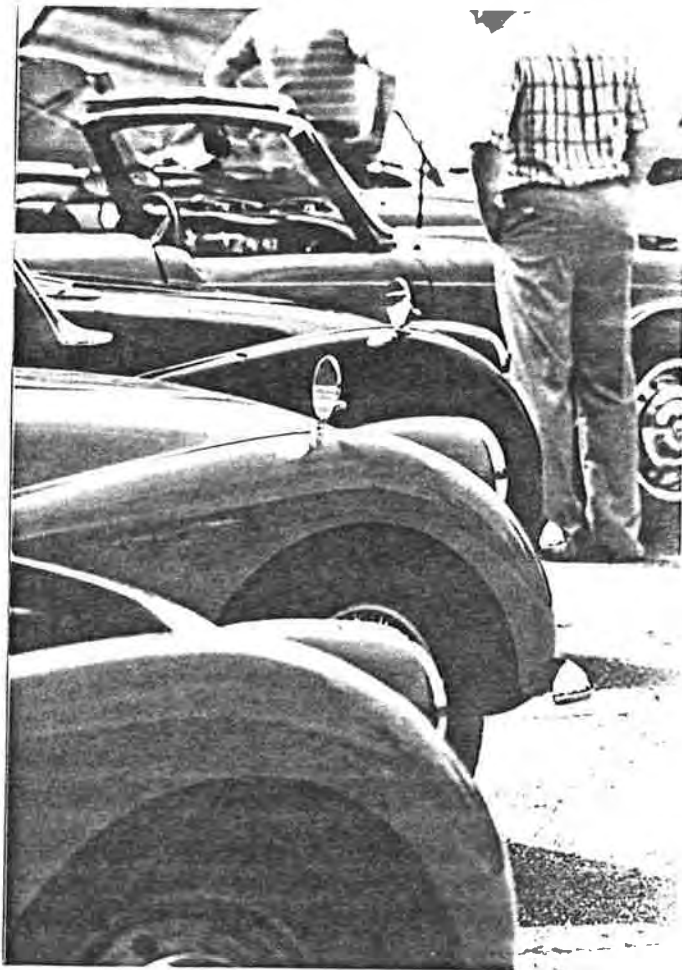
fires and GT-6's on display as well, making the Georgia Triumph Association turnout quite impressive (the Triumph turnout was second only to that of Austin Healey with 30 cars).

The Austin Healey class probably had a higher percentage of completely restored cars than any other marque represented, making this the most difficult class in which to compete. I don't think I've ever seen so many chromed dashpots and bolts before!

Other marques were also represented. A surprising number of Morris Minors showed, including two "woody" station wagons and a Morris jeep. Naturally, there were more MG's than a Triumph, four grommets, and there was even a 1936 MG-PB present. Several rare types made it, including a Vanden Plas Princess, a '66 Aston Martin convertible, a Bristol and a Lea Francis (one of only 17).

Disappointing, perhaps, was the limited number of Jaguars on display. Only one XK-120 made it, one XK-140 coupe, a few Mk. II's and two E-Types made the show. I understand that the Atlanta Jaguar Club has its own shows and may not have attended as a group.

One interesting class was for Rover.



David was afraid that he would have the only Rover at the show, yet a total of four arrived. A '66 3-Litre showed, along with a late model 3500 and a Land Rover. Although David did not win his class, he certainly had a very clean car which could have passed for a three year old car, rather than as a '70 model.

I had a long visit with Richard Kellogg

of the Kegg Racing Team. He brought his fully race-prepped MG-TD which was in really fine shape. Armed with new "speed deception" techniques learned from Richard, it only whetted my appetite for the sport of vintage racing.

We also visited with several members of the Georgia Triumph Association. Hugh McAleer of GTA said that another Regional Triumph Meet will be held this fall in conjunction with the Vintage Grand Prix. He also mentioned that a video tape was being prepared in anticipation of bidding to host a National VTR Meet as early as 1987. Cheer up, Dixie; we may get to take our Triumphs to a National Meet yet!

We sweltered through the rest of the day and took side trips to the Atlanta Zoo (to see some Jaguars) and the Cyclorama. We enjoyed the Cyclorama for its deep freeze air conditioning, but did not particularly appreciate how the Battle of Atlanta came out (I prefer happy endings).



