

TRA



Triumph Register of America National Newsletter

VOLUME 33 | NUMBER 1 | ISSUE NUMBER 125

DEC/JANUARY 2014



Restoration of TS14 - page 9



**Official
2014 National
Meet Registration
Form inside!**



18

Could you be our
next TRA
Chief Judge?



5

MegaSquirt
No Squirt is
too big!

TRA

National Newsletter

An official publication of the Triumph Register of America



Image courtesy of Robert Johns

TRA, formed to preserve the marque. The Triumph Register of America was established in 1974 to aid TR2/3 owners in the preservation of their cars. TRA is the only organization devoted to the Triumph TR2 through TR4-A series of cars.

TRA OFFICERS:

President

John Warfield
934 Coach Way
Annapolis, MD 21401
410/841-6328
jdwxrk@verizon.net

Vice President

Jeff Kelley
443 Edgewater Court
Coldwater, MI 49036
269/251-1996
jeffreykelley@charter.net

Treasurer

Joel Rosen
833 Rampart Way
Union Bridge, MD 21791
410/775-7937
jrosenii@yahoo.com

Membership Chairperson

Ron Hartley
28342 Lake Logan Road
Logan, OH 43138
740/385-8251
ronrubyhartley@aol.com

Newsletter Editor

Jeff Krupp
2441 Haviland Road
Upper Arlington, OH 43220
614/442-6780
jkrupp2441@gmail.com

TRA FOUNDERS: First President: Joe Richards | First Treasurer: Barb Richards (deceased)

TRA STAFF:

National Newsletter:

Technical Advisor

Bruce Clough
1726 Suttis Trail
Xenia, OH 45385
937/238-4962
bclough@woh.rr.com

Chief Judge

Nino Richards
328 Ashmoore Circle E.
Powell, OH 43065-7443
614/885-2412
nino.j.richards@gmail.com

UK Correspondents

John Saunders
Forest View, Hyde Lane,
Newnham on Severn,
Gloucestershire. GL14 1HQ,
johnmsaunders@hotmail.com

National Newsletter:

Associate Editor

Kathy Kresser
114 Maple Lane,
Ballwin, MO 63011
kakresser@sbcglobal.net

Factory Rebuild Records

Joel Rosen
833 Rampart Way
Union Bridge, MD 21791
(\$25 for TR2, 3 & 3A records)
jrosenii@yahoo.com

David Somerville

42 High Street, Hadley
Telford, Shropshire TF1 5NG,
trguru@btinternet.com

National Meet Coordinator

John Huddy
324 E Stanton Avenue
Columbus, OH 43214-1238
614/846-2321
jhuddy@columbus.rr.com

TRA Web Site Webmaster

Ann Gillman
5273 Springfield Drive
Westerville, Ohio 43081
agillman@aol.com

HONORARY LIFETIME TRA MEMBERS

Tom Householder, Founding Member
Tom Mahoney, Founding Member
Joe Richards, Founding Member
Nino Richards, Founding Member
Jeff Zimmerman, Founding Member
Jerry Zimmerman, Founding Member

TRA NEWSLETTER BACK ISSUES:

Ron Hartley
28342 Lake Logan Road, Logan, OH 43138
740/385-8251 ronrubyhartley@aol.com

CONTRIBUTORS TO THIS ISSUE:

Bob Massell
Jim Rennie
Jeff Kelley
John & Peter Saunders
Bruce Clough
Mark & Tonda Macy
Kathy Kresser
Nino Richards
John Warfield
David Somerville

ON THE COVER: UK Malvern car show - from Jeff Kelley

VISIT TRA WEB SITE: www.triumphregister.com

TRA MEMBERSHIP DUES

Annual dues are \$25 (twenty-five) for four (4) issues of the TRA newsletter. When you receive your renewal notice from the Membership Chairperson, you now have TWO options for paying your dues:

1. MEMBERSHIP DUES PAID ELECTRONICALLY

Go to Paypal.com or log onto your Paypal account and follow the prompts to send money **\$26.25** using the following email address: *triumph.registerof.america@comcast.net*

This sends your payment to the TRA Treasurer. (Don't forget to put the dots in the e-mail address.)

2. TRA MEMBERS RENEWAL OR INFORMATION UPDATES BY MAIL

Members who want to send in their renewal by mail and current members that need to update ANY information on record with TRA, can send renewal form with check payable to TRA for \$25. Please mail to TRA Treasurer using information in renewal letter.

NEW TRA MEMBERS MEMBERSHIP DUES PROCEDURE

New members MUST MAIL a completed "TRA Application for Membership Form" found at www.triumphregister.com with their FIRST dues payment to TRA Treasurer (address above).

ADVERTISING POLICY

TRA does not at this time have a commercial advertising rate, but does publish commercial information of interest to the preservation of the TR2 thru TR4 series as a service to its members. Information found within this newsletter is believed to be correct and of interest to the TR2 thru TR4 owners. Opinions expressed may or may not reflect the ideas of all officers and members. Technical material is provided for your reference and should be used at your own risk.

PLEASE NOTIFY TRA OF ADDRESS CHANGES AS SOON AS POSSIBLE.

Please send address updates to:

Ron Hartley
28342 Lake Logan Rd.
Logan, OH 43138

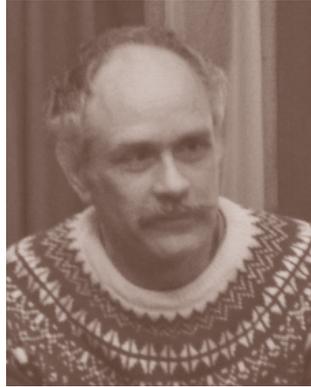
TR4/4A JUDGING MANUALS

To order, send \$30 check to:

Lou Metelko/TRA
P.O. Box 56
Auburn, IN 46706

Please make checks payable to: "TRA Guide"

President's Message



Irrespective of one's position on climate change, it would be difficult to argue that the last few weeks have been cold for most of us. Snow, sleet, rain – we've had a lot of it and none of it has been particularly pleasant. It's admittedly warm here in Southern Florida, at least relatively so, although it is raining. Then again, if it gets below 60 degrees, you can actually see people milling around in winter coats and boots. I'll never get entirely past that....

By the time the holiday season was underway, the Bylaw ballots had been returned. Both the small number of returns and the results were quite predictable, as most of the members who were likely to have had a position on the matter had expressed their views and had cast their votes at last year's National Membership Meeting. For most members, the passage or rejection of the

Bylaws would be of no immediate consequence, and a vote in either direction would be largely pro forma. Still, it had to be done, and it was done, and we now have a set of Bylaws to assist us in guiding the club forward.

Our Bylaws aren't perfect, and don't address every potential contingency the club might face, but no piece of legislation ever does. A very similar set of bylaws has been in service with VTR for many years, and those familiar with VTR's administrative structure should recognize the similarities. VTR has thrived under this structure and so shall we.

One of the issues not specifically addressed in the Bylaws was that of the establishment of the election process. They do lay out the timetables, the length of terms and the venue for nominations once the process is underway, but not how the whole thing gets started. The solution is really quite simple; nominations for all four officer positions (President, Vice President, Treasurer and Secretary) will be formally made on the floor of this year's National Meet in Ohio. This both satisfies the Bylaws and sets the whole process in motion at the earliest opportunity while allowing those who might consider serving plenty of time to evaluate their choices.

Elections will be held by mail-in ballots via the National Newsletter. So there you have it. This is new ground for TRA, and how the club fairs under this new regimen is entirely up to us as members and enthusiasts – as it has always been.

TRA Forum Users: Ann Gillman from Lefora

The TRA Forum was significantly modified last fall and new passwords were assigned. These passwords were emailed to participants. However, the emails may have gone unnoticed or hit the spam file. Participants should revisit the site and acquire a new password if they wish to use the forum. If you continue to have problems please email Ann Gillman and she will be able to assist you with more guidance on this issue. Please note: this "forum" is free software and we are at the mercy of Lefora.

"In an effort to provide you with better service, the Lefora platform will be upgraded shortly. The upgraded environment offers better servers and improved software, and will provide Lefora admin and users with an enhanced forum experience on a software platform that is actively developed and continually supported and updated by our engineering team.

Advantages of this upgrade include better member post and spam management tools, a more advanced admin control panel and expanded user profiles just to name a few. Some examples of new features and functionality are the following:

- A mobile app for iOS and Android devices
- Robust spam prevention tools
- Extensive user interaction tools

- Multiple signatures and profiles.
- Advanced member management
- Inline member moderation
- Individual forum security
- Detailed security logs
- Unlimited bandwidth
- Easy drag & drop forum arrangement
- Full forum stats
- Improved posting and media management tools
- Free personal image storage space for all members

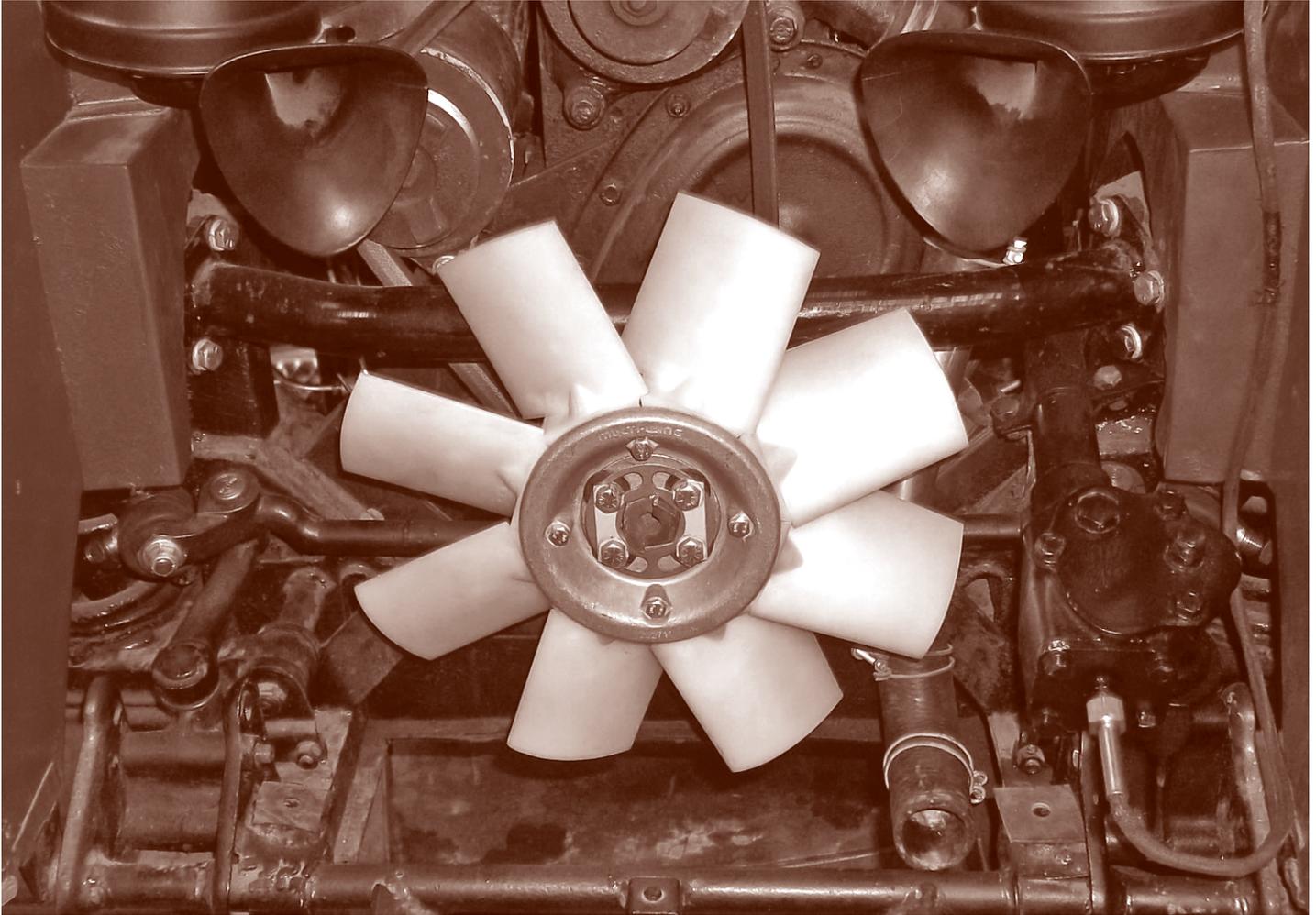
You and all your members will receive an email with a new password immediately after the upgrade. We suggest that you post an announcement for your members, reminding them to update the email associated with their Lefora accounts if that email is no longer valid.

