

THE TRUMPET



THE OFFICIAL PUBLICATION OF THE GEORGIA TRIUMPH ASSOCIATION

UPCOMING GTA EVENTS

Southside Monthly GTA Meeting

Thu., Mar. 2, 6:30pm - 8:00pm
Partners II Pizza, Fayetteville

2nd Dart Challenge Night

Thu, Mar. 2, 7:00pm - 9:00pm
3129 Octavia Pl, Atlanta

Garage Day - Driving Season tune-up

Sat., Mar. 4, 9:30am - 2:00pm
105 S. Waterford Dr., Fayetteville

3rd Dart Challenge Night

Thu, Mar. 16, 7:00pm - 9:00pm
TBD

St. Patrick's Day Brewery Drive

Sat., Mar., 18, 9:00 AM - 1:30 PM
345 Gilmer Ferry Rd, Ball Ground

GTA Monthly Meeting

Tue., Mar. 21, 7:00pm - 9:00pm
Tony's Sports Bar & Grill, Alpharetta

GTA Mountain Division Luncheon

Tue., Feb. 28, 11:30am - 1:00pm
Grapevines's, Dahlonega [map](#)

4th Dart Challenge Night

Thu, Mar. 30, 7:00pm - 9:00pm
TBD

Southside Monthly GTA Meeting

Thu., April. 6, 6:30pm - 8:00pm
Partners II Pizza, Fayetteville

More details & Other events

Starting on pages 12 & 54

MEMBERSHIP

Welcome New Members

EMORY TAYLOR
EDWARD JACHINO
ANDY BERGDOLL
CHRIS SCWEIGERT
DAVID ROSS, AUGUSTA
DAN CONNELL

Renewals

5

New members

6

Total Membership

217





FROM THE DRIVER'S SEAT

March 2023

By Joe Garcia



I AM AMAZED!

Driving home after my 2nd GTA meeting, as one of the leaders of the GTA gang, I am **AMAZED** at the magnitude of the Triumph tribal knowledge around the Tony pool hall GTA monthly meeting table. There is guru Mike Hurst bantering with "been there, done that". Scott Holton was relating his unfortunate Road Atlanta TR8 wall encounter.

I am **AMAZED** that Peter Cronin is unloading his pristine TR6 so he can concentrate on his rare Vitesse. A new GTA'er Andy Brogdoll, is interested in Pete's TR6 and Frank Gallo's TR6 as well!



I am **AMAZED** that Justin Austin has located 3-4 Spitfire transmissions right then and there.

I am **AMAZED** that the weather cleared so we could drive our Triumph rides in support of Sir. John Black's birthday. Weather has been tricky this month.



Joe and Jayne - Gainesville GA

I am **AMAZED** that GTA continues to grow! Two new members were at the GTA meeting. We have a super website and are financially solvent!

I am **AMAZED** that we can share our individual Triumph issues and adventures going around the GTA meeting table. We can ID problems, solutions and leads. One of our goals for 2023 is know *and* help each other and it's happening! **AMAZING** huh!

I am **AMAZED** the GTA board discovered in a timely manner, that we might have duplicate efforts with Middle Georgia National show team as GTA gathers momentum to support the National Vintage Triumph Register (VTR) this September.

We will hold a Zoom meeting on February 26 to iron things out. We will share the results with all.

I am **AMAZED** that our webmaster extraordinaire, Jim Doran, quickly set up a GTA SignUp Genius application. The goal is for GTA'ers to help out and

volunteer to make the Dillard VTR be a "how it's done" bench mark. SignUp Genius VTR will be release by the end of the month.

Not to be left out, the next national TR2,3,4 Triumph Registry of America is planned for June 18-23 in Hueston Woods Ohio...go to <https://www.miamivalleytriumphs.org/tra-2023>

Spotlight: Please share your Triumph background and stories via our Trumpet publication. All are encouraged to submit a Spotlight MS Word or Pages document to Howard Orr our newsletter editor at newsletter@gatriumph.com. There is an MS WORD doc crib sheet found here :<https://www.gatriumph.com/forum/general-chat/gta-membership-spotlight>.

I am **AMAZED** that Ashford Little pulled off a super Chili cook off again. Nobody got hurt, lost or stabbed with a dart.



I am **AMAZED** that GTA is stronger than ever because we have awesome membership.

OK...enough of being **AMAZED**....we are firing on all cylinders...keep the networking and tech sessions going!

SOUTHSIDE



The next Southside Monthly Meeting is scheduled for Thursday, March 2, 7:00pm – 8:30pm at Partners II Pizza, 834 Glynn St S #228, Fayetteville, GA 30214. ([map](#))

MOUNTAIN DIVISION



Mountain Division meeting

February 28, 2023

16 Attendees

Joe Garcia - drove 60 TR3A
Jim Smith - drove 68 Spitfire 1300
David and Vicki Griffin - drove 80
Spitfire
Alan and Nancy Atwood - drove 60
TR3A

Harry and Vicky Taylor
Mike and Sue Hurst
Phil and Miriam Robertson
Tom and Marcia Butler
Earl Ferguson
Emory Taylor

Around the Table:

Harry and Vicky Taylor - 63 TR3B - finally got the tank out of the car and delivered to Sim's Radiator in Lawrenceville GA. They 'vatted' it in chemicals and got the old gas varnish cleaned out and repainted the outside. Next step is to get it back in the car. BTW - it can be removed via the trunk. Thus I did not have to remove my roll bar.

Jim Smith - GT6 and 68 Spitfire - Jim is ongoing with rebuilding a 68 Spitfire 1300 which he drove to the meeting. He is in process of getting new floors and rockers installed on his GT6.

Alan and Nancy Atwood - 60 TR3A - currently it has some radiator fluid spitting out up onto the underside of the bonnet. We all took a quick look but could not locate the leakage and didn't notice any spray happening while parked and running. He also wants to fabricate a new exhaust elbow to get rid of the 90 degree bend in it to allow more flow.

Dave and Vicki Griffin - 80 Spitfire - Recently had no fuel getting to the engine. He has an electric fuel pump in trunk. That was not the culprit. Turned out he had a float valve stuck in Weber carb. Fixed and running. He needs a new seat belt part for the driver seat.

Phil and Miriam Robertson - 71 TR6 - Phil has recently built a frame 8'W x 16'L x 8'H with an RV cover over a concrete pad to store his TR6 in the carport. He added a fan and dehumidifier. He has his car in the paint shop for new clothes at the moment!

Earl Ferguson - TR2 and TR8 - TR2 is in pieces and Earl has been waiting for this warmer weather to get working on it again.

Emory Taylor - 74 TR6 - Welcome to our GTA Mtn. Div. lunch group! He bought the car new when he was 16 years old. It has been sitting for 14 years. Currently the car fires over but it won't run. He is going through the fuel system to determine the issue.

Joe Garcia - 60 TR3A - Car is running fine. Harry offered to break something!

Mike and Sue Hurst - 73 Stag - Car is running fine.

Tom and Marcia Butler - TR3A - Car is running fine.

Jim Doran - 80 TR7 - Couldn't make the meeting but he told me he is half finished with new bushings and springs suspension.

Mike and Marie Bartliff - 74 TR6 - Couldn't make the meeting as they were away to drive the Tail of the Dragon. We want a full report of that drive next month!

We continued a 2nd month of ~~~ Triumph Trivia! ~~~

There were 10 questions from Mike Hurst and all were fill-in the blank questions. Jim Smith won with 7 correct. Joe Garcia got 5. We will keep a tally through the year and see who the winner is at the end of 2023. We will rotate each month which member prepares 5 or more questions. Jim Smith will do March Trivia.

We discussed the upcoming next few months club events as well as TRA 2023 and VTR 2023. **GTA will need to provide a large number of volunteers help at the VTR event in Dillard GA in September.** Jim Smith has volunteered to head up the parking crew. Sign-ups info will be soon forthcoming soon.

Next Luncheon: March 30, 2023 at Grapevines's, 51 N. Grove Street. Dahlonega, GA at 11:30AM ([map](#))

GTA MONTHLY MEETING



Georgia Triumph Association

Meeting 2/21/2023

Roberts Rules of Order = Please don't speak "on-top" of others, or have side discussions when GTA Meeting is In-Progress!!!

Mike Hurst - Membership Status

Total membership as of 2/25/23 - 189

New members thus far in February: 6*

Scofflaws removed

Sue Hurst - Treasury Report

Budget is currently almost \$14K. According to Sue Hurst, we currently have \$13,843.18 in the account.

Jim Doran - gatriumph.com update

Signup Genius for VTR volunteers will be emailed after VTR Zoom meeting.

The NEW GTA hats are in and available! Members: Click "Club Swag" to see instructions on how to order, setup an account and select merchandise by clicking the link "[GTA store](#)". A new and simple way get your GTA Swag!!!

Howard Orr - Trumpet & GTA Member Spotlight

Any write-ups for the TRUMPET must be submitted as a Word file - no pdfs.

SPOTLIGHT - Tell us about YOU! See SPOTLIGHT FORM Button on home page of website. Howard is asking members to contribute stories about themselves! Provide a bio, pictures, etc. to accompany an article about yourself and your Triumph, how long you've owned it, and any stories you'd like to share about your car!

Howard is also asking club members to submit stories about their car - restorations, repairs, maintenance, etc. And as always, we like club events where you invite members to come help with any projects, etc. you need to work on with your car. If you need work done and would like help with it, just let us know!!!

Dart Night Held!

First dart night held at Mike Hopkins, resulting in 1st Place - Joe Earnest, 2nd Place - Tony Graham and 3rd Place Neal Turner. Next event is February 30th, 6:30pm at Joe Earnest's!

Ashford Little - Annual Chili Cookoff!!!

This year's Chili Cookoff was held on 2/18/2023! Always a fun and enjoyable gathering, Ashford and Catherine Little invite all GTA Members to come to this fun event to show off their culinary talents and see who can be voted for the "#1 BEST CHILI"! **Winners this year were Jeff and Andi Roundtree!** There were about 8 crockpots featuring different, delicious chili recipes, plus sides and yummy desserts! Note: Ashford will write an article for the Trumpet when he gets back from NOLA.

"Around the Table" Discussion

Joe started a new meeting activity this month, going "around the table" for member status/stories on their cars.

Scott Holton: Wrecked his TR8 at Road ATL, took an unfortunate 90-degree turn, totally destroyed the car. Looking at a TR8(?) Race car now!

Jim Doran: Fixing suspension

Mike Hurst: No issues

Peter Cronin: Selling his White TR6 w/ red interior, OverDrive & AC, asking \$25K.

Jim Orr: Herald Coupe - doing axle and bearing work now (we all heard the stories from his trip to Punta Gorda, FL, but he did get an award for the car!) Drive down was a 13-hour drive down and a 18-hour drive back. But he MADE IT and had great stories to tell!

Mark Post: A year ago car started stalling at idle. Replaced parts and washed it out. Mark will replace rebuilt carb.

Jeff Kimbrel: '62 TR4

Frank Polack: Toledo ok, '57 TR3 in boxes, '69 MKIII Spitfire

Chris Schweiger: '77 Spitfire from Kerry - He's a GT DJ @ 91.1 FM!

Nick Krznarich Joined this past summer. Has a '71 TR6 was Primrose color (pale yellow). Someone painted it Burgundy with a roller. Yes, a roller! He is refurbishing engine. Has a brown '71 TR6 for sale! Also has an MG Midget.

Donagh Kelly: Manufacturer fixed his TR6's out-of-round, aluminum flywheel free, after 12 years in a box! He called the manufacturer, they told him to send it and they fixed it - no charge and shipped it back for free! Engine is together and everything's painted. Retrofit calipers and hydraulic. Plans to finish in time to take to Suwanee BMCD show!