Top: Lea Francis

Middle: 1966 Rover 3-Litre

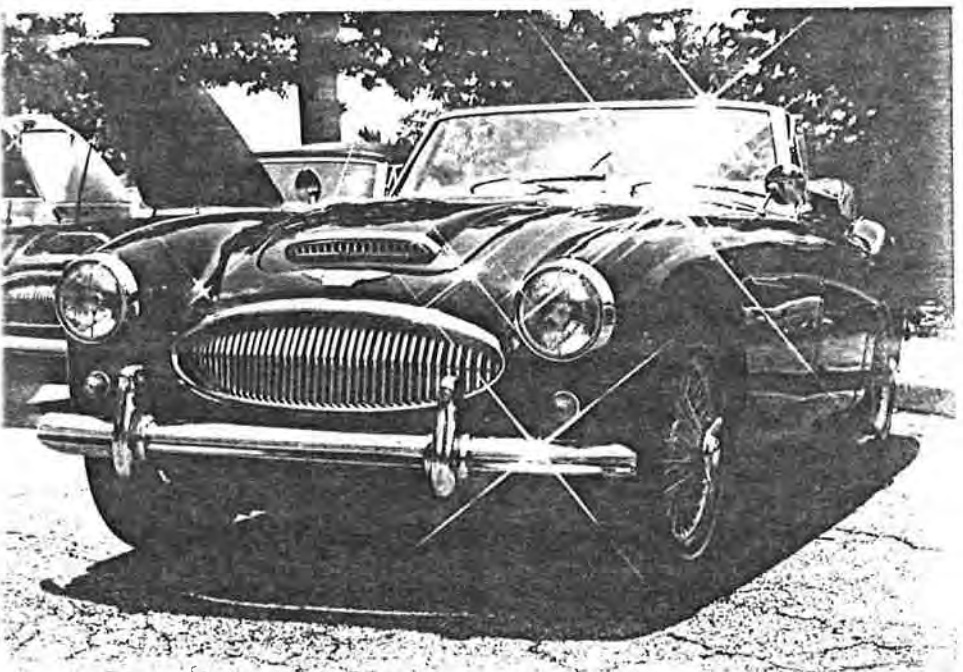
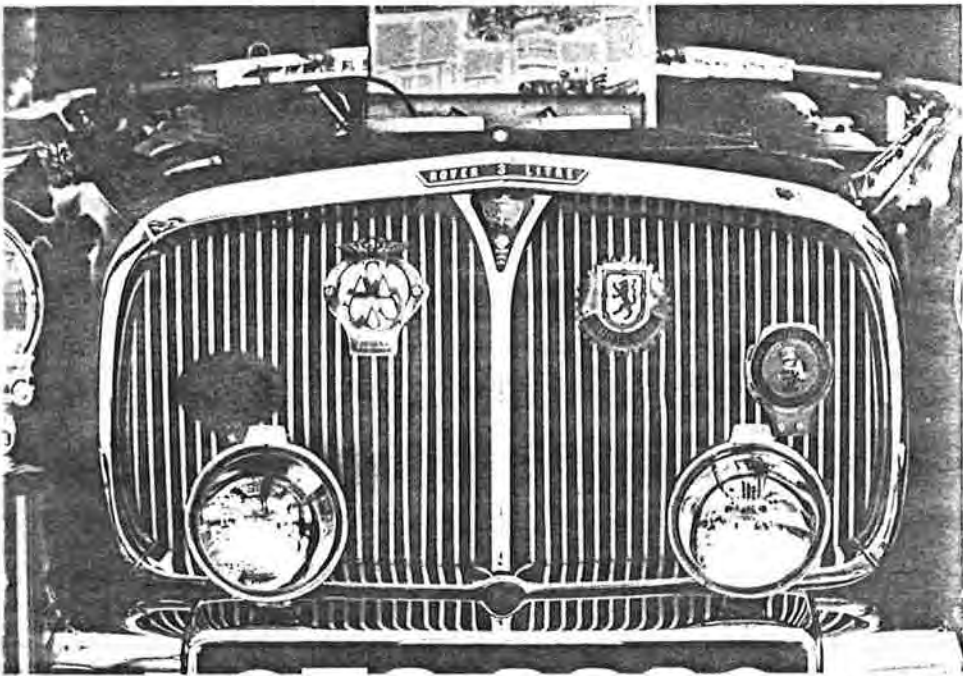
Bottom: An Austin Healey 3000
in all its glory

The awards were handed out late that afternoon with our own Craig and Jane House winning a first in the Healey 100's. Although my favorite vehicle did not win any awards, I was most impressed with a Bristol double decker bus. What a perfect club vehicle! We could set up a bar topside and install some lounge chairs with an entertainment center. We could gut the lower floor and roll our cars in for transit to car shows.