Your forum is being placed in an ordered queue along with other Lefora forums that are in the process to be upgraded. At the moment the upgrade begins, your forum will be offline. The expected downtime for each forum is less than 15 minutes for small forums, and up to several hours for large forums. Attachments in posts will not be accessible during the upgrade but will become available again later.

We appreciate your patience and cooperation during this time of transition and look forward to proving you with the best forum experience around."

I'll keep you updated as changes are made.

Hurricane Fan Blade for the Triumph TR2-4A.



Macy's Garage, America's Best Triumph Shop, is pleased to announce the availability of their exclusive "Hurricane" fan blade for the Triumph TR2-4A. Triumph drivers will no longer need to keep a close eye on the water temperature gauge in heavy traffic or while stopped at traffic lights. Guaranteed to cure overheating caused by low airflow through the radiator, the 8-blade Hurricane fan pulls three times more air at idle than the stock Triumph fan blade, yet requires less than three horsepower to turn at 5500 RPM.

In the past, electric fans have been the "band-aid" of choice for low airflow overheating, but electric fans disrupt the flow of air through the radiator and place a burden on the stock generator and electrical system, leading to additional modifications to keep up with the increased power demand. Installation of a Hurricane fan is a simple bolt-on installation, requiring no further modifications to the 4-cylinder TR and easily reversed for those with concours aspirations.

Hurricane fans have been specifically engineered to bolt right onto the Triumph TR 4-cylinder engine, from the uneven mounting hole arrangement to the large center hole for the crankshaft bolt. Stock rubber fan bushings and steel sleeves are used to retain the vibration

In the past, electric fans have been the "band-aid" of choice for low airflow overheating, but electric fans disrupt the flow of air through the radiator and place a burden on the stock generator and electrical system, leading to additional modifications to keep up with the increased power demand.

dampening effect of the fan blade, along with all of the stock locking tabs to keep it secure. For maximum efficiency, the core density of the Triumph radiator was carefully studied before selecting the aerodynamic profile for the individual fan blades. Correct spacing both in front and behind the fan guarantees proper clearance without mounting the blade backwards, as has been done all too often with those yellow TR250 fans!

Priced at just \$129.95, you can now have an engine fan blade that actually works for just \$10-\$20 more than a stock blade that doesn't.

TRA members who order a Hurricane fan before April 15th will receive FREE shipping on their orders placed by phone. Offer valid for shipment to addresses within the USA only. Stop staring at your temperature gauge and order your Hurricane fan today by calling Tonda Macy at 1-937-266-1832, Mon-Fri 9am-5pm.

No Squirt is too big!

Installation of a Megasquirt on a TR3A

By Bob Maassel

TRA Technical Director Comments

I've been watching Bob slowly modify his car over the last few years, starting with MegaJolt and Toyota transmission additions, but the EFI system I saw this year at Kenlake just screamed to me "get Bob to write an article about this". Thankfully Bob has been documenting his MegaSquirt installation, so what follows is the MegaSquirt saga in his own words.

This is not for everyone – Bob is pretty adept at mechanical and electrical modifications – so don't think you'll be able to whip this off over the weekend, but to those who want a more efficient drive train, and one that allows you more tailoring of the fuel delivery than setting jet size and needle profiles this could be a way to go – Bob is blazing the trail.

I also don't suggest this for a Concours car since I don't think the TRA Judging Manual covers this quite yet <smile>.

Introduction

Back in 1972, I attempted to drive my TR3A from my home in Fort Wayne to Carlsbad Caverns in New Mexico but only made it to Tulsa and had to turn around because the generator quit. I drove back home on just the battery. Fast forward to 2000 when I retrieved my TR3A, in boxes, back from my uncle, another story, and started doing research on what others were doing to restore/modify their Triumphs while I was reassembling mine. Some of the more popular mods were alternators, Pertronix ignitions and Weber carbs if your pockets were deep enough. All seemed designed to correct a real or perceived deficiency. With the lack of Carlsbad memories still haunting me, I installed an alternator first thing and got negative ground as a bonus. Over the next ten years I replaced parts as needed, sometimes stock and sometimes not. Non-stock items so far are alternator, homemade spin-on oil filter adapter, "turbo" muffler, electric radiator fan, rack and pinion steering, Megajolt ignition system, Facet fuel pump, all electric gauges, TR6 overdrive transmission now replaced by a Toyota 5-speed conversion, wood rim steering wheel, homemade heater box, geared starter, partial TR6 front suspension and TR4A intake and exhaust manifolds.

Megajolt

The Megajolt ignition system is an offspring of the Megasquirt fuel injection technology so I became familiar with both when I did the Megajolt modification. Megajolt requires a toothed sprocket on the crankshaft and the one I used was from a Ford Escort. To use this as unmodified as possible required changing to a serpentine belt. Once I did that and since fuel injection was something I had been thinking about for a few years now and I knew I could use the same setup for that.

Megasquirt

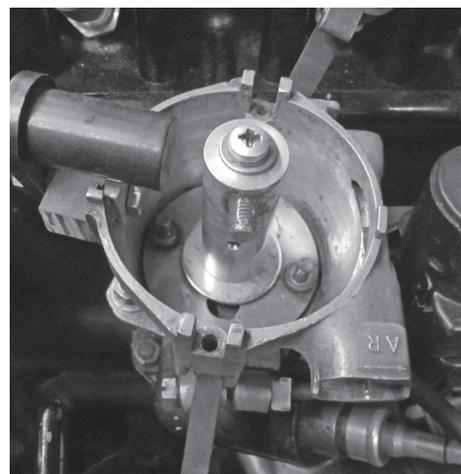
Because of the cost, I didn't want to put Weber carbs or a supercharger on my car. I wasn't really interested in more performance as much as consistent performance tuned so the engine could join the Army and "be all it could be", so fuel injection seemed like the next logical step. I first bought an Innovate wideband O2 sensor to establish a baseline and see if I could tune the SU carbs better. I had noticed the tailpipe was always black from running too rich. Ideal is a 14.7 to 1 air-fuel ratio and the O2 sensor generally showed about 13 to 1 or less and I could not get it any leaner than that even with new needles, jets and the mixture nuts all the way up. I had decided to go the Megasquirt route about 1-1/2 years ago and I wanted to know how lean a TR3 could be reliably run. Due to circumstances, I could not start this project until late 2012. I had all this in mind when I installed the TR4A intake manifold earlier as this is what I wanted to modify to accept the injectors.

I saw one picture on the internet of a TR4 with Megasquirt but with no additional info so I knew this would be uncharted territory, at least for me. I decided early on that I wanted to do a full sequential injection and ignition system so I ordered the Megasquirt kits with this in mind. You can start with throttle body injectors that are ignition triggered to simplify things and then upgrade as time goes on, but I wanted to go full sequential first off, like all modern cars are now.

My job currently requires me to be in Indianapolis during the week so I used the time there to assemble and test the Megasquirt. All the mechanical work was done on weekends at home.

For full sequential you need to know when a cylinder is on the compression stroke as opposed to the exhaust stroke. That info usually is from a cam position sensor and since the distributor is

driven from the cam it can be used instead. I took everything out of the distributor except the shaft. I bored out a 3/4 inch diameter by about 2 inch long aluminum rod to fit the shaft and fastened it to the shaft with a set screw and the original screw that held the points cam mechanism in. I drilled and threaded a 1/4 inch x 28-hole near the top and screwed in a section of a bolt so it protruded from the side about 3/8 inch and sensed it with a Hall sensor to give cam position. The toothed wheel on the crankshaft for the Megajolt I had installed earlier was retained with no further modification.

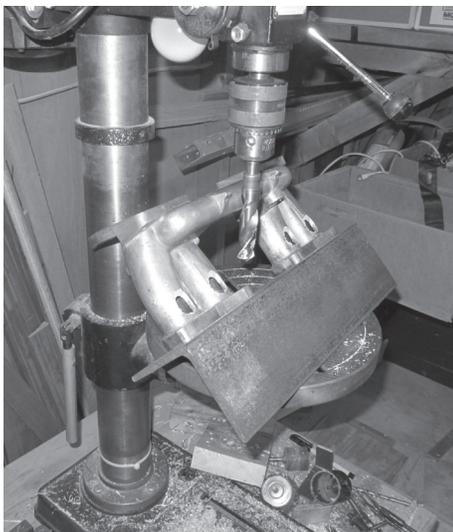


▲ Cam Position Sensor in Place

The next job was to modify the TR4A intake for injectors. I bolted the intake manifold onto the side of a length of large angle iron using the head end, dowel pin holes. When the angle iron is placed like an upside down "V" it positions the
(continued on next page)

(continued from page 5)

manifold at 45° so that the head end was down and the carb end was up. I used progressively larger bits in my drill press to make 3/4 inch diameter holes very near the head end by the flange. The injector bungs were purchased online and the inside is already pre-machined for standard 14mm injectors. You just cut them to length and weld or epoxy them in place. I used an aluminum "welding" rod I bought many years ago of the kind often shown at car shows and swap meets closing up holes in pop cans and small aluminum engine parts. You can Google Muggyweld or Durafix. The rod melts at a lower temperature than the aluminum parts do so it is more like soldering or brazing in that respect. I didn't want to epoxy and didn't want to pay for TIG welding.



