



Triumphant Times

Green Country Triumphs

Monthly Newsletter for August 2018

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1st or before
of each year to the club Treasurer.
SEE LAST PAGE FOR ADDRESS**

**Next Club Meeting
Tuesday August 21st
Dinner at 600PM
Meeting at 7:00 PM
Location: Brick Town
Brewery
11909 E 96th St N
Owasso, OK 74055**

Officers and Committees

Rob Thompson – President
Denny Robinson – Vice President
Al Garbart - Member at Large
Jan Phillips – Treasurer
Adele Blom – Secretary
Kay Robinson - Activities
Art Graves – Car Shows
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

From President

Just want to start off by thanking Cash Billups for working with us and serving up some really nice places to eat this last year. He's making the smart move to focus on his new bride to-be in the coming months. Dennis is our new VP and I look forward to working with him again along with Kay Robinson, as Activities, Jan Phillips, as Treasurer and Adele as Secretary. Al Garbart is the new Member at Large. And of course, John Phillips, Parts, Newsletter and Mr. Everything.

On the home front, our son Luke is finishing his first course (Contracts) at TU Law and is taking his final on Monday the 13th. He has his game face on for the test, like he did before playing a FB game on Friday nights. Enjoying the lake and not driving the TR much except for late evening runs to the cigar lounge.

Last weekend was spent on Hallet Motor Sports track with the Porsche Club. This was my 6th time on the track and is still thrilling and full of adrenaline. This time I used "Harry's Lab Timer" (downloadable app.) to track my lap times and 12 segments of time around each lap. I was happy with my virtual best at 1 min, 32 seconds. To put in proper perspective, the Porsche racing circuit does a lap around 1 min, 15 seconds.

Everyone join in at our next business meeting and dinner on the 21st of August. Best Regards.

From Vice President

Hi again ya'll, I have to make this short as John needs this today. We got back from our trip at 2:30 Fri. night and haven't slowed down since. The Spit has not moved out of its' tracks in a month.



The pool was green when we arrived and have spent a lot of time and money getting it back ready to swim in. We don't have time to swim anyways.

I have not looked for a place for our next meeting as of yet will get it done later this week. Got to leave now to mow Kays Dads yard.

Secretary's Minutes of the Last Meeting by Kay Robinson for Adele Blom

The meeting was held at Rob and Donna Thompson's house. Rob Thompson called the meeting to order at 7:30pm. Sam Clark made a motion to suspend the normal order of business and by-laws for this meeting only, since the main purpose of the meeting was to elect officers for the upcoming year. John Phillips seconded the motion and the member vote approved the motion.



John Phillips nominated and Janice seconded the nomination for President Rob Thompson to remain in office; Chad had resigned as an officer due to personal obligations. Vote of members present approved.

Dennis Robinson was nominated to serve as vice-president and elected by acclamation.

Al was nominated by John Phillips to serve as member-at-large, nomination was seconded by Dennis Robinson. Al Garbart will serve as member-at-large.

Appointed officers will be: Adele Blom secretary, treasure, Jan Phillips and activities chair, Kay Robinson.

No other business was conducted. Sam made a motion to adjourn and the motion was seconded. Motion to adjourn was passed by vote of members.

Minutes were taken by Kay Robinson in Adele's absence.

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

Membership benefits typically include reduced cost on parts, tech support, access to required tools and repair facilities, extra hands to accomplish labor and a full activities calendar to enjoy club fellowship.

PEOPLE STUFF	MEMBER INFO		CAR MODEL	YEAR	COMMISSION#
MEMBER NAME					
MEMBER NAME					
MAILING ADDRESS					
PHONE NUMBER					
E-MAIL ADDRESS					
V.T.R MEMBER?	YES	NO			
6-PACK Member?	YES	NO			
TRA MEMBER?	YES	NO			
OTHER CLUB?					

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To **GREEN COUNTRY TRIUMPHS**
Check # _____ Check Date _____

GCT C/O JAN PHILLIPS
5865 E. 480 RD
CLAREMORE, OK 74017
(918) 283-7017
maudjpp@gmail.com

Dues are payable on July 1st each year. If you join(ed) between Jan. 1st and Jul. 1st, next dues are payable July 1st in the year following the year in which you join(ed). Membership is discontinued Oct. 1st following the date dues were due.

2018 Club Activities

WHEN	WHAT	WHO
TBD	Drive & Picnic	Dale Smith
TBD	Bartlesville Trip	Kay
TBD	Breakfast at Tally's	Kay
August	Astronomy Club Mounds night drive	Kay
September	Pawhuska Pioneer Woman's Drive ^& tour	Donna & Rob
September 27 – 30	2018 6-Pack Trials, Fontana Dam, N. C.	TBD
October	Shangri-La Overnight Drive	Rolf
November 3	Guy Fawkes Celebration	Jan
December	Christmas Party	Donna & Rob

Hi John,

Here is a story about TR7s you may or may not know. I put a new Victoria British clutch kit into my car in 2013 - about 8K miles ago - while doing the major engine overhaul. It always engaged very high, which was annoying, but didn't slip. I lived with it.

I pulled the engine and tranny a week ago to repair an oil leak and look into the clutch problem. It was immediately obvious - the B-V clutch disc doesn't fit TR7 cars. The 16 rivets that secure the lining to the hub stand about 0.020" higher than the friction material on the flywheel side. This would be OK if the rivets were inside the flywheel cavity, but they land on the working surface! I had a nice gouge dug into the flywheel and the friction material never touched. This excess thickness, with the rivets protruding, is why the clutch engaged so high on releasing the clutch pedal. Since I had a replacement disc in hand, I had the flywheel machined a bit so the rivets don't touch.

Perhaps this misfit is known to the TR7 groups, but I suspect not, since Victoria British hasn't corrected the problem during the last five years. Hope this will save someone from making my mistake.