Of course, as Jack Pool pointed out, we'd have to run downstairs every ten minutes to see if our cars were overheating!

We made an early evening of Saturday night and went out for a massive injection of beer and pizza. We had great fun discussing the events of the day and also of the great race drivers of the 50's and 60's. We, of course, avoided all conversation concerning the ability of our cars to make it home.

The drive back from Atlanta wasn't too bad in the early hours (we left Sunday morning at 5:30) as the cool air and uncrowded freeway made for pleasant driving. I was reminded of something Peter Egan of Road & Track once said about driving a British sports car in the heat. He said it was like ". . . trying to smuggle your great aunt across into West Berlin - the aunt who is deaf, talks loud, and likes to hit policemen over the head with an umbrella." Although the cars ran fine, our Healey enthusiasts began to sink after a few hours in the 95° heat, so we started rotating drivers and passengers at every stop. Fortunately, our only mishap was a leaking fuel filter on David's Rover which was easily fixed.





A REAL Triumph Owner

. . . doesn't get upset when you tell him that his order from England is in and that two U. S. Marshalls are on their way^{to} to see him.

Even though we were all quite a bit tired and burned out by the end of the trip, we all had a great time and we certainly enjoyed each other's company. If you ever plan to go to a distant car show like Atlanta, traveling in a caravan with other enthusiasts is a must!

A TR Poster?

I have a dream. It appears to me that our club could devise a product that may make a little money and better yet help preserve the TR marque.

My idea involves producing a high quality colour poster of photographs depicting the TRIUMPH TR's from the TR-2 through the TR-8. You may have already seen posters similar to what I am proposing. Our somewhat peppier British brothers, the AC Cobras and Jaguar E-Types each have most impressive lithos showing off their heritage. But wait! Would you believe that there are no less than four posters to represent the MG marque? I use the word marque for lack of a better term when describing the lowly lineage of that which emanated from a garage run by some guy named Morris.

The point remains. No logic exists that can explain why these MGs have a poster and the truly magnificent TRIUMPH TR has been denied.

With a good dream must come an equally good plan for its implementation. I propose to you that a country-wide search be initiated immediately to locate and photograph those few truly magnificent TRs that warrant this recognition and that these photos be combined to make a dream come true.

This will take some more consideration as regard to the type format of the photos, selection process, deadlines, etc., so stay tuned to the Newsletter for further details next month.

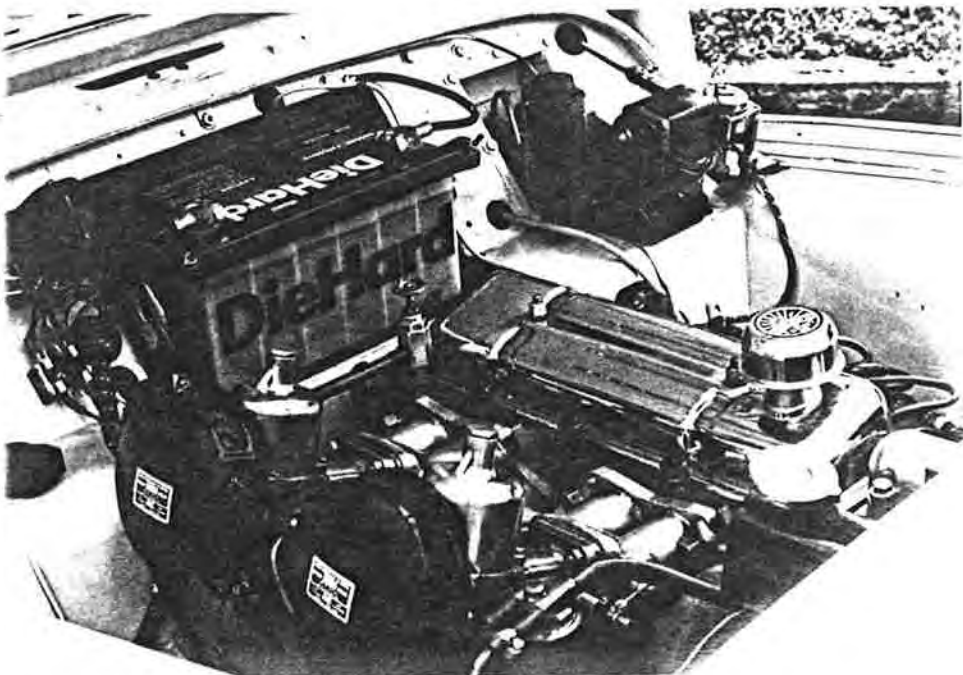
If anyone has input, write me at 105 Dana St., Brandon, MS 39042.