▲ **Drilling Injector Holes**

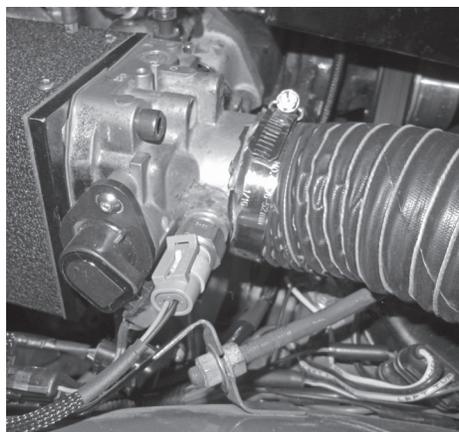


▲ **Test Fitting Injector Bungs**

I bought a 14 inch length of fuel rail and a 17/32 inch drill bit and made a fuel rail to match the spacing of the holes in the manifold. I researched fuel injectors as going too small or too large are equally bad. There are a number of online calculators for this. I ended up with a Bosch 0280150901. These are used on

early 90's GM 3.8 V6 engines so are common enough. They flow 18.55 lbs. per hour which is close to what a TR3 engine needs. Too small and you lean out at high RPM and burn pistons. Too big and you can't adjust the open time short enough to avoid flooding the engine at idle.

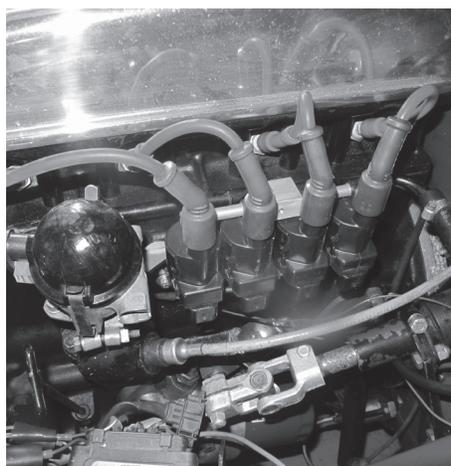
I did some math and the total area of two SU carburetor throttle plates is slightly larger than one 62mm throttle so I went online and found an inexpensive 62mm 97 Honda Accord throttle body. Same as the injectors, you don't want it too big or too small but for different reasons. I also bought a Honda Throttle Position Sensor (TPS) for this throttle body. I was looking for a throttle body that used a cable and had a progressive pulley so that the effective diameter changes as the throttle opens making it less touchy just off of idle.



▲ **Accord Throttle Body**

Since I was going to do full sequential on both injection and ignition, I decided on using four GM LS2 spark coils.

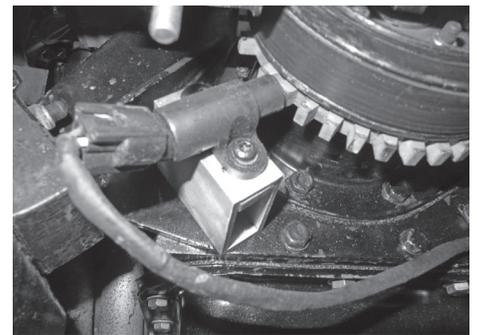
These are five volt logic triggered and do not require any special circuitry in the Megasquirt. I also found these online. I made a bracket that bolts to where the original coil went to mount the coils. Plugs are yttrium tip, gapped at .050 inch, which are the same ones I previously used for the Megajolt.



▲ **GM LS2 Spark Coils (also note: TR4 Steering Rack Conversion)**

The "36-1" toothed crank wheel is from a Ford Escort 1.9L engine and was very easy to modify for the Megajolt ignition system. The downside is that it is for a serpentine belt. I wanted to change from the 3/4 inch belt anyway. I had to make a water pump pulley to fit the serpentine belt. Moss has a similar replacement water pump pulley for their supercharger kit, but it was about \$150, purchased separately, so that wasn't an option for me. The alternator pulley you can buy. I had done this modification in 2009 so it saved a lot of time.

You can also buy a 36-1 tooth wheel and weld or bolt it to your existing pulley if you want and skip the belt mods.



▲ **Crank Sensor**

I bought a 4"x4" by 14" long square aluminum tubing with a 1/4 inch wall thickness from Metals Supermarket for the plenum. It is bolted from the inside to the intake manifold where the carburetors would normally go. The theory is that it should be equal in volume to two or three times the displacement of the engine. The engine is around 130 cu. in. and the plenum is around 170 but this was the closest I could fit in the engine compartment. The end plates are 1/4 inch thick with the front one machined to mount the throttle body.

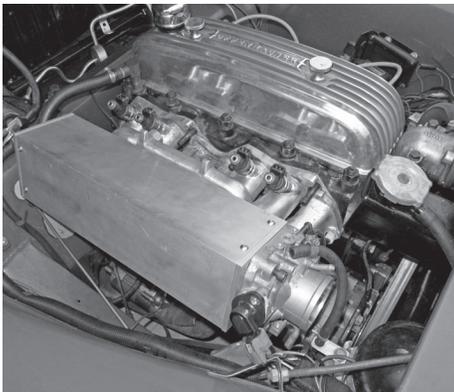
It is all screwed together with stainless steel hex drive screws. I wanted idle control so I bought a 2"x2"x3" piece of aluminum and bored it out to adapt a GM Idle Air Control (IAC) valve to so I could mount it to the bottom of the throttle body where a Honda valve would normally go.

Other sensors are coolant temperature which is mounted in the thermostat housing and intake air temperature mounted in a threaded bung that was epoxied to a hole I drilled in the throttle body.

I ordered wiring the same time as the Megasquirt kits. Each wire is labeled and color-coded for each function making it a lot easier to keep track. Once all of the hardware was positioned I could cut the wires to length and install the ends and then form them into bundles. Much of the online information alluded to the fact that you must route the sensor wires in such a way to avoid picking up electrical noise from other wires. To that end I routed the injector wires (continued on next page)

(continued from page 6)

and the ignition wires each in their own bundle. The sensor wires each have grounded shields and they can be run together. All the return grounds and shield grounds go to a common point and then to the Megaquirt ground.



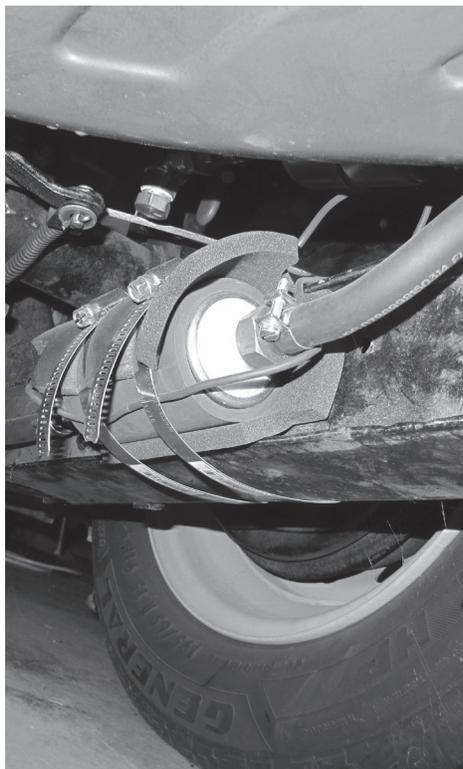
▲ Plenum and IAC Valve below Throttle Body

There are a couple of test boards you can optionally purchase, called JimStim, to test most of the functions of the Megaquirt before it is even installed in a vehicle. They plug in to the Megaquirt where the wiring harnesses would normally go. It has potentiometers you turn to simulate things like coolant/air temperatures, O2 sensor output and throttle position. It generates crank and cam sensor pulses also. You plug it in and then watch the results on the TunerStudio software. This software is then used to tune the Megaquirt to your particular engine.

The other things I worked on at home on the weekends were to plumb a new fuel line from the tank to the high pressure pump and filters to the fuel rail at the engine.

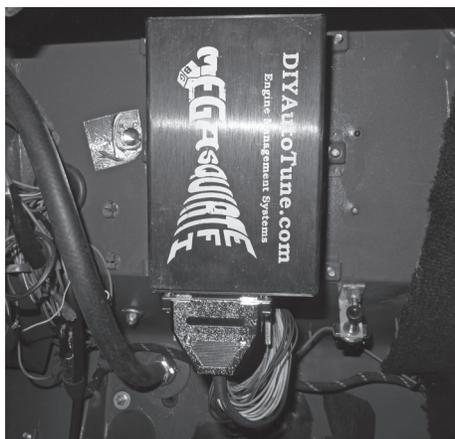
The existing line is reused as the return line from the fuel pressure regulator. My fuel tank had a drain plug installed from the factory, I presume, that had never been removed since the car was new. I drained and removed the tank to better see what I was doing. After removing the drain plug I saw that the thread size was 5/8-16 and by chance so is a 3/8NPT except it is tapered. I re-threaded the hole for a pipe thread and put in a shutoff valve followed by a TEE to connect to the fuel pump. The TEE lets me retain the draining function.

The fuel pump is a Ford external pump used in '80 something vans and pickup trucks. I put in a pre-filter to protect the pump and a high pressure filter after the pump to protect the injectors.

