



Upcoming GTA EVENTS

For a complete list see the club web site

December

16 GTA Pub Night, Norcross Tavern,
Norcross, GA

27 Polar Bear IX Start in Stone Mountain
See Page 8

January

17 Tech Session - TR6 Throw out
Bearing R&R. Time still TBD - Stayed
Tuned

20 Business meeting. 600 PM Dinner,
700 PM meeting. Norcross Cafe

February

17 Business meeting. 600 PM Dinner,
700 PM meeting. Norcross Cafe

21 Chili Cook Off - Hosted by the Littles
1857 Volberg Street NW, Atlanta

March

5 GTA Pub Night, 700 PM, Meehan's
Irish Pub, 2810 Paces Ferry Road,
Vinings.

7 Tech Session - Barry Rosenberg's
Garage 1666 Whitlock Road, Marietta

17 Business meeting. 600 PM Dinner,
700 PM meeting. Norcross Cafe

21 GTA Spring Kick Off Drive - TBD

April

4 Chris & Poolie Mountain Tour

18 GTA Bowling Challenge, Chamblee

21 Business meeting. 600 PM Dinner, 700 PM meeting. Norcross Cafe

27 - May 03 Walter Mitty, Road Atlanta, Featured marque Jaguars Group
44 Tribute

Want to see the largest collection of Group 44 race cars ever assembled? In
an effort to recreate Road Atlanta's very first SCCA Runoffs, held in the fall of
1970, we've organized a Group 44 tribute at the Mitty '09. Group 44 ruled the
Runoffs and Road Atlanta throughout the '70s with its world-renowned cars,
including their Triumph GT6, MGB and 1975 Runoffs-winning Jaguar V12.

May

9 GTA Wash and Wax day, Russ and Pat Turner's

16 British Car Day, Rome Ga.

19 Business meeting. 600 PM Dinner, 700 PM meeting. Norcross Cafe



**Happy Holidays
from
The Georgia
Triumph Association**

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November and December found me still turning wrenches on the Snag. The stud that the vacuum advance canister mounts to in the distribu-

tor had snapped off at some time or another so I decided to replace the distributor. Which lead to replacing the wires which lead to replacing the coil. At least GM parts are not real expensive.



I had to cut the hood for clearance of the air cleaner. I decided that instead of cutting a hood that was intact I would use the hood that came on the '71. It already had a hole cut and a scoop put on it so that was the perfect choice. I just had to modify the hole a bit for clearance.

I have driven it a few miles so far. There is no interior yet but I thought it was fitting in that I was sitting on a wooden box my dad made for a saw years ago.

CRAP! Open the secondary (the go fast button) and it is feels quick as hell and no exhaust makes for a loud ride! Remember that I've been driving the 4WD Suburban and the Jetta so driving anything that pops is going to feel fast.

Kathy is not real happy about the black marks on the drive. Yes, marks as in posi rear. Ooooppps

Shake down cruise revealed a noise I need to check out and the timing is still a bit off. I've got some commitments that have to be taken care of this month and I'm going to spend a week in PHILLY so it will be awhile before I get back to it.

Bert? You close?

Actually it is long way from being road worthy. Oh wait ... I had it on the road.....What is road worthy!

Keep the greasy side down! *HRC*

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 the club mailbox address shown to the right. Members may also submit articles via email by sending them to newsletter@gatriumph.com. We reserve the right to edit or change any material to suit the needs and space allowed for our newsletter. Please enclose a self addressed envelope for any items you would

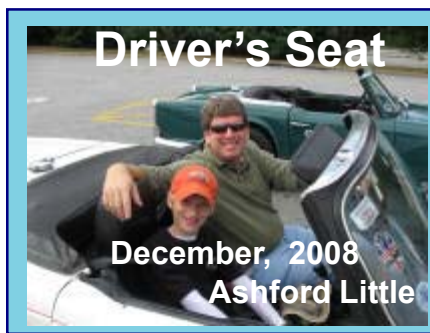
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One year commercial advertising rates (12 issues) are as follows:

1/8 page (business card)	\$40.00
1/4 page	\$70.00
1/2 page	\$100.00

like returned. The GTA newsletter cannot be held responsible for any items that may be lost, damaged, or destroyed. Classified advertising is available free to members, \$5.00 per ad for non members. Classified ads run for one month. Commercial advertising is available at the rates below. GTA neither endorses nor warrants any product, service or method of service, written or advertised.