Justin Austin: Looking for a new '68 Spitfire transmission. Wants to save the car and rebuild it, makes an awful noise! Austin is our youngest new member so we "Toasted the Young Blood" in the club! ☺

Jeff Smith: '63 E Type Coupe Jag is grey and looking great. Recently bought new tires and had Dick Maury do an alignment and fixed a couple other minor issues - car is driving better than ever!

Mark Post - Activities Review

If you are planning an event, make sure Jim Doran gets the info to let Members know!

May 7 - Suwanee British Motor Car Day: 63 cars registered so far. Volunteers arrive @ 9:00 T-shirts are ordered. This is a charity event, last year we were able to provide proceeds from the show to the Masons and Rotary!

February 28 - GTA Mtn Division Luncheon: Meet at Grapevines Casual Italian Dining in Dahlonga at 11:30 am!

March 2 - Southside Monthly Meeting: Join the Southside Group for Pizza at Partners II Pizza in Fayetteville, GA. Event is open to all GTA members, so please plan to take a drive to Fayetteville to join them for lunch and talking about Triumphs! Address is 834 Glynn St S #228, Fayetteville, GA 30214.

March 2 - 5 - Amelia Island Concours: Anyone going?

March 4 - Southside Garage Day: Join the Southside Group at Tom Freeman's Garage to share and learn more about our Triumph's! Address is 105 S Waterford Dr, Fayetteville GA 30214.

March 18 - St. Patrick's Day Brewery Drive: Starts at Starbucks on Mansell Rd., meet @ 9am. Destination is Rock Solid Brewery, located in Ball Ground, GA. See details on calendar.

March 25 - Caffeine & Chrome: We had 24 cars there last year! Bring your Triumph!!!

March 25 - Northside Garage Day: Meet at Barry Rosenberg's garage! See details on GTA Calendar.

April 1 - Savoy Museum Drive: Meet at Waffle House, 550 N Greenbriar Pkwy, Marietta GA 30062. **We need a Leader for this event's planning with the Museum!**

April 15 - Brits on the Bay (Pensacola FL): This will be the 29th Annual Pensacola British Car Show! Who's going???

April 22 - To Helen Back Drive: Exactly what it's named - a great drive to Helen (GA) and Back! Meet at 8:30/9:00am at the Dawsonville IHOP at 4117 Dawson Forest Rd E. Wheels up probably @ 9:30am. From there we drive to Helen, have lunch at the Hofbrauhaus German restaurant, then drive back home on a beautiful Spring Day!

April 27 - The Mitty 2023: Always at Road Atlanta from 8:00 AM - 5:00 PM. You will be gathering at Turn 5. Bring your lunch, cooler and a chair to enjoy the sights. This will be the 45th running of this CLASSIC event! NOTE: Bring ear protection, it is very loud!!! For more info about The Mitty, see <https://www.roadatlanta.com/hsr-mitty>

May 7 - Atlanta British Motorcar Day: This will be our 2nd Annual GTA premier hosted car show of the year! Event being planned by Mark Post again this year, next year it is someone else's turn! Registration is open! Currently have 63 cars registered, and T-Shirts are ordered! Register your car soon, and be part of the show!

The next GTA Monthly Meeting is scheduled for Tuesday, February 21, 7:00pm - 8:30pm at Tony's Sports Grill, 7955 N Point Pkwy, Alpharetta, GA 30022 (map)

ACTIVITIES REPORT

Be sure to check the GTA Calendar of events for the latest updates

<https://gatriumph.com/calendar/>

Southside Monthly GTA Meeting

When

Thursday, March 2, 7:00pm – 8:30pm

Where

Partners II Pizza, 834 Glynn St S #228,
Fayetteville, GA 30214, United States
([map](#))

2nd Dart Challenge Night

When

Thursday, March 2, 7:00pm – 9:00pm

Where

Torque City, 3129 Octavia Pl, Atlanta, GA
30340

Description

The 2023 GTA Dart Challenge is five-nights held on alternating Thursdays. Each week the winner chooses the location for the next event. If you drive a Triumph you get a bonus in the standings. Darts fly at 7pm.

Garage Day - Driving Season tune-up

When

Saturday, March 4, 9:30am – 2:00pm

Where

Tom Freeman's Garage, 105 S. Waterford Dr., Fayetteville, Ga 30214

Description

Please RSVP directly to Tom at tom.freeman.jr@gmail.com

3rd Dart Challenge Night

When

Thursday, March 16, 7:00pm – 9:00pm

Where

TBD

Description

The 2023 GTA Dart Challenge is five-nights held on alternating Thursdays. Each week the winner chooses the location for the next event. If you drive a Triumph you get a bonus in the standings. Darts fly at 7pm.

St. Patrick's Day Brewery Drive

When

Saturday, March 18, 9:00 AM – 1:30 PM

Where

Rock Solid Brewing, 345 Gilmer Ferry Rd,
Ball Ground, GA 30107

Description

Our annual Brewery Run will be to Rock Solid Brewing Co. in Ball Ground, GA. The drive will start at 10800 Alpharetta Hwy, Roswell GA (behind the Starbucks at Mansell and Alpharetta Hwy). The drive is about 1.25 hrs and will end on 372 in Ball Gound. There are several lunch spots in the area and a list of them will be provided with the driving directions at the starting point. Plan on arriving at the starting point around 9-9:15AM. We will have a short driver's meeting around 9:40 and be wheels up by 9:45. This should put us into

Ball Ground around 11:00AM and then we can meet after lunch at Rock Solid Brewing for their noon opening.

GTA Monthly Meeting

When

Tuesday February 21, 7:00pm - 8:30pm

Where

Tony's Sports Grill, 7955 N Point Pkwy, Alpharetta, GA (map)

Description

Monthly meetings offer a chance to share a meal with people who share your Triumph hobby. A great place to solicit advice and to learn tips and tricks from your fellow club members. We will review activities and announce upcoming events and report briefly on club finances. These meetings will be very informal. Arrive at 6:00pm for dinner, and a brief business meeting will take place at 7:30.

The monthly meetings are the THIRD Tuesday of every month. All welcome. Triumph Owners, prospective owners, former owners and all supporters. PLEASE MARK YOUR CALENDARS now!

Peachtree MG Registry Tech Session

When

Saturday, March 25, 9:30 AM

Where

568 Bent Tree Drive, Jasper, Ga. 30143

Description

The Peachtree MG Registry is having a Tune Up Tech Session at Barry Rosenberg's home shop in Jasper on March 25th

(weather permitting). Starts about 9:30 with light breakfast and then we teach you how to work on your car and then burgers, dogs and the fixins. No charge but a small donation to the Atlanta Food Bank would be appreciated. **You must RSVP no later than Monday March 20th.**

Barry Rosenberg

770-689-7573

britcars@bellsouth.net

Caffeine and Chrome at Gateway Classic Cars

When

Saturday, March 25, 9:00am - 11:00am

Where

Gateway Classic Cars, 1870 McFarland Pkwy Suite 300, Alpharetta, GA 30005

Description

Please RSVP!__ Don't miss Caffeine and Chrome! Join Gateway Classic Cars at one of our nationwide showrooms for our monthly event. This classic car celebration is open to the public and has NO admission fee.

Cruise in with your collectible car or daily driver and bring your appetite. Indulge in pastries and coffee while supplies last. All makes, and models are welcome with plenty of parking space.

Gather around with the car community on the last Saturday of every month for an experience you will not forget. Not to mention, we have a museum full of classic, exotic, and muscle cars. This is a family friendly event!

GTA Mountain Division Monthly Luncheon

When

Tuesday, March 30, 11:03am

Where

Grapevines's, 51 N. Grove St., Dahlonega, GA, [\(map\)](#)

4th Dart Challenge Night

When

Thursday, March 30, 7:00pm – 9:00pm

Where

TBD

Description

The 2023 GTA Dart Challenge is five-nights held on alternating Thursdays. Each week the winner chooses the location for the next event. If you drive a Triumph you get a bonus in the standings. Darts fly at 7pm.

Southside Monthly GTA Meeting

When

Thursday, April 6, 7:00pm – 8:30pm

Where

Partners II Pizza, 834 Glynn St S #228, Fayetteville, GA 30214, United States [\(map\)](#)

2023 GTA CHILI COOK-OFF!

By Ashford & Catherine Little



2023's Chili Cook-off was one for the books. First of all, the first three cars to arrive were NOT Triumphs; they were Subarus! Just to be clear, I have nothing against Subarus; in fact, I own three, but this was a GTA 1st, and there was no trophy for off-roading. Luckily as the occupants of the cars exited their vehicles they came with pots of chili and cornbread and not tow-straps.



Another worry was just how many folks would be showing up. We have a new system where people RSVP for events, and I think we only had 6 or 8 saying they were coming. I personally added to those attending when I bumped into Andi Rountree at Costco a couple of days prior to the event.

So, at the appointed hour people had started to show up. GTA member Shawn Tarleton even has a special British themed crockpot that he uses to whip up his chili; and it never fails to awake your taste buds as he is not afraid to utilize a variety of savory peppers.



Chili wasn't the only item showing up as traditional sides such as cornbread and chips, while desserts were plentiful. I think I might have had more desserts than chili. We had spoken of awards for sides and desserts, alas we failed to follow up on that award this year, but with Joe Garcia, our esteemed leader's blessing we probably can correct our ways in '24. Speaking of JoJo, he must have gotten lost along the way as he didn't make an appearance, but perhaps we was out scouting a new drive or showing future GTA members how to start a TR3 by hand crank.

So, what occurred at this year's event? Well, we had an excellent range of chilis, including 3 white chili recipes this year. Last year I was able to stuff the ballot box with enough votes to walk away victorious. I was aided tremendously by Jeff Rountree's non-entry. This year my bride whipped up a new version of her excellent white chili. We had a few less people and chilis than last year, but still had about ten or

so to choose from. As there were large dents made in each pot by the time I made my rounds, there were certainly no way to go wrong. A proper count was taken, double-checked, and the results were ready to be announced as to whom would be this year's 2023 GTA Chili Cook-off winner.

Drum roll please!!!! **Andi Rountree** was the winner and therefore returns the trophy to the Rountree household for the 2nd time in last three or four years. Congratulations to Andi! The trophy below will proudly be in her possession for the next twelve months.



Ladies and gentlemen, this is not a contest for the timid, so perhaps we should start working on next year's chili now.

Here are a few more shots from the event. Make sure to set aside next year's date when it's announced. You won't regret it. I'd be remiss if I didn't thank my wife, Catherine, for working her tail off to make sure everything was ready for the party. Thank you Catherine!



AWARD WINNING CHILI RECIPE

By Andi Rountree

Navy Bean Turkey Chili

INGREDIENTS

3 Tbsp avocado oil
 2 cups diced yellow onion
 4 gloves garlic
 1.5 lbs ground turkey
 2 tsp Kosher salt
 1 tsp black pepper
 2 tsp ground cumin
 1 tsp ground coriander
 1.5 tsp chili powder
 1.5 tsp dried oregano
 1/2 tsp cayenne pepper
 1/4 to 1/2 tsp chipolte pepper
 1 - 4 oz can hot green chiles
 1 - 4 oz can mild green chiles
 4 cups cooked navy beans with broth
 (see method with extra ingredients)
 2-3 cups chicken broth
 2 bay leaves

Best Bean Method

Soak 1 lb bag Navy beans 8+ hours...
 I put in refrigerator if over 8 hours.
 Drain and put in pot with chopped celery leaves, onion, and 1/2 tsp cumin, salt as desired and chicken broth to cover.
 Bring to boil reduce to low and cook until still a little firm 1 to 1.5 hours
 ...try not to over cook or boil to hard.

