



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

NEWSLETTER
March 1985



Tops Down Party

Spring is sprung,
The grass is ris,
I wonder where,
The Triumphs is!

There will be a "Tops Down" party for all CMC-VTR members and guests at the Wade home in Brandon on Sunday, March 24th, starting at 1 pm (call 825-9611 for directions). This celebration will mark the official opening of the Spring Motoring Season.

Snacks, soft drings and the first round or so of beer will be provided. Please bring your British iron (top down) and plan on having a good time!



W. T. Cline's TR-6 at Jackson's British Car Day.

Upcoming Events

The Texas Triumph Register will sponsor a Texas Triumph Regional Meet in New Braunsfels on May 18th and 19th. More information about this event is included with your Newsletter.

Also, a British Car Day will soon be held in the New Orleans area. Hosted by the local MG and Austin Healey car clubs, more information about this event will be released later.

Jackson's British Car Day is as yet unscheduled but will be held late this summer or early fall. If you are interested in working as a volunteer or as a sponsor of this event, please contact Alex Wade evenings at 825-9611. Any and all assistance will be welcomed!

Dat Ol' Debble, Rust!

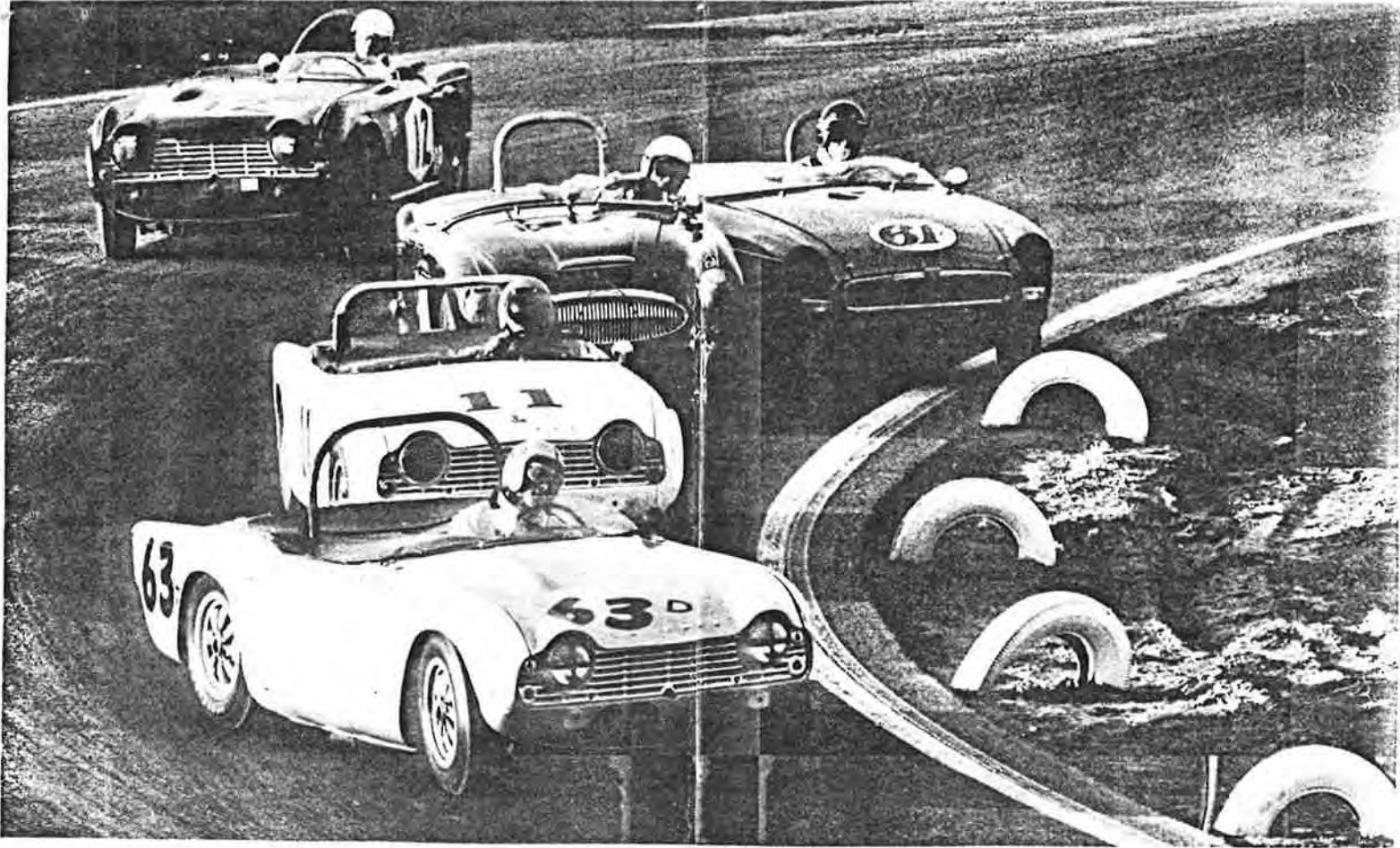
If you have ever had to completely restore a car, you know just how difficult and expensive it can be to repair rust damage, particularly on body panels. There is much truth to the saying that you are better off buying a car with a good body and poor mechanicals than a car with good mechanicals and a poor body (if you don't believe this, I'll show you a '53 MG that will prove it!).