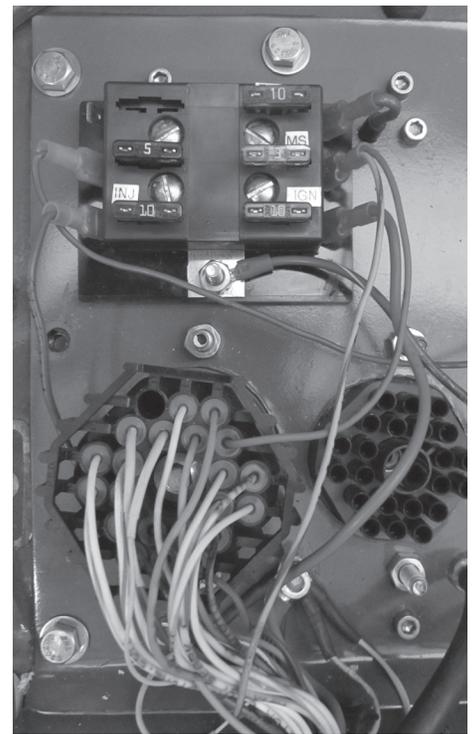


▲ Fuel Pump

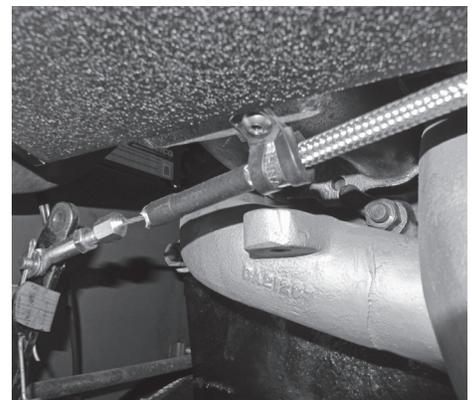
Since my TR3 had the bulkhead cover plate on the right side that covers the hole where the brake and clutch master cylinders would go on a right-hand drive car, I made a similar plate and mounted the Megaquirt ECU on the passenger compartment side of the plate as it is not made to stand up to heat of the engine compartment. Then, I ran all the wiring into the engine compartment using a 22 conductor Weatherpack bulkhead connector.



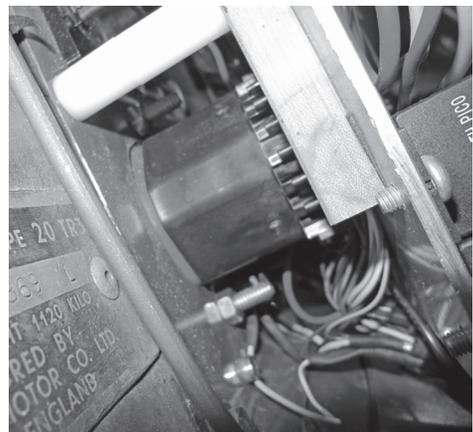
▲ MegaSquirt on Passenger Side of Bulkhead Plate



▲ Engine Side of Bulkhead Plate



▲ Throttle Cable



▲ Bulkhead Connector

Once all the wiring, plumbing, throttle linkage were connected, the only thing left was to try and start it. You cannot start with what is called (continued on next page 16)

TRA National Meet 2014 Update

Bruce Clough



I'm psyched – TRA 2014 planning is moving along and we can't wait for the fun to begin on June 11th this year!

The registration form is in this newsletter and we also have on-line registration available – more on that below. As always – more info is at the official TRA 2014 Web Site – www.miamivalleytriumphs.org/tra2014, and you can always contact me at bclough@woh.rr.com or TCF176OLO@hotmail.com – or call 937-238-4962.

For those of you who might need brought up to speed on this year's national meeting, it will be held June 11-15 at Deer Creek State Park in Ohio. Deer Creek boasts a modern 110-room lodge on the shores of a lake nestled in the country just southwest of Columbus. It is close to civilization, yet far enough away to feel like you really should be away.

For registering you have several options. First you can fill out the form in this newsletter and mail it back to us with a check. Second you can do an on-line registration at www.miamivalleytriumphs.org/tra2014 and click on the registration link – this will take you to the form and instructions – fill it out and pay us via Paypal. Finally if you are somewhat between old school registration form and web-based registration, you can print out the registration form from the web site and send that in with a check.

We have blocked rooms at the lodge for the meet at a significantly reduced rate. To reserve a room call Deer Creek reservations at (800) 282-7275 - make sure they know this is for the "Triumph Register of America" meeting 11-15 June. More information about the lodge can be found at <http://www.deercreekstateparklodge.com/> and about the park itself at <http://www.ohiodnr.com/parks-blog/index.php/park-locator/individual-state-parks/deer-creek-central-2/>

Events planning is nearly finished. We are honing the agenda – some of the changes include:

- Choosing Chillicothe as the tour destination on Wednesday the 11th Chillicothe was the first Ohio state capital and boasts shops, museums, local, state and national heritage sites, and many other sites to visit - there

are so many things to do in the area that we are going to make a day of it, but we'll get everyone back in time for the late workshop and evening mixer, and arrange it so if you are coming in mid-Wednesday and want to hook up with us you can.

- Moving the Saturday Early Morning Run (EMR) to a Saturday Brunch Run – this will allow those who stayed up for the end of the Auction a leisurely morning to get ready for Saturday's events. We will leave for Saturday's Tour/Fun Rally (Circleville area) from there. We will keep the Thursday EMR an EMR for those of us who like to prove that sleeping in late is detrimental to having fun!
- The Thursday evening BBQ is now a Thursday Evening Picnic – we wanted to provide a bit wider choice of food for folks – we also moved it offsite to a picnic area by the Deer Creek Lake dam, so it will be similar to the Burr Oak TRA in 2006 where we had the picnic at the dam, but this time it will be catered.
- There will be arts/crafts/photos/models competitions this year. Bring what you have and we will display them in the registration room for popular voting. We would like all entrants to be "Triumph" themed, but besides that (and having to fit into the room, of course) the sky is the limit.
- We (okay, I didn't have much to do with this) also have made a TRA 2014 Quilt – this quilt is quite the hand-made work of art and completed by a team of MVT folks who also quilt as an act of passion, so it is heirloom quality. The plans are to have it on display and then auction it off at the Friday night auction. I have my eyes on it – who else?

One more thing – please, please don't feel like you have to bring a TR2-4A to participate. This meet is designed so those who have not decided to bring their Triumph will have as much fun as those who have (maybe more since they don't have to wash a car for the show!). If your TR ain't feeling good, or you're waiting for the right one to show up for sale – doesn't matter, come on down!

Questions? Please ask! Hope to see you at Deer Creek in June!

-- TRA 2014 National Meet Planning Committee

From UK: MALVERN'S 60TH ANNIVERSARY CELEBRATION AND RESTORATION OF TS14 (OHP242)

From John Saunders and Jeff Kelley



▲ Hello TRA members: Here are some pictures of my TR2 (TS14) at Malvern's 60th anniversary celebrations. The photo above under the Standard Triumph banner, the TR2 on the left is TS2, the car in the middle is TS11 (the LHD Paris Motor Show Car) and TS14=OHP242 the Factory, publicity & photographic car is on the right. An impressive survival of the first 60-year-old cars. All the best, John Saunders, UK Correspondent

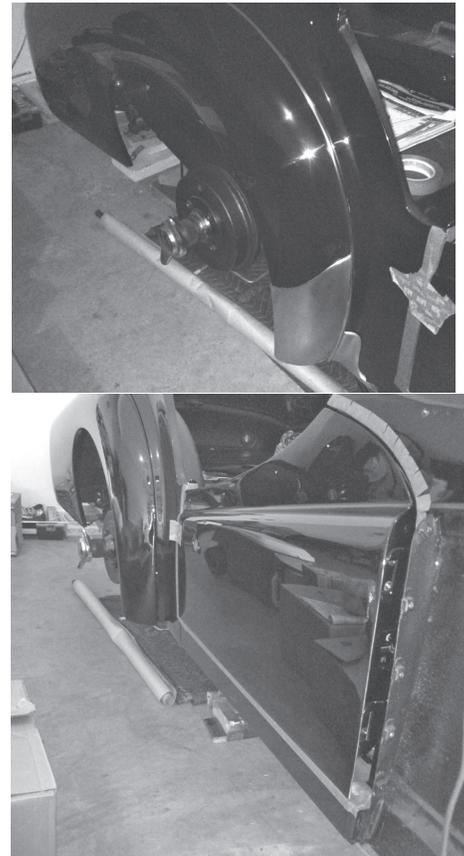
You can see more images on TRA's Shutterfly website <https://triumphregister.shutterfly.com> If you go here you will be prompted to request access by sending me your email address...with this I will approve your request and you can then view the website and images as well as post any of your own for all TRA members to enjoy.

Shutterfly Jeffrey Krupp + Add Customize Members Email

Triumph Register of America

Home Pictures & Videos Calendar Sign Up Roster Message Board Team Store

RESTORATION stories



▲ From Nelson Berdecia

Dear readers,
Shortly after coming back from the 2013 TRA We went back to busting knuckles and savoring our favorite drinks by the garage. First mating the body back with its chassis, then leveling the car perfectly, then bolting all the fasteners without distorting the car or

getting it out of square. Then doors, rear fenders, beads, and stone guards.

Trully a labor of love...still a fair share of work to be done, but most importantly, not to rush things making sure everything flts well without scratching the newly painted body; Not a shabby task!!!

Nelson & Annia,
Atlanta, GA

▼ Joe's 1962 TR3B

Greetings Friends,

Since March 2012, You and I have shared Mark's photos and/or information about the progress of the restoration of my 1962 TR-3B. Our journey together ends today because the restoration is complete; I took possession of the car at Macy's Garage this morning, after a test drive. The car is beautiful – just what you would expect from, not a restoration, but as one friend called it, "a remanufacture." Mark and his team did a wonderful job. They obviously take pride in what they do and are, indeed, "America's BEST Triumph shop."



Our trip home took ten hours (1315-2315) with two stops for gas, plus supper. I drove very conservatively, passing only flve other vehicles during the entire trip (trucks on long, steep uphill portions of an interstate highway in West Virginia). The trip home was very uneventful, which is the way I wanted it to be: no rain and a beautiful drive through Ohio, Pennsylvania and West Virginia. It was too dark to see anything in Maryland and Virginia. I'll take the car off the trailer in the morning.

Not having driven the car for about 25 years, I had forgotten how one has to muscle it around a bit, with no power steering or power brakes to assist. I am sure I will get used to driving it again. Not many people get to take possession of their "new car" twice. Believe me, it is a much better "new" car today, 19 August 2013, than it was on 28 September 1962. My feelings of joy and excitement in picking up the car today are greater than on that flrst day it became mine back in 1962. -- Joe

On September 28, 1962, Joe picked up his NEW TR3B from Import Wholesalers, Ltd. on Wilson Blvd. in Rosslyn, VA. I don't think the entire staff at the dealership turned out for a photo-op on that occasion (they didn't), but we didn't miss the opportunity this time when Joe and his wife Joyce picked up the same car from our shop today, better than new this time around. --Macy's Garage

TRA Chief Judge Position Available

It has been my honor to serve as Triumph Register of America's Chief Judge and I want to thank all of you that have helped me over the years. Although my love for TRA has not diminished, my work and travel requirements have made it impossible for me to continue as Chief Judge, and it is necessary that TRA find a new Chief Judge as soon as possible. The duties of this important position are primarily focused on TRA's Concours d'elegance, which takes place at our annual National Meets, beginning with this year's Meet in Ohio.