Instructions

Heat oil in large pot with heavy bottom or dutch oven.
 When hot, add onion, then garlic, stir until onion is translucent.
 Add the ground turkey, salt and pepper and cook breaking up meat as you go to the smaller pieces desired.
 Basically until turkey is no longer pink and cooked through.
 Put all spices in a bowl, stir and pour over meat.
 Cook toasting the spices through the meat, about 2 minutes

Add green chiles, beans with broth and chicken broth to the consistency you like. Add Bay leaves, bring make to low boil and reduce to thicken and allow flavors to meld flavors, at least 30 minutes.

Serve with favorite toppings:
 Sour cream
 Jalapeños fresh or pickled
 Chopped cilantro leaves
 Cheese and or lime wedges

GTA DART NIGHT HAS OFFICIALLY STARTED!

By Jeff Smith



The 2023 dart season has started with the completion of the first round being hosted by last year's champion Mike Hopkins. Tamales (made by Mike's daughter Alison) were served for dinner with darts starting to fly at 7PM. A few rule changes for 2023 including a 30 minute max time limit once the first three places have been determined. In addition, a new rule has been created that was started in last year's tie breaking grudge match between Jeff Smith and Mike Hopkins, any player scoring more than 80 points in a single turn must drink a shot of bourbon (this has leveled out the skill set).

But back to this year's first round. Very tight match, but once again, Joe Earnest came out on top, followed by Tony Graham and Neal Turner.



The Leader got his double one!

So for overall standings (keep in mind that your lowest score is dropped).

- #1 - Joe
- #2 - Tony
- #3 - Neal

Next round is Thursday March, 2 and will be hosted by Joe Earnest. Remember if you drive an "old" car, you get one point taken off your score (well worth it).

Once again, keep in mind that even if you missed the first round, you are more than welcomed to attend. Skill is not required.

In the meantime, here are some highlights:



Last year's champ making the best of it.

[illegible]

Final total - round #1



Lori determined to do her best.



Ashford did perform his legendary "Hippidy Hop" throwing technique.

MARCH 2023
MEMBER SPOTLIGHT
TOM HIDEELL



Name of Member:

Tom Hidell

Hometown(s)--City and State:

Stone Mountain, GA 30087

Name of Co-Member:

Dottie Hidell

Triumph(s) owner since (date):

December, 2019

Current city of residence:

Santa Rosa Beach, FL 32459

Current repairs and projects:

None

Your Triumph Year, Model, Color, Trim:

1960 TR3A Black, with Red Trim

Transmission:

4 speed with Overdrive

Options/Modifications:

Installed Rack and pinion steering, interchangeable Brookland Windscreens, removed front bumper.

What do you like best about GTA?

Nice group of guys and plenty of activities.

Biography (background, family, occupation, anything you want to share):

In 1964 I was a Freshman at VPI, now known as Virginia Tech. At the time, I was playing football and living in the Athletic Dorm. My dorm advisor was Butch Cave. Butch had a girlfriend, Preston James, attending Stratford Junior College in Danville, VA. Butch had Preston set me up on a blind date with her Big Sister, Dottie Green. He and I rode back and forth from Blacksburg, VA to Danville, VA in Butch's 1960, TR3A.

Since I didn't have a car, when Dottie would come visit Tech, Butch would lend me his Triumph. Like most couples, we'd eventually end up at the Duck Pond. The Duck Pond was a pretty secluded "park like setting" on campus. In 1966, I

proposed to Dottie at a small amphitheater at the Duck Pond.

53 years later, August, 2019, Dottie and I are in Deadwood, South Dakota at the Austin Healey Conclave. For the previous 25 years, I'd owned and raced, MG's and Austin Healeys with Historic Sportscar Racing, (HSR). We were at the Conclave with my first Austin Healey 100. The Conclave was in August and due to the heat, we had had it shipped to South Dakota. While in the parking area, preparing for the day's activities, I'm talking to Jack Porter. Jack with his wife Annette, had driven 1,250 miles from Spartanburg, SC to Deadwood, SD. I asked him, "Jack, if I were to get a Healey that I could drive on long trips with my wife what would you recommend." He said, "Get a BJ8. You have adequate luggage space, more comfortable suspension and you can add air conditioning....." I responded with, "if I were to get another British Sportscar, it would be between a BJ8 and a 1960 TR3." He asked me why a 1960 TR3? I told him the story. He then said, "Tom, I've got a 1960 TR3A that I saw and said that if it ever goes up for sale, I'm buying it. Four years ago, I bought it. I paid too much and I've decided to sell it.

In October, Dottie and I were headed to Pinehurst, SC. On our way, we stopped at the Porter's. After looking at his TR3A, I understood why he had to have it. We took it out for a drive and now it's sitting in our garage. The license plate is "DCK-PND."



MY LITTLE ROLLER SKATE (1965 TRIUMPH SPITFIRE)

Shared by Joe Ernest



It was a beautiful sunny day in April of 1967. My boyfriend (now my husband) and I were driving in his '54 Chevy 6 banger. It was colored half green and half gray primer with hastily hand painted red flames coming out of the fender welds. It was the kind of car any girl would be proud to be seen in..(if they were color-blind and had no taste). But beggars can't be choosers. That was the P.O.S. car he was blessed with when his brother departed Louisville to attend grad school at the University of Florida. The Chevy couldn't be trusted to make it all the way to Florida, so naturally my boyfriend (Leo) inherited it as his means of transportation to and from Bellarmine College (not yet a university at

that time and as our beautiful dating vehicle. But this story is not about his '54 Chevy.

As I mentioned, we were headed down Grinstead Drive near Lexington Road and I asked him to pull into Boulton's Import Car dealership. It was located in front of the Hap's Donut shop and just before you get to the gas station that's always been at the Corner of Lexington Rd and Grinstead Drive. Although the location has been multiple other businesses since closing as Boulton's Imports, today there is once again an import car dealership on the same location. Leo asked me why I wanted to pull in there and I said I want to

look at cars. He laughed and said, "Oh sure Tessa, like you're really going to buy one these fancy sports cars." I said, "Yes I am." So we looked around and at first I fell in love with a 1960 red Triumph TR3A similar to the one below.



Unfortunately the 1960 TR 3A was another \$550 more than the 1965 baby blue Triumph Spitfire TR4 MK1 that I also liked. I was working part-time at the WT Grant's Store downtown on 4th Street, in their accounting department, while attending DuPont Manual High School. My weekly pay was not enough to make the monthly payment for an extra \$550 on the loan. Plus, the Spitfire was 5 years newer and less likely to need repairs, so I decided to buy the Spitfire.



Unfortunately we have no color pictures of the Spitfire right after I bought it. The picture here shows it about a month after purchasing.

Leo didn't believe I could get a loan, being only 18 years old. My Dad was going to co-sign for the car but my parents got into an argument about it. My mother refused to sign or let my Dad sign for the loan, because she believed if I got it all by myself I would appreciate it more. She never liked me having such a small car. But I worked it out with the salesman to get it on my own without a co-signer. So a few days later, with a \$100 down payment and a monthly payment of \$50, Leo drove us of the lot and to my house...because, believe it or not, I bought a car that I didn't know how to shift. I had never driven anything but an automatic before that, much less a 4 speed. So, Leo attempted, for the next couple of hours, to teach me the magic of shifting a 4 speed, without a lot of luck. He and I just began arguing and yelling at each other, and it seemed I would never be able to successfully shift through 4 gears. He drove me home in the Triumph and walked home and we said we would try shifting again the next day. I would not give up though. After he left, I practiced and practiced and practiced on my own until I finally succeeded in going through all fears without grinding them or chugging on the start. When I showed up at his parent's house the next morning driving my car by myself he said, "OK Tessa, who drove you here? I know someone else drove you and left." When I assured him there was no other driver but

me, he then wanted to know what other guy had been teaching me to shift, because surely I had not learned to do that on my own. "It's not possible," he said. Apparently he had taught me the basics well enough for me to finish teaching myself. But I would never admit it to him.

This beauty of a car became my baby. I cleaned, washed, and waxed it all the time. I never drove it to work. Instead I took the bus, in fear someone might scratch it in downtown parking. I loved its unique smell and the way the engine sounded when shifting and accelerating. I bought a book about Triumphs and soon I began pulling back the bonnet of the car, sitting on the wheel and spending time learning about the mechanics of the car. I loved the fact that everything in the engine was right there in reaching distance.

Here I am waxing my baby, while pulled of the road in Cherokee Park.



After I had the car for a while, I got a nail in a rear tire and pulled into a gas station to get them to plug the tire. I had never seen the Spitfire's rear end jacked up. Apparently the mechanic had never seen any import with independent suspension

jacked up before either. When he saw the rear wheels towing inward upon raising up, he thought something was drastically wrong with the car. He warned me not to drive it because the rear end was definitely messed up. He went ahead and plugged the tire and, upon my say so, he let the car back down on the ground. The wheels came back close to normal upon lowering and, of course, then completely straightened out upon backing up a few feet. From all the reading (no internet) we were doing on the Spitfire, we assured him that the independent suspension is supposed to do that when the car is jacked up of the ground. There was another incident with a mechanic who became very upset when we insisted that to jump the battery the car was positive charged. Luckily, we knew not to take advice from someone not exposed to the workings of a triumph.

As teens, we used to cruise Poplar Level Road Frisch's on weekends.



Here I am on the far left sitting in my passenger seat parked in the back of

Frisch's parking lot. Friends were gathered around. My Spitfire was always one of the highlights of the parking lot cruise. Guys always wanted to hang out around it, look at it, and always wanted to drive down the road in it. I remember once having a total of 6 people in the car driving down Poplar Level. Leo and I sat in the seats, (of course Leo was driving) two guys were in the small space behind the seats, and 2-6ft+ tall guys were sitting up on the back deck. This was a very unusual sight! Had police spotted us, I'm sure we would have been pulled over. Luckily, no police were down the road that night. The spitfire surprisingly handled as well as always and seemed to have as much pick up in the engine as it did with only the two of us in it. On as many weekends as we could, we would go to sport car rallies that were held in shopping mall parking lots. Leo always wanted to race my Spitfire in them, but I always protected my car.

Leo and I were constantly arguing over who would drive the Spitfire. Not wanting to look like he was "whipped," he especially wanted to drive anywhere his friends were going to be. He always wanted to have the top down when he drove also. Even in colder weather. One very nice October day we decided to drive out to Brandenburg, KY to visit his uncle and cousins, and to show off the Spitfire to them. The trip (with the top off) started out as a fairly warm day. Before we left that evening for the return trip I begged Leo to put the top on the Spitfire, but he wanted to leave the top off for the drive to "show off and be cool for his uncle and

cousins" on his departure. During the trip I was freezing, every time we hit a valley on the road I froze. I put my coat on, covered up with a blanket (I always kept in the car) but still cold. I continued to ask him to pull over to put the top on but he stubbornly refused. Soon the heater was on full force and I was curled in a ball down on the floorboard in the front area of the passenger seat as close as I could get to the heater outlet. Leo drove sitting stiff, teeth chattering and hair flying, with pink cheeks and watering eyes. Finally we made it back to Louisville. Upon stopping, we found out that the temperature was in the 30's.

Here was Leo and I about to take off somewhere. It may have been the day of the Brandenburg trip. Naturally, Leo had to be in the driver's seat for any pictures.



