



Upcoming GTA EVENTS

For a complete list see the club web site

January

20th Business meeting. 600 PM Dinner,
700 PM meeting. Norcross Cafe
DATE CHANGE! 24th Tech Session -
TR6 Throw out Bearing R&R. 930 AM

February

17th Business meeting. 600 PM Dinner,
700 PM meeting. Norcross Cafe
21st Chili Cook Off - Hosted by the
Littles 1857 Volberg Street NW, Atlanta

March

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

7th Tech Session - Barry Rosenberg's
Garage 1666 Whitlock Road, Marietta
17th Business meeting. 600 PM Dinner,
700 PM meeting. Norcross Cafe
21st GTA Spring Kick Off Drive - TBD

April

4th Chris & Poolie Mountain Tour
18th GTA Bowling Challenge, Chamblee
21st Business meeting. 600 PM Dinner,
700 PM meeting. Norcross Cafe
27th - May 03rd 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. There has been 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

9th GTA Wash and Wax day, Russ and Pat Turner's
16th British Car Day, Rome Ga.
19th Business meeting. 600 PM Dinner, 700 PM meeting.
Norcross Cafe



Polar Bear Run IX

See page 5 for more pictures or for the complete set be sure to check the club website



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2009 GTA Board of Directors / Volunteers

Director

Webmaster /
6PACK Liaison
R. Ashford Little II
(404)350-9362

ralittle2@mindspring.com

Assistant Director /
Activities Director
Ray Sinclair

willie.sinclair@att.net

Membership Director
Gary Wilmerding
(404) 226-2229

gwil2614@bellsouth.net

Treasurer
Sue Hurst
(770) 887-2143

shurst01@gmail.com

Secretary
Michael Campsmith
770-414-8233 – Home

mgc4@cdc.gov

Newsletter Editor
Hugh R. McAleer
(770)567-3122

tr250@bellsouth.net

VTR Liaison
Ronnie Babbitt
(912)953-2261
rbr3a@cox.net

Historian
Bob Ragan
bobragan@bellsouth.net

Photographer
John Drosdrick
770-560-1446
jdroz@comcast.net

Contributors -

Ashford Little, GTA,
Bob Ragan GTA,
Hugh McAleer GTA,
George Forster, GTA
John Drosdrick, GTA

Photo Credits -

Ashford Little Page 3,
Hugh McAleer Page 2
Mark Pruitt, Page 4
John Drosdrick, Page

**Turning Wrenches
January, 2009
Hugh McAleer**



December is gone already? Not much of anything was done on the Stag this month but it has been started a few

times just to hear it run. It has only been a couple weeks since the last newsletter and I've been pretty much under the weather in December but there are some big plans for it this month.

My trip to Philly was great but the drive sure was long. I took the Bud Meister (our dawg) with me. We drove straight through up (14 hours - 10 minutes) with only minor traffic slow downs. The trip back took a bit longer with rain, traffic in Baltimore and a detour off the interstate in North Carolina where all southbound traffic had to exit (15 hours - 40 minutes). Buddy didn't help with the driving much. We need to work on that. I saw my

mother and sisters and Buddy saw his cousins. I had my fill of TastyKakes, and R-E-A-L cheese steaks and didn't have to drink any Pepsi. I lucked out with decent weather too - read that as no snow or ice!

I got back and promptly came down with a swollen throat which then morphed into a very bad case of bronchitis which then brought along a bad ear infection. I've pretty much been sick the whole month of December and am still not back up to snuff.

I also ask that those that receive the newsletter via snail mail consider getting it via email. Members that receive the email newsletter get it much sooner and in color. There is also a significant cost savings for the club. Give it a thought.

Keep the greasy side down!

HRM



**Buddy Holly
and the Flurry**

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

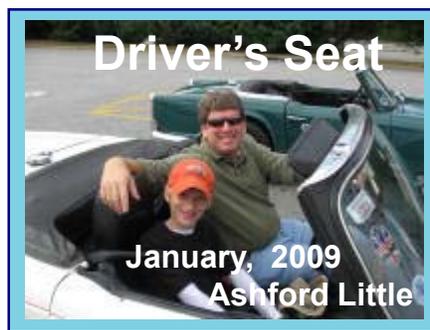
**The Georgia Triumph Association
Post Office Box 3198
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One year commercial advertising rates (12 issues) are as follows:

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.



