The TRUMPET

Official Newsletter of the GEORGIA TRIUMPH ASSOCIATION

Chapter of the Vintage Triumph Register
VINTAGE TRIUMPH REGISTER

MEMBERSHIP APPLICATION

NAME ____________________________________________

STREET ADDRESS ___________________________________

CITY, STATE & ZIP ____________________________

AREA CODE & TELEPHONE NUMBER ___________________

TRIUMPH CAR(S) OWNED

YEAR MODEL COMMISSION * CONDITION*

*CONDITION CODES: O-Original R-Restored B-Being Restored P-Parts Car N-Not Replicable

Send application and dues to:

VTR/TSOA Membership
PO Box 36477
Grosse Point, MI 48236

THE NATIONAL TRIUMPH REGISTER OF AMERICA

MEMBERSHIP AND DUES

Membership classifications:

— Regular (owners of TR-2, TR-3/3A/3B’s)
— Associate (owners of TR-4/4A/Italas, and others interested in the preservation of the TR-2/3 series)

National Dues:
$10.00 (U.S.) yearly

Checks or money orders for membership should be made payable to the Triumph Register of America and mailed to the address below along with the attached application form. (Local centers may establish separate dues in addition to the National dues.)

Susie Householder
804 North High Street
Lancaster, Ohio 43130

TRIUMPH REGISTER OF AMERICA MEMBERSHIP APPLICATION

Name ____________________________

Address ____________________________

street or box number ____________________________

city and state ____________________________

zip ____________________________

Phone ____________________________

home ____________________________

business ____________________________

Ownership: Series (circle) TR-2/3/3A/3B/4/4A/4A IRS/Italia/other ____________________________

Commission Number ____________________________
Date Jan.31,1985

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Chapter of the Vintage Triumph Register

HUGH McALEER, DIRECTOR..................471-0898

STEVE McMATH, ASST.DIRECTOR............564-2372

LARRY CHANDLER, TREASURER..............968-4596

DAVE ROESSNER, SECTY/MEMBERSHIP CHRMN.352-3654

DENNIS RILEY, EDITOR.......................475-1088

MIKE ELDER, TECHNICAL ADVISOR.........923-8069

JANUARY G.T.A. CLUB MEETING/PARTY

On January 19th, Dave Roessner hosted our first 1985 club meeting. The turnout was great. We had more than 15 members show up, with and without spouses, and even had some prospective members who joined up that night. Overall, there was over thirty hungry and thirsty Triumph owners present. The food was great and the company even better.

After an hour or so, the video tape of the VTR/GTA Regional meet, which was held in November of 1984, was shown on the TV. Everyone had a chance to see all those beautiful TR's again from all over the Southeastern United States. After the video portion was finished, Steve McMath set up the slide projector and gave everyone a review of all the events which took place in 1984. It was a great show. The best part of the video and slide presentations were the comments coming from the back of the darkened room. As the saying goes, "the place was cracking up". If you were not there, send one dollar in for a complete written transcript of the evening (only kidding!)

As the evening came to a close, it was announced that Gordon Washburn was the winner of the January "Hard Core" trophy. Gordon came in his good looking TR3, which he used to drive while in college up in Oregon, with no side curtains. Only two or three others came in Triumphs, while the rest of us found very logical excuses to come in nice warm, big engined, Detroit/Tokyo models. Most excuses, which were used that night, started out "I/We really wanted to bring the TR but.....!" There are not too many of the die-hards left out there, are there?