My mother never liked me having such a small car. She called it "that darned little roller skate of yours." She always talked about how low it sat to the ground, the bumpers were too low for any use, and a semi could drive over me and not know it. I always defended my Triumph to her as not really being as low to the ground as it

looked from the outside. However, I began to think differently about the accuracy of that statement after one incident I had. Late one night I was parked in front of where Leo lived in a grassy pull off area, waiting for him to get home. I suddenly spotted a huge opossum walking down the street in front of the Spitfire. I looked away and back again. He had disappeared. I was glad he went elsewhere. Then, suddenly I began to hear a sound similar to a hairbrush brushing across metal coming from under the car. The sound was traveling from the front of the car, under my driver's seat and straight back to the back end of the car. Yes. It was the opossum's stiff hair scraping the undercarriage of the car. It totally creeped me out by the sound of his fur scraping underneath me as he waddled by. It also made me realize that mom was pretty accurate about my car sitting so low, right off the ground.

In 1969 Leo and I got married. By 1972, we had moved from our apartment into a brand new home. Then several years later we got a huge, long-haired, Old English Sheepdog.



Here's a picture of Buffy, our Old English Sheepdog who loved to ride with us in the Spitfire. On warm weather weekends we loved to put her behind the two seats and go for rides down country backroads. We all loved these rides and she especially loved how easy it was, for her (this 120 lb Sheepdog), to step in and out of the car, and to sit behind the seats very comfortably.

It was quite a site to behold; her wild black and white long hair flying around in the breeze; her long red tongue hanging out and dripping drool everywhere; her ears perked up smelling every smell and barking at random objects she would see whenever her hair parted just right, to expose her usually hidden eyes.



Here we were cruising down the highway behind a friend, who took this picture. If you have really good eyes and look very closely you can see Buffy's big white head sticking up between us in the back of the car.

It is a beautiful car as you can see in this next picture circa 1978.



There was always plenty of attention gotten while driving the Spitfire, plenty of waves, smiles and horn honking. I enjoyed all this good attention. However, once it turned bad. I was driving to work at a different job early one morning, and as I entered the building, a co-worker asked me, "Who is that guy that follows you everyday into the parking lot and drives behind you while you're walking into the building?" I was totally unaware that this happened, but I immediately took a good look through the window at him and his car. The next morning I saw this same car stopped in the median of the divided road, and as soon as I turned into my parking lot it followed my car. When I got out of my car, the car followed. When I walked up the stairs, the car drove away. My co-workers were watching out the company's window to make sure I was safe. We contacted building security and they established a stake out for the next morning. The next morning, there the car was waiting on the median. I turned into the parking lot behind me and started to leave when I went up the entrance steps, but this time the security cars stopped the

car. The young guy driving the car said that he worked down the street, and one morning he noticed me, and now everyday he enjoyed watching a pretty girl, professionally dressed, driving a fancy spots car. All they told him was if he did that anymore he could be arrested. Thankfully, it never happened again.

In 1982, I was sitting at the stop light at Shellyville Road to go home from work and I noticed that a man in the car in front of me had his car in reverse. I beeped my horn and started yelling out the car window as his car slowly backed into my baby blue Triumph. There was nowhere for me to go, cars behind and beside me! The car slowly pushed into my hood, buckling/crushing the bonnet. Finally, only from hearing the sound of metal crushing, did he stop his car. When he got out of his car to see the damage, he was astonished to see the bonnet crumpled up. He said, "Your bumper is in the wrong place." He explained he was at the red light and wanted to get something from under the seat. He thought he put the car into park and didn't realize, as he was looking under the seat, that the car was going backwards. When the police arrived and were writing the report as if I ran into the back of his car, the policeman was very surprised to find out that the man's car was in reverse! I was becoming afraid to drive the "roller skate" and found a need for a larger car for our growing family. I was so used to driving the Spitfire, but wanted to get a little bigger car with all of the new safety features for myself and my unborn child. Our (Leo's)

selection was a raised roof Chevy Conversion Van!! During my pregnancy, I drove this monster of a vehicle and kept the Spitfire safely covered and stored in our garage.

Leo had a Toyota Celica at the time. We could fit both cars, end to end in our one-car garage. Here I am with the Spitfire in front of the one-car garage that could fit both it. and Leo's Celica.



In 1983, after the birth of our first (beautiful girl) I returned to work and was once again enjoying the return of driving the Spitfire, but never drove it with our baby girl as a passenger. A few years later, Leo bought a Camaro. Unfortunately, the Triumph and the Camaro both didn't fit in the garage. We were constantly backing one car out of the one car driveway to get to drive the other. This was getting very old!

In 1984, I was going to work one early morning and as I exited the off-ramp from the Watterson, there was an unmarked ditch had been dug by LG&E across Durrett Lane. The ditch was only partially filled with gravel, so that there was about a

10-inch drop off as you drove over the area. I tapped my brake for just a second to slow a little since my "roller skate" barely had clearance to go over this trench. As I tapped the brake, I looked in the rearview mirror and saw a girl driving a car come off the ramp too fast. She ran into the back of my car. She was a student driver that was late for class at Durrett High School!

After that incident, I found out I was pregnant again, therefore I decided again not to drive the Triumph. With me becoming increasingly aware of people driving carelessly and the dreaded car shuffle in our driveway, we decided the solution would be to store it in Leo's parents' garage. We never thought of selling my baby blue Triumph. There was always a plan to eventually get the Triumph out of storage and start enjoying it on weekends. So, in 1984 the Triumph was stored away again. In 1985, I gave birth to my second beautiful baby girl.

Sixteen years flew by as our two girls grew up. The Triumph was in Leo's parents' garage when our two beautiful girls were about to start driving. Although they pleaded to let them, we refused to let either drive the "roller skate"! They needed stronger, bigger cars to start out driving like the older Volvo 240 and BMW 535 we ended up getting for them. Luckily for all of us we made this decision, since both girls totaled their vehicles within a year's time.

Now, it is 2015... Unfortunately, the time for getting my baby blue Triumph back into driving condition never came. The Triumph is old, its battery is dead, and all the fluids need changing. We're old, too. I still remember and love the smell of the Triumph, the memory of the sound it makes starting it up and shifting gears, the weekend trips and outings and how reliable it was. But . . . now, like my mother, I have also begun to constantly think of the Triumph as a roller skate of a car. I have now become apprehensive about driving it these days, as I look at the size of the SUVs and the giant trucks that are on the road today. Some drivers of these vehicles can't even see the road beneath or around them and probably wouldn't even know it if they hit me in the Triumph.

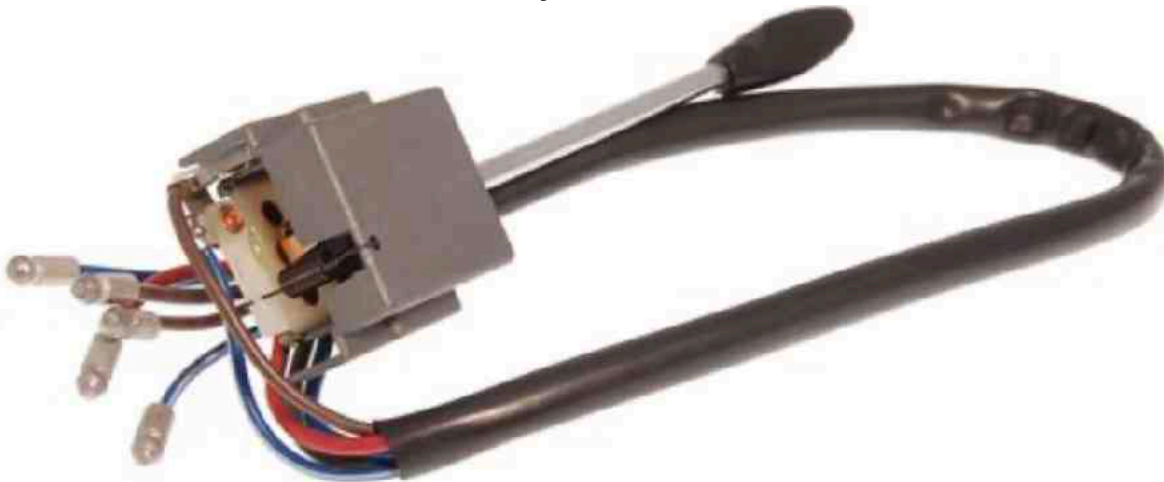
I think now is the time for the Triumph to be pampered and driven again. It's time to sell my baby blue Spitfire to someone who will enjoy it as much as we have. I think it is only fitting that the buyer will receive from me, absolutely free, with the purchase of this vehicle, a vintage pair of Fisher-Price roller skates.

Lessons Learned:

- Mother is always right.
- What you say to your kids lasts their lifetime.
- Don't procrastinate.
- Don't put off for tomorrow what you could do today.
- Years pass so fast!!

FIXING A TR6 HEADLIGHT SWITCH

By Don Putnam



One night, I was on my way home in my 1971 TR6, and the headlights, tail lights, running lights, and dash

lights all went out. I checked the fuses when I got home, and they were all good. I inquired around,

and the general consensus was that the headlight switch was to blame.

I bought a new headlight switch and set out to replace the old one. It occurred to me that I ought to climb under the dash, disconnect the 5 wires from the old headlight switch, connect the wires from the new switch, and see if that would fix the problem. All of the lights came on, but the headlights came on and then went off again.

The 5 wires on the switch are connected to a plastic backplate, so I started pressing on each connection to see if there was a loose one. What I discovered was that the backplate itself was loose, so I pushed it around until it felt snug. The headlights came on and stayed on. Armed with this information, I connected the wires from the old switch back up and pushed the backplate of the old switch until it was snug. Voila! All the lights are working again.



So before you tear the dash apart and loosen the steering column to take the headlight switch out, remove the screws holding the switch in place, pull the switch up (it won't move very far) and try to reseat the backplate. If this doesn't work, the switch will have to be replaced. Just make sure that the backplate of the new switch is snug and working properly before you install it.

FLOAT/TRICKLE CHARGER

By John Cork



Us old timers probably know this trick but it may help some newcomers. It took me years to wake up to this simple/cheap solution.

Most of us don't drive our Triumphs on a regular basis and therefore, may encounter a dead/weak battery. Fear not, for about \$25 you can solve the problem

with a battery float/trickle charger that will keep your battery ready to fire up your TR.

The photo shows the connection on my TR3. You will see the harness that connects to the battery. There is a simple push/pull connector used to unplug the charger when you are ready to drive.

TR6 1976 UPDATE #5

By Donagh&SueKelly 2/25/2023



Working on a TR6 project really is a lot of fun. Sometimes though, I get frustrated as I am learning while I go and too often find myself having to do over so many things. I guess it is a good thing I don't do this for a living or I would probably be fired or go broke.

I certainly am not complaining but rather wishing I were smarter or more skilled so that I could just do it right the first time. Here is an idea of some of the things I should have been able to do right the first time.

I put the front suspension together only to realize that the aftermarket trunnions were

leaking oil as they had a bad seal at the bottom. So I ordered OEM StanParts trunnions from BPNW and it was worth it as the quality difference was obvious the minute I opened the box. Then on the rear suspension I had it all together and while replacing the existing 3/8 hub bolts with 3/8" OEM style studs... I realize the holes had not been drilled perfectly straight. This meant that when I installed the longer studs ... the hubs would not go on. Realizing that I could not fix it, I took it all apart again and sent the Trailing Arms to GoodParts. GP has a special jig for this and was able to straighten the holes and then helicoil each one for additional strength. Back to the front hubs with original studs and I realized they were too short for my alum wheels. So I took them apart again and tried to drill the hubs out to fit the new ARP studs but found my drill press was too small. So I took them to a machinist and he put them in his Bridgeport mill and quickly reamed them to fit. Then I cut the ARP studs down to length and installed them. More to come as I finished putting the engine together only to find out I should have checked the clearance of the head to the oversized pushrods. The 5/16" pushrods are wider than 1/4 OEM and in many cases will touch the side of the head channel. The fix is that you have to grind the inside of the channel to provide relief for the pushrod. So I had to remove the head to do this. Now the head is reattached along with the water pump, etc.