Regards,
Wil Wing

2018 CAR SHOWS

Roadster Factory Summer Party

Location: Armagh,
Pennsylvania

Date: August 16 – August 18,
2018

Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 1 – September
2, 2018

Web:
<http://www.heartlandallbritish.com/index.html>

British Iron All British Car Day

Location: Agri Park,
Fayetteville, Arkansas

Date: September 7 – 8, 2018

Web:
<http://www.britishironnwa.org/>

6-Pack Trials

Location: Fontana Dam, North Carolina

Date: September 27 – September 30,
2018

Web:
<https://jimholewka.wixsite.com/trials2018>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 28, 29 and 30, 2018

Web: <http://www.txabcd.org/>

Adrian Wright (friend of Jim Beasley) picked up the set of Lotus Stromberg 175 carbs on 7/18/2018 that I rebuilt for him. Early on I mentioned that it was typical for non-members to make a donation to the club for this type of work. He was kind enough to write a check to the club for \$250.00. The check was given to the club treasurer for deposit into the club account.

Red River European Car and Motorcycle Show

SATURDAY 06 October 2018 at 10am to
2pm

Location: Tarrant County College, 5301
Campus Drive, Fort Worth, TX 76119

POC: David Pilcher, (817) 521-3157 and
davepilcher@yahoo.com

<http://www.redrivertriumphclub.org>.

Triumphfest

Location: Sacramento, California

Date: September 27 – September 30,
2018

Web: <http://www.triumphfest.org/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas,
Texas

Date: May, 8, 2018

Web: <http://www.allbritishcarday.com/>



The Roadster Factory
THE WORLD'S GREATEST BRITISH SPORTS CAR COMPANY



LOGIN | VIEW CART | CHECKOUT

Items: 0
Subtotal: \$0.00

Choose Your Own Parts: Save an additional 8% to 12%. This offer ends 8AM EDT Friday July 13th. [Details here.](#)

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Summer Party 2018 Registration

TRF Summer Party 2018 Registration Form

"Please Register as Early as Possible to Help Us to Plan a Great Event"

To register for Summer Party 2018, please complete this form, including credit card payment information to cover the charges. Please provide full names for all persons you are registering, as separate name tags will be prepared for each one. An adult registration includes the car show, the field party, and all driving events plus one T-shirt. The Registration Fee will increase by \$20.00 after August 1st as an incentive to receive the greater portion of the total number as early as possible for planning purposes. Credit cards will not be charged till July 18th, 2018, and cancellations will be accepted up till that time. Discounts do not apply to Summer Party Registrations, and gift certificates may not be used in payment. Payment by check is also acceptable on registrations sent by mail.

You may also register by telephone at 800-234-1104 or by Fax at 814-446-6729. You can download a PDF file by using this [link](#) if you wish to register by Fax or by Mail.

Upon arrival at Summer Party, you must present proof of insurance to participate in driving events, and you will need to sign the following waiver:

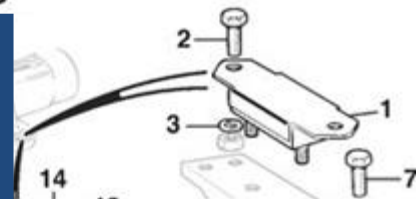
"I am aware of the hazards associated with motor vehicle events and specifically release The Roadster Factory, its owner and staff, and their heirs from any claims and actions on account of injury, death, or damage occurring before, during, or after the TRF Summer Party 2018 held in Indiana County, Pennsylvania, August 16, 17, 18, 2018.

Go to web site for complete information:

<http://www.the-roadster-factory.com/indexmain.php>

Rear Engine Mounts and Components

PROBLEM FOLLOW-UP: CLARENCE BISHOP CALLED TO LET ME KNOW THAT THE ISSUE WITH IS TR250 (TIRE RUBBING RIGHT REAR WING) HAS BEEN RESOLVED. THE CAR WAS RETURNED TO THE SELLER FOR RESOLUTION. AS IT TURNS OUT THE RESOLUTION WAS REPLACEMENT OF THE REAR ENGINE (TRANSMISSION) MOUNT. THE EXPLANATION AS TO WHY REPLACEMENT OF THE MOUNT WOULD RESOLVE THE ISSUE ESCAPES ME BUT YOU CANNOT ARGUE WITH SUCCESS. CONGRATULATIONS CLARENCE, I KNOW YOU ARE PLEASED TO HAVE THIS ISSUE RESOLVED.



HEARTLAND ALL BRITISH

Heartland All British Car and Cycle Meet

[Home](#) [Event Info](#) [Event Site](#) [Sponsors](#) [Previous Heartland All British](#) [Previous MG Heartland](#) [Previous KC All British](#) [Registration](#)

Saturday, September 1st, 2018

Victoria British
is hosting a BBQ for show participants
at their new city counter location.
17301 W 113th St
Lenexa, KS 66219

Sunday, September 2nd, 2018 Car Show

We will be at a new location this year, we think you will be pleased with it.

Location: Merriam Marketplace
5740 Merriam Dr
Shawnee, KS 66203

This location is about a mile north of Aristocrat Motors where we have met the last two years.

[List of 2017 winners.](#)
[Pictures of the 2017 BBQ at Victoria British.](#)
[Pictures of the 2017 car show.](#)

[This year's shirt design.](#)





BRITS in the OZARKS

SEVENTEENTH ANNUAL ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas

In Fayetteville, Arkansas, Agri Park South of Exit 66 off I-49

September 6th, 7th and 8th, 2018, Rain or Shine (Hey, they're British cars, after all !!)

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION - ARKANSAS CHAPTER
"FIGHTING LOU GEHRIG'S DISEASE"

Sept. 6th - Driving tour through Arkansas wine country with tasting and lunch stops. 9:30 departure from the hotel.