Next month's meeting will be at Steve McMath's house. Read about what's scheduled for that one later on in this issue.
WHEN I DECIDED TO REPLACE THE RUBBER GASKET WHICH HOLDS THE WINDSHIELD IN PLACE ON MY SON'S TR4, I ASKED AROUND TO SEE IF ANYONE HAD DONE IT BEFORE. HUGH MCALEER HAD RECENTLY REPLACED ONE ON HIS TR-250 AND DESCRIBED HOW IT WAS "EASILY DONE". HUGH'S TIP WAS TO PLACE THE GASKET AROUND THE WINDSHIELD WHILE IT WAS OUT OF WINDSHIELD FRAME AND THEN INSERT A "STRONG" PIECE OF STRING INSIDE THE SLIT WHICH WILL HOLD THE WINDSHIELD AND GASKET TO THE WINDSHIELD FRAME. PLACE THE "STRONG" STRING IN ONE CONTINUOUS PIECE, WITH EACH END TERMINATING AT THE LOWER CENTER OF THE WINDSHIELD WITH ABOUT 2 FEET STICKING OUT ON EACH END. SET THE WINDSHIELD AGAINST THE FRAME AND HAVE ONE PERSON GENTLY (?) PRESS ON THE GLASS WHILE A SECOND PERSON, INSIDE THE CAR, BEGINS TO PULL BOTH ENDS OF THE STRING AT THE SAME TIME, ONE TO THE LEFT AND THE OTHER TO THE RIGHT, WHICH WILL PULL THE LIP OF THE RUBBER SLIT OVER THE EDGE OF THE WINDSHIELD FRAME. CARE SHOULD BE TAKEN WHEN GOING AROUND EACH CORNER (2 BOTTOM AND 2 TOP). DON'T TRY TO GO TOO FAST. IT SHOULD ONLY TAKE ABOUT 15 MINUTES TO HAVE THE WHOLE THING IN PLACE. THAT'S THE TIP HUGH GAVE ME AND IT WORKED WELL, ALTHOUGH IT TOOK ME CLOSE TO A HOUR SINCE I WAS DOING IT BY MYSELF. I ALSO WAS GOING TO PUT IN THE CHROME STRIP AROUND THE OUTSIDE OF THE GASKET WHICH REALLY ADDS "PIZZAZZ" TO THE LOOK OF THE CAR. THE GASKET HAS A SLIT INTO WHICH THE CHROME BEADING IS INSERTED. HOWEVER, AFTER THE WINDSHIELD WAS IN PLACE INSIDE THE FRAME, THE SLIT FOR THE CHROME BEADING WHICH WAS AT LEAST 1/16TH OF AN INCH WIDE WHEN IT CAME FROM THE SUPPLIER HAD BEEN PINCHED SHUT AROUND EACH CORNER. ATTEMPTS AT TRYING TO TAP THE LIP OF THE BEADING INTO THE SLIT WITH A RUBBER MALLET (ALSO USEFUL WHEN FITTING THE WINDSHIELD GASKET TO THE FRAME) ENDED WITH THE SCORE, OF SLIT 5/RILEY 0. BUT, I SCORED LATE IN THE GAME TO WIN WITH MY TECH TIP. THE ANSWER WAS "VASOLINE!". I PUT A LIGHT COAT ON THE SLIT AROUND THE ENTIRE GASKET AND ALSO A LIGHT COAT ON THE LIP OF THE CHROME BEADING. I LINED IT UP AND TAPPED LIGHTLY WITH THE RUBBER MALLET. IT SLIPPED INTO PLACE WITH EASE.

THE OTHER SIDE OF THE COIN
from "Bits and Pieces" submitted by Steve McMath

"If a friend offers you a ride in his or her sports car, be wary. The modern sports car, a cross between a bullet and a torpedo, is strictly an ego trip for drivers. Owners will insist on showing you how quickly it accelerates (fast enough to sprain your back), how it stops on a dime (abruptly enough to lose your lunch), and how it holds the road while spinning dizzily around curves. In the hands of most drivers it's not a relaxed, comfortable way to get anywhere." (Of course, this doesn't apply to any G.T.A. members - Editor)
FEBRUARY MEETING/TECH SESSION
SATURDAY THE 16TH

On Saturday, February 16th, 1985 at 1:00 P.M., there will be a meeting and tech session on rebuilding the front suspension of the TR2 thru TR6 at Steve McMath's house (See map below). Steve has torn down the entire front suspension of his TR3 in preparation for this tech session. It's a MUST meeting for anyone who is considering improving the handling of his/her TR. Steve and Mike Elder will discuss, in gory detail, what took place during the tear down. Both Steve and Mike promise to share with us some techniques used to solve some tricky problems that some of us might encounter when we start to do some front suspension work on our cars.