I had just received my water pump back from the Flying Dutchman who installed a

6 vane impeller on the pump and I had all the brackets, tensioners for the serpentine belt in place. Below you can see the stock 4 vane vs the FD 6-vane circled below to better understand why they claim it will flow 30% more cooling fluid through the engine.



Well, as I was testing the thermostat housing bolts (with no stat in place) I clumsily dropped a spring washer into the head. I tried everything to get it out but to no avail. I finally had to pull the water pump back off and use a small magnet to get it out. If you look closely at the the first pic you can see the spring washer hiding in the water jacket. The second pic shows the washer at the end of my magnet!



Once that was resolved I installed the radiator and the hoses..however the lower hose became a problem. The metal pipe was touching auto tensioner bracket which sticks about 1/2" beyond the block. Moss addressed this with a rubber hose and no metal pipe but it had not been installed on my car and I knew it would be a future problem. So I called Moss and found this hose was no longer available. But my contact went back into the Moss files and found the original hose # that they used. It is a GATES 22013 and is too long and so it has to be cut down on each end in order to work. It also needs a restrainer clamp to hold it away from the frame. I made a little bracket to hold a clamp on the hose and keep it at a safe distance from the frame. Below is the Gates hose with the cuts needed to make it work.



Moving on to the next redo was with the Fidenza flywheel. I put it on with Loctite and then decided to check the run-out (which I realized was backwards). I actually did think about checking it first but talked myself out of it as I expected a special billet machined 12 lb. flywheel would have 0 run-out from the factory. But to be safe I decided to check it and unfortunately this one had .006 and .008 run-out @ 4" from center at 3 & 6 o'clock. Triumph spec is .004 at 4" from center on a 28 lb. steel flywheel.



Fortunately, this story has a happy ending due to the unbelievable Customer Service from Fidenza Flywheel. Consider that this flywheel was 13 years old and not purchased by me as it came with the car. When I called Fidenza I was not really expecting much support but rather advise on how to address the problem. But they were simply awesome. A Manager named Alice took my call and was shocked to hear that I had this problem with their product. I explained my situation and that the flywheel was installed 13 years ago but never used. Alice was so friendly and helpful that it was a real pleasure to talk to her. She transferred me over to Wayne the machinist who actually makes the flywheels. Wayne said it should have 0 run-out and he was upset that it was not perfect. So he said that even though it was 13 years old and I was not the original purchaser he would put it on his lathe and fix it if I sent it back to him. Wayne then put me on hold while he discussed it with Alice. Alice came back on the line and told me it would be fixed at no charge ...I was so impressed! I immediately went out to the garage and took that flywheel back off and packaged it in a pizza box and took it to UPS before they changed their minds. Well 2 weeks later I got it back in a nice Fidenza package. So I installed and checked it again with dial indicator and it had 0 run-out at 2", 4" and 5" from center and now it is in the car. I circled the No Charge receipt below...WOW.



I also considered balancing the flywheel/pressure plate. So I called the 2 machine shops I have been dealing with and was surprised that both told me not to bother. Both said it would have minimal impact with a Fidanza + McLeod clutch combo as they are both so well balanced at the manufacturer. Eagle Machine had done the work on my 1972 TR6 and ... yet they advised against it. He told he had done Fidanza /McLeod combos in the past and the adjustment was so minimal that he thought I would be wasting my money. I decided to save the money.

To be safe I put new seals in the Quarter Master Hydraulic release bearing and watched their video on how to set the air gap and it was easier than I expected and I set it to HVDA spec.



The air gap measurement was simple. You put a straight edge on the release bearing and measure to the face of the transmission and record the measurement. Then you put a straight edge across the bell housing fully mounted / torqued to the block and measure to the high point of fingers of the pressure plate. I measure all around on both and then simply subtract one number from the other to get the difference or the air gap. HVDA spec is 0.180 to 0.250 and I set it in the middle at 0.203" There are spacer

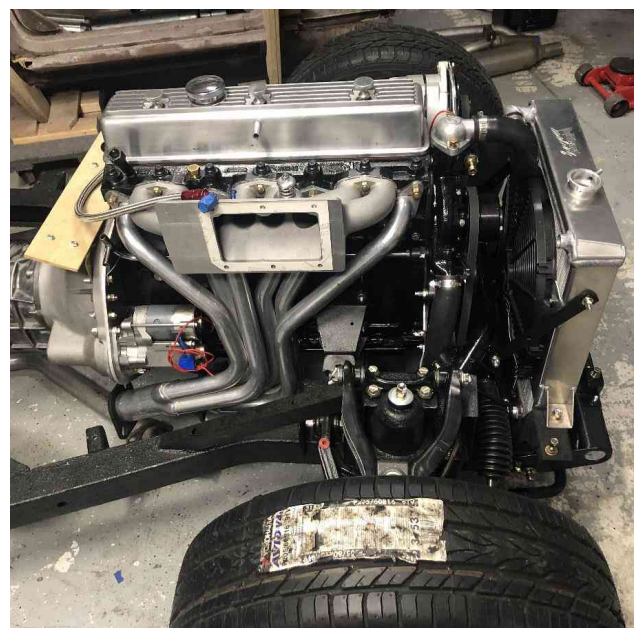
washers you can see above behind the release bearing and you simply add or subtract a washer to get the gap you need. Rebuilding the release unit is simple as there are only 3 large O rings and 2 small ones. The beauty of this system is that you eliminate the fork, pin, shaft and slave cylinder of the TR6 system and the only downside is that you have to pull the trans to work on it.

At this point I was able to install the engine - transmission in the frame and it is so easy to do when the body is not in the way! But I ran into another issue. I found that the shifter was really hard to move into gear. The Toyota 5 speed has an HVDA adapter that allows the original TR6 shifter to adapt to the Toyota W58 5 speed transmission. There are 2 adjustment screws on the side of the TR shift cover and each ends in a polished pin surface that locates in the ball end of the TR shift lever. The pins locate the shifter and keep it in the correct position. However, they were both missing and had been replaced by regular threaded bolts and this jammed the shift lever ball. Would not be an issue for me if the adjustable pin bolts were available in the US but they were not at Moss or BPNW....though I did find them at Rimmer in UK. Fortunately, my contact at Moss is great and he gave me the number of a company called **The Triumph Rescue** (Matt @ 610.845.8217) and they sell hard to find used parts. I called them and Matt said he would call me back when they found the parts. Shipped them to me and said to send them a check once I receive

the parts. Trust and customer service in the Triumph community is really great !

SLEEPY HOLLOW: My starter is also a non stock PMGR, a Permanent Magnet Gear Reduction unit still available at BPNW. Since it is also 13 years old the heavy wire with plastic covering on one side was falling apart from age. I did not want to have to deal with a bad starter down the road so I decided to get it checked out. Mike Hurst told me about Sleepy Hollow Rebuilders and so I took it to them. They were busy but fit me in and 1 day later they had checked it out and replaced the plastic cover for minimal cost. They told me it showed no use and was in great shape. So one less thing to worry about

So now happy to report that I finally have the entire drive train in!



Before I can start it I still have the following tasks to complete. Install the supercharger,

carb and fuel lines. Sort the mid pipes so that I can connect headers to the mufflers. Figure out how to set the end float on the dist. Watch a video on and how to program the 123 Distributor which has a USB port to hook up to a PC so you can set up a custom advance curve. Test the temp sending unit. Set up the electric fuel pump and regulator pressure to get gas from a gas can to the carb.

I have the temp and oil gauge hooked up and sitting on a piece of wood at rear of engine so that I can see them when I start the engine to run in the cam.

Now I am just hoping and praying that I set the timing correctly as I don't want to have to pull the timing cover for a re-do on that one!

I am getting closer to lift off



EDELWEISS RALLYE

By John Cook

I was at Ric Cline's shop yesterday and met Joe Earnest who was there getting some of Ric's generous help. He mentioned that GTA members might like this story.

Our company does a trade show in Geneva every 3 years and in 2002, I got an unexpected treat. I went out to the parking lot and to my surprise, it was full of sports cars of all makes. Naturally, I had a long conversation with the organizer as well as a couple of Triumph owners. They gave me the rally sign that you see below.

Happy motoring, Spring and warm, top down weather is coming.



,Cheers John Cork



5 WAYS TO BLEED YOUR BRAKES

By Kyle Smith 09 February 2023

Copied from the HAGERTY website and reformatted for this newsletter.



Kyle Smith

Releasing the air trapped in your car's hydraulic brake system is crucial. Brake systems rely on a master cylinder to push fluid through the lines, and the fluid then imparts force on the piston (or pistons) in an individual wheel's brake cylinders or calipers. The piston squeezes the brake drum or rotor, using friction to turn speed into heat and bringing the vehicle to a halt. The fluid is very efficient at activating

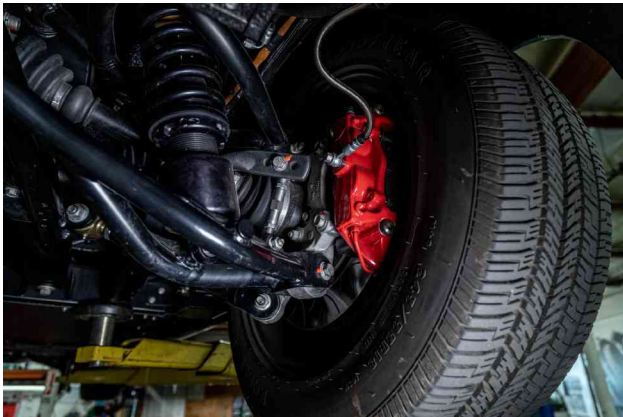
the cylinder/caliper because it is nearly incompressible.

On the other hand, air is compressible; when it's trapped in your brake lines, air can result in a spongy pedal and an ineffective stopping system. (Modern braking systems also use an electronically controlled distribution block for antilock- and traction-control systems, and the

blocks are sensitive to air and to degraded fluid.)

So we agree that you want to keep air out of the system, but on the off chance that a few bubbles sneak in during a project, how remove you do them from the vehicle's brake lines? There are multiple ways to bleed a brake system, and understanding each method is important so that you can decide the best approach for your project.

Gravity



Brembo

Let's start with the easiest of all the options: Doing nothing. Well, almost nothing. The concept here is simple. By filling the master cylinder and opening the bleeder screws at each wheel, gravity will gradually force the fluid through the lines and push out the air bubbles.

This method requires the appropriate tools to catch the fluid as it drips out of the bleeders. In addition, you must ensure the reservoir for the master cylinder never runs dry. Letting it run dry reintroduces air

into the system, and you'll have to drain all the fluid and start from scratch.

What sounds like the simplest method is actually one that's very situationally dependent. Simple brake systems like those found on early hydraulic-brake-equipped cars can possibly be finished after a gravity bleed, but more often than not, the gravity approach is just the first step of bleeding a system. One of the following processes is usually needed to finish the job.

Pump and pass



Kyle Smith

Rather than leave the dirty work to gravity alone, sometimes it's best to make the system work for you. That means using brake pressure to push fluid through the lines. You've likely performed this method before: Use a friend to pump the brake pedal three to four times to build up pressure, and then tell them to hold their foot on the pedal while you open the bleeder screw at one wheel. This allows the system to burp fluid—and, hopefully, air bubbles. Close the bleeder before your

helper releases the brake pedal and repeat the process until no more air bubbles exit when the bleeder screw is opened.