As Chief Judge, you will need to work closely with each National Meet's hosting committee. They may require guidance on the needs of the Concours and with any related workshops prior to the Concours, including the Judges School. The Chief Judge must assist them in tracking Concours and Preservation Class participants, and must secure the judges and scorers for the event. You will need to pray for sun and cool temperatures. So far my prayers have been answered. Someone up there loves TR's.

With the help of many others, the judging forms have been put into Excel to help speed judging and scoring. With scanning, you can also E-Mail the final judging sheets to participants to eliminate mailing and copying. I use PowerPoint to print the bronze, silver, and gold certificates so that manual printing is not required. The position comes with all the documentation you will need with a guide that outlines the various tips and traps to help guide you. The pay is not great, but the rewards are very special. As Chief Judge you will be an essential part of TRA, and will at times have to converse with folks around the world as an ambassador for Concours participants. This can be particularly pleasing as you will often hear about new restorations before others.

So if you have an interest in TRA and our Concours program, please contact John Warfield at jdwxrk@comcast.net / jdwxrk@verizon.net or 772-220-0470/410 841-6328. I hope to see all of you at this year's National Meet.

Best of luck in 2014!

Nino J. Richards, TRA Chief Judge

TRA Member in Hemmings Publication

Former TRA Technical Advisor Mark Macy and his Triumph repair/restoration business, Macy's Garage, Ltd. was recently featured in the January 2014 issue of "Hemmings Sports & Exotic Car Magazine".

The four page "Profile in Excellence" showed photos of TR restorations in process and offers insight into how "America's Best Triumph Shop" operates.

You can read a portion of the article and order copies of the magazine from the Hemmings website at: www.hemmings.com

Profile in Excellence

Mark Macy

Transforming a hobby into a business through a specialization in Triumph TR restorations

BY RICHARD LENTINELLO
PHOTOGRAPHY COURTESY OF MARK MACY

It's known as "America's Best Triumph Shop," and this self-appointed tag line may very well be true. If you ask the many satisfied Triumph owners about their experiences when dealing with Macy's Garage, they will agree. And that's because this isn't just a business for owner Mark Macy, it's his passion. For those who are truly passionate about their craft, their work is always first-class, coupled with complete honesty and integrity.

Mark isn't the first in his family to own a garage. His great-grandfather first established Macy's Garage in the Dayton, Ohio, area back in 1932, so it was only fitting for Mark to bring back the family name for his new business enterprise. What began as a part-time venture in 2003 repairing friends' Triumphs while he was home during his off-days as a corporate jet pilot, flying an eight-passenger Beechjet 400A for a private company, quickly grew four years later into a full-time repair and restoration facility specializing in Triumph TRs.

Like many businesses that are an outgrowth of someone's hobby, the new Macy's Garage grew out of the four-car garage attached to Mark's house. It was there that

he began doing repairs as well as complete restorations, and starting a sideline reproducing high-quality TR parts that he couldn't find to do his restorations to authentic, factory-correct standards.

"There was never a conscious decision to do this; it all happened by accident," Mark told us. "I was perfectly happy flying jets all over the country, but I had all this free time and needed something to do with it. I've always been a do-it-yourself kind of guy, and when the local club members would ask, 'Who did that for you?' and I answered that I did it myself, they asked if I'd help them. Never in my wildest dreams did I think I'd end up here!"

According to Mark, his fascination with Triumphs is a disease. "I call it 'Triumphitis,' and there's no known cure. I caught it at a young age, but there's been no shaking it ever since. All of our clients have it almost as bad as I do, as most of the cars we restore are for long-term owners, and we even see a surprising number of one-owner cars. Unlike most cars, which were sold, traded, or scrapped when they became unserviceable, Triumph owners tended to keep their cars and save them until they were able

to have them repaired or restored down the road. And those poor souls who sold their TRs in a weak moment rarely are now coming out of retirement and asking to have another one!"

The main focus of Macy's Garage is on TR models: TR2, TR3, TR4, TR6, TR7, and TR7B. "I don't work on Spitfires, GLH, or any of the later TR7B models; not because I don't like those cars, but mainly because I don't possess the proper tools to work on them correctly." Early on, he did see some TR6 work, but it was rare. "I was never wanted me to work on one," Mark recalled. "The TR series are all mechanical through the TR6, and I had a lot of the special tools we have to use to work on every car throughout the range, not seeing many of the others until the early years, so I never had the chance to acquire the special tools or gain the knowledge, and now that we've got a lot of TR2-6 cars at our door, it makes sense to expand our services to include these models."

Once Mark outgrew working out of his home garage, he set up shop in a new building that has a spacious interior

We do complete frame-up restorations, but we also perform singular parts of that process as needed for guys who are restoring their cars at home and need us to do the hard stuff.

The first TR ever built, T51, seen here and above on the rotisserie, was entrusted to Mark's care to undergo a ground-up restoration to exacting standards.

A chat with the TRA Technical Advisor

By Kathy Kresser

Note from writer.

I plan to dedicate several articles about the officers and leaders of TRA randomly choosing the interviewee.

My first choice is Bruce Clough (pronounced "kluff" – life is rough for a man named "Clough".) Bruce has been a member of TRA for nearly 30 years. He has held a couple of positions from his current role as Technical Advisor to National Meeting Coordinator.

For the past dozen or more years, Bruce arrives at the National Meets with his wife, Alice, and two children, Bridgett and Duncan. Of course, it takes two Triumphs to make the trip. They long ago decided that it is more fun if the whole family could be involved in the events, so that precluded them from bringing just one car on a trailer. The other thing they started as part of the National Meet is to plan the drive to and from the meet as a tour taking several days longer getting there to do "touristy" along the way and they invite others along. For instance, in 2013 they did the Bourbon Trail, Mammoth Cave and a host of wineries staying at several interesting bed and breakfasts and small inns.

I posed several questions to Bruce via email; here is a summary of our email discussions:

Q: First, tell me about yourself:

Hmmm, let's see, I'm on the backside of 50, married to Alice, a wonderful person and probably the only one on the planet that could put up with some of my antics, and we have two great kids, Bridgett and Duncan, and I don't want to forget our rescue puppy Sophie. We live in a sleepy little township outside of Dayton, Ohio, where you can walk in the cornfields or woods where Daniel Boone, Simon Kenton and Tecumseh once trod. Also, this area near Xenia, is the tornado capital of Ohio (the 1974 F5 came through what is now our front yard and the 2000 tornado missed by about a mile or so), located on the sides of a creek that runs into the Little Miami River. I am trained as an engineer but usually find myself doing more planning and leadership functions.

In my spare time I enjoy wrenching on our Triumphs, playing and singing music for church and several other organizations and goofing around with audio systems. For those that know Myers-Briggs descriptors, I'm an ENTJ (Extraverted, Intuitive, Judging), being fairly hard-over on each letter, which I'm told, explains a lot! Some things you might not know are:

1. I am umpteenth-great-grandson of Alexander Hamilton, which led me to offer a drink to Thomas Jefferson's umpteenth-great-grandson at the TRA meeting Charlottesville, in 1986 - Alexander and Thomas didn't see eye-to-eye all the time....
2. My dad totaled my car in high school, a 1973 Pinto station wagon.
3. I secretly have affection for Motion-Forward Chryslers as well as Triumphs, but with those Chryslers you can't fit five in a four-car garage.

On that last one I used to have a Newport, Fury, Polara and a Dart or two parked around the house, so the family is happy those are gone and all we have are Triumphs – things fit in the garage again! Ah, but I miss the fins <smile>.

We have had a number of Triumphs over the years, at least two of every TR type, a Stag, Spit and even a couple of Heralds. Right now we just have three in the stable – a TR3B, TR7 and the Stag. I find that is about the limit of cars I can keep in decent running condition and by that I mean you can jump in the cars and drive them at any time, anywhere without worries. Any more than that and there is always something broke that will keep you from driving them, I am sure it is due to some natural conservation law that we have not discovered yet <smile>.

The TR7 is a fairly original driver that we bought from the original owners and really is more Alice's car than mine, although I enjoy driving it. The Stag was something I picked up as a family car after Duncan came along and it has taught me a lot about vehicle modification and I still use it as a technology mule to try things and take the family out for ice cream. The TR3B, "The Grey Ghost" came back home after being with Frank Ciboch since 1993 – we sold the car to help finance the house we built in 1994. I told Frank that if he was ever going to sell that car, I wanted first dibs, which I got! I originally restored it in 1989, but it needs another frame-off and I am currently in the midst of that to get it ready for TRA 2014 which our local center is hosting.

We are very active in our local Triumph Club, Miami Valley Triumphs, but also founding members in Buckeye Triumphs, and members of COCTRA. Nationally, we obviously support TRA, but are also involved with several others – I am the Wedge Vehicle Consultant for VTR and also helped reform the TR8 Car Club of America into the Triumph Wedge Owner's Association. As I wrote above I am a firm believer in driving. The only time I trailered a TR to a TRA meet was in 1988 when I trailered the TR Stealth to Lancaster, Pennsylvania. Besides that, we have always driven the cars and enjoyed them immensely on the drive!



Bruce and a TRA Auction Find!



Duncan working on his car at the time as a local center tech session.



Alice in our first TR3

Q: What is your mechanical background?

I have been playing with vehicles since the very early 70s. In middle/high school I played with and raced dirt bikes, so I learned about fixing things very early. Dad hated to work on the cars, once he found out I had the knack, he handed me the tools and delegated car stuff to me. From there I started fixing cars being eaten by rust (grew up in Northern Ohio) and modifying cars I drove (1973 Pinto, 1972 Gremlin, 1970 Hornet, 1972 Beetle). I picked up a TR6 to restore in college, restored Alice's first car, a 1963 Bug, and was bitten by the TR3 bug after I graduated and moved to San Antonio. We have always had to restore cars on a fairly tight budget, so I end up doing most of the work (or all the work) myself which means I am not shy about ripping apart engines and transmissions as well as the rest of the car. Alice is a great ying to my yang since she understands sewing really well and can upholster cars. Between us we have done a couple of TR3 and 4 restorations.

As far as technical background, I do have several engineering degrees with a dad and grandpa that were engineers also, so I understand the concepts, lingo as well as the physics behind things. This especially helps out when trying new things, such as waterless coolant – having a couple of 300-level thermodynamics courses comes in handy when assessing risk – or wondering if a stainless bolt can replace that Grade 5.

I actually enjoy wrenching on old cars since you can. Nowadays even if you have the car connected to a full diagnostic and reprogramming system and an endless supply of special Snap-On tools, working on cars is a pain due to their integrated nature and complexity. You really do need to pass the manufacturer's courses and be certified. Not so on early TRs. Anything you can reasonably fix by the side of the road you can using the

TRA people you know.

provided tool kit with basic automotive mechanical knowledge. Heck, new cars have no tool kit since there is nothing you can do by the side of the road (except call AAA or On-Star, Mr. i Phone is your tool kit).