The Georgia Triumph Association, Inc. is a non profit organization of Triumph motorcar owners and enthusiasts interested in the preservation, restoration and driving of Triumph motorcars. We are a group of enthusiasts that maximize the enjoyment of driving a Triumph and emphasize camaraderie and social interaction among Triumph owners. The GTA is a chapter of the Vintage Triumph Register (VTR) and the 6PACK.



Well, the 2008 is winding down, and it's been an interesting one to say the least. There have been plenty of exciting and occasionally not so exciting things going on within the club and otherwise. As I look back on this year's club activities and functions I think GTA members had a good mix of functions planned and venues to drive to. Turnout seemed to be down a bit, but with gas prices fluctuating from unobtainable and expensive to almost cheap coupled with the economy's downturn, driving may not have exactly risen to the top of everyone's priority list. However, I look towards 2009 as a year of great opportunity.

I'd like to share with you a brief story to help put a positive spin on things. The other night I received a phone call from a friend; I'll call him "Uncle Dave," of Roadster Factory fame. He called to thank me for organizing an impromptu pub night and drive as he was passing through town. Dave had called me weeks earlier to let me know he would be stopping off at GTA members Jeff & Gail Aronoff's house on his way back from Disneyland. He then told me that years ago, the GTA did a 4 day rally prior to the 1992 VTR National in Savannah. On that rally they "did the Dragon" before it was even known as the Tail of the Dragon, and Dave wanted to know if I'd be interested in getting some club members to run the Dragon on his way back to Pennsylvania? I didn't see any reason why not, so in addition to meeting at Sangria's for a margarita on a Thursday night, several GTA folks headed north on Saturday November 22nd. The weather was cold and the wind was bracing – cold enough to warrant keeping the top up the whole way. When we got there we were greeted by a couple of Tennessee troopers on the north end, but virtually no one on the Dragon. GTA members in attendance included Michael Campsmith, Dave & Nicki Hagenbuch, and Cathy & Arno Frosh, who drove over from practically South Carolina in their TR8. Despite the small caravan, we really had a nice drive and day. So when he called to thank me, I really appreciated it.

Friendship and cars: that's what this club and other similar clubs are all about. I love to drive my Triumph, and it's fun to go out and drive them even on days that don't look too promising. Yes, I was a bit worried since driving with the top up, aside from being foreign to me, allows one to notice sounds that may or may not be unusual or potentially problematic, but alas my fears were for naught. Driving will continue to be the "driving force" of the GTA next year. But the year's not over yet!

By the time you read this the annual GTA party will have taken place and despite not having attended it yet, I suspect that it will be fun for those who were there. In lieu of December's business meeting we will once again have a Winter Pub Night at the Iron Horse Tavern in downtown Norcross on the 16th. In the past it's been a fun, casual evening when we can talk Triumph and enjoy an evening of fellowship. Come on out and if the weather is cold then we'll forgive you this once for driving an appliance. After Christmas on December 27th is the 9th annual Polar Bear Run. I enjoy this drive very much and some of that may be the variety of cars that participate, but let's not be outdone by other makes like last year when the Alfa club took unofficial top honors for attendance.

The 2009 GTA calendar will be announced with great fanfare at the Christmas party, but I will post it shortly thereafter. The club officers have met and devised a pretty good schedule for 2009. We'll have some old favorites and some new things mixed in. One of the things that I've wanted to see more of is tech sessions. We've got some good ideas, but if your car is in need of repair then let me know so we can schedule a session to get you back on track. I heard from Bill Castleberry the other day and it sounds like we'll have a tranny pulling session shortly after the new year to replace a throw-out bearing gone bad.