Steve Cappello

P. S. The word 'deadlines' in in the preceeding does not refer to the styling of the MG.

P. S. P. S. What's this "lowly MG" business?

Editor



TRundlings

. . . the Peel TR-2 is now the Cappello TR-2 with a full restoration planned . . . the Anderson MGA re-restoration is coming along well . . . Jim Clark has moved to 6020 Carlisle Ct., New Orleans 70114 . . . does anyone have Tom Gallogly's new address? Uncle Sam has moved him again . . . Scotty Marsh has combined Bubba Brown's TR-3A body with Scotty's TR-3A frame and Weber-aspirated engine and plans to go racing. Keith Anderson, Steve Cappello, and Alex Wade helped mount the body on the frame on June 17th (we had to bring our own beer!) . . . the Mashburn TR-3A is still in hibernation. Walter says that he still keeps his award from the last British Car Day ("Car Least Likely To Make It Home") on his mantle . . . the Speetjens TR-3A needs another front apron to put it back on the road; new ones are unavailable in this country at the moment . . .

Tech Tip:

Save That Toaster!

Just about anything can be recycled if you keep it around long enough. When restoring my early '3, I found that I was missing the stainless steel clips which hide the joints between the upper and lower surround halves. With a pair of tin snips and vise grips, I was able to fashion replacement clips from the stainless steel casing of a GE toaster which had given up the ghost just a few days before I needed it (or so I told my wife). They stay in place perfectly and you can't tell them from the originals.

Two years later found another toaster part, along with a hog ring nail, used to fashion a mount for a brake return spring on an MG.

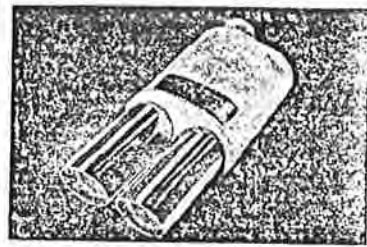
Now if only I can find a use for those leftover crumbs!

TO THE MOON (FREE)

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£45. TRIUMPH 9. New car forces sale of reliable family hack. 205, Wilmington Gardens, Barkin, Essex RIP 1949. [4739]

1921 BULL NOSE MORRIS Tourer, Hotchkiss engine Rebuilt 55-56. Bills for £300 available. £160 P Griffin. 25, Laurence Gardens, Mill Hill, N.W 7. MIL 2815. [4740]

SALE OR EXCHANGE: 1948 J.B.M. Sports 2-seater, V-8 powered Allard-like machine. Potent, reliable and stops well. Bodywork, hood, sidescreen good. About £135. Or exchange smaller car, preferably Ford Special, but anything considered. M. Gardner, The Lodge, Hempstead Road, Bovingdon, Herts. [4742]

FAST, ATTRACTIVE TRIUMPH Vitesse 4-seater sports, 1936 (10 8 Climax). Offered September, still available owing prospective purchaser's financial difficulties. £100 overhaul. £125 o.b.o. Bexleyheath 2728. [4743]

TYRES: Two Dunlop Fort 550 by 18, also eighteen inch spare wheel; all unused and suitable 31 or 41 Bentley. Others half cost lost. Box No. V.744. [4744]

REFINED 12/50 1927 ALVIS open tourer Special, desires change of employment. Well bred, no vices: photograph and references sent on application, in plain, sealed envelope. "Peristalsis," "Star Inn," Harome, Yorks. [4745]

DELOW. Oct. 1950, 2-seater. Sound mechanically, clean appearance B.R.G. Fully equipped. £300. Exchange W.H.Y Details, 12, New Street, Sheerness. [4746]



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