

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

NEWSLETTER October 1983



September Movie Night

Our September meeting was blessed with a clear sky, inviting top down motoring for all who came. Club regular Keith Anderson brought the bush in oil for 24 hours prior to inhis famous racing MGA, Craig and Jane House drove in from Forest in their AH 100-4, and John May came in his restored AH 3000. Your club president, having all three British cars out of commission due to Her Majesty's Blight, chose a Datsun instead bringing wife Tere as navigator. Scotty and Maria Marsh were excel- tainer. lent hosts and had the only Triumphs at the meeting (i.e., many Triumphs in many pieces).

John May showed some excellent VHS footage that he took of the Vintage Grand Prix held at Road Atlanta earlier in the month. slides of the same event and a film from White Post Restorations were also shown. Unfortunately, the aura of all those British cars around was too much for Scotty's projector bulb, which blew at the beginning of the Group Dick Wessman, a fellow SCCA member and model 44 film.

We had a good time and missed all those who couldn't make it.

Technical Tip

When replacing the the rear bush in your starter or generator, be sure that you soak stallation. This allows the oil time to soak into the porous metal of the bush for longer life. If you are in a hurry, you can speed up the process by heating the oil and the bush to 212°F for 2 hours and allow to cool before removing the bush from the con-

I think back now to the number of times I've had to replace the rear bush in my starter. It pays to read the manual!

Avon TR-3

I recently received an old Avon bottle in the shape of a small-mouth TR-3 from car collector. The car is nicely made of translucent green glass with part of the tail molded in green plastic as the screwoff cap. It is approximately 5" long, 1½"

high, and 2" wide. According to Dick, this is a common item found at flea markets and can be obtained for around \$2 to

You might want to find one for yourself and keep it as a spare in your glove box!

CMC-VTR Crew at Road Atlanta

Enjoying the Vintage Grand Prix are, from left: Pat Anderson, Julia Cappello, Frank and Tricia Peel, and Tere Wade.

Not pictured are Steve Cappello, Keith Anderson, and Alex Wade.

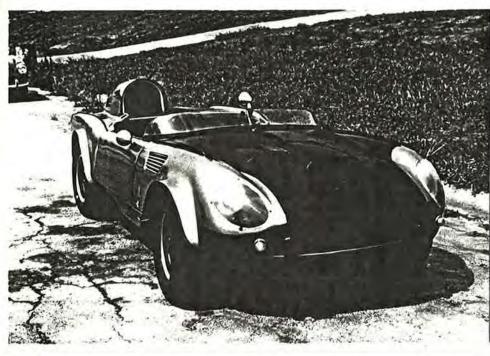


good car indeed."

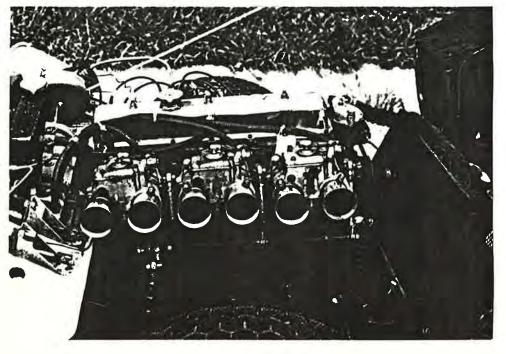
"Whether you consider the classic TR died with the 4A, the 5, or the 7, it was always a car to treasure. No sports car caught the flavour of the days before speed limits or oil embargoes quite like the TR. Cheap and cheerful it may have been, but it had all the machismo of the great sports cars of any age. It was ideal for the up and coming racing driver - Phil Hill raced one in 1955. Early marks were easy to repair, easy to tune, and strong enough for the most testing international rallies. Works teams raced at Le Mans and acquitted themselves well.

"The Austin-Healey became more collectable, but the Triumph, however truncated, was the car which survived. Technically, it was never a great car, but it was a very Eric Dymock
<u>Classic Sports Cars - The Postwar</u>
<u>Years</u>

WANTED: Salesman and restoration technician to work at leading Triumph parts supplier, used car dealership, and spaghetti house in U.S. Must be sober, comfortable in stripes and checks, drink beer on ice with a straw, and have previous carnival experience. Knowledge of art-deco TR-2 interior kit installation desirable as well as previous experience in fitting shower side curtains to early TR's. Salary commensurate with poor taste. Tim's Tacky Triumphs, Inc.







Top left: Three-quarter aspect of 1965 Triumph Macao at the Vintage Grand Prix. Price: \$14.5K

Lower left: Underbonnet of Macao. This engine might ingest itself at higher rpm's!