On the old business front there have been two bits of exciting news. On November 10th, Joe & Zuzette Earnest welcomed two daughters, Alexa and Bianca into the world. Joe might be a little busy in the coming months, but I'm sure he'd welcome a congratulatory email. Bets are being taken as to what their first words will be. I'm betting on Dolly. The other bit of news concerns Triumphs. Some folks think of our cars as totally unpractical, prone to breakdown, leaky – (both oil and rainwater), noisy and slow. I really can't or won't comment on most of those vile allegations, but I can say for sure that for the next 12 months I am driving the Fastest Triumph in the World! Yep, my TR6 took top honors in the annual Damn the Torpedoes Rally, which perhaps means not only the Fastest Triumph in the World honor, but maybe the Fastest pre-1976 car in the World period? Who knows, stranger things have happened!

A Little History Please....

Bob Ragan
The GTA 20 Years Ago
December, 1988



This Trumpet was published during December 1988, as a special edition, as it included letters from Ken Richardson and also articles from Dave Hagenbuch at The Roadster Factory. Hal reported that he now had three cars as he purchased a Renault Turbo Fuego, cheap, because the starter was bad.....then learned the cylinder head had to be removed to replace the starter. (leave it to the French).

Steve Conway reported on the recent board meeting with the main topic the decision to host the Savannah Regional during 1989.

Steve reported that the Christmas Party was a huge success, as hosted by Dennis and Claire Riley. After a general business meeting to discuss the Savannah Regional and calendar of events, the GTAers got down to the business of eating and fun. The party ended with the presentation of a plaque to Hugh McAleer in recognition of his tireless contributions to the GTA. Well done Hugh! Hugh was on the brink of accepting a job out-of-state, selling his TR250, and moving, but thankfully decided to stay in Georgia.

David Pilcher told his story of storing his TR2 for almost a year, bringing it out of storage, charging the battery, airing the tires, blowing out the fuel line, firing it off and driving 300 miles in six hours without incident. Some old TRs never quit.

Hal reported on Pub Night. The decision had been made, as of January 1989 to change from Thursday night to Friday, and to change the location to the more central location of Moe's Pizza near I-85 and Clairmont Road. This would hopefully increase attendance.

Dave Hagenbuch reported that a new endeavor named Project '89, had begun. Ken Richardson planned to prepare a 1959 TR3 to repeat an event where in 1959, at the high-banked Monza Raceway in Italy, a TR3 averaged 100mph for a 4 day period, breaking eight Class "E" endurance records for production cars up to 2 liters. He was currently looking for sponsorship to make the project feasible, planning to run the event either in Europe or America. (ed. any one know if this ever happened?)

Two letters from Ken Richardson were included, directed to Dennis Riley. Ken thanked the GTA for making him an honorary member of the GTA, and for the plaque presented to him in Dallas, and wished everyone a Merry Christmas.

The classifieds included a 74 TR6 original owner with new Michelin Redlines for \$3000, a 73 Stag, all original for \$6000, Hugh's TR250 (which thankfully he did not have to sell) and lots of misc Triumph parts, The Roadster Factory ran a full-page ad for their products.

See you next time. **Bob**



The November issue of the Triumph Car Club of Victoria Trumpet is available for your viewing pleasure. It can be found on their club website at:

<http://www.members.optusnet.com.au/~smeagol021/eTrumpet1108.pdf>

Password for November is
 ' shaunwilson '.

Name the Dude!

Rules were KISS easy.

Recognizing the Dude last month should have been KISS easy.

Last month's Dude drew no guesses.

This month there will not be a Guess the Dude.

So you say you want to know
 who the past Dudes was?

November was
 Ray Sinclair.

2008 Georgia Triumph Association Holiday Party



So Who is the lucky
winner of the Shorts
this year?
You'll have to go to
Polar Bear Run to find
out!



**Tech by Barry
December, 2008
Barry Rosenberg**

Knowing it is the holiday season; I thought I would write an article for our spouses that might want to surprise someone in the family with a present of an old British car. Goodness knows why, but it is done quite often, not to me, to other people.