Sept. 7th - Driving tour including stop at Crystal Bridges Museum of American Art. 9:30 departure from hotel.
-Registration (4:00 - 6:30 P.M.), cook out and parking lot party (6:30 PM or later if the chicken is not ready) at the Holiday Inn Convention Center of Northwest Arkansas, until....

Sept. 8th - Car and cycle display and popular choice judging at Agri Park, 10 AM - 2 PM.
Lunch and concessions available on site. Silent Auction (donations welcomed)
-Catered Awards Dinner at the hotel 6 PM SPECIAL GUEST: BILL WARNER, FOUNDER OF THE AMELIA ISLAND CONCOURS - ONLY 210 TICKETS WILL BE SOLD FOR THIS EVENT, FIRST COME, FIRST SERVED, TICKETS REQUIRED - ORDER NOW!!!

No vendors permitted due to U of A regulations regarding use of Agri Park.

GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT regardless of number of cars)

REGISTRATION: (available as above and on site the day of the show starting at 8:30 a.m.)

(FREE T-SHIRT FOR EARLY REGISTRATION IF **RECEIVED ON OR BEFORE August 25, 2018.**

Additional t-shirts may be purchased below or, if available, at the Friday cook-out or at the show)

Phone: _____

Name(s): _____

Address: _____

E-mail: _____

City/State/Zip: _____

Registration **RECEIVED ON OR BEFORE 8/25/18** (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for each additional car or bike

Registration **RECEIVED AFTER 8/25/18** (no free t-shirt): \$30.00 for 1st car or bike, \$10.00 for each additional car or bike.

PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH CAR OR BIKE!!!

Car / Motorcycle:

Marque: _____ Model: _____ Year: _____ Class: _____ (See list on back) \$ _____

Additional Cars / Motorcycles carried over from additional registration forms @ \$10.00 each: \$ _____

Awards dinner, \$25.00 per person--Number: _____ \$ _____

Early Registration (**RECEIVED 8/25/18 or earlier**) FREE T-shirt: **MUST** Circle one: S M L XL XXL

(If you don't circle a size the default is a large!)

Additional T-shirts - **MUST** Circle when ordering: S M L XL XXL (\$15.00 each) x _____ = \$ _____

TOTAL (Make checks payable to British Iron) \$ _____

____ Please check for **Thursday driving tour** through Arkansas Wine Country (no charge, head count only)

____ Please check for **Friday driving tour** to Crystal Bridges Museum of American Art (again, no charge)

Mail to: Jim Carney 11565 Oak Hills Dr., Bentonville, AR 72712

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>

HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, AR
 Specify British Iron Car Show, rate includes ALS donation by the hotel, 479-751-8300 Ask for British Car Show rate before 8/22/18
 Information or questions: Email Jim Carney at carney1081@cox.net Or Bill Watkins at bwatkins@wakinlawoffice.com
 See also www.britishironnwa.org

Revised 10/29/14

JUDGING CLASSES 2018

Austin-Healey Sprite – Mk1 (*Bugeye*)

- A- Austin-Healey 100-4, 100-6, 3000
- B- Classic Minis
- C- Modern Minis
- CM- Modern Minis
- D- Empire (*catch-all: cars not otherwise assigned a class 1950-1979*)
- E- Lotus
- F- Luxury Saloon (*Bentley, Rolls, Daimler limo, Austin Princess, etc. through 2010*)
- G- Jaguar - Modern Sports (*XK8 and later*)
- H- Jaguar XK 120/140/150
- I- Jaguar XKE
- J- Jaguar Saloon, Early (*Mk1&2, 'S', Mk7/8/9/10, 420,420G, etc. and Daimlers sharing same body shell*)
- K- Jaguar Saloon, Late XJ 6 & XJ 12 and newer cars through 2011 (*all models and Daimlers sharing same body shell*)
- L- Jaguar XJS
- M- MG 'T' Series (*all "T" series standard factory body cars*)
- MN- Morgan
- N- MGA
- O- MG Midget/A-H box Sprite
- P- MGB/C chrome bumper
- Q- MGB/C rubber bumper
- QT- MGB GT
- R- Modern British sedans and sports cars (*catch all 1980 through 2010 not otherwise classed*.)
- RA- Revered Ancients - all cars built before 1950 (*open to all makes if not otherwise classed or at owner's option*)
- S- Showroom Class (*year 2010 on, catchall class for all post-2010 cars not otherwise classed*.)
- SV- British 4 x 4 and related special interest (i.e., Mini Moke, etc)
- T- Standard Sedan (*common small family cars, i.e. Austin, Morris, Ford, Hillman, small Riley, etc., pre-1979*)
- U- Triumph TR2/3
- V- Triumph TR4/4A/250
- W- Triumph TR6 early
- X- Triumph TR6 late - rubber overrides
- Y- Triumph TR7 and TR8
- Z- Triumph Spitfire, GT6
- AA - Racing/modified
- BB - Restoration in Progress (*trailed cars, not generally driveable*)
- CC - Survivor (*Original, unrestored and driveable. Pre-1975*)

CYCLE CLASSES:

- M/C 1 British, all years
- M/C 2 Other

SPECIAL AWARDS: To be announced

NOTE: Any who wishes to park away from their designated class will be accommodated, but will have their plaques marked "Display Only" (not judged)

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>

6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROADS...