Welcome to a brand new year, and I guess that means that our cars are one year older as well. That means my TR is turning 39 this year; that's a bit hard to believe. Anyway, welcome to what I hope will be a busy and entertaining year for the Georgia Triumph Association!

At the tail end of 2008 the GTA had their 9th annual Polar Bear Run. The esteemed weather gods had predicted a sunny day with temps reaching 70 degrees... perfect for a end of the year drive. Unfortunately they were as accurate as they always seem to be, but the drive was memorable. We

tracked down 4 wooden bridges just on the way to Athens. Once in Athens many enjoyed a great lunch at several local restaurants and then shared experiences at The Globe, the traditional watering hole on the eve of the Damn the Torpedoes Rally. Did I mention I won? Since winter is here down South, that means it's a good time of year to fix things so that's how we are kicking off the year. We will meet at Bill Castleberry's house to solve a clutch issue he is having on his TR6. The plan is to meet at Bill's house, Bancroft Court, Marietta, GA at 9:30 AM. See page 5 for directions. Call Bill at 404-944-5966 if you get lost or can assist that day. I will miss the tech session as I've got a family conflict, but we need folks familiar with pulling a TR6 transmission to show up and let Bill know how it's done.

My TR has been enjoying a stretch of uneventful motoring, and that's quite nice. Ever since I had my motor rebuilt by Roadspeed Garage I've not had to do anything. Well, that's not totally correct, there was that broken differential mount, but it's been fun just being able to hop in the car and go. If your car doesn't "just go" then please contact me or Ray Sinclair at willie.sinclair@att.net and we'll arrange a tech session to get you fixed right up.

Now that the TR is in good shape I suppose I should concentrate a little more on the "other" car in my garage. The un-named German car underwent major surgery to remove some cancer over the past year and I'm still trying to get the bugs worked out. I took off for a drive this morning and the fuel leak that was supposedly fixed wasn't. Sound familiar? Yeah, I thought so, but you guys don't really care about that.

This time of year the beautiful driving days are few and far between so if the weather breaks and it's pretty outside then remember to take the Triumph. If you don't then it might get mad at you and you'll find something amiss the next time you take it out. Ask me how I know.

Happy New Year,

Ashford

'70 TR6

MAN!
Do I miss the one
that got away!
Jim Davis

Looking at some old photos made me realize that this was the best restoration I've ever done. And I sold the damn thing for 10K less than I had in it!

Hope the guy in Boston I sold it to appreciates it. I should have put the overdrive and a/c in my yellow car into this one and sold the yellow one...

But hindsight is 20-20.

Happy New Year, Jim



A Little History Please....
Bob Ragan
The GTA 20 Years Ago
January, 1989



This Trumpet was published during January 1989. Hal was having heartburn as the regular printer abruptly shut down his business then the next printer he found was raided for drugs and closed. He, Steve, Lori and Pete had to resort to the old photocopy method.

Hal reminded the club that the January Super Bowl party would be held at the home of Mike and Claire Cammarata.

This is usually one of the largest gatherings of the year for the GTA.

Hal reported on his annual vacation. This year he went to visit Dave Hagenbugh and The Roadster Factory in Armagh, PA. It was a great trip except the distributor on his Renault Turbo Fuego had to be replaced and ended up a two-day extension of the trip.

Lori Conway reported on the upcoming Pub Night and it being changed from Thursday to Friday nights. This was hoped to increase attendance as opposed to having it on a work night. The meeting place would be Moe's on North Druid Hills Road, but Lori was asking for alternate location suggestions.

Steve Conway offered this month's Tech Tip - to repair a leaky brake pressure differential switch, disassemble the unit and replace the rubber o-rings sourced at ACE Hardware.