As is true with most British cars, and in particular Triumphs, the floor panels are the first to go, immediately followed by rusted out rocker, quarter and trunk panels. Front TR-3 fenders are notorious for rusting out along the bottom because of a design defect. I personally believe that Triumph employed an engineer whose specialty it was to design body panel water traps.

You will note in a disassembly of your car that rust works its way from the interior outward. Even though your floor pans may be completely rusted through in places, you will find that the underside of these panels will still have much of its paint left and that only the top side has experienced any corrosion. This is due largely to the fact that these panels are closed in and there is no way for the water to drain off. Also, little debris collects on those panel sides which are exposed to regular cleaning or splashing which would hold moisture long enough for serious corrosion to begin.

There are four basic methods from which to choose to deal with rust repair:

1) Replacement. Fortunately, most body panels are still available for Triumphs, even the older TR's, MG's, Healeys and Jags. The problem, of course, is expense and you will find very few replacement panels to be a perfect bolt-on fit.



1964 SCCA National Championship

(Winners of interest at this event were: DP - Bob Tullius in a TR-4; GP - Ed Barker, Spitfire; CP - Earl Jones, Morgan SS; BP - Merle Brennan, Jaguar E Type).

You may decide to merely cut out the bad portions and weld in patches, but this does require a considerable amount of skill and practice.

2) Sandblasting. This method can be effective on accessible panels but cannot reach interior areas where most rust occurs (such as rocker panels and frames). This method can also remove a lot of good metal and leave you with a stubbled finish if the operator is not careful.

3) Sanding and brushing. This has the same disadvantages as sandblasting, only it takes far longer and requires a great deal of work on your part. Since it is the least expensive method of the four, I have used it extensively using hand tools and sanding blocks. If you have the time, energy, power tools, accessibility and need to save some bucks, have at it!

4) Chemical strip. Though this can be moderately expensive depending on how you go about it, this is the best method of all. A chemical bath by our local Redi-Strip company will completely strip panels of all rust, inside and out, and is perfect for removing rust from entire bodies and frames in a fraction of the time required to strip them by hand. When using Redi-Strip, bear in mind that it will remove all paint, body fill-

er (including lead), and will corrode away some copper, bronze and aluminum parts attached to the part being treated that you may wish to save. Also, this method will not dissolve rust from around the threads of bolts which are still assembled or parts which are pressed tightly together (but neither will anything else, for that matter). The good ferrous metal is not harmed at all.

Although small parts of any size can be handled by Redi-Strip, you should consider setting up your own chemical bath for small parts. A solution of 1 in 4, or even 1 in 10, of muriatic acid (available at any hardware store) will do a good job of removing rust, but it also works very well on good metal. It can be difficult to neutralize, but I have met with some success using a bath of baking soda dissolved in hot water. You would be better off obtaining a gallon or so of any one of the rust removing solutions now available from such places as Eastwood (Oxy-Solv). A soaking in Oxy-Solv will remove rust without harming the good metal and will leave behind a coating of phosphate which acts as a rust inhibitor and a good base for your primer paint. This product is reusable and is much safer than

Included with this month's newsletter is your 1985 membership directory. As we are still receiving membership dues each week, we have listed our paid membership as of December 31, 1984.