[Home](#)

[Hotel Information](#)

[Driving The Dragon](#)

[The Roads...](#)

[Schedule of Events](#)

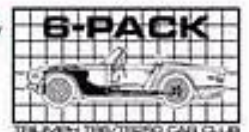
[More](#)



2018 6-Pack TRials

Fontana Dam, North Carolina • September 27-30, 2018

*Celebrating the 50th Anniversary
of the Triumph TR250*



HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, A
Specify British Iron Car Show, rate includes ALS donation by the hotel, 479-751-4300 Ask for British Car Show rate before 8/22/18
Information or questions: Email Jim Carney at carney1081@com.net Or Bill Watkins at bwa@britishironnw.com
See also www.britishironnw.com

JUDGING CLASSES 2018
Austin-Healey Sprite - Mk1 (Bugeye)

Revised 10/29/14



April 24-27th, 2019

Tanglewood Resort in Pottsboro, Tx

This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago.... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig it? Go through your attic and pull out those 1970 inspired groovy duds....you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Plane! De plane! when you walk through the Perrin Air Force base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Dennison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at www.tanglewoodresort.com

Ready to Register? [Click here](#) for the Online Registration page

Registration is \$90 until April 1st, 2019, then goes up to \$115. No April Fools Joke.



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>



Visit Luckenbach, TX
With Willie & The Boys

Join the
Hill Country Triumph Club
of Austin
as we celebrate



Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



Vintage Triumph Register Convention 2018 by Art Graves

Unfortunately, I couldn't convince any members of Green Country Triumphs, other than Clarence Bishop, to attend the VTR National Convention, so I enlisted Mike McPhail of Hill Country Triumphs (Austin) and Michael Hathaway (COVTR) with family in tow to form a mini caravan to La Crosse, WI.

On Sunday, Mike McPhail trailered his 1973 fuel injected TR6 and Michael Hathaway drove his 1973 Dolomite, while wife Anet and daughter Isabel followed in a Volkswagen Passat. Hathaways drove up on Sunday in order to get an early start on Monday. Karen and I prepared a fajita dinner for everyone and after a big dinner and several beers, we turned in for a big drive on Monday.

We wanted to keep off the interstate highways as much as possible for the drive to La Crosse. With that in mind, we took IH44 east to Lebanon, MO, where we exited and drove north on US54 to Jefferson City, MO and then north on US61 to Hannibal and our stop for the night, Iowa City, IA.

The other part of the plan was to drive most of the miles the first day, with a short drive the second day. Up early the next day, we were soon headed north. I do not remember the road numbers, but they were all US and state roads, but you would never know it. Most were four lane divided highways, well maintained and little traffic. A very pleasant drive. Soon we crossed the Mississippi river at Prairie du Chien, IL. We then followed the river road to downtown La Crosse, WI.

On arrival we found half of the hotel parking lot was full of Triumphs. There were close to 180 registrants. We checked into hotel and picked up registration materials. Pre-registering makes it so easy.

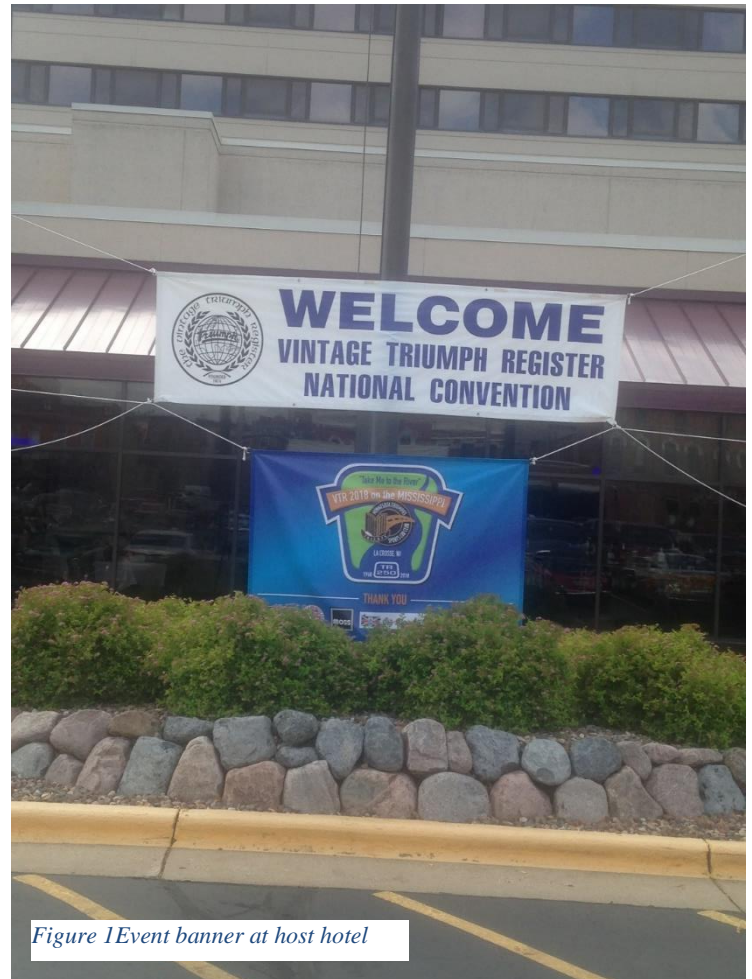


Figure 1 Event banner at host hotel

Gosh look at the time – time for lunch. The hotel sits right on the river and the downtown entertainment district and parking lot was on the other side of the hotel. There were plenty of choices for lunch, so we picked The Crow, which had a good draft beer selection and varied menu. But I don't think you could go wrong with any of the choices.

After lunch we ran in the Funkhana. It had a river theme, so we had to pull fish out of a pool with a magnet, slalom some cones, pull a skier (on wheels) through the parking lot and push a river barge with the car bumper.

After that excitement we relaxed and prepared for the welcome party. There were a lot of

familiar faces, so I visited with them and ate some snacks. After the party some of us migrated to the hotel bar and finished out the evening



Figure 2 View of Mississippi River from hotel room

Next morning was autocross. We found a likely breakfast spot downtown – The Breakfast Club and Pub, an eighties-themed establishment.