Not only am I the current TRA Technical Advisor, I am also the VTR Wedge Vehicle Consultant. I try to spread my technical expertise around a bit, and going from TR2 to TR8 means I am covering both ends!

Q: Why is TRA important to you?

Simple – we are keeping alive a simpler way of life where the technology that kept you moving helped define who you were and linked you to folks sharing like desires.

Looking at the latest demographics, car ownership is actually declining and cars are just being looked at as a means to get between Point A and Point B when public transportation is not available, not as an extension of your personality, nor a way to actually bring people together to form lifetime friendships. There is a huge difference between sitting around a table of friends and quaffing a pint vs. forwarding a link to all your virtual friends in an app. If it wasn't for organizations such as TRA we would all be sitting around flat screens looking at what is surmised to be the world than out in it.

Dang, started rambling there off the deep end, sorry about that! Let's just say that we have always enjoyed the friends we have made at TRA meets and look forward to the activities each year.

Q: I noticed your user name on the TRA forum is "The Infidel." What is the background to this choice of words?

Oh, that was actually a joke since when the forum was set up we didn't have an early TR in the stable, so I used a picture of Alice's TR7 as my "avatar" for the forum and gave myself that name due to using the Wedge – I suppose I could use a picture of the Grey Ghost nowadays and change my name to The Blasphemer.

Q: Describe your best vision for a Triumph owner?

Sure, that's an easy one – know the car, drives the car and shares the car – if you do these things you will tend to enjoy the car. First of all, knows the car and I am not just talking about stories of Ken Richardson, Jabbeke and Sabrina, I am talking about being able to fix things by the side of the road, or help other Triumph drivers surmount challenges they have.

Second, the perfect owner is an active participant in car clubs. The perfect owner participates in club forums, emails, newsletters and learns as much as he/she can about the car and spreads that wealth of knowledge. Only though such actions can the hobby be kept alive.

Third, the perfect owner jumps in to help others. I think the poster child for this was when Joel and Gloria Rosen's TR2 lost a rear end in 1992 at a meeting in Burlington, Ontario. About 25 folks pitched in that day to swap out that rear end with a TR3A unit – right in the middle of the car show they stopped polishing and got real dirty so the Rosens could get home. Now that is a story for the ages.

What I have also noticed is that folks who restore a car and treat it as art and not a car don't tend to stay in the hobby very long. After spending thousands getting a car in shape, they want to keep it pristine and don't want to risk damage – so they don't enjoy it and the next thing you know it is for sale. Folks – you put all that sweat equity and resources in the car, so get out and drive it. Don't be afraid of the car getting rock chips, bugs, tar and engine oil on it, it's a car.

Q: Every year you are an auctioneer at the TRA auction. How did this happen and how did the comedy routine work its way into the act?

Ha – I am not sure I can remember that far back. When I first joined TRA in 1984, Al Kelly did most of the auctions. After he stopped doing them, Joel Rosen stepped in and asked me for help, and somewhere along the line Nino Richards came into the picture. As far as the comedy, it is kind of repetitious to auction off those parts, so since I am somewhat of a sarcastic cut-up anyway, it seemed natural to add some comedy to the routine, and it has taken off. I think this past year we had some of the best puns, but 2010 was also a good year when we went with the “Red Green” theme. Who knows what we will do in 2014.



Bruce and Joel working on the TR2 rear end in Burlington, Ontario, in 1992

Q: You are stepping on the gas to help organize the 2014 Meet at Deer Creek State Park in Ohio; braking to work with the committee on developing and proposing by-laws for TRA and shifting gears by moving from role to role within TRA. Bruce, what has given you the most pleasure in being a member and active participant with TRA?

Wow, great question – I actually like being a meet organizer the best. I played a very active role in the 1987 TRA Meeting at Hueston Woods, was the Meet chair for both the 1995 Meet in Blue Ash and the 2006 Meet at Burr Oak and tried to help (the best I could) with the 2005 Meet in Branson and the 2007 Meet in Geneva – and here we go again in 2014. For some silly reason it gives me contentment to see others enjoying themselves. Oh, and I like to look at, and drive, cars too!

I hope my readers enjoyed Bruce's ramblings, I did. We certainly have a good feel for this man and his love of Triumphs. Thank you, Bruce, for taking the time to share your thoughts about cars and life.

TRA people you know.

TR3A FAN BUSHING REPLACEMENT (without removing front apron)

From Jim Rennie

Finally got this accomplished with a little Yankee ingenuity. Haynes indicates that the front cowling and radiator must be removed. Instead, I removed the top and bottom radiator support bolts/nuts and disconnected the top and bottom hoses.

Then I positioned the radiator forward as much as possible (about 1/2") and moved it to one side, then the other, so I could get a long flat blade screwdriver through the radiator crank hole blade between each bolt flat and lock tab, flattened by tapping the handle of the screwdriver with a knockoff hammer (two people). I rotated the fan for each bolt so that the screwdriver was positioned correctly.

Then, I used a box end ratchet to loosen the bolts from below, rotating the fan for access to each bolt. They won't completely clear the radiator individually, so I removed the fan assembly from below with the loosened bolts in place.

The rubber bushings were hard as a rock with chunks missing and quite a bit stuck to the fan and pulley extension. This was removed with a putty knife and wire brush.

I straightened the bent metal parts and with a cone grinding stone broke the edges of the fan bushing holes where the metal bushing inserts had created a raised sharp lip while the fan was rotating out of kilter. I repainted the fan, circular plate, washers and bolts (there was no balancer), coated the new bushings with silicone grease, reassembled with bolts in place, and slid the assembly up into place and onto the starter dog, making sure that the balance hole in the fan extension aligned with the balance hole in the fan center piece.

There is no specific Haynes instruction on how tight to make the bolts other than to "tighten fully." I have tightened them so that the bushings are just slightly deformed, and used a large flat blade screwdriver marked up, inserted in the space between the fan mount and pulley extension at each bolt to insure the spacing/tightness at each bolt is uniform.

Questions... before I bend the locking tabs into place: is a slight deformation of the rubber bushings correct? Or should it just be snug without deformation? In other words, should the bushings be really squashed? I am reusing the old tabs and will gauge whether they are strong enough to be reused as I am bending them against the flats.

(continued from page 7)

a blank tune. You have to go through every setting in TunerStudio and make changes specific to your particular setup, following logical steps before you can attempt a start. Having done all this, I was able to attempt a start and did get it running the first time, but it would not idle. As far as fuel goes, the most important table in Megasquirt is the VE table. VE stands for Volumetric Efficiency. The data is in a 16 by 16 matrix form that represents injector pulse widths at particular RPMs and engine loads that Megasquirt uses to try to stay at the required air fuel ratio. There is also a similar 16 by 16 table for ignition timing with the same X Y axes as for fuel, but the data represents the actual ignition advance values. This table is best tuned on a dyno, but I just tried to emulate the published the TR3A advance curves.

Back to fuel, with the engine and TunerStudio running it is easy to see what part of the VE table

Megasquirt is currently referring to and you can make changes while the engine is running and see if you are doing any good or not.

If you opt for and pay a nominal fee for the registered version of TunerStudio, it has a function called VE Analyze that will auto tune as you drive. With the engine running as long as I held the throttle down a bit I turned on the VE Analyze and saw I was running lean and that the numbers in the table should be closer to 60 instead of 30 like they were around the idle area. I shut the engine off and changed all the idle area data to 60 and restarted the engine and it would finally idle.

Eventually, by watching the AFR gauge and tweaking the table, I was able to drive it around the block. I turned auto tune back on and went for a longer drive and let it do its thing. This was pretty much all I had time for before I attended the 2013 TRA convention in Kentucky. I still have warm-up issues as it tends to bog down a bit

when you punch the throttle when cold and have been working on that as time permits.

Editor:

So there you have it, not the easiest of mods, but easier than a frame-off <smile>, and at the end you will have a much more efficient engine, better gas mileage, better plug life, cleaner exhaust, and something your neighbor doesn't.

If you have any mods, changes or other technical stuff you'd like to highlight just drop me a note at bclough@woh.rr.com

*Cheers,
Bruce*

Let the TRA Election Process Begin

From John Warfield, TRA President

Now that the bylaws have been enacted, we are now tasked with moving the process forward by holding our first elections. As required by the Bylaws, nominations for the four Officer positions (President, Vice President, Treasurer and Secretary) will be nominated on the floor at this year's National Membership Meeting in June. The Bylaws do not specify that the nominees be present at that meeting; therefore perspective candidates should not refrain from running on account of logistics or other commitments. As long as there is someone willing to raise a hand on their behalf, the process is satisfied. Election will be by mailed ballot as has been the case with most matters of great importance to the club.

The terms for each position is four years, with an automatic re-nomination for first term servers, subject of course, to each officer's consent to continue in service. Thereafter, elections will be held in successive years, with one position being subject to election each year. The bylaws don't specify which position is to go first, but logically we can start from the top. Thus the President's first term will be four years, with an automatic nomination for an additional year. The Secretary's term, as the last of the bunch will be four years, with an automatic re-nomination for an additional four.

While the Bylaws do specify the basic duties of the four officers, it might not be a bad idea to briefly explain how things have been done in practice over the past several years. There are very few if any significant inconsistencies between past practice and the new Bylaws, but a little clarification might shed some insight into what a perspective candidate should consider when choosing to serve.

President:

The President is the nominal leader of TRA, and generally responsible for the overall operation of the club. This should not suggest plenipotentiary powers – the Officers and Board have always had a voice, particularly in matters that affect their respective responsibilities. From time to time, 'big issues' will be initiated or enacted by attending members at a National Membership Meeting or by mail-in ballot. The President is responsible for overseeing this process.

Presiding over the National Membership Meeting at our annual National Meet is also the President's task. In recent years this has been ably performed by the Vice Presidents on account of physical setbacks of the President. Typically a few 'phone calls to discuss potential issues with

I think it's a fair bet that without exception, those who serve will do so with the best interest of TRA at heart. If you think you would like to be one those folks, consider running for office. Those currently holding these four positions will be more than willing to discuss matters of concern with any perspective candidates. TRA is every member's club after all.

Officers, Board Members and other interested members is sufficient preparation for this meeting, but at times, such as with the drafting of the Bylaws, a bit more is required.

Every so often, the National Committee hosts a National Meet. The President will of course play a role in this; the extent of this role will depend upon circumstance. In recent years, the Officers, Staff and members who have undertaken these efforts have worked well together; the President has not been required to micro-manage these events. In all, the President's role is about what one might expect. Someone wishing to serve in this role must be willing to work and communicate with others.