The 1989 Calendar of Events was published:

Jan – Super bowl party

Feb – Tech session – oil seals and differential

Mar – Tech session – electrical

April – T.C.O.C Auto Fair Charlotte NC,

Walter Mitty – Road Atlanta

Explorer's Rallye School

May – British Car day

Highlands Classic auto show/mountain tour

June – TRA National convention

VTR Regional – Savannah

July – Lake outing

VTR National Convention – NY

Aug – Mall car show

Drive-in movie night

Walter Mitty Road Atlanta

Sept – Son of Polo Invasion

Oct – SCCA Run-offs Road Atlanta

Callaway Gardens trip

Nov – Pub night

Dec – Christmas Party/Quarterly Membership meeting

Every month – Pub night

Hal reminded members that dues were due and membership dues had increased from \$12/year to \$18/year. See you next time. **Bob**

Happy Birthday!

Bill Stoessel 4

Jerry Shoemaker 9

Daniel Parrott 10

Ashford Little 12

Joe Earnest 14

Robert Seymour 17

Alesix Donghi 20

Cameron Leonard 20

Lorna Murphy 21

Cindy Henry 24

Bill Williams 25



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>

There is no password required for November.

GTA Tech Session
Saturday, January 24th
930AM

Bill Castleberry's TR6 looks to need a new throw-out bearing so we're going to help.

4678 Bancroft Ct.
Marietta, GA 30062
404-944-5966

The following directions may assist the guys coming to the tech session 01/24/09, 9:30 AM to change out the throw out bearing on my TR-6's clutch.

Address: 4678 Bancroft Court, Marietta, GA 30062

Contact: 404-944-2556 cell

Location is off highway 120 (Roswell - Marietta Highway) 3 miles west of the Roswell Square or 7 miles east of 120 loop and 120 highway.

If coming up I-400, exit #6 on Northridge going west across bridge, then go north on Roswell Road (Hwy 9) to Roswell Square. Turn west on Hwy 120, go 3 miles to Bishops Lake Drive by St Ann's Catholic Church, turn right & go to second subdivision on left which is Chadds Walk. Turn left into subdivision on Haverhill, then first right on Bancroft Court.

If coming up I-75, turn right on 120 loop hwy, then right on hwy 120, go approximately 7 miles to left on Bishops Lake Drive, then follow above directions from St. Ann's Catholic church.

We'll plan on a good lunch for each guy at the tech session.

Bill

REMEMBER THAT MEMBERSHIPS EXPIRED DECEMBER 31.



**Polar Bear IX
Thank you!
George Forster**

Dear friends,

I would like to thank everyone who attended this year's Georgia Polar Bear Run on Saturday. The day started a little misty, but the skies dried up as the first cars arrived at our gathering point in Stone Mountain, and the rest of the day was just fine.

In all, we had right around 70 cars participate. Our oldest car was Terrell Underwood's Allard, and the newest were a group of Pontiac Solstices from the Atlanta chapter of the Kappa Club (Solstice and Saturn Skye). Most of the participants were from the metro Atlanta area, but a few classics came from as far away as Knoxville, Tennessee, Asheville, North Carolina. It was a fine mix of old and new as we made our way down some scenic lanes and through 3 of Georgia's wooden covered bridges.

The tour ended in Athens, where the group had lunch, strolled the streets, and visited the shops before returning home.

Our tenth Polar Bear Run will be scheduled for December 26, 2009. Be sure to ask Santa for a tank of gas and a warm scarf so that you can join us on our next Winter Tour. Details on the next drive will be available late this coming summer. We hope to see you there.

On behalf of the Georgia Triumph Association, I would like to wish each of you a happy, safe, and prosperous New Year.

Photos from our drive are available on the GTA web site: www.GaTriumph.com. If you are in one of the local clubs, other than the GTA, share the link with your club members and encourage them all to join us next time. If you have any photos or stories to share, please send them to me, or to the GTA webmaster.