Figure 3 The Breakfast Club and Pub

The autocross venue was about 30 miles northwest of the hotel. It turned out to be a nice drive, especially with the weather so pleasant – high 60s. This autocross course is normally used to train semitruck drivers and it was a very straight-forward course. An SCCA club ran the autocross, but as usual, it started late.

Despite the course being simple, I managed to DNF (go off course) twice before getting a clean run. It was so simple I wasn't paying attention. I guess I thought I was on a Sunday drive.

After our autocross runs, we headed back to La Crosse for lunch. We ended up at Big Al's Pizza. Again, they had a good selection of draft beers. We ordered a small pizza but they goofed and cooked a large. At no extra cost to us. Just as well because we were soon joined by Dennis Duke of the Red River Triumph Club. I thought the pizza was pretty good, but others didn't care for the thin crust.



Figure 4 Art Graves, Mike McPhail and Dennis Duke enjoying a beer at Big Al's

Thursday was the driving events. After a breakfast run to Westby, WI we went 10 miles north (well, a lot more than 10 miles because of a wrong turn!). to start the TSD rallye. This was a clever one. The idea was to run a course of about 30 miles with four checkpoints along the way. Then you go back to the start point and run the course again. The object was to hit the check points at the same time the second time around. In theory this should be easy since at each driving instruction, we noted the time. Then we made sure we hit that same driving instruction exactly one hour later.

Once completed, we went back to the hotel to pick up instructions for the gimmick rallye. This turned out to be a fairly long drive (especially when you don't follow the driving instructions). But the scenery and weather made it most enjoyable.

Back at the hotel, I visited the vendor area. Richard Good was there with a full assortment of his well-engineered parts. Couldn't resist getting a black metal radiator air deflector. Original equipment is cardboard and even painting it with black plastic paint, a few rainstorms will destroy it. Also, Charles and John-Paul Runyan and Dan Compston represented The Roadster Factory with a large display of parts. I had ordered some small items from TRF the week before and asked that they be brought to the convention. They were promptly handed over.

Breakfast in Westby was a long time ago and we decided to try out Kate's Pizza Amore. The sign in window stated it was the best in Wisconsin, so, well, you gotta try it. The pizza was better than the day before, but only because of the crust. Since this was only the second pizza eaten in Wisconsin, I cannot vouch for it being the best in Wisconsin.

Rain threatened, but I washed the car anyway. Of course, it then sprinkled some while I was drying the car. No matter, it was clean water and the dirt had been washed off. Then I watched some guy replace his clutch master in the parking lot. He eventually completed his task, despite all the 'good' advice from the parking lot peanut gallery. It had been a rough several days, so I turned in early.

Friday was the day of the big show. We got up early and planned to eat at the Breakfast Club and Pub. Bad timing on my part as I was commandeered by John Gauldin to help judge the early TR6s in concours. I really wanted to

skip a year of judging, but it turned out not so bad as there were only three cars in that class. After a short judge's breakfast and meeting I had time to do a little detail cleaning on the car and then drive over to the concours area, which was on the opposite side of the hotel alongside the Mississippi River.

The threat of rain was still in the air, but good fortune was with us and it held off. All concours cars were parked on one side of a U-shaped drive and Participant's Choice cars parked on the other side. It was basically single file and made for a lot of walking to view all the cars. Concours was business as usual: look at all/most of the cars, talk with owners, chat with others about my own car, vote for favorites in Participant's Choice. A food truck soon arrived, which took care of lunch and before long the show was over and back to the hotel.

I went back inside to visit with the vendors and had a good conversation with Charles Runyan and his staff. I even bought a few items that will come in handy someday. While inside the rain came down. Wow, we really dodged a bullet!

Next on the agenda was the Awards Banquet. I've attended a lot of these banquets and have noticed that the price keeps going up; but, as a rule, the food has gotten better. I really thought I did well on all of the driving events, but there was always someone who did better. So, I struck out on all the driving awards, but did manage to place **second in Late TR6 concours**. As in previous years a java green TR6 placed first. Clarence Bishop won 2nd place in participants choice with it TR250. VTR also recognizes outstanding club newsletters and websites. I am proud to report that the **Green Country Triumph Club newsletter, "Triumphant Times" and the club website both received awards for excellence**. After all the awards were handed out, Mike McPhail gave a presentation to announce next year's

VTR National Convention – in Dripping Springs, Texas. ‘Dripping’ is located 20 miles



Figure 5 Late TR6 class at Concours d 'Elegance

west of Austin in the heart of Texas Hill Country. Dates are October 6 – 11, 2019.

We caught up with the Hathaway's and planned to meet at 7:00 AM the next day at the Breakfast Club and Pub, and then head home at 8:00. The plan mostly held up, and we did finally leave at 8:30 with the day's destination of Omaha, Nebraska. We mostly followed the interstate highway through Minnesota and then headed south once we neared the South Dakota border. Our hotel was near the airport,

which was great since there were shuttles to take us downtown for dinner. Downtown was only three miles away, but parking would have been a problem. There were many shops, restaurants and bars and plenty of tourists/locals to patronize them. We settled on the And, would you know it – found Upstream Brewing Company.

We said our goodbyes to the Hathaway's that night as we planned to get an early start in the morning. We made good time and soon we were south of Topeka Kansas on US75. Then we ran into trouble in the form of a huge accident between Burlington and Yates Center, Kansas. The road was closed and we were offered a detour on a gravel road. Sorry, I can't do that. No gravel roads for me. We doubled back and decided to get over to US169. That worked okay until a road construction detour in Iola, Kansas put us back on US75 in Yates Center. Once back on US75, it was clear sailing to Tulsa.