If you or someone you know is looking for a British car, here are some things to look for that is marque specific. Just in case you know Healeys but not Triumphs as well, these are things to

look for when buying a car. I will take it one marque at a time after a few generalizations.

First, know what you are looking for. If you know what your ability limits are, then stay below that level unless you know you have the funds to have done what it will take to get the car to where you want it. In other words, do not buy a car with a bad trans if you cannot fix it yourself or afford the pay to have it fixed. The car will sit in your garage or under a tarp for years before you finally give up on it. By then, the car has deteriorated further; lost more value, and you have a permanent dead spot in your lawn. The first thing to remember is that most ads are lies, not mine though. The car is never as advertised, except mine. Do not travel long distances to look at junk and never, never put down a deposit you cannot get back. And this does not just apply to Ebay sales. If the car is out of town hire a local shop that has not worked on the car to examine it for you. It may cost a hundred bucks or so, but it is worth it. Or, most national clubs have contacts or members in almost every city, contact them and see if one of them could look at it for you. Most members would be happy to do it at no charge.

Now, what to look for. Let's do some generic items first. British cars like to rust all over. Triumphs and Healeys like to rust out the frames so poke around under the car with an ice pick and see if you can penetrate the frame. Look where the rear suspension attaches especially on the independent rear suspension cars from Triumph. Of course, look at the lower half of the fenders and rocker panels for rust, pull back carpet and see if there is a stop sign cut to fit where the floor pan used to be. There are patch sections made for almost all the rust places but it is costly to have it done. Next, jack up the front end and rock the wheels top to bottom. Too much and the wheel bearings are loose, side-to-side and the tie rod ends or rack could be bad. Look at the rubber boots on the ball joints and rod ends, if split, then dirt and water may have gotten in. Boots are available but the repros do not last more than a year or two.

Look at the suspension attachment points; most of the cars have rubber bushings. On all the cars, they will rot out the lower inner bushings and also the top inner points. Each marque has it's own outer style set up and I will discuss them later. Next, jack up the rear end of the car. Again, you are looking at the bushings that hold the rear suspension in place. Most of the cars have leaf springs back there so look at the front bushing and the rear shackle bushings.

There are u-bolts that hold the differential to the leaf springs and they should be very tight and the rubber pads in good condition. If not, when you accelerate and decelerate rapidly, the car will torque steer. While the rear is up, rotate the wheel while having someone hold the other side. If there is a lot of rotation, there could be play in the diff gears. Most likely, this is in the spider gears and not the ring & pinion. Some cars can tolerate this more than others, like MGBs. Also, reach under the car, make sure there is a jack stand and not a concrete block, and rotate the drive shaft to feel for bad u-joints. MGBs are the worst for u-joint problems.

Lower the car and proceed to the major mechanicals, the engine and trans. Does the car have overdrive? It is rare to find a big Healey without it but the MGs and TRs often come without it. And it is costly to have it installed. Now there are 5 speed conversions for most of our cars but those are just as costly if not more so. And you really want that 5th gear. That is one of the things that makes TR8s so nice, a standard 5-speed trans. Unfortunately, that gear box is crap at times.

Look over the engine for any oil leaks but do not be alarmed if there are a few small ones. They all leak a little. You want a clean engine but not one that has just been steamed cleaned. Are they hiding something? It does no good to look at the oil as most of our cars have Castrol oil in them and it gets black fast. But feel the oil between your clean fingers and feel for any grit. Look in the valve cover with a flashlight at see if there is much sludge build-up.

Sludge comes from many ways; from infrequent oil changes, using Quaker State oil, over heating and cooking the oil; and contaminants in the oil. None are good as sludge is bad. In the old days, they would say to run about a half-quart of kerosene in the engine for a short time and then drain the oil but, not today. It actually works but it can create other problems. Assuming your look under the hood has given you no reason to not buy the car, continue with cranking the engine.