Best regards,
George Forster
Georgia Triumph Association

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Tech by Barry Barry Rosenberg

Wow, it is already 2009 by the time you read this. I really hope everyone had a great holiday season and a safe one. Did you all get what you wanted? How many got a British car or just parts for one? As I am writing this before Christmas or Chanukah, I know not what I am getting but I will bet there is

something for a new home. We are very close to getting our certificate of occupancy on our log cabin; in fact, we may have it by the time this gets published. It has been over a two-year ordeal to get to this point. So, let's get back to my last article where we were talking about the problems with British cars. I said I would take it one marque at a time. Since I own an MGB, I will take them, MGs, first. There is MGA, MGB, MGBGT, MGC, and Midget. Starting with things that can get pricey first, let's look at the engines. MG has always built a very stout little engine, however, they do have problems. Before you buy a used British car, do a compression check. The cylinder bores on all MG engines is a relatively soft metal and will wear more than the rings. A dry compression check and then a wet one (where you squirt some oil in the cylinder) will quickly show a worn engine. You do not want more than about 15 lbs. difference although I would accept 25 lbs myself. Do not crank the car up in an enclosed space after taking the wet compression check. If there is wear, putting rings on the piston will not work in over 90% of the cases. The block must be bored and oversize pistons installed. Re-ringing will last only about 6 months before it is back to smoking. And since you have to bore the engine, it will also require a new cam as that is the next major wear point in the engine. Unfortunately, you cannot easily check the cam wear before you buy the car other than checking the valve lift. With a very accurate rule, just a few bucks at Harbor Freight, you can measure each valve lift and if they are not all the same, suspect a bad cam.

This is another major expense as most cars, it is easier to pull the engine to replace. In my last article, it was mentioned how to watch for bearing problems with the oil pressure gauge and cold starting. If you heard engine noise when starting a cold engine or have very low pressure, anticipate bearing work. Plan about \$3,500 for a complete and proper engine re-build. The MGC engine will cost about another \$800 to \$1,000 but all else is the same.

One other last thing to look for on the engine. The heads of the MGA and MGB engines are interchangeable and are marked with the engine size. Look at the top rear of the head and see if there is a 15, 16, or 18 cast into the head by the rear stud. It is not often but the heads do get put on the wrong engine. You do not want a 15 head on your MGB, and an 18 is really too big for your 1500 MGA engine.

Oil leaks are always a problem but most can be fixed easily. Except for early engines that have a slinger or mechanical rear seal. These can require a re-build to fix. So, don't let the seller tell you the oil leak under the 1275 midget motor is just the oil pan, make sure even if you have to go to the car wash and clean under there yourself.

Most MGs have good transmissions. The MGB and C have one of the best there is. Midgets on the other hand do not. The good thing is that there are 5 speed conversions for most of the MG line. However, if you are into originality, watch out for the Midget box. A whine in 1st gear or reverse is a bad thing; it requires a cluster gear to fix. That means pulling the engine and gearbox for an overhaul. And the parts are high priced, a diamond necklace costs less.

I would say check the fluid but that is difficult to do unless you have access to a lift or shop. You should drain a little out and see if it has much metal in it. On the MG based boxes, there will be a little silver shine to it and on the Triumph Midget box only, there will be a brass shine to it. This is normal as long as it does not look like metallic paint. The shine comes from normal syncro wear mostly. There should not be any big chunks in the fluid though. Gear chips are not a good thing.

Most trans oil leaks require that the trans be pulled for repair, so look carefully for those. The clutch housing has a small hole in it that may have a cotter pin rattling around in it. If fluid is coming from this hole, suspect the front trans seal.

(Continued on Page 8)

**Tech by Barry
Barry Rosenberg
(Continued from page 7)**

The hole is there to let the oil out and the cotter pin is to keep the hole from clogging with oil and clutch dust. I told you how to test the clutch already last article. If you are looking under the car, you will see that the only way to put a new clutch in is to pull the engine, check it carefully.

You also want to see an overdrive on the MGB and C. Midgets and MGAs do not normally have overdrives as they do not fit and were not available back then. All the MGs have a rubber rear trans mount of differing designs look at them as with any oil leaks from the engine and trans, the hot oil ends up on the rubber and slowly dissolves it leaving some of the nastiest rubber goo you can imagine. Mounts are not easy to replace but can be done from underneath except on the Midgets. You get to, guess, pull the engine.

Next in line is the drive shaft. MGs have the weakest drive shaft for some reason. All of them have U-joint problems so check these carefully. Use a good light to check the flanges that attaches the u-joint to the trans and differentials as these get worn when the u-joints go bad. If there is any play in the joints, plan on replacing them.