There are a couple of things that make this pumping method more effective than gravity bleeding. For one, the fluid moves faster, making it more likely to force out any trapped air. Then there's the fact that building pressure in the system shrinks the air bubbles—because the air compresses—so it condenses large bubbles and speeds their evacuation.

The pump-and-pass method can help when your brake lines have multiple unions, bends, or valves. Each of those tends to allow air pockets to hang around, causing frustration if you stick with just gravity bleeding.

Check valve



Russell Speedbleaders

The pump-and-pass method is the most popular, but it can be tiring or annoying for the person helping inside the vehicle. Luckily there is a way to eliminate the need for a helper, and it doesn't require fancy tools.

The first option is Speed Bleeders. These replace the bleeder screw at each wheel with one equipped with a small check ball and spring, making the screw a one-way valve when the check ball is loosened. Connect a hose to the bleeder, open the screw, pump the pedal until no more air is being pushed out, then tighten the bleeder and move to the next wheel. The method is pretty simple, but it does require changing out the bleeder screws.



A simple bottle with some tubing can make for quick brake bleeding with little chance of fluid spilling. Kyle Smith

If you want to accomplish the same task without buying bleeder screws, use a simple bottle and a hose. An empty brake-fluid bottle is often best, but you can create these devices with any number of containers.

Start by pouring a small amount of clean brake fluid into the bottle, then insert a hose, making sure the end will stay submerged in the clean fluid. Then connect the loose end of the hose to the bleeder screw. Open the bleeder screw and pump the pedal slowly to push the fluid and those pesky air bubbles through the system. The bottle will slowly fill as the fluid is pushed out, and since the end of the hose is submerged, it will prevent any air from being pulled back into the brake system.

To make the process even easier, add a zip tie or piece of string to hold your new bleeding apparatus above the brake caliper or wheel cylinder, an orientation which encourages the trapped air to rise up the hose. Cut a hole in the upper part of the bottle so that air you've expelled from the system can also escape the bottle and not cause unwanted pressure inside that as well.

Pressure



The tank on the left has a pump to build pressure, and adapters to seal the pressure into the master cylinder. Kyle Smith



These adapters are designed to seal to various sizes of master cylinders. eBay | cartools2019

Sure, the options above are various ways to apply pressure, but they all use the brake system to create the fluid's push. Another method uses an external tool to place pressure on the brake master cylinder without someone operating the pedal.

The system of tools pictured above creates a steady pressure that keeps air bubbles moving, preventing them from getting stuck in little pockets like proportioning valves or distribution blocks.

Using one of these makes the bleeding process easier, but it also requires extra care when setting up and when topping off the fluid during the bleeding process. Since the master-cylinder reservoir is under pressure while this system is in use, there's a risk that the outer gasket of the tool leaks while you're forcing pressure through the brake lines or when you take the tool off to top up the reservoir. Since most brake fluids easily strip paint, don't take this risk lightly.

Vacuum



Mityvac

Maybe those methods are too pressurizing for you. Luckily, this option is the opposite. We are talking about negative pressure—vacuum, to be precise.

Rather than using the master cylinder to push fluid through, this vacuum tool pulls fluid through the system from the bleeder screw. Vacuum tools make quick work of bleeding a brake system that is dry, or one in which many parts have been replaced (in such a situation, you'll need to draw fluid over a larger distance).

Products like the MityVac use a hand pump to create the vacuum, but other options are connected to a compressed-air source to pull a vacuum without the need for manual labor.

These tools can be a decent investment if you are bleeding brakes regularly, but if you're only doing this once or twice a year, the extra effort needed for the other tool-less methods might be worth the savings.

No matter how you decide to bleed your brakes, use the proper fluid and follow the process to ensure you have safe and predictable stoppers.

ON THIS DAY

Source: 365 Days of Motoring

This feature will return in April



VIDEOS

(Click on the image)



Triumph Stag on full song

Georgia Triumph Association Newsletter:

The Trumpet is published monthly for the members of the Georgia Triumph Association. Members are encouraged to submit articles, photographs or other materials of interest by mailing them to newsletter@gatriumph.com or the club mailbox address. The newsletter editors reserve the right to change any material to suit the needs of the space allowed for the newsletter. For non electronic submissions, please enclose a self addressed stamped envelope for any items you would like returned. The GTA newsletter its representatives, affiliates and editors cannot be held responsible for any items that may be lost, damaged, destroyed or otherwise rendered unusable.

The Trumpet is a publication of Georgia Triumph Association, and the content herein is not officially endorsed by the officers or members of Georgia Triumph Association, their families or attorneys. If you decide to follow the advice of anything inside this newsletter, you do so at your own risk.

Advertising:

Classified advertising is available free to members, \$5.00 per ad for nonmembers. Classified ads run for one month. Commercial advertising is available at the published rate. GTA neither endorses nor warrants any product, service or method of service written or advertised in the newsletter.

One year commercial advertising rates (12 issues) are:

Half page \$100.00

Full page \$ 150.00

Contact newsletter@gatriumph.com.

Georgia Triumph Association mailing address:

Georgia Triumph Association

2940 Cobblestone Dr.

Cumming, GA 30041

Three great ways to keep up with what's going on for Triumphs in Georgia. Mark them as favorites and keep on coming back.

Website: <http://www.gatriumph.com>

Facebook: <https://www.facebook.com/groups/1612847715686798>

Instagram; <https://www.instagram.com/georgiatriumphasn/>

2023 GTA BOARD MEMBERS

President: Joe Garcia

jojogarberry@bellsouth.net

Member at Large: Jim Orr

Ajimorr@gmail.com

Activities Director: Mark Post

McLovin678@gmail.com

Secretary: Lori Smith

design4114@aol.com

Treasurer: Sue Hurst

treasurer@gatriumph.com

Membership Director: Mike Hurst

hurstdm01@gmail.com

Webmaster: Jim Doran

webmaster@gatriumph.com

Newsletter Editor: Howard Orr

newsletter@gatriumph.com

Media Czar: Glenn Bell

MEMBERSHIP UPDATE

Total Membership 217

Last Month's Renewals 5

- SCOTT HOLTON
- TOM HIDEELL
- GARY WILMERDING
- GLENN STEPHENS
- GERALD MCFRY

New members 6

- EMORY TAYLOR, HELEN, 1974 TR6
- EDWARD JACHINO, P/TREE CITY, 1975 TR6
- ANDY BERGDOLL, FLOWERY BRANCH, NOT YET
- CHRIS SCWEIGERT, WOODSTOCK, 1977 SPITFIRE
- DAVID ROSS, AUGUSTA, NOT YET
- DAN CONNELL, SAVANNAH, NOT YET

Membership Car Count

TR2	2
TR3	33
TR4	17
TR250	10
TR6	111
TR7	7
TR8	7
GT6	13
SPITFIRE	46
HERALD	7
1800	2
STAG	7
TOLEDO	1
VITESSE	4
MGB	1
TURNER MK11	1
A/H 3000	1
ACCLAIM	1
SPRINT	1
Total	272

MEMBERSHIP RENEWAL

Dear valued Georgia Triumph Association member.

Is there a chance that your membership has lapsed?

Please visit www.gatriumph.com where under Membership and Member Login, enter your email address and password and it will take you directly to the main page where you may see when your membership is

due. Add/Renew subscription is your next tab where you may pay with PayPal or if you would rather simply mail your check: **Georgia Triumph Association, 2940 Cobblestone Dr., Cumming 30041**

MEMBER MONTHLY MEETINGS

The monthly meetings are the THIRD Tuesday of every month. All welcome. Triumph Owners, prospective owners, former owners and all supporters. We meet at 6:30.

Tony's Sports Grill
7955 N Point Pkwy
Alpharetta, GA 30022
([map](#))

Members on the Southside have a regular meeting the FIRST Thursday of every month at:

Partners Pizza II.
834 Glynn St S
Fayetteville, GA 30214
([Directions](#))

Call Tom Freeman; 678-725-4937
with questions on Southside Meetings

Members Mountain Division holds meetings on the LAST Tuesday of each month, during the lunch hour at:

Grapevines's
51 N. Grove Street
Dahlonega, GA 30533

Please look for updated and current information at <https://www.gatriumph.com/upcomingevents>

NATIONAL TRIUMPH CLUBS AND ORGANIZATIONS

THE VINTAGE TRIUMPH REGISTER



Website: <https://vintagetriumphregister.org>

FaceBook: <https://www.facebook.com/groups/109119715780413/>

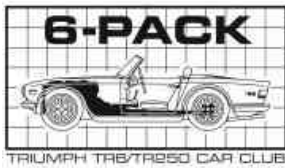
Contact: <https://vintagetriumphregister.org/vtr-contact/>

Join: <https://www.vintagetriumphregister.org/secure/signup>

About: As late as 1970, despite a long and prestigious history of automobile production dating to 1923, and a corporate history reaching back to the 1880's, there was no American organization dedicated to the history, preservation, and enjoyment of Triumph automobiles. Aware that a large percentage of Triumphs built since World War II had been sold in the USA and Canada, a dedicated group

of Triumph owners, enthusiasts, and historians in 1973 planted the early seeds of what would become the Vintage Triumph Register. In 1974 the organization began to take shape, and by January, 1975, the club's first professionally edited and printed magazine appeared. At last there was a club for all Triumph owners; and growth of the club since has been steady, with more than 2,600 members!

6-Pack Car Club



Website: <https://6-pack.org/>

FaceBook: <https://www.facebook.com/groups/138914579533033/>

Contact: webmaster@6-pack.org

Join: membership@6-pack.org

About: A car club for the Americas that covers the Triumph TR6 and TR250 models. We offer a club with an annual subscription membership that provides access to extra parts of the forums, the club magazine and the ability to attend the TRials - the annual club gathering.

Triumph Register of America



Website: <http://triumphregister.com/>

FaceBook: <https://www.facebook.com/groups/293124650824834/>

Contact: <http://triumphregister.com/national-officers/>

Join: <http://triumphregister.com/membership/>

About: TRA is a non-profit organization established to aid TR2, 3, 3A, 3B, 4, and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars and is concerned with establishing local groups of TR2, 3, 3A, 3B, 4, and 4A owners. We believe that local used parts supply networks and local

activities such as technical workshops or rallies provide the binding glue for our National organization. TRA is firmly a grassroots organization, which offers many advantages and services for individual members, groups, and local centers.



GTA Polar Bear Run Challenge for ALS

The Georgia Triumph Association's first Polar Bear Run was in 2000. Held the last Saturday of the year, this event is open to all car clubs and individuals with the intent to celebrate the end of the old year and the emergence of a New Year. Like Polar Bear year-end events held elsewhere, the challenge is to make a top-down run rather than jumping into a freezing lake.

In 2014, one of our members, Earl Ferguson, lost his wife Susan to ALS. Aware of Susan's illness, the GTA started collecting donations in 2013 for the ALS Foundation during the kick-off meeting before the Polar Bear Runs began. This was an informal process but Earl forged a relationship with the ALS Foundation over the years. For our 2022 23rd Polar Bear Run held on Saturday December 31, 2022, the club decided to adopt the ALS Foundation as our centerpiece charitable cause. As a result, we have partnered with the Georgia Chapter of the ALS Foundation and established this website to collect donations and to challenge other Atlanta area car clubs to join us as fundraisers in achieving our annual goals. Together, let's make a difference-one dollar at a time!

GTA Polar Bear Run Challenge for ALS - Register for this Event		Raised
Team GTA for ALS		\$1,456.00
Peachtree Miata Club		\$355.00
Team Gifts		\$400.00

Event Status
End of the month

Goal:
\$5,000.00

Achieved:
\$2,211.00

[Donate to GTA Polar Bear Run Challenge for ALS!](#)
[Join as a Fundraiser](#)



SATURDAY, MARCH 11, 2023 AT 12 PM – 10 PM EST
OctaneFest - Caffeine and Octane
Lanier Raceway

Sat, Apr 15 | Seville Square

Brits on the Bay

The 29th Annual Pensacola British Car Show.