All in all, a wonderful trip. Good weather, good roads and good company. Plus, I missed the 100+ degree weather in Oklahoma! See you next year in 'Dripping'!



Figure 6 View of Triumphs in hotel parking lot

(start at the bottom) See you then!! Thanks again.

From: customerservice @topsonline.com <customerservice@topsonline.com>
Sent: Thursday, July 26, 2018 12:02 PM
To: 'John Phillips' <topaztr6@gmail.com>
Subject: RE: Order #32969

Hi John,
That was quick, thank you, I will forward it to EZ On and close this warranty
Next weekend is OK for the installation? ☺

Seta

TopsOnline Customer Service Team

Thank you for the opportunity to assist you!

U.S. Toll Free: 1-888-803-8505

International: +1-818-786-2474

From: John Phillips [<mailto:topaztr6@gmail.com>]
Sent: Thursday, July 26, 2018 9:41 AM
To: 'customerservice @topsonline.com'
Subject: RE: Order #32969

I think this will do it. If not I will gladly provide anything additional. Thank you so much for your help in resolving this issue. When will you be here to help with the installation?☺

From: customerservice @topsonline.com <customerservice@topsonline.com>
Sent: Thursday, July 26, 2018 11:39 AM
To: 'John Phillips' <topaztr6@gmail.com>
Subject: RE: Order #32969

Hi John,
EZ On did ship the replacement top to you yesterday, you should receive it by Monday or Tuesday the latest.
Just a friendly reminder to email me the FIELD DESTROY proof as discussed before
Attached is the F.D. Proof sample

Thank you
Seta

TopsOnline Customer Service Team

Thank you for the opportunity to assist you!

U.S. Toll Free: 1-888-803-8505

International: +1-818-786-2474

Regional Convention

Judy and Mike Piggot were chosen as this year's

Gary Johnston Award Winners



Gary Johnston Award Winners. Congratulations, it is great to have another member receive this prestigious award.

I also noticed that Art came in second in the Autocross.

VTR National Convention Awards

Clarence Bishop – 2nd place Participants Choice TR250



No photo from show

Art Graves second in Late TR6 concours.

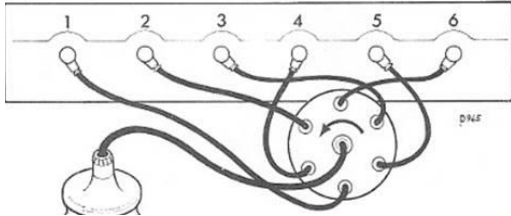


Green Country Triumph Club newsletter, "Triumphant Times" and the club website both received awards for excellence.

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

Ensure that the plug leads are attached to the sparking plugs as shown. Firing order is 1, 5, 3, 6, 2, 4, taken in anti-clockwise order, as viewed from the top of the rotor arm.



TR6 Soft Top Folding

To prevent window damage when top is down fold TR6 top as shown.



1 Release top from windscreen, rear bow snaps and snaps at the rear sides then spread out over back of car.



2 Fold top forward without folding back window



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

This web site is terrific for selecting a tire size that will work with your speedometer.

<https://www.tacomaworld.com/tirecalc?tires=215-65r15-205-70r15>

Motor Oil: 15W50 Mobil 1 with added ZDDP or add Lucas Break-in Oil at each oil change to your regular oil.

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

*Coolant: Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. <http://www.evanscooling.com/>

Transmission: 40 Wt. Non-detergent Motor Oil or Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

Star Tron Fuel Additive: For use with ethanol fuel if you have to use it.

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2



How does one know the alternator belt is tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

Admiral Alignment (Still in business)

For Brakes, Suspension & Steering
11323 East 20th Street
(918) 437-0070
Andy Wilmes C.A.T.

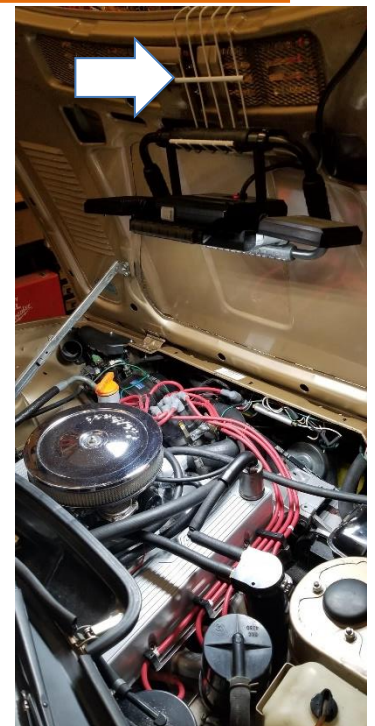
What's on the Web Site

Seat Belt Refurbish
Service After Storage
Rear Wheel Bearing End Float
Speaker Box Install
TR6 Wind wings
Rear Sway Bar Installation
Triumph Rain Cover
Flywheel Ring gear rework
Rebuilding Triumph TR Trans/Overdrive
Rebuilding Stromberg Carburetors

LESSONS LEARNED

- When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

Glenn donated a great shop light to the shop. We were looking for a way to improve the position of the light to maximize the effectiveness but keep it out of the way of doing work. In the stack of left over metal scraps was a small section of closet hanger material coated with plastic. A little bending with the vise and a very adequate hanger was fabricated. I think this will work well.





Greasy Hands Garage North Update by John Phillips



7/10/2018 - Art told me a while back that he needed a new hub which I finally

remembered today. My signals got crossed and the first try resulted in a spindle which Art did not need.

When he finally showed me a picture I figured out what part he really needed so an old assembly was retrieved from the attic and the hub removed.



When it was finally a little cleaner I could see the wheel studs had been welded in. I don't know why but I am not sure it makes any difference. Maybe I should make sure the threads are correct and the shanks are long enough. Yep, I will do



that.