And now to the differential, one of the best under a British car, except for the Midgets. The MGB and C diff. is extremely dependable and should last the life of the car. The problems it has are minor compared to the Midget. Even V-8s do not break these units. They do have some problems to look for. One is oil leaks. The pinion seal and axle seals can be replaced with the diff in the car. No need to pull it. The other problem is a clunk in the gears. Two major things cause this and neither is death to the unit. They can go 50,000 miles like that.

If you hear a clunk and can rotate the pinion flange more than a few degrees with the parking brake on, there is some wear. Both can be fixed by a real good mechanic without pulling the diff out. Pull the rear cover and you will find play in one or two spots. One is in the spider gears and they just need new shims and the other spot is in the backlash between the ring and pinion. Very seldom does anything else go wrong in there. Now the Midget is a slightly different story. The diff unit is not nearly as strong. Even though the motor is weaker, the diff will break axles and gears. And you never know when it could go, but when the axle snaps, the car stops. For a streetcar, standard axles are ok replacements and the extra heavy duty, heat-treated; very expensive ones are not necessary. The problem is getting the broken bits out.

That is the major mechanical areas; now let us look at the smaller items. The MGs all use a similar hydraulic system for brakes and clutch. The designs are a little different but they all work the same. Look at the master cylinder assembly and pull back the boots. You may have to pull a cover on some of the MGs to see this. If there is any wetness in the boot, anticipate cylinder rebuild or replacement.

The later cars have a silly little item under the master cylinders, or as part of them, that is a brake pressure differential sensor and they have a switch on them. This switch often leaks. It is not the switch causing the leak; it is the BPDS seals that are bad. These little suckers used to cost over \$400 and there were no rebuild kits available. There are some now. To go along with this little item is a switch on the dash that has a red light on it and the switch rocks. This is so you can test the BPDS switch light bulb to make sure it is still good. That is all the switch on the dash is for.

The problem with any leaky master cylinder, besides the obvious lack of brakes or clutch, is the fluid that leaks on the paint. You cannot get the area clean enough without pulling the entire system off to repaint it and expect it to look good.

MGAs and early Midget have a dual cylinder where the brake and clutch are in one unit. These are expensive but can be relined if pitted and rebuilt. This is one place where one of those Apple Hydraulic gift certificates comes in handy.

If, when you push on the brake pedal and the car pulls to one side or you feel drag, check the flex lines at the wheels first. All British cars use a flex hose at the wheels and for the clutch slave cylinder and these do go bad.

(Continued on Page 9)

**Tech by Barry
Barry Rosenberg
(Continued from page 8)**

They swell shut inside and the pedal pressure can push fluid through them but there is not enough pressure to push it back and it can take awhile for the pressure to bleed back into the master cylinder.

Everyone knows about the British electrical systems and if not, you should look for another make of car. The biggest problem is previous owners. The systems work very well for what they were intended to do. They were not built for huge stereos or Halogen lights and AC on most of them. These items draw more current than anticipated and the wiring and fuse panels were not designed for this. Look carefully at the wiring under the hood. If there is any telephone cord showing, plan on problems. Look for taped up wires and pull it back to see if the wires were burned.

Burned wires are not a good thing. Also jiggle the fuses and if they feel loose, the fuse clips have probably been overheated by either a short or too much current draw and will need tightening. Then find out which problem caused it. Relays installed in lights, etc. are a good thing. Look under the dash for wiring nightmares and if you see one, plan on either problems or repairs. I prefer you get repairs, as they are more fun to me. All harnesses do not need replacing, only the really hacked ones. When you are looking under the dash. Move the bundles of wires and look for a burned trail along the tape, this indicates a short has occurred and there could be bare wires in the bundle.

When I was under the hood, I did not mention carbs, alternators, etc. I will say it now that I do not like downdraft Webbers or side draft Webbers, I do not like alternators on cars that should have generators, but I do like the new high torque starters. I like SU or Stromberg carbs. They are better overall and will give fewer headaches. A set of 1 ½" SUs can flow almost 400 CFM of air and that is more than you need for a MGB. But do look at the carbs and check for excessive throttle shaft play and any fuel leaks. All these can be fixed easily.