Don't forget to bring your spouses with you. Myra is organizing a shopping/sightseeing trip to Stone Mountain for the non-technical types in the group. Don't forget the Visa card!

The March meeting will be held on March 23rd at Dennis Riley's house in Roswell. The planned meeting/tech session will be on brake's (front and rear) and how to install a rear oil seal with Mike Elder's special device. Sorry, Mike say's "you still have to pull the crankshaft to do it."

From I-285 take US 78 E. Turn left at the first stoplight and left again at the caution light. Turn right at the next stoplight. This will be Five Forks Trickum. Go about 1 mile and turn left on Spring Mill and then right on Ashland. The 4th house on the right and left is the one you want.

TUTORIAL ON RALLYE INSTRUCTIONS
PART 1

HERE ARE SOME EXAMPLES OF RALLYE INSTRUCTIONS YOU NEVER WANT TO SEE ON A G.T.A. RALLYE SHEET (FOR NON-RALLYE FOLKS, SRIP = SIGN READS IN PART):

SRIP "...BRIDGE OUT AHEAD"
SRIP "...WRONG WAY, GO BACK"
SRIP "...MILITARY AIRCRAFT ONLY"
SRIP "...DEEP WATER FORD AHEAD"
SRIP "...ENTER AT YOUR OWN RISK"
SRIP "...WILL BE SUBJECT TO SEARCH AND ARREST"
SRIP "...4-WHEEL DRIVE VEHICLES ONLY"
SRIP "...ARE ENTERING A CONTAMINATED AREA"
ENGLISH CAR DAY ORGANIZATIONAL MEETING

On Monday, February 4th, 1985, there will be an organizational meeting for English Car Day, which is scheduled for June 2nd in Grant Park. G.T.A. has the responsibility of organizing the "Car Show" part of the event and we need volunteers for the committee. It is a charity event (Charity to be named later) and will receive lots of media attention. Last year, G.T.A. had over 30 Triumphs on display, the largest number of cars from any marque. We beat out MG’s, Austin Healy’s, and Jaguar’s. We need another good turn out this year, but most of all, we need your help to make sure G.T.A. shows all the other clubs we’re still "number one" when it comes to putting on events. It’s short notice, but how about turning out at the meeting at the Steak & Ale just off Roswell Road at I-285 at 6:30 P.M. If you can’t attend the meeting, give a Board Member a call and volunteer your services.

SOME NEWS AND TWO REQUESTS FROM THE SEC./MEMBERSHIP CHM.

by
Dave Roessner

I’ve been trying for months to prepare a list of club members that includes addresses, phone numbers, and Triumphs owned. You’d think this would be easy because my productivity has been boosted by my computer, but in fact it has been excruciatingly difficult. The first problem to overcome was that I couldn’t get all the information about each club member on a single line of the page. Well, I’ve seen Epson printers produce compress print (just what I needed), so I went about trying to figure out how to make my Osborne computer tell the printer how to do it. I won’t bore you with the details. They involve letters to Epson, Microsoft (who made Wordstar for Osborne), and fuming at Osborne for going bankrupt. Just when I was back on the track, my "B" disk drive died. Then, when I’d almost got it, a lightening surge (remember that freak storm in November?) zapped both printer and computer. By the second week in January I was back in business again. I’d programmed Wordstar to compress print (and expand print, too) and entered most of the data on a disk, and was printing it out when, you guessed it, the computer died again. (Sounds like the computer has a Lucas Electrical System - Editor) I could have hand-printed the stuff in a fraction of the time. So much for computers and productivity. But fear not, the list is forthcoming, maybe even before July 4th.

That’s the news. Now for the requests:

1. Please call or write to me if there is any information you DO NOT want made available to all readers of our newsletter, i.e. spouse’s name, name and address, phone number, Triumphs owned, etc. If I don’t hear from you by February 20th, I’ll assume all information is public.

2. Please call or write to me and give me your spouse’s name so I can add it to the club’s records.

My home phone is 352-3654 and my address is 2657 Ridgemore Place, N.W., Atlanta, GA 30318.