Time & Location

Apr 15, 9:00 AM - 5:00 PM CDT

Seville Square, 311 E Government St, Pensacola, FL 32502

About the event

Go to the Panhandle British Car Association site for registration and more details.



39th ANNUAL BRITISH == MOTORCAR DAY ==

Free to the Public!

Sunday May 7, 2023

In Front of City Hall

330 Town Center Avenue, Suwanee, GA 30024

Registration 9AM - 11AM, Show 11AM - 2PM

Please visit: <https://www.atlantabritishmotorcarday.org> for registration and show details.

Atlanta British Motorcar Day is Sponsored by the sixteen Atlanta Area British car and motorcycle clubs. This charity event has been held annually since its inception in 1984. We are an all-volunteer event, so please help us out by registering early and arriving on-time.

SCAN ME



Thu, June 08 | Highlands, North Carolina

HIGHLANDS MOTORING FESTIVAL- 2023

Four-day festival of classic car events including two car shows, evening events, curated driving tours, Main Street parade, and social gatherings.



Time & Location

June 08, 7:00 PM – Jun 11, 12:00 PM

Highlands, North Carolina, 411-499 Pine St, Highlands, NC 28741, USA

About the event

For more information go to this link:

[Highlands Motoring Festival](#)

HOME LODGING REGISTRATION EVENTS AUCTION Local-Food/Gas/Etc CONTACT US

TRA 2023

June 19-23, 2023
Hueston Woods Lodge, College Corner, Ohio
Your Hosts - Miami Valley Triumphs - TRA




Registration for TRA 2023 is now open! If you have not made hotel reservations, please do ASAP as they are almost full.

 Check out the TRA 2023 Facebook page for more



Our Host City - Oxford, Ohio

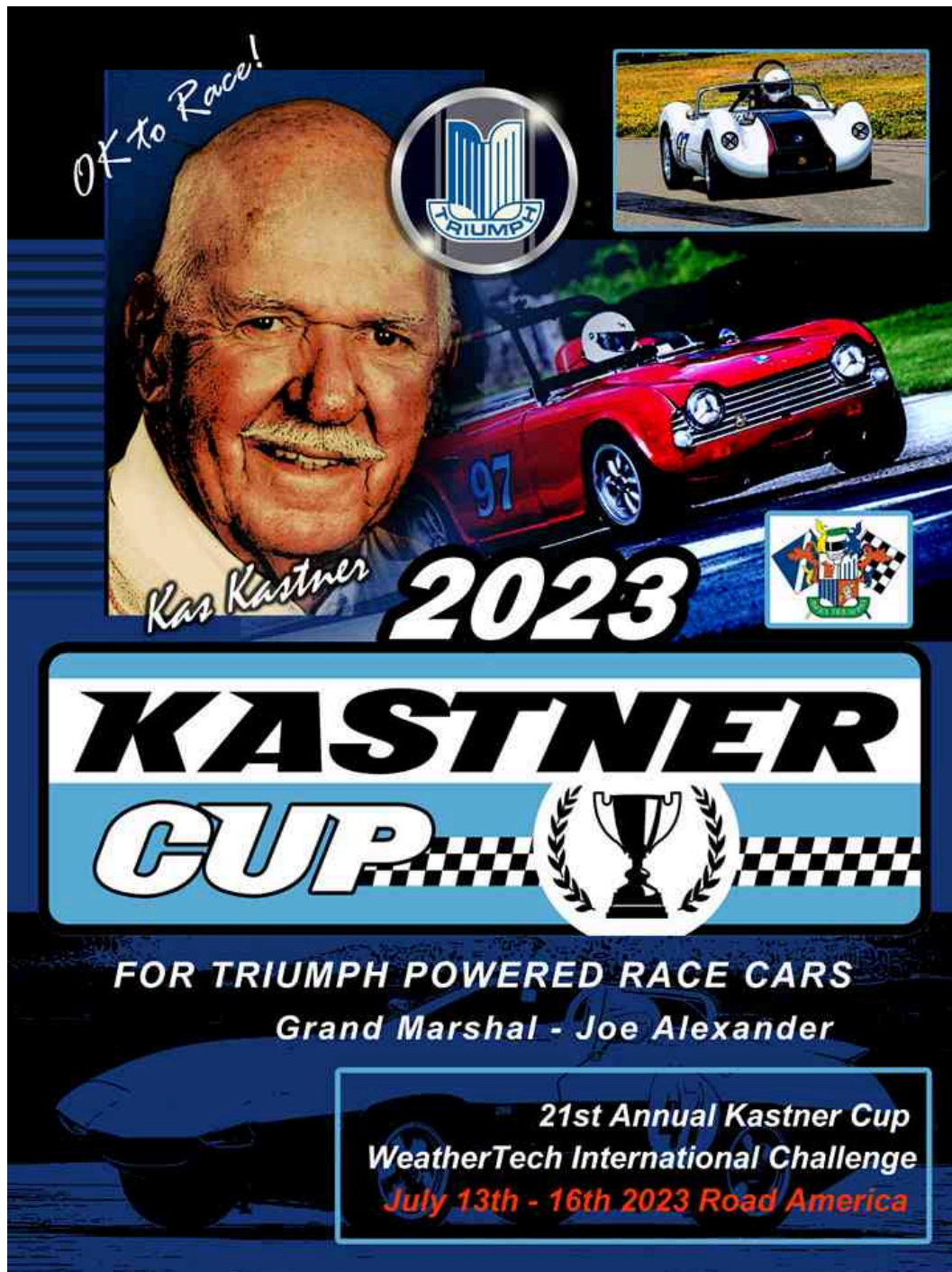
Oxford is only 7 miles and less than 15 minutes away from Hueston Woods Lodge. Home to Miami University, Oxford is small, beautiful college town of close to 7,000 year-round residents but swells with 18,000 students for the 9 months of the year that Miami is in session. Dining choices reflect a university town with great Chinese, Indian, Italian, Mexican, American, and every food in between at every price point.



REGISTRATION

Kastner Cup 2023

The 21st Annual Kastner Cup Triumph Feature event will take place July 13-16, 2023
Road America, Plymouth, WI



A promotional poster for the Kastner Cup 2023. The poster features a large portrait of Kas Kastner on the left, with the handwritten text "OK to Race!" above it and "Kas Kastner" below it. To the right of the portrait is a circular Triumph logo. Further right is a small inset photo of a white and blue open-wheel race car. Below the portrait is a red Triumph race car with the number 97. The year "2023" is written in large, bold, white letters. Below this is a banner with "KASTNER" in large, bold, black letters and "CUP" in large, bold, white letters with a black outline. To the right of "CUP" is a trophy icon. Below the banner is a checkered flag pattern. Underneath the checkered flag is the text "FOR TRIUMPH POWERED RACE CARS" and "Grand Marshal - Joe Alexander". At the bottom, a blue box contains the text "21st Annual Kastner Cup", "WeatherTech International Challenge", and "July 13th - 16th 2023 Road America".

OK to Race!

Kas Kastner

2023

KASTNER
CUP

FOR TRIUMPH POWERED RACE CARS
Grand Marshal - Joe Alexander

21st Annual Kastner Cup
WeatherTech International Challenge
July 13th - 16th 2023 Road America

Time & Location

July 13 – July 16, 2023

Road America, Rd America Bridge, Plymouth, WI 53073, USA

About the event

Road America recently announced that the Kastner Cup would be the featured marque of the 2023 WeatherTech International Challenge with Brian Redman. One of the largest vintage race car gatherings in the United States, featuring over 50 classes of cars racing in several groups, The WeatherTech International Challenge with Brian Redman will return on July 13-16, 2023. A mid-summer classic including everything from a special Concours on Friday and Saturday along the streets of Elkhart Lake and a special Triumph sports car racer reunion makes the 2023 event a can't miss spectacle for any racing enthusiast.

CLICK HERE for more information.



Vintage Triumph Register National Convention

SEP
WED
27

SEP
THU
28

SEP
FRI
29

SEP
SAT
30

OCT
Sun
1

Celebrating the Vision of *Giovanni Michelotti*

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

HOSTED BY THE GEORGIA TRIUMPH ASSOCIATION
AND THE BRITISH AUTO OWNERS GROUP



FOR MORE
INFORMATION VISIT



VTR2023.ORG

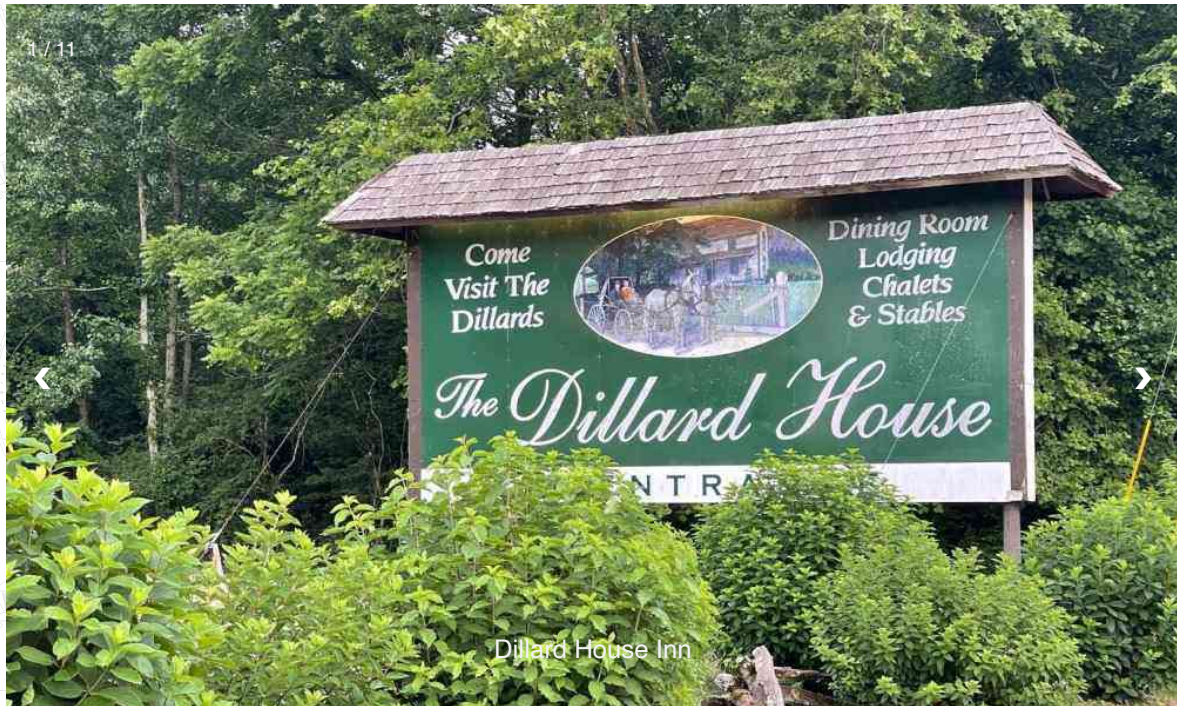
[REGISTER NOW CLICK HERE](#)

VENUE

Nestled on a plateau in the picturesque Little Tennessee River Valley of North Georgia, The Dillard House boasts a breathtaking view of the surrounding Blue Ridge Mountains. Known as the oldest mountains in North America, Blue Ridge gets its name from the enchanting blue-gray fog that wisps through the hills, sometimes obscuring the sun. Guests of The Dillard House can enjoy this natural spectacle from the front porch and, depending on the season and available light, will witness colors of blue, gray, purple or silver. No matter the time of year, it truly is a memorable vision.