I am on page four typing so I think I will shorten this some going forward. So let's see what else the MGs do wrong. Look for rust under the carpet or stop signs under there. New floors are great if put in correctly. If you see new floors, look under the car and see if they removed the old ones first or just pop riveted the new ones down. Also look for rust around the rear tire well openings and behind the front tires in the lower fenders.

Feel the lips of the wheel openings with your fingers and see if you can feel where the bondo is. If you can feel some, there was most likely rust there once and you have no idea how well it was repaired. On the Bs, look at the drivers side of the trunk lid for a bend in the trunk lid. If there is one, this cannot be fixed and a replacement lid is required. If it shows no sign of ever being bent, then take off the stupid trunk stay bar before it gets bent. Under the hoods, look at the area where the hinges are attached, does it look warped? If so, the hood has been sprung and will not fit it's best ever.

And the repro hoods will fit worse. Look at the door tops on the Bs and see if there is the famous door crack. Cannot really fix this either unless you strip the door apart and weld a little plate to the inside and then fix the outside. It is not caused by the mirrors; it is caused by the windshield and vent window not meeting at the same angle and interfering. At least this problem is limited to the B model only. The other rust problems are spread around all of them.

On Midgets, look at the front mount of the rear springs as this is prone to rusting. The only area that is not prone to rusting on the MGs is the frame and that is because only the MGA has one. A sharp knife or ice pick can detect rust in them.

Look at all the suspension bushings, steering racks, and any other rubber in the suspension. Rack boots are easy to replace but if they have been gone for a while, the rack could be getting dirt and rust in it. With the wheels straight ahead, wiggle the steering wheel. If there is a lot of play, look and see if it is where the shaft goes into the rack or is at the rod ends. The rack can be adjusted some but not a lot and rod ends are easy to replace.

(Continued on Page 10)

**Tech by Barry
Barry Rosenberg
(Continued from page 9)**

All the MGs have a king pin front suspension that is repairable but can cost from \$400 to over \$800 to repair. Look for any play in the king pins with a big pry bar and a jack.

Proper wheel bearing adjustment on the MGs is critical and must be done correctly, so feel for any play when the wheels are off the ground.

It takes shims to set the play correctly. The rear axle bearings are very good and seldom need replacing. The seals however like to leak unto your brake shoes so look back there for signs of oil.

Remember, any problem can be fixed; it is just a matter of how much time and money you want to put into the car. If you plan to restore the car, you do not need to start with the nicest one out there as you will be redoing most everything on it. But if you want to participate in drives and shows without a lot of work, buy a nice one to start. Most parts are available but the quality on a lot of stuff really stinks. I have three of the electronic voltage stabilizers that are Moss new parts that do not work. I used a good used early one and the problem of a low reading gas gauge was fixed. This was after the customer bought two new sending units and a voltage stabilizer himself.

If you have any specific questions, just give me a call and I will be happy to discuss them with you. 770-578-6925 or 770-689-7573. I hope to see yall soon on the road. It will be nice weather again soon.

Awesome Rat Rod That Will KILL YOU. \$1800 (Marietta)

Interesting Atlanta Craig's List Ad

Probably the least safe thing you could do is drive this car. Maybe that's not a really good selling point, but this car is simply awesome. It's a 1979 convertible Triumph TR7 (with disc brakes) that has been violated with a small block Chevy 350 engine. Add to that high compression double bump heads, Brute Force cams, MSD ignition components, and a slew of other things that make this one of the fastest, funnest, and least safe vehicles you could ever drive.

When you step on the gas in this thing, it SCREAMS, and the front of the car just leaps up. I cannot even begin to describe what the acceleration is like, but it is just...fast. Just really really fast. I have no idea what the horsepower output is, what the zero to sixty times are, or anything like that - but I guarantee there is NOTHING else on the road that can touch this thing. You find me a car you can do rolling burnouts at 30mph in, and maybe that can beat this thing. But probably not.

This car is a total peice of shit. It is a death trap, and there's a very real chance if you buy this thing and start hot rodding around town, you will be dead in a week. The motor is actually not a POS, and pretty sweet. The car is a junkyard car, but I suppose if you really wanted to sissy it up you could fix it up or something...but that would be retarded. Drive it like it is, and die in style.