You really want the engine cold for this. If it is cold outside and the engine temp is already warm, then you will not hear any engine rod knock if there is some. Nor will you see how well the car starts from cold. Ask that they not crank it until you are there to watch. Look for smoke out the tail pipe, black is normal with the choke on, it is rich, blue is oil and comes from the valve guides mostly and not the rings (mine smokes blue because I have a tad extra clearance in my guides as I have bronze guides and without a little extra clearance they will seize the valves) and white that dissipates rapidly is water. This could be from condensation or atmospheric conditions but should stop fairly soon. If it does not, then suspect head gasket problems.

(Continued on Page 6)

**Tech by Barry
December, 2008
(Continued from Page 5)
Barry Rosenberg**

Also, be listening to the engine when it cranks. If there is a slight rattling noise that goes away as soon as the oil pressure is up, suspect rod-bearing wear. You will not hear piston noises or main bearing sounds yet. Watch the oil pressure gauge, it should go up to at least 60 and then drop back down as the temp increases at a fast idle. Warm idle oil pressure is not that important. What you want to see is about 10 lbs per 1,000 rpm as you rev it. Now it will not increase the same rate as the engine speed but at warm cruising speed, you want near 50 lbs pressure in most engines.

Next, press in the clutch and see how it feels and sounds. There should be no real noise from the clutch area. If it changes sound when you press in the pedal, there could be a problem in there. If it feels good and is quiet, then perform this test only once; put in the clutch, place the trans in 4th gear and hold the brake on. Now slowly let out the clutch, it should stall the engine before you get half way out. If it comes almost all the way out before the engine slows and stalls, it could be clutch time. Remember, do this only one time.

While in the car, look at the gauges and check that they all work. Test the lights while in there and have someone look at the turn signals and brake lights. All OK so far; then lets take a short ride. If at anytime the owner says no then it may be time to walk away and look at other cars. Some owners will want to drive first and explain how the cars wants to be driven. Each car is different, so let him. But, you should drive it also. You are supposed to be listening for noises and feeling for anything that is not normal. You do not want the car wandering over the road, nor do you want the diff to be singing to you when you accelerate. If it is raining, you do not want to be taking a shower inside the car.

Keep an eye on the gauges and see what they do. Try everything electrical that you can. Do not try the wipers in the dry please. Wait until you are back at the house to lift them off the glass and see if they work, no need to scratch the glass any more than it already is. Did it all feel and sound good? If yes and you know what is wrong and you know you can either fix it yourself or pay to have it fixed, then it is time to negotiate and maybe take home that new to you toy.

This seems to be getting a little long so maybe I will break it up into more than one article and finish it next month. Each marque does have it's own problems and I would like to hit on some of the important or expensive ones it some detail. Of course, if you are already looking at a car, feel free to call me to discuss it. My numbers are 770-578-6925 or 770-689-7573. In the mean time, I hope you each have a very healthy, happy, and safe holiday season be it Christmas, Hanukkah, or what ever you celebrate and a great New Year. See yall soon. Barry Rosenberg

Be sure to see the classified ads on page 9. (ed,)

**December Birthdays
Have a Great One!**

Bob Bryan	12/1	Michael C. Cooper	12/17	Rebecca Kohlhagen	12/21
Hermann Schaller	12/12	Laura Pruitt	12/18	Steaven Freeman	12/25
David Abraham	12/14	Brooks Bullock	12/18	Marie Bartliff	12/28
		Suzanne Holton	12/19		



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**Georgia Triumph Association Business Meeting Minutes
November 18, 2008
Submitted by Michael Campsmith, GTA Secretary**

The November GTA meeting was called to order by Director Ashford Little.

20 members and spouses were in

attendance.

Herman Schaller described his experiences at two car shows since the October meeting. He and his wife drove their 1949 Triumph Roadster to a show on Hilton Head Island held October 30 and 31. While they were forming up on a track the car started to make a racket so he pulled over. Upon inspection he noticed fluid was leaking out the front of the car and a blade of the cooling fan had broken loose and was lying on the track. Turns out one of the bolts holding the water pump had backed out and the fan blade broke off when it contacted the bolt head. Some helpful show participants were able to locate a replacement bolt and even welded the blade back on the fan. Herman was able to drive the car back with the repair in place. Overall distance to and from the show was over 700 miles—not bad for a 60-year-old-car!! Herman also participated in the Buford Ace Hardware Car Show, where the foreign car category was won by a Corvette (???)