7/12/2018 - After checking the first hub from the attic I decided to get another one and made sure it was better than the first.

The second one appeared to have been submerged in a swamp for about 50 years, but with the rust off the only thing showing was the casting marks and weld slag, original to the welding of the inner hub to the outer. With all the loose stuff cleaned off some rust preventive paint was applied and it is ready to show to Art.

The lug bolts are in great shape so threads will not be an issue.

When the old bearing races are knocked out the resistance can be evaluated to see if the diameter of the hub is correct to provide enough grip to the new bearing race to keep it from turning in the hub, which is why Art needs a different one.



My concern is the bearing diameter. Could they (new ones) now be a little bit smaller reducing needed resistance? Beats me, but it has to be possible.

Well, I just got a phone call. It was bad news and good news. EZON Tops called and after assurance that the top they sent had no zipper, including sending the pictures, they are going to send me a new top. That is the good news.

The bad news is now I have to take the first top off and install the second top. At least now that the first one had no snaps below the side windows, which was a management change due to complaints of snap location, I now have a better idea of how to properly install the snaps last instead of first.



There has as yet been no discussion as to the disposition of the first top. I may have a very nice top, with no zipper, available for a TR6 in need of a top.

7/13/2018 – While rummaging through stuff on hand in the shop I found a roll of Velcro intended for installation to the frame over the windows to which the top is attached. Good idea to replace the old stuff after 15 years.

I also found a new seal for over the windshield but decided that new retainers would be a good idea so a set was ordered from British Parts Northwest. I think that is all that is needed to support installation of the new top when it arrives.

There are plenty of snaps here thankfully because remove and replace is something that I seem to do a lot. For sure the snaps below the side windows will be the last to go in so wrinkles can be minimized. Live and learn, sometimes.

The hub for Art was retrieved from the paint booth (*bar hanging from the garage door rail in front of the refrigerator*) and a thread tap for internal threads and a die for external threads used to clean all the threads to make life a little easier for Art.

This turned out to be a very good idea as there was a lot of rust that needed to be cleaned out. Threads look great now.

Art arrived later in the morning to fetch the hub assy. As we visited a little he talked about some new parts for his steering rack. The new rack that came with the Burris TR6 but did not work on the car came to mind. It went home with Art along with the hub assembly.

It is hoped the components that Art needs can be salvaged from the Burris steering rack. And I got something out of my attic. He refused to take more.

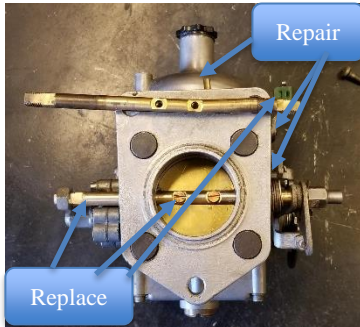
A new hub from TRF lists for \$415 and the steering rack parts (2 each at \$50) were another \$100. Art saved \$515 plus shipping by shopping in my attic in lieu of buying new parts from TRF. He would not have spent that though, too many friends around with old parts.

7/16/2018 – Adrian Wright received the parts needed to rework the carb that was damaged by the postal service so we got together today to finish the deed.

Like most of us Adrian was a little forgetful today. The primary part needed to complete the

job was the new throttle shaft. Guess what he forgot to bring.

Adrian left to go home and get the throttle shaft and was back in a few hours. Well, it was the wrong part. The problem was it was too long and



appeared to have the wrong threads

The supplier had no better option so the long end was cut off .7 inches, re-threaded and flattened on each side of the threads.

The picture shows the damaged shaft and the replacement shaft with the butterfly installed and hardware on each end.

I used a Dremel tool to cut the shaft then threaded it to 5/16ths x 24 national fine threads. The flat areas on each side of the shaft were then cut, again using the Dremel tool. It worked pretty well and the connection should work as well as the original shaft.

The job is finished but Adrian is out trying to get his Lotus shop manual to find out what attaches to the reworked threads. Actually, we don't need to know that so I am just waiting for him to return.

Adrian is a nice guy and I am glad I could help him out. The job would have been much simpler if the front carb had not been damaged. But like the old saying goes, "If a frog had a pistol a snake wouldn't mess with him".

7/17/2018 – This morning an appointment was made with Bryant Auto Air to check out the air conditioner in the TR8. As you know, they installed a completely new system in the car but it is only cooling air to about 60°, which is not adequate to cool the car on a hot day.

They said to bring it in Friday about 8 and leave it. They would call when it was done. Seems like they always want it on a Friday. You don't suppose they just like driving it on the weekend, do you. Nah, they wouldn't do that. Although Doug did not mind driving the Jag back in the day.

7/18/2018 – A message arrived from EZ On Tops today. They are going to replace the top now installed on the car that is missing a zipper. The disposition of the first top is to destroy it and

provide evidence so it will not be available for installation on another club car. As most folks want a zipper this is not a big deal.

Hi John,

Your warranty request has been approved, EZ On will send you a replacement top.

Your RMA number is 5314

ATTACHED IS THE FIELD

DESTROY SAMPLE, once you have the replacement top and you remove the defective top, cut around the serial number *as shown in the sample, take a picture and email me

Thank you

Seta

TopsOnline Customer Service Team

Thank you for the opportunity to assist you!

Just to let you know, the new seal retainers were received a couple of days ago and insertion of the seal into the retainers is always difficult.

I decided to widen the channel a little to make assembly easier. I used the butt end of three drill bits to slide through the channels and progressively widen them a little.

To try it out, one of the new seals was tried on one of the new seals. NO GO. I measured the seal flange and the retainer width and they were not close at all. No way was this seal going into that retainer.

There were two more seals in the drawer so I measured them and one was the correct width for the retainers. Why yes, that is the one I will use.

Just be aware that all seals are not the same width.