So if you want to get corpsed up in a hurry, or maybe you are one of those lucky and/or safe people that won't drive it like an idiot, you should buy this. The price is slightly negotiable, but not really. Well OK, maybe. No just kidding, not really. Well, OK but just for you. Perhaps. Or not.

This is not a joke. The car is really for sale. Email me for pics and test rides. Almost everyone who has had a test ride in it stomps the "imaginary brake pedal" on the passenger floorboard, so if you have a heart condition or are old or something, go away. If you strike me as an idiot, you cannot buy the car. If you strike me as an idiot who needs to die immediately, you may purchase the car. Location: Marietta

The Great Flood of '85
by George Forster

I purchased my first Triumph, a 1979 Spitfire, when I was in the Navy living in San Diego for my birthday in 1983. A few months after purchasing the car, I was transferred to Honolulu for shipboard duty and took the Spitty island hopping. It was the perfect car for Hawaii: small, lots of fun, and not too fast for an island that's only about 40 miles across.

In 1985, our ship was put in dry-dock for an overhaul period, and the crew took up residence in one of Pearl Harbor's barracks. I had a nice, cushy data processing job that allowed me to be on the beach almost every afternoon. I got to spend a lot of time driving around Oahu in that Spitfire.

I lived with two roommates at the time: Dave drove a brown first-generation Monte Carlo, and Mike had a beat-up Mustang II. Dave liked my Spitfire and caught the LBC flu. He sold the Monte Carlo and found an old MGB GT that didn't cost too much. The car needed all sorts of work and I was recruited to help often. One afternoon after a day at the office, Dave approached me with a wiring project for the MG – I think it was a new radio and speakers. We started working under his dash when it started to rain.

In Hawaii, it rains every day. Usually you can just ignore the "liquid sunshine" and continue about your business. We roadster drivers (and motorcyclists) rarely stopped to seek shelter, and were none the worse for absorbing a few drops. But every now and then, the rain can come down in buckets. It doesn't usually last for very long, then it's over and the sun is back out like nothing happened.

This day, the rain fell a little harder than normal. Dave and I were engrossed in our project, so we just closed the doors of the MG and continued working, not paying much attention to what was happening outside.

We finished our wiring as the rain let up. As we opened the doors, we were surprised to see our section of parking lot was about knee-deep in rainwater. At that point, Dave cried out, "George, where's your car?" I had parked across the parking lot, about 10 spots from where we were working and my Spitfire had disappeared while we were working on Dave's MG.

We waded into the water and found that the Triumph was now parked high-and-dry on a ramp about 50' from where I had left it. I scratched my head and went over to see if I could figure out how it moved. Surely it didn't float there...

I got to the car and opened the door to find the foot well full of water. I got inside to try to move it back to where it was supposed to be – it was like sitting on a saturated sponge. After about an hour, I started hearing stories about what happened.

Roommate Mike saw the water rising to the point where it was about to cover the hubs on the rear wheels. He figured that the level might rise another 4-6" to leak a few drops past the door seals into the car. He recruited about 8 more sailors so that he could push the car through the deepest part of the "lake" and onto higher ground. I was told that at one point, the knob was the only part of the shift lever that wasn't under water.

The next morning, I drove the car about 3 blocks to our base auto shop to change the fluids. The engine oil looked like chocolate milk. I changed the oil, drove it around the block, and then changed it again to be sure. The motor seemed to recover fully.

I had to sit on a beach towel for about 6 weeks after the incident. Dampness could be felt for over a month until the foam in the seat was completely dry.

I sold the Spitfire later that summer – traded it in for a brand new Accord at the Honda dealer. I left the island soon after that, and haven't been back since. I have a lot of memories from owning my first Triumph.

Mike is still sure that he did the right thing by moving my car. He was well-intentioned, so I never really held it against him, but I could have killed him that one afternoon!





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

Please check here if your form has any changes.

Last Name _____ First Name, MI _____ Birthday _____

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British Cars (model / year) _____ Occupation _____

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

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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.

REMEMBER THAT MEMBERSHIPS EXPIRED DECEMBER 31.

Deadline for the next issue is January 29th.