Several GTA members participated in the Chattanooga Car Show on November 1; theme for the show was “The Mad Hatter”. Chic Fries won first in class with his TR3 and Gary Wilmerding came in second in class in his TR6. You need to ask Gary about the hot tub (Note: The Secretary is just the messenger.) The ride back from the show was very enjoyable.

Ashford reports that Joe Earnest and his wife had twin girls early this month. Congratulations to the expanding Earnest family; it may be a while before we see Joe at any GTA events.

Speaking of Joe, the Damn the Torpedoes Run took place the first weekend in November. The event is a drive from Athens to St. Mary’s, GA but the route is a mystery. The run is open to any vehicle circa 1976 or earlier and the rules are simple—shortest travel time, can’t drive on interstates, no speeding tickets.

Approximately 45 teams participated this year, and our own Ashford Little and his navigator, Alan Atkinson, won overall and received a trophy for the “World’s Fastest Triumph”. The trophy really is nice, and Ashford is more than happy to tell you about it.

On the evening of Thursday, November 20 there will be a dinner with “Uncle Dave” from the Roadster Factory. Dinner is at Sangria’s in Tucker starting at 7 PM.

Then on Saturday, November 22 a group from the GTA will be traveling to run the Tail of the Dragon with Uncle Dave. Details are on the GTA website: group will meet at 9 AM at the Pilot Station at exit 296 on I-75, with a departure time of 9:30.

The GTA Christmas Party will be held on Saturday, December 6 at Kurt’s Biergarten in Norcross. We need you to make your reservations immediately, as we need 50 paid reservations to hold the restaurant—currently we have 23 committed persons. Please give your check/cash to Sue Hurst; cost is \$15/person, with the club making up the rest of the cost for the meal. Cash bar starts at 6, dinner at 7. Prime rib is on the menu. If you want to participate in the gift exchange, please bring a gift with a value of \$20 or less.

We will not have a regular December meeting; instead we will meet on December 16 for the annual Pub Night at the Norcross Tavern—which is just down the street for our regular meeting place.

Final GTA event of the year will be the 9th annual Polar Bear Run, held on Saturday, December 27. George Forster is again setting up the route, which will be somewhat abbreviated this year. The Polar Bear Run is open to any and all marques, and every year there are some memorable vehicles and people that participate.

Finally, dues for 2009 GTA membership are due now. Please get your renewal in early and keep the club solvent.

Meeting adjourned at 7:35 PM.

ATTENTION POLAR BEARS:

Saturday, December 27th
9th Annual Polar Bear Run

The Georgia Triumph Association is pleased to announce

Polar Bear Run IX

Saturday, December 27, 2008

This year's destination is the Classic City:

Athens, GA

RAIN
OR
SHINE!



RAIN
OR
SHINE!

Meet at the Outback parking lot near Stone Mountain

East Park Place Blvd at the east end of the Stone Mountain Freeway (US 78)

Drivers' Meeting at 9:00 AM

Come visit the shops, restaurants, pubs, and home of the UGA Bulldogs. Visit the many cultural attractions that are available, or just relax and enjoy the scenery. The downtown area will be decorated for the holidays and everyone will be happy to see us.

The spirit of our event is to encourage all sports and classic motoring enthusiasts to meet for a scenic drive and share some fun on the last weekend of the year. Everyone is welcome to participate with your most interesting auto – or bring the family in the minivan.

The drive is a leisurely tour. All cars will receive a set of detailed directions, so that nobody gets lost or left behind. Stops will be provided along the way. Atlanta area residents will have the opportunity to participate fully and be home before dark.

Out-of-towners have made the Polar Bear Run a weekend travel destination. There are a number of motels in the Stone Mountain area for Friday night (including a Holiday Inn Express within walking distance of the starting point). Athens has a large number of rooms available to allow an extended visit to this great city.