You may want to make sure that retainers and seals come from the same source, that might help. Widening the retainers will certainly reduce the difficulty in insertion of the seal into the retainers.

While I was waiting for Adrian Wright to pick up his rebuilt carbs, I started to leisurely remove the new top from the Pumkin by drilling out the rivets around the back of the top. By the time this was finished, Adrian was here and the focus switched to the carbs and the upcoming installation on his Lotus. There was one component on each carb that I was not familiar with so the shop that is working on his car will have to figure that out.

7/19/2018 – The first new top is off and the wait for the 2nd new top begins. I should point out that when I got the Pumkin the top was riveted to the body. GOOD GRIEF!!**^^



The holes were plugged with pop rivets and do not show when the top is properly installed. If you have a top installed you may want to make sure they know what to do. This is a frequent mistake.



Of course, there was glue along the bottom edge of the header bar over the windshield. It came off fairly easy by soaking it in mineral spirits, wiping then using a wire brush. The mess was then vacuumed up along with all the aluminum shavings from removing the rivets from the seal

retainers. The hood came off a lot easier than it went on.

7/20/2018 – This morning I drove the TR8 by Jim's house around 8:30 and he followed me to Bryant's Auto Air to drop it off for check out and maintenance/repair.

Specific issues were:

1. The air is registering only 60°, should be close to 40°
2. Airflow is too low so check fan to see what can be done to flow more air through the cabin.
3. In short, the air conditioner should cool the car well enough to drive comfortably in summer heat.

The rest of the story is that the owner greeted me with a very angry attitude. It seems after the last visit about a year ago I received something via the internet asking me to rate my visit.

I must have been irritated at the time because my rating was one star out of five because they had failed to call me to pick up the car and it sat there over a weekend needlessly.

He proceeded to tell me how I was hurting his business and costing him money. We had a long discussion where both sides were heard and he calmed down a little.

Then he asked if I had made an appointment and whether I was on the list for work today. His partner assured him I did have an appointment so I would be one of the 10 cars scheduled for work that day. I had waited three days to get an appointment. Kind of hard for me to see how I was hurting his business. Then he charged me \$50 just to check out the car and see what was wrong. I did not exactly beg for forgiveness.

He did say they used texting where possible now in lieu of a phone call to communicate with customers, a process improvement resulting from my rating. I am currently waiting for my text with an estimate of what it will cost to have a cool car. I doubt he will offer any discounts.

It is now 5 pm and I just got back from picking up the car. The good news is the system is

working just as it was designed to do. The bad news is that is just like it was when I took it in.

The temperature in the car was 120° when I started it up. The air conditioner belt squealed at me. I drove home.

The small thermometer stuck in the grill got down to 100° in about 5 miles. By the time I was cruising on 169 north the thermometer was down to 80° and stayed there all the way home. Not acceptable. Now I have to find someone who can install a unit with more BTUs, or something. That car is too hot to drive in summertime heat. Bugger!

7/21/2018 – This morning before starting to work on changing the Velcro on the hood (top) frame I realized it had been a while since the Pumkin was out for a run. After removing all the pieces and tools from the car it started right up.

I backed out and headed East. A nice leisurely drive to Claremore, old 88 to Oologah then West to Collinsville and the Casey's General Store for a pit stop and some fuel to top off the tank.

Then down 169 and East on HWY 20 towards home. It was 9:30 when I got home and one could feel the heat beginning to increase. Time to park the car, have a little morning snack the get to work preparing the car for installation of the next new top.

Some days you have chicken, other days you have feathers. I had feathers over the air conditioner in the TR8. Now I am having chicken over the sale of Sam's former TR6 that now belongs to Tim Lowe.

I posted the information on the 6-Pack Facebook page and it got enough attention to attract a buyer. More information on that will be forthcoming when the deal is done for sure.

Charlie Brown dropped by to drop off some new car finish stuff for me to try but no results yet.

I was in the shop finishing up installation of the new Velcro on the top bows frame. If the glue holds I think it will work out great. If not, I will fix it.



One thing done differently this time was the attachment of the seal channels to the frame. I got



tired of those screws/washers/nuts falling off and the difficulty of installation. Good old pop rivets were used and it was much easier. If they need to come out it is not difficult to drill them out. Now I just have to clean up the mess I made with the glue.

7/22/2018 – Today it was time to see if the glue had held on the new Velcro strips above the doors on the top frame. The back one appears to be well adhered, however the front had an area that had not stuck so some clamps were relocated over that area in hopes the glue was still active enough to stick.

Just in case a visit was made to O'Reilly's to pick up some more glue and replace the silicone spray that had been expended.

Back at the shop the door on Pumkin was opened and the courtesy light did not light up. Since current work on the top was complete it was time to check out the light issue.

First the fuse was checked and was good. Next the bulb was checked and it was good. The switch in the door was checked for power and it was good.

The switch was removed and cleaned and the points of contact where the attach screw provides the ground for the light(s) were cleaned. That fixed the problem.

Courtesy lights on both sides now work as does the light from the key light switch (same bulb) on the center dash support. Simple issue, now if the air in Tinkerbell would just work all would be well with the world, except for the antenna on Tinkerbell and finishing the top on Pumkin.

An upcoming project for next Saturday is to install a nice wood steering wheel on Charlie's TR6. Should be an easy 15-minute job, he said confidently.

7/24/2018 – Art made a trip to the shop today. He dropped off award plaques for newsletter and web site from the national convention. The name plates have not been received so when they come in we can give one to Jon Wood for the web site.

There was a small exhaust leak at the muffler connection on Art's car so we lifted it and moved the muffler back into the pipes 1/8th of an inch and fixed the noise.

Then we had a nice visit on many subjects before he headed home for more chores.

7/26/2018 – Yippy-ki-yay, it's another