VTR 2023-Dillard, GA

11/28/22, 3:23 PM



Hosted by



IN THE PITS

February 2023

By Barry Rosenberg

It is a rainy day in Georgia as I type today. Most of the new year has been raining as well as a lot of last December. Our solar panels are still producing a small amount of power but not enough to power the home. Hopefully the battery will get recharged this afternoon. If not, we are still connected to the grid.

I have yet to really start on my TR4A but I am doing research on the power train I want to use. I love the TR4 engine but it is expensive to get a lot of power from it as explained last month. I am narrowing my search to a GM or Ford 4 cylinder with or without turbo; a five speed transmission and a limited slip differential. As I said, I will probably buy a complete wrecked car from Coparts as I can get every thing I will need in one package.

So, that leaves little left for me to decide about mechanically speaking. Suspension is one big area left with which I can still get clever. I like the basic front suspension design, unequal length A-arms with coil springs and tube shocks. I will do very similar

to the race car I once built and modify it some what. Still using the tube shocks and coil springs but the springs will be mounted to the shock body on height adjustable mounts. This will allow the cars height to be adjusted and this allows what is called weight jacking.

That is, I can balance the car's weight distribution some by raising or lowering the spring mounts on the shock. Raise the right front spring will move weight to the left rear corner. One does need a set of scales for this, one under each tire. Why you may ask. The better balanced a car's weight is, the better it will handle. If I give the car over 250 horsepower, it needs to handle better. If not for safety then for fun.



The shocks I used last time were by QA1 (see above) and they were very good, pricey and beautiful. Looks is important in a build like this so QA1 it will be. The upper A-arm has a decent shape and location but to make the system more adjustable, I will try to fit them with spherical rod ends and I will box them in the open side of the arms.

The original arms are a "C" channel steel that can twist under heavy cornering. Closing the open area, boxing them, will greatly increase their strength. The outer ball joint on the top is also a good product from the factory. It is the same as Jaguar XKEs only a little wider. For my race car, I used the XKE types as it allowed me to use shims on one side or the other to adjust caster. If I placed a shim on the front side, the suspension upright leaned back just a little bit. This would add positive caster. Moving the shims to the back side would add negative caster.



So, what is caster? Imagine a line thru the center of the upper ball joint and the lower upright pivot. If it is perfectly vertical, there is zero caster. Lean that line to the rear of the car from top to bottom and you have positive caster. Lean it forward and you have negative caster. For our cars, negative is not good. Ever have a grocery cart where the front wheels wobble like crazy? Negative caster and your car can do the same thing. Lean the line rearward and you get positive caster which up to a point is good. It gives you a car better straight line stability.

Of course, too much positive can make the car very hard to steer. Race cars, such as those that run on oval tracks will use a lot of caster in one front wheel and less in the other. This makes it easier to hold the car in the turns. Every driver feels suspension differently so in a race car or very high performance car, being able to adjust caster is important as well as in your street car.

I will use a set of spherical rod ends at the back end of my upper A-arms so I can easily adjust the caster as well as camber.



This is a spherical rod end. I will use two on each upper arm so I can adjust the length of each one individually. If I lengthen the front rod end by screwing it out a turn or two, it will have the effect of leaning the upright rearward increasing positive caster.

Now, camber is the second big alignment term we have. Camber is the lean of the tire either in or out at the top. If it leans in, it is negative camber and leaning out is positive camber. Here, negative is best. Leaning the tire in 1/2 to 1 degree will improve overall handling. Going a little more will improve handling in turns but will effect straight line braking because the more negative the camber is, the less tire tread you have touching the road. It also will wear the inside edge of the tire quicker.

Why don't cars use zero camber one would ask. And some cars did. The first year or two of the original Acura

NSX had zero camber. Even as the wheel moved up and down over bumps or as the car leaned into a corner, the tire stayed perpendicular to the road. Unfortunately, as the tires moved up and down, the tire slid across the pavement and scrubbed the tires away extremely fast. The tires need to lean in as it moves about in normal suspension travel.

The stock way the Triumph adjusted camber was moving the mounting points of the lower A-arms out from the chassis by shims. They had a pretty heavy U shaped bracket that was bolted thru the chassis and the arm was attached to this by a cross bolt thru rubber bushings.



See the two studs sticking out the back? Those are what goes thru the frame. Loosening the nuts holding it in place, one would put shims between the bracket and the frame, then tighten the nuts. The more shims, the more negative camber. The car was

designed so that it would be adjustable for negative camber but there is very little one can do if they did need positive camber.

Unfortunately, this bracket does have a habit or strong probability of breaking off the car. To eliminate this, I will weld these brackets to my frame with no shims in between. I will still use the two studs and nuts. I will also not be using rubber bushings. I plan to use some urethane bushings instead. I could fabricate some way to use spherical rod ends down there but I like some give in the suspension and the rod ends have none.

Again, this is getting quite long. I will stop and continue next month. There is more on the front suspension you don't want to miss. Toe in or out, anti-sway bars and more all add to the handling of the car. And better handling is safer and more fun.

Please remember the Tune Up Tech session I am having March 25th at my home shop. If you are coming, please RSVP either thru Peachtreemg.com or texting or emailing me directly. We need to know how much food to plan on and also remember to please bring a couple bucks (\$10 is a nice round number for the charity, the Atlanta Food Bank. They feed a large portion of north Ga. as well). Also bring a chair if you want to sit.

So, until I see yall somewhere soon, goodbye.

Barry Rosenberg
British Car Service
770-689-7573

	BRITISH CAR SERVICE Jasper, GA 30143 678-355-0877 contactus@britishcarservicega.com Master, Visa, and Discover cards accepted. All work guaranteed for 12 months, 12,000 miles.	
		

GTA CLASSIFIEDS

FOR SALE - TR3/SHELLS

I have two TR3 shells for \$200 for the lot...all or none located at Ric Cline's shop. A real deal!.

John Cork

Call/text 404-202-4565

cork9663@aol.com for more info and photos.



I purchased the car from Bob Van Kirk in 2007. Bob rebuilt the engine at that time, as well as other maintenance items as the car had been sitting for some time. The odometer reading is 66,223 miles. The interior and exterior are clean, somewhat worn, about a 3-4 on a scale of 5. Neil Estes has done most of the main work on the car. The gearbox was over-hauled in 2016, and has over-drive. The convertible top was replaced in 2019. I also have the Triumph hard top, wide aluminum wheels, and numerous spare parts. The car was damaged in an accident by a previous

owner and repaired. The car runs well but needs some maintenance work as they all do. I have enjoyed the car and feel it's time to pass it on to the next Brit Car enthusiast.

Dick Candler

dick@candlermgt.com

404-863-8917

FOR SALE - Triumph color posters

I am a Past 1966 Spitfire and TR-3 owner. (Very Past!), selling two unique, 23 1/2 in. x 31 1/2 in. Triumph color posters showing all models, including race cars, from 1923 to 1980. Photos on request.

Dan Schreiber

danschre@gmail.com

(847) 370-2400

FOR SALE - 1978 Spitfire



FOR SALE - TR3 Parts

In the link below are a number of pictures of '59 TR 3 body parts, transmission and some gauges, heater, etc. I have many

other parts not pictured such as - Pair of side curtain frames; 4 hub caps /globe centers; gas cap; front and rear hood hinges; intake and exhaust manifolds, tail light lens; r/l rear shocks, tie rods, another heater, etc. Click here for **Photos**

Located in Smyrna, GA. Looking to sell all in one batch \$4,000/ OBO

Chel Tanger, Cell (404) 697-9536

FOR SALE - 1980 Spitfire



Approximately 80k miles. Comes with steel hard top and soft top.

Engine - 1500cc. Rebuilt in 2020. Ten over flat top pistons, Kent cam. Dual SU, aluminum rad with electric fan, New clutch.

Transmission - Original 4 speed no overdrive.

Breaks/Suspension - New front rotors and pads, rear new shoes, new gas shocks.

Upgraded radio 7" LCD, usb, bluetooth, back up camera & rear speaker box.

Asking \$7,000.

Contact Tom Hodges, (414) 975-3705.

SOLD - 1974 MGB



FOR SALE - 1971 TR6

1971 TR6 project car and parts: Clearing out TR6 project and parts as I've moved to Alaska. Some British Heritage sheet metal (both rear fenders, rear deck, rear valance, passenger floorboard) and NOS engine block, crank, and rods. Full complement of bits and pieces that have come out of parts cars, so inquire with specific parts requests. Anything not sold or given away

by 12/8 going on eBay, anything still around on 1/6 going to the scrap pile."

My cell is 678 372 3337 and email is bloeffler3@gmail.com

FOR SALE - TR6 CYLINDER HEAD

Circle B Narrow port. With valves and springs. Perfect for your high compression engine build.



\$250.

Tom Horvat

678-662-0904

EDITOR'S NOTE:


If you have an item listed in these classified ads and your listing needs to be updated please let me know. Whether the item has been sold, an item in the listing has sold, there has been a price change or if you simply would like to have the listing removed, please send an email to newsletter@gatriumph.com . Thank you.

kind of Triumph.

The Stag is a new kind of Triumph, a powerful over-the-road car built by the biggest maker of sports cars in the world.

Base price is \$5525* including chrome wire wheels and radial ply tires.

Options include a detachable hard top with a heated rear window, automatic transmission, air conditioning, and the pleasure of test driving the Stag at your nearest Triumph dealer.

Stag 

For the name of your nearest Triumph dealer, call 800-631-1971 toll free.

In New Jersey, call 800-962-2803.

*Optional detachable hard top \$248 extra. All prices manufacturer's suggested retail, P.O.E. Optional equipment, destination charges, state and local taxes, if any, not included. British Leyland Motors, Inc., Leonia, N.J. 07605.



FOR WHAT ITS WORTH

Bring a Trailer Auction results from last month.



1976 Triumph TR6

Bid to \$17,500 on 2/28/23



1973 Triumph TR6 5-Speed

Bid to \$16,500 on 2/17/23



No Reserve: Triumph Stag Removable Hardtop

Sold for \$1,300 on 2/8/23



1971 Triumph TR6

Bid to \$14,250 on 2/21/23



1962 Triumph TR4

Sold for \$38,750 on 2/10/23



1980 Triumph TR8 Convertible 5-Speed

Bid to \$10,250 on 2/1/23



1966 Triumph TR4A

Sold for \$29,500 on 2/18/23

Georgia Triumph Association (GTA) Membership Application

Fill out this form or register online at <http://www.gatriumph.com/amember/signup.php>

New ☐ Renewal ☐ GTA Member Number: _____ VTR Member ☐ VTR Number: _____

Last Name: _____ First Name, MI: _____ Birthday: __/__/____

Spouse/Partner's Name: _____ His/Her Birthday: __/__/____

Cell Phone: _____ Night Phone: _____ Email: _____

British Cars (model/year): _____ Occupation: _____

Interests: Tech Sessions Rally's Volunteer Driving Tours Car Shows Autocross

Social Events Other: _____

I would like to help the GTA leadership with: _____

As a member of the Georgia Triumph Association (GTA), I agree to hold the GTA, its Board of Directors, officers and organizers of events free from all liability for any accident or injury which occurs in connection with club events.

Signature: _____ Date: _____

Your name, address and phone number will be published in the GTA membership directory.

This information would only be available to GTA members. Put a check mark here ☐ if you

DO NOT wish to have your information listed in the GTA directory.

Mail this application and \$30.00 to

The Georgia Triumph Association,
2940 Cobblestone Dr
Cumming, GA 30041

or get your application processed online using PayPal at the club website located at <http://www.gatriumph.com/amember/signup.php>



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