Thanks a lot. I’ll keep you posted on my battle with the computer age.
ADVICE COLUMN FOR TRIUMPH OWNERS
by
TOM ROBERTS, III

DEAR TOM: MY MECHANIC TOLD ME MY TR6 NEEDS A NEW BEARING. SHOULD I TRUST HIM?
SIGNED: RODNEY MAIN

DEAR ROD: THAT DEPENDS ON IF YOU WANT TO GO IN THAT DIRECTION.

DEAR TOM: WHAT IS THE PROPER MIXTURE OF AIR TO GASOLINE FOR A TR3 ENGINE?
SIGNED: RICHARD FUEL

DEAR RICH: THE MANUAL STATES THE PROPER MIXTURE IS 13 PARTS OF AIR TO 1 PART OF GASOLINE. HOWEVER, I HAVE FOUND THAT WHEN YOU PUT 1 GALLON OF GAS AND 13 GALLONS OF AIR IN A 14 GALLON TANK, YOU HAVE TO MAKE A LOT OF TRIPS TO THE GAS STATION. I SUGGEST PUTTING IN A 182 GALLON TANK AND FILLING UP WITH 14 GALLONS OF GAS. IT SAVES A LOT OF TIME.

DEAR TOM: I JUST CAUGHT THE TRIUMPH FEVER. WHAT SHOULD I LOOK FOR?
SIGNED: GOTTA HAVE ONE

DEAR GOTTA: I DON'T USUALLY GIVE MEDICAL ADVICE, BUT I SUGGEST A PSYCHIATRIST.

ENGLISH CAR MEMORABILIA
comment by
Dennis Riley

I came across a car memorabilia store during my lunch hour travels a few weeks ago. The owner said he had only been open a couple of months and was pleased with the response to just a few advertisements he had run in some local newspapers and magazines. Eighty percent of the stock is typical American automobile memorabilia, but he did show me a lot of English car items. He said I was one of many who had been in and inquire about Triumph material. He had TR3, TR4, TR6 glassware, and a nice size Triumph History poster from Australia, car badges, key chains, and a Triumph emblem button which state "I DRIVE THE BEST". He will be getting in new material and said that he would try and get more Triumph things. He did have some "Stag" items, but a guy from Florida had been in and bought everything that had the Stag name on it.

This is not an advertisement for the store, but I found it interesting and thought I would pass it along. The name of the store is the "Auto-Motif", 2966 Atlanta Road, Smyrna, Ga. 30080 (3-1/2 miles outside of I-285) and the telephone number is (404) 435-5025. Tell them a guy from the Triumph club told you about the place.
G.T.A. TAKES ON THE ENGLISH LOOK!

We all use the English vanacular, such as bonnet, boot, nave plate, etc., when we discuss our Triumphs among ourselves. Now, we can add "Union Jack" to our vocabulary. G.T.A. has purchased a 3x4 British flag, which will be at all our meetings and events. If you find yourselves saying, "Be a jolly good chap and help me with my hood, its turning rather nasty on the moors", its okay. We'll understand. It sounds a lot better than, "Hey Mac, how about helping me put up my top, its beginning to drizzle". However, let's not go too far with this. Dues are still payable in dollars, not pounds. Cheerio, Y'all (southern English).

CLASSIFIED AD'S FOR THE MONTH

FOR SALE: 1971/72 GT6 MARK III. NEW VALVES, TRANSMISSION, EXHAUST, TRIM RINGS AND FRONT SPOILER. THIS CAR HAS THE LOWER WISHBONE SUSPENSION. EXCELLENT RED PAINT AND BLACK INTERIOR. 1ST PLACE IN CONCOURS AT 1984 S.E. REGIONAL MEET OF VTR/GTA. $2800.00 OR BEST OFFER. CALL MIKE ELDER (404) 923-8069 OR (404) 938-1706

FOR SALE: 1962-1970 SPITFIRE PARTS. FRONT BONNET, FRAMES, FACTORY HARD TOP, LIMITED SLIP DIFFERENTIAL, ENGINES, TRANSMISSIONS AND MANY OTHER PARTS TOO NUMEROUS TO MENTION. CALL WITH INQUIRES. MIKE ELDER (404) 923-8069 OR (404) 938 1706.