The starting point is located east of Atlanta at the end of the Stone Mountain Freeway. From the east Perimeter (I-285), take US 78 about 9 miles to the first traffic light. Turn left on East Park Place and into the parking lot on the right, behind Hardee's, Arby's, and McDonald's. Fuel is available nearby, so please top off before the start, as there will be only a limited number of gas stops available along the route. Snacks and drinks are a good idea, too.

For more information and the latest updated, visit the Georgia Triumph Association's web site: www.GaTriumph.com. Email GeorgiaPolarBear@hotmail.com with any questions, or call 770-845-4484 on the day of the event. We're looking forward to seeing you there!



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GTA Classifieds December 2008

Classifieds are free to GTA members. Descriptions of articles for sale are the responsibility of the seller. No warranty on the items or accuracy of the classified ad is implied by any member of the GTA other than the seller.

For Sale 4 wheels and tires—Gillette Touring SE Golden Bear Tires 8K miles \$550.00 OBO, 4 Stainless Wheel Trim Ring Set \$75.00 OBO, Luggage Rack \$100.00 OBO, 16 Chrome Lug nuts with washers \$45.00 OBO, Boot cover for Convertible Top \$200.00 OBO, Bra (used twice—D cup) \$75.00 OBO, Decorative Triumph Logo Caps \$10.00 OBO ^ All of the parts listed are off of a 1976 Pleasure/Show Triumph TR6. Everything is in New or Excellent condition. For more information contact Walter Upton. Cell:

M-F 7:30-4:00 (It's turned off otherwise) Home: Evenings and Weekends Email: waltupton@gmail.com

Wanted: TR-2 Side Curtains (wedge fittings instead of Dzus fasteners). Any rebuildable condition. Also need original type Temperature gauge and Ammeter. Earl Ferguson 404-667-1065.

For Sale - TR6 / TR250 Workshop Manual, How to Restore TR2-TR3 and 3A Manual, Service Manual Overdrive, TR6 / TR250 Competition Manual, TRF (UK) TR2 - 3 Catalog - 1993. Spitfire shocks NEW - Front and rear - \$100. All items are near or as new. Make reasonable offer or trade for? MGB Technical literature and some parts.

WANTED TR6 Disc wheel (1), TR4 Parts - What have you? Mike Cooper (770) 623-3841

For Sale- 1969 MGB beautiful bright red with Wilton wool carpet, Connelly leather seats, overdrive trans, wire wheels, cross-flow aluminum head with 1 ¾ SUs, modified suspension, all in excellent condition. The car was fully restored in 1996 when it won 3rd in class at the Indy National show and it recently placed 3rd again at the Gatlinburg National show (the same show where I beat Mike Cook to become the National Valve Cover Champ). We only drive it twice a year and it is parked and waiting for someone to drive it more. Call me if interested. Barry Rosenberg 770-578-6925 or 770-689-7573.



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In addition, if you own a Miata, or know anyone who does, check out www.miatazone.com It is our newest website and our attempt to expand our horizons and hopefully, our customer base as well.

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GTA Membership Application - Short Form (Memberships expire on December 31)

New ___ Renewal ___ GTA member Number _____ VTR Member? ___ VTR Number _____

Please check here if your form has any changes.

Last Name _____ First Name, MI _____ Birthday _____

Address _____ City _____ State _____ Zip Code _____

Spouse / Partner's Name _____ His/Her Birthday _____

Day Phone _____ Night Phone _____ Email _____

British Cars (model / year) _____ Occupation _____

Interest: (Put a check beside all that apply) Tech Sessions ___ Rallys ___ Volunteer ___

Driving Tours ___ Car Shows ___ Autocross ___ Social events ___ Other ___

Mail this application and \$30.00 to the GTA at the address listed on page 2. Applications may also be processed on the GTA web site using Pay Pal. Club web site address is www.gatriumph.com

I would like to help the GTA leadership with _____

Check here if you would like to receive the Trumpet via email link.

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. _____

Renewals, corrections and updates may be emailed to newsletter@gatriumph.com or mailed to the GTA Post Office Box.

Deadline for the January issue - January 02, 2009



The Group 44 T. R. 6 of Bob Tallias arrives at London Airport

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