



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

NEWSLETTER
October 1984



CALENDAR

- October 26-27 British Car Fest (BSCCM)
Mud Island, Memphis
Info: (901) 685-2541
- November 1-4 Vintage Grand Prix (SVRA)
& Regional Triumph Meet (GTA)
Info: (404) 471-0898
- December TBA Christmas Party (CMC-VTR)
Open - Volunteers?

Coming Events

We have two excellent events coming up soon for all British car fans - the British Car Fest in Memphis and the Regional Triumph Meet/Vintage Grand Prix at Road Atlanta. Both of these events are nearly upon us, so if you would like to attend you better act quickly.

Mail-outs on both events have been distributed via our newsletters, but you should feel free to call all the above numbers or Alex at 825-9611 for further information.

Tere and I plan to drive our '3 to both Memphis and Atlanta, provided the weather is good. Our original plans were to trailer or tow the car, but we discovered that it is not possible to put a Class II trailer hitch on our 280Zx. Believe it or not, I had such a hitch on the '3 and the car has often been used to haul a 20' cabin cruiser around!

Hope to see you at both events!

Raising the Roof

Frank Peel's TR shop project had a little help a few weeks ago when Keith Anderson, Steve Appello, Gregg Collins, Scotty Marsh, and Alex Wade showed up as a work party.

Work proceeded quickly, despite the acute acrophobia displayed by some of those present. The shop is quite tall, in addition to being spacious, and this led to much thought concerning a proper material for one of the outside walls. A huge TR-6, Le Mans TR-2 at speed, Nastassia Kinski (without

the snake), and a giant "SEE ROCK CITY" were all suggested. I personally prefer the Kinski.

Anyone for a shop-warming party when we're through?



"1-HOT50" at the British Car Day

(Note the very rare TR-3A Dual Cowl Phaeton in the far background)

New Member

CMC-VTR welcomes Jennifer Ogden of 71 Treetop Circle, Nanuet, NY 10954 (914) 425-8766 as a new member. She is a VTR national member and attended the national convention in Long Island last year.

Jennifer is a native of Natchez, Mississippi, which is where she keeps her 1957 TR-3 (small mouth). She is presently having the car restored, and keeps the car in Natchez to avoid the snow and salted roads of New York. Jennifer visits her family quite often and hopes to visit with us on her future trip.

REAL Triumph owners have their Moss Motors' Customer Numbers tattooed on their wrists.

everyone to stop by any Saturday morning to view the spectacle. As I said earlier, the first work day was on the 29th of September. That morning the frame was sanded down to bare metal and the first coat of Duro-Extend was applied. The next work session the second coat of "Extend" was applied and the brake system was cleaned, and needed parts listed for purchase. On Saturday October 3th, the final touches were applied to the frame and all engine parts were inventoried. Wednesday October 17th the body will be placed on the frame and ready for work the following Saturday. This is a brief outline and a great deal of work took place before the Saturday work sessions began. In other words, folks, they are making the job look easy! Please remember, these guys are good friends and working with someone always makes the job more fun and less of a chore.

I will make an effort to keep CMC-VTR informed, but if you feel this is not enough information, please stop by any Saturday morning!

Behind the Scenes

We have all bought or seen car parts brands whose initials instead of a full name, for example K.L.G., Cav., A.D. and if you have a Ford, then the parts were probably R.S.

Well, if you have been lying awake in bed at night wondering why K.L.G. plugs are called that, then you can rest easy and read on, all will be revealed.

Shortly before the first world war, engine speeds and performance were improving rapidly, but they were being hampered by poor quality, low performance plugs. By 1912 Kenelm Lee Guinness had had enough of these weak plugs so he decided to make his own. He was so successful that soon his motor racing friends were asking for "plugs just like K.L.G.'s" and that's where it all started. K.L.G. was as good a name as any, who would want their car firing on Guinness's? He was a member of that illustrious family by the way.

Within months he was making spark plugs full

time. He designed special plugs for the aircraft industry; and the Royal Flying Corps and Royal Naval Air Service - both flew on K.L.G.'s.

In 1919 his business was taken over by S. Smith & Son, but Guinness was retained as consultant while the company grew, it being connected with many records and events involving internal combustion engines, Charles Kingsford Smith and Ross and Keith Smith all relied on K.L.G. plugs. The factory also produced several special engines and designed two of the most famous speed cars in history, Sir Malcolm Campbell's Bluebird and Sir Henry Seagrave's Golden Arrow.

Guinness continued motor racing and set the last land speed record at the old Brooklands track; unfortunately a bad accident in 1924 ended his racing career and he died in 1937, but that's not the end. An offshoot of the story goes on from there.

Guinness's former factory manager, Arthur Champion, left K.L.G. and the UK to move to America where he started making plugs under his own name or to be more correct under his own initials A.C., now a world known brand owned by General Motors who bought Champion out; retirement wasn't enough for him though as he started another company which began making Champion spark plugs.

Taken from Restoration Rambler, September 1978, and the July 1984 Chatter (Austin Healey Club of America)



The vintage triumph register

APPLICATION FOR MEMBERSHIP

PLEASE PRINT

Name _____ Spouse _____
 Street Address _____ Tel. () _____
 City _____ State _____ Zip _____

TRIUMPH AUTOMOBILE(S) OWNED

YEAR _____	MODEL _____	COMM. NO. _____	COND. _____
YEAR _____	MODEL _____	COMM. NO. _____	COND. _____
YEAR _____	MODEL _____	COMM. NO. _____	COND. _____

(Condition Codes: O-Original R-Restored B-Being Restored P-Parts Car)

DUES STRUCTURE

\$5 Local
 \$20 USA Zip Codes

\$25 CANADA

\$30 ALL OTHERS

(Foreign subscriptions payable in U.S. Dollars on U.S. Banks only please)

MEMBERS
OF M.A.A.