Vice President

The Vice President's role is also rather predictable for anyone even remotely familiar with political structure. As stated in the Bylaws, the Vice President should support the President as required, and must preside over the Membership Meeting in the absence of the President. A recurring need to do this is what prompted the initial creation of this post as temporary measure; it has since become a permanent post further confirmed by the Bylaws. Our Vice Presidents have all done an excellent job, and have all contributed greatly to the administration of

the club in general. Any future balance of duty between the President and Vice President will depend upon the persons occupying both posts.

Treasurer

On a daily basis, the Treasurer's responsibilities can be some of the most demanding, as he or she will be receiving and depositing the membership dues, which can be expected to come in year round. This does require a good working relationship with the Membership Chairperson; fortunately our system has evolved well over the years and should present little transitional difficulty for anyone stepping into this position. Other duties include the oversight of the Treasury – drafting checks for National Meet 'seed money', club insurance, National Newsletter expenses, Best of Show trophies, and any other contingency that might arise. The Treasurer will of course be required to maintain a designated bank account and keep accurate records of all financial transactions subject to review as necessary. A yearly financial report is required at the National Membership Meeting.

Secretary

The Secretary's duties as specified in the Bylaws include the archiving of records, and the recording of the minutes of National Membership Meetings and Board of Directors' Meetings. Of these tasks, the recording of the Membership Meetings has always been slated as the most significant; this post was primarily created to ensure that this was done without the need to solicit volunteers. Other activities of the Officers and Board members have been conducted through the years by e-mail and telephone exchanges. Formal Board of Directors' Meetings have not been required.

TRA has managed to function for many years on a smile and a handshake; how our affairs are conducted could to some extent change as a result of the Bylaws and the will of those who will be serving as Officers later this year. Opinions will vary as to whether this for good or for ill; I think it's a fair bet that without exception, those who serve will do so with the best interest of TRA at heart. If you think you would like to be one those folks, consider running for office. Those currently holding these four positions will be more than willing to discuss matters of concern with any perspective candidates. TRA is every member's club after all.

Some further notes on the open position of TRA Chief Judge

From John Warfield, TRA President



After years as TRA Chief Judge, Nino Richards has announced that he can no longer serve in that capacity on account of the travel requirements of his employment. Nino now has to travel worldwide, often for extended periods, and can no longer guarantee his attendance at our National Meets. As those who attend these Meets are well aware, the bulk of the Chief's Judge's responsibilities are focused on the preparation and administration of the annual Concours d'elegance. Nino is of course aware of this as well, and feels it would be in the best interest of the club if another willing and able member were to step in and assume these duties in time for this year's Concours in June, as he might be overseas at that time.

While the title 'Chief Judge' suggests that the holder of this position must by necessity be the most knowledgeable originality expert in the early TR universe - particularly when the decision of the Chief Judge is 'final' in rulings regarding our Concours d'elegance - the reality is somewhat different. A working knowledge of TRA's Judging Standards and Restoration Guidelines combined with the ability to oversee and administrate a group of fellow enthusiasts serving as 'judges of their peers' is probably a

more accurate description of what is required to be a good TRA Chief Judge than is a sheer depth of TR knowledge. Sure, being intimate with our cars has always been an undeniable benefit to everyone who has served as a Concours judge in any capacity, but it is not the only measure by which a judge should be considered. The position of Chief Judge has been no exception. All of our Chief Judges have known our cars well, but they were also aware that not everyone knows everything about them in a given instance. When issues arose through the years that created uncertainty, research was done and advice was taken. TRA's Concours program, while certainly not flawless, has been justifiably a source of great pride to our club as a result.

As a Staff member and a member of the Board of Directors, the Chief Judge will have a voice in the overall administration of the club, but his or her primary responsibilities are assisting the National Meet hosts with TRA's Concours d'elegance. This includes the preparation of the judges' sheets, the assembly and training of the judging and scoring teams, the administration and oversight of the actual judging process, the recording the scores, and the return of the completed score sheets to the Concours

While the title 'Chief Judge' suggests that the holder of this position must, by necessity, be the most knowledgeable originality expert in the early TR universe... the reality is somewhat different.

participants. As noted above and in Nino's article, most of these duties are performed at the annual National Meet, and while they can seem a bit daunting when laid out in a list, TRA's Concours program has been established to the point where operational details should present a minimum of anxiety to any dedicated enthusiast with an interest in early TRs and a desire to enhance the TRA experience. TRA members recognize the importance of our Concours and are genuinely there to help. Answers to concerns will be only a phone call or email away. Nino will more than happy to assist you in the transition.

So if you have an interest in serving as Chief Judge, call or email me, and even if not, take a moment to call or email Nino and thank him for his years of years of keeping TRA's Concours program alive and well.

TRA Technical Advisor Jan 2014

Bruce Clough, TRA Technical Advisor

Kathy Kresser interviewed me a few weeks back, but I forgot to throw in some more pertinent photos and comments. Since those photos are out there and available for Facebook, to allay any misunderstanding I need to explain...



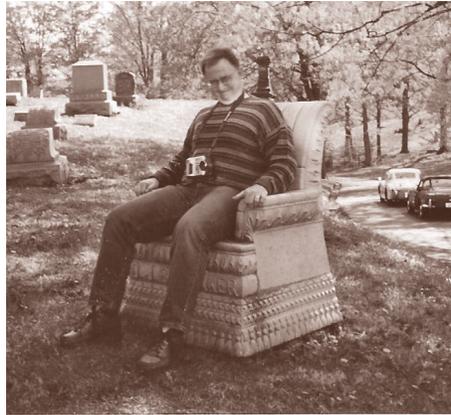
This is me the morning after I bought the official TRA 1999 National Meeting Car in the auction. Believe it or not, this thing ran! Believe it or not I drank too much that night. Think I paid \$650 for it and it came with a working top! Thankfully I sold it on eBay to someone for \$750 and didn't have to worry about restoring it. Remember kids, liquor is a demon....



This is a classic. In the Spring of 1985 a friend of Alice up in Conneaut, OH (where Alice is from) let her know he had a TR4A he wanted to sell. As most Northern Ohio TR's the body and frame were toast. We dragged it to my in-law's back yard, and my father-in-law, a friend of mine, and myself took it apart one Saturday - by apart meant we had it in piles of scrap. At that time I was somewhat a Hannibal Lecter of old TRs, collecting parts and sending a lot of rust to the scrapyard.

In a cemetery west of Springfield, OH, there is a carved rock chair next to a gravesite. It is a favorite destination of Miami Valley Triumphs tours since everyone wants their picture in it. Not the most comfortable, but pretty sturdy. Contrary

to opinion, I did not have gas, but was trying to get comfortable...



Teaching Children To Paint



Hey, I remember this - the official "keep kids occupied during TRA Concours" activity during TRA 1995 in Blue Ash, OH? We dragged this TR-7 out of a junkyard and brought it to paint. All of us older kids got into the action also. Check out the racing hood strap!

The Future?



Found this picture attached to a draft BMW news release. Seems they were planning a TR-10 launch sometime a few years ago but decided not. I'm sure it was their fear of not having enough production capacity that did it. You can see the deft blending of some TRa-ditional lines here. I don't know about you, but I would have been in line to buy...

Technical Fixes That Folks Might Accuse Me of...

You advertise an "excellent" TR3B for \$24K and then show not only a black engine interior on a white car (and this is not TS1), not only show that the entire contents of the hydraulic fluid reservoir has leaked out multiple times, but also that you are too lazy to fix the turn signal flasher correctly, nylon tying the new one to the old one - C'mon man!



Timing Chain Cover

Just a typical "tensioner wore through the timing chain cover" braze fix? No way!



On closer examination the tensioner broke off and embedded itself in the timing chain cover. The person just brazed the broken piece into the hole - plugged and fixed - C'mon man!

Look Here

Check out the nice symmetrical fan hub extension groove due to engine mounts that were allowed to disintegrate – bet you the steering linkage this was rubbing into looked great also. You have to think you'd feel this feeding back through the steering wheel – C'mon man!



...and you thought the TR-uck was U-gly!

Yeah – this was actually on sale on Craigslist at some undisclosed city. Hey, at least it's a "black plate" car!



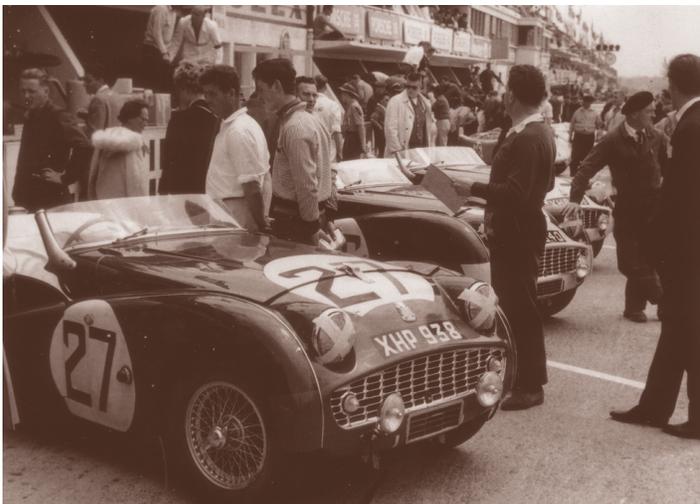
That's all I have time for now folks to poke fun at myself – see you at TRA 2014...



My Hero!



TR historical archive From The David Somerville Collection



Two of the three 1959 Le Mans cars, looks like a standard TR3A with a cutdown windscreen, but these had longer wheelbases (6 in. longer).

Joel Rosen's Treasurer Report

I can report that the Triumph Register of America is in excellent financial condition.
The club balance is \$13,500 after writing a check to Miami Valley Triumphs for \$1,000 for TRA 2014 seed money.

Back when, when I walked up to Joe Richards and told him I would be willing to serve TRA in a capacity beyond the Factory Build Record Service that I had been providing to TRA members through Bill Piggott in England, I was surprised when he asked me to take over as Treasurer for his ailing wife and then TRA Treasurer, Barb.

Though I had no formal financial training or background, except for managing my own finances, out of respect for Joe and my desire to serve TRA, I accepted. The first National Newsletter I could find my name listed as Treasurer was Volume 17, number 1, Issue 69. By that time Joe had retired as President and John Warfield had taken over as President.

John and I had already been friends for awhile. I had sold him parts for his '58 TR-3A and also eventually sold him TS 227LO, which I had purchased from Vic Nigro a few years earlier. The reason I sold him 227 was that I saw the level he had restored the 3A and felt he could do a better job with its restoration. At any rate, John asked me to stay on as Treasurer and I agreed.