You will find this directory quite useful as a way to maintain contact with other members and to help you with any problems that you may experience with your car.

Vehicle Consultants

It appears that the club could use a few volunteers who would be willing to serve as vehicle and repair consultants.

We have several members who can be considered experts on certain makes and models, and also on certain repairs. All of them have been happy to help others in the past by sharing their experience and advice.

If you would be interested in having your name listed as one of our local consultants, please contact the editor. Such a list would be made a part of our next membership directory.

FOR SALE: 1973 Spitfire - good condition, red paint, needs mechanical and interior attention.

Car is located in Booneville, MS. Contact Peggy Chase (601) 728-6241.

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than muriatic acid. Muriatic acid can be somewhat dangerous to handle, difficult to dispose of, and must be kept well away from children and pets. Disgusting stuff.

Overall, my best advice to anyone who is restoring a car in the Jackson area is to disassemble your car and deliver just a few parts at a time to Redi-Stip for paint and rust removal. By doing so, you can spread your expenses a bit and allow you enough time to get your parts repainted before they start rusting again. Your frame should be the first part to go, with body panels to follow much later after you have restored the frame, suspension and running gear. As primer will absorb moisture over even a short period of time, you should save the body panels until last when you are prepared to tackle panel repair and can apply the final coat of paint.

YOU CAN SEAL a tonneau cover by rubbing a block of paraffin down the zipper.

Have You Paid Your Dues Yet?

Don't forget that your 1985 dues (\$5) should be sent in to the chapter post office box (P. O. Box 5263, Jackson, MS 39216). Your dues will entitle you and your family for membership for one calendar year.

As the newsletter represents the largest expense to the chapter, the April issue will be your last unless your dues are received. We will, of course, welcome you at future functions and you may reactivate your membership at any time.

Please don't miss out on this year's fun!

TEXAS TRIUMPH REGIONAL MEET 1985

The Texas Triumph Register of Houston is sponsoring this meet , which will be held in New Braunsfels on May 18th and 19th . This is an excellent opportunity to meet other Triumph sports car owners and enthusiasts. The meet headquarters will be T Bar M Tennis Ranch. T Bar M has many fine facilities for its guests , outdoor & indoor tennis courts , swimming pools , gyms , basketball , volleyball and jogging trails , all set in the picturesque Hill Country. The meet schedule of events begins early on Saturday morning.

Saturday 18 May 1985

- * Registration till noon
- * 9:30am Tour to the lake for earlier risers ending at restaurant for lunch
- * 11:30am Caravan to lunch restaurant for morning arrivals and late risers joining up with tour participants.
- * 2:00pm Funkhana and endurance testing contests such as fan belt tossing and spark plug changing.
- * 6:00pm Cocktails hour - B.Y.O.B.
- * 7:30pm B-B-Q at T Bar M Ranch

Sunday 19 May 1985

- * 9:00am Tech session - subject and guest speaker to be announced.
- * 10:00am Concourse Judging
- * 12:00pm Awards brunch at T Bar M Ranch.
- * 2:00pm Gimmick Rally for those who refuse to go home.

Trophies will be awarded for the concourse , ribbons and prizes provided by Castrol Oil will be awarded for other competitive events. All entrants will recieve a commemorative dashplaque and a Castrol keychain.

New Braunsfels is in the heart of the Texas Hill Country and is an excellent centre for visiting this picturesque area. There are many other attractions in the immediate vicinity for those members of the family not participating in the meet , the Comal and Guadalupe Rivers , the Schlitterbahn water park , historic downtown New Braunfels and lastly but not least the restaurants and beer halls.

For further details and registration forms call

(713) 729-7470 evenings and weekends
(713) 466-9075 office hours

Or write

1985 Regional Meet
Texas Triumph Register
P.O. Box 440460
Houston
Texas 77244