Performance Cars Limited

MEMBERS
OF B.M.T.A.

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All cars marked with year and price, "Your Safeguard," ensuring the price you are paying is not trumped up in the event of a part-exchange.

We stock more and more late post-war saloons and convertibles, which, combined with our large selection of sports cars, will be of the greatest help when you are contemplating a part-exchange.

THE MARKET has further hardened and good cars are still selling very well and are, therefore, still very hard to buy. Please 'phone, write or call before selling and get our price and advice.

From PICCADILLY to PERFORMANCE CARS in 18 minutes by using the New Cromwell Road Extension linking up direct to the Great West Road, saving your time, petrol and temper.

- Jensen 541, 1955, grey/red, one titled owner; overdrive, wire wheels ... £1,695
- XK120C, 1953, triple Webbers, Weslake head. Absolute specimen throughout, never crashed ... £1,395
- XK140, 1956, blue. Just nicely run-in, 6,500 miles, one owner ... £1,295
- A.C. Ace, 1955, unraced, carefully-used, low-mileage specimen; red; original ... £1,045
- Singer Gazelle saloon, grey/red, new ... £898
- XK120 drophead, 1954, wire wheels, high-speed mods., grey/red; superb ... £865
- TR3 hard-top, 1956, extras, superb ... £855
- TR3, 1956, white, superb specimen ... £845

- Renault Dauphine, Ferlec, red, new ... £807
- TR2 hard-top, 1955, one owner ... £795
- Austin-Healey, 1955, ivory, one owner ... £795
- Austin-Healey hard-top, red, 1955 ... £795
- Austin-Healey, 1954, really exceptional ... £745
- TR2, 1955, B.R.G., overdrive, heater ... £735
- Austin-Healey, 1954, red, spotless ... £715
- TR2, 1954, black/red, spotless ... £675
- XK120, 1951, white, speed mods. ... £565
- Humber Hawk, 1953, beautiful specimen ... £545
- Daimler Consort, 1950, one owner ... £545
- Minor convertible, 1955, extras, superb ... £535
- Minor convertible, 1955, one owner ... £515
- Renault 750, 1955, low mileage ... £495

- Rolls-Royce P. III Mulliner sedanca, 1937, full history; solid tappets; grey ... £445
- Ford Customs convertible, 1949, specimen ... £445
- Hillman Minx convertible, grey, 1952 ... £425
- Morgan Plus Four drophead, 1952 ... £395
- Mercedes-Benz 500K convertible, 1936 ... £395
- Bentley 4½-litre drophead, specimen, 1930 ... £385
- Citroen Light Fifteen, 1950, black ... £385
- Minor convertible, 1950, spotless green ... £385
- Wolseley 6/80, beige, 1952, tidy ... £375
- S.S.100 2½-litre, 1938, green, spotless ... £355
- Humber Super Snipe, 1952, exceptional ... £355
- Buckler streamlined 2-seater, 1953, red ... £345
- Minor convertible, 1950, immaculate maroon ... £345



- S.S.100 2½-litre, 1940, green, tidy ... £325
- AUSTIN A90 Atlantic convertible, 1950 ... £325
- Aston Martin 2-litre drophead, 1938 ... £315
- Riley 2½-litre roadster, 1948, l.h.d. ... £315
- Rolls-Royce P. II Barker saloon ... £295
- Alvis 4.3 drophead, 1938, superb ... £295
- Ford Pilot, attractive blue, 1949 ... £295
- Jaguar 1½-litre, 1946, spotless black ... £285
- Bentley 4-litre tourer, 1931, black ... £255
- Bentley Speed Six, 1930, exceptional ... £245
- Burgess Sprint Special 2-seater, 1954 ... £245
- Allard drophead, 1948, attractive blue ... £195
- Austin Eighteen saloon, really exceptional ... £195
- Daimler Fifteen saloon, 1935, spotless ... £175

- Rolls-Royce P. II limousine, 1933 ... £145
- Rolls-Royce P. II saloon, 1934 ... £125
- Austin Seven 2-seater, 1934, original ... £85

M.G. SELECTION

- MGA, 1956, red, 4,500, unblemished ... £875
- MGA, 1956, blue, one owner ... £860
- ZA Magnette, 1954, spotless black ... £685
- TF 1,500, 1955, red, superb ... £685
- TF, 1954, red, 6,000, superb ... £665
- TF, 1954, red, radio, spotless ... £645
- TF, 1954, ivory, absolute specimen ... £635

- TD, 1952, 22,000, spotless blue ... £465
- TC, 1949, red, one owner ... £425
- TL, November 1949, show-piece, tuned ... £415
- TC, 1949, black, comprehensive overhaul ... £405
- TC, 1949, green, one owner ... £395
- TC, 1947, red, immaculate specimen ... £375
- TC, 1946, green, quite spotless ... £365
- TA, 1938, red, lovely condition ... £265
- VA 1½-litre tourer, cream, sound ... £235
- VA 1½-litre drophead, 1939, black ... £225
- PB 2-seater, 1936, very sound ... £185
- Magna 12-h.p. Special 2-seater, stark ... £135
- Magnette Special tourer, red, tidy ... £125
- J1 tourer, 1932, red, runs ... £95



A.A. and R.A.C. examinations gladly welcomed. Insist on inspecting TR2s and Austin-Healeys on our hydraulic lift before purchase.

SALES: 7 days a week from 9 until 7. WORKS: 5½-day week, 8 until 6. PETROL STATION: 7 days a week from 7 until midnight.

GREAT WEST ROAD, BRENTFORD, MIDDLESEX. Tel.: EALING 8841
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