Fast forward almost 20 years and the recent push is to transition TRA from an all volunteer organization, to a more formal structure. It has been an honor serving TRA all these years as Treasurer and feel this is a good time for me to step out of the limelight and retire as a TRA board member. Therefore, I will not allow my name to be put into nomination for any office at this year's national meet.

I will continue to serve as your Treasurer until someone else steps forward to take on the responsibilities of the office. I will be happy to discuss those duties and responsibilities in detail with any interested person(s). I will work with the new Treasurer to make the transition as smooth as possible.

**Again, thank you for allowing me to serve TRA for all these years,
and I am respectfully yours,**

Joel Rosen

InTResting Classifieds

InTResting Classifieds & Events listings are offered free for TRA members. If you would like to place a classified ad, please send them to Newsletter Editor - jkrupp2441@gmail.com or TRA classifieds: 2441 Haviland Road, Upper Arlington, OH 43220.

TR4 WARRANTY BOOKLETS Original TR4 warranty booklet. Professionally reproduced. Limited edition of two dozen copies. These facsimiles closely replicate the original, including some misalignment of the text and light imaging. They also contain business reply postcard inserts intended to be returned to Triumph after the purchase of the car (non-perforated, so books can be handled and shown to friends without cards becoming detached).

Interested? Cost: \$25.00 each, includes shipping, while they last. Mail check with your return address to: Bob Streepy, 850 Kent Bartlett, IL 60103, phone 630/263-7565 or email: trstreep@sbcglobal.net with questions.



MANUALS FOR SALE:

- Factory Issued Triumph Service Manual for TR2/TR3, 420 Pages, \$49.95
- Aftermarket TR2/3 Shop Manual \$34.95
- Factory Parts Manual, 369 pages; \$37.95
- Haynes Manual for TR2-4; \$34.95
- How to Restore Manual for TR2-3; \$49.95
- Plus, many TR history books also for sale.

Interested in any of the above publications please contact: Alex Voss at (206) 721-3077 or visit: www.books4cars.com

CUSTOM MADE PROTECTIVE BAGS FOR: TR2, TR3, TR3A and TR3Bs



A. Sidecurtain Bags in a durable leatherette material. Each bag holds the pair of sidecurtains and is flannel lined with a matching protective flannel divider. The bag's unique shape makes it an easy fit in the TR trunk. Bags are \$159 each (includes shipping) in the US.

B. Convertible top & tonneau bags for \$129.

C. Jack & tire changing tool bags \$49 (all include shipping).

Contact Ken Nachman 804-840-1441

or fax at: 804-272-7523 Questions? email:

kennachman@comcast.net

or visit www.sidecurtain.com

LITERATURE FOR SALE:

TRIUMPH ORIGINAL SALES BROCHURES

Showing all Triumph models, interiors and features for the year. 1956-67 - \$30 ea. year/1963-76 - \$18 ea. year. Add \$4.95 shipping. Please specify year, model. Literature, manuals for other Triumph models plus all cars/trucks, worldwide. Interested? Call or write: Walter Miller 6710 Brooklawn, Syracuse, NY 13211, 315-432-8256 or www.autolit.com

TR KEYS CUT TO CODE

American key blanks \$10.00 ea., un-cut American key blanks \$4.00 ea. Wilmot Breeden keys need key code number & head shape desired. See web page; www.britishcarkeys.com. Contact Pete Groh, 9957 Frederick Rd., Ellicott City, MD 21042, 410-750-2352 or 410-966-8432 petegroh@yahoo.com

LED lights for your British auto!

We CAN see you now!



LiteZupp Industries, LLC

Quality cutting edge automotive lighting

www.LiteZupp.com

Jim or Mike
817.337.0562



MACY'S GARAGE LTD.

MARK MACY
937.266.1831
MARK@MACYSGARAGE.COM

TR2 THRU TR6 SPECIALISTS
FROM MINOR REPAIRS TO
CONCOURS RESTORATIONS

4200-B LISA DRIVE
TIPP CITY, OH 45371
WWW.MACYSGARAGE.COM

British Parts
New • Used • Rebuilt
Performance

"Pre-Motored"
British Cars
for Sale

TSI Automotive

108 S. Jefferson St.
Pandora, Ohio 45877

Ted Schumacher
www.tsimportedautomotive.com
E-mail tedtsimx@bright.net

Ph. +1-419-384-3022
Fax +1-419-384-3272
800-543-6648

TRA Local Center Information

Mason-Dixon TRA 22nd annual picnic held on June 12. The picnic was at Don & Helen Cumberland's house in Sykesville, MD. Photo by Guy Garey.



Local Center information can be updated by contacting the Membership Chair by mail or email.

BLUE RIDGE AREA TRIUMPHS

Ted Smith, 540-989-4562
2732 Guilford Ave.
Roanoke, VA 24015
tr3@bar.roacoxmail.com

BUCKEYE TRIUMPHS

Mike "Buck" Henry, 614-733-0563
6379 Belvedere Court
Dublin, OH 43016
mhenry1453@aol.com

CENTRAL FLORIDA TRIUMPH REGISTER

Jere Dotten, 407-323-7262
102 Garfield Rd.
Deltona, FL 32725

CENTRAL OHIO CENTER OF TRIUMPH REGISTER OF AMERICA

Ron Hartley/Ernie Parent
740-385-8251
28342 Lake Logan Road
Logan, OH 43138
ronrubyhartley@aol.com

CENTRAL OKLAHOMA VINTAGE TRIUMPH REGISTER

Mike Billotte
PO Box 12272
Oklahoma City, OK 73157-2272
www.okctriumphs.org

DELAWARE VALLEY TRIUMPHS

Bob DeLucia, 215-822-0725
Yukon80@comcast.net
Philadelphia, PA

DESERT CENTER / TRA

Stu Lasswell, 480-786-0116
781 N. Velerio St.
Chandler, AZ 85225
debnstu2@yahoo.com

GEORGIA TRIUMPH ASSOCIATION

Earl Ferguson 404-667-1065
1415 Moores Mill Rd NW
Atlanta, GA 30327.
EAFerguson@aol.com

GREEN COUNTRY TRIUMPHS

Samuel R. Clark, 918-455-8993
13415 South 127th Ave.
Broken Arrow, OK 74011-7444
gctok@cox.net

HILL COUNTRY TRIUMPH CLUB

Nel McPhail, 512-656-1456
1105 N. Canyonwood Dr.
Dripping Springs, TX 78620
nmcphail@austin.rr.com

MASON DIXON TRA

Joel Rosen 410-775-7937
833 Rampart Way
Union Bridge, MD 21791
jrosenii@lycos.com

MIAMI VALLEY TRIUMPHS

Stan Seto, 513-683-7974
P.O. Box 144
Bellbrook, OH 45305

MICHIGAN TR ASSOCIATION

Joe Gernay, 616-327-9262
9349 South Westnedge
Portage, MI 49002
trfever@aol.com

NEW JERSEY TRIUMPH ASSOCIATION

www.njtriumphs.org
Ross LoMonaco 973-650-5080
P.O. Box 6
Gillette, NJ 07933-0006
rossl1234@yahoo.com

NORTH COAST TRIUMPH ASSOCIATION

www.nctawebsite.com
Beverly Floyd 330-666-2817
1996 Four Seasons Dr.
Akron, OH 44333-1872
bevffloyd@nctawebsite.com

PHILADELPHIA AREA TRIUMPH NETWORK

John Gossin, 610-565-6432
P.O. Box 302
Media, PA 19063

PORTLAND TRIUMPH OWNERS ASSOCIATION

www.portlandtriumph.or
David Duthie 503-297-7681
4000 SW 91 st Ct.
Portland, OR 97225-2560
d.duthie@comcast.net

RICHMOND TRIUMPH REGISTER

www.richmondtriumphregister.com
Jim Coleman 804-569-9135
9314 Sentry Station Rd.
Mechanicsville, VA 23116
jimbyjove@comcast.net

TEXAS TRIUMPH REGISTER

www.texas-triumphregister.org
Mike Hado 281-807-4780
P.O. Box 40847
Houston, TX 77240-0847
mhado@att.net

THE NEW ENGLAND TRIUMPHS

www.newenglandtriumphs.org
Stan Foster 978-649-6402
461 Pleasant St.
Dunstable, MA 01827
foster461@horizon.net

TIDEWATER TRIUMPH REGISTER

www.tidewatertriumph.org
Keith Edwards 757-751-9924
501 Glenhaven Dr.
Suffolk, VA 23437-9793
Keith.edwards@charter.net

TRIUMPH CLUB OF NORTH FLORIDA

www.tcnf.org
Walt Lanz 904-646-0616
1900 Kusaie Dr.
Jacksonville, FL 32246-2423
wlsserv@aol.com

TRIUMPH CLUB OF THE CAROLINAS

www.triumphclub.org
Stephen W. Ward 704-553-0135
4301 Chandworth Rd.
Charlotte, NC 28210
stevewardatty@gmail.com

TRIUMPH REGISTER OF SOUTHERN CALIFORNIA

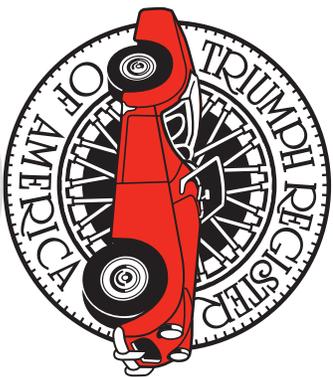
www.trsc1977.com
Dennis Lambert 714-998-1402
3103 N. Sandbar Cr.
Orange, CA 92865
blambert@socal.rr.com

TRIUMPH TRAVELERS SPORTS CAR CLUB

www.triumphtravelers.org
Frank Baumann 408-416-7450
7090 Wilderness Circle
San Jose, CA 95135
fab3@sbcglobal.net

WESTERN PENNSYLVANIA TRIUMPH ASSOCIATION

www.wptriumph.org
Don Harkus 724-822-5447
195 Kriess Rd.
Butler, PA 16001
dharkus@aol.com



2441 Haviland Road
Upper Arlington, OH 43220

Address Changes:

Ron Hartley
28342 Lake Logan Road
Logan, OH 43138

Local Center Updates:

Classifieds:

Upcoming Events:

Article Contributions:

2441 Haviland Road
Upper Arlington, OH 43220
jkrupp2441@gmail.com

Visit us on the web at:

www.triumphregister.com



1953 TR2 - TS1 LO - Triumph's First Production TR2. Restored in 2003 by Joe Richards on its 50-year anniversary. The painstakingly accurate restoration brought TS1 back to its original 1953 Toronto Motor Show condition. Joe Richards, is the past President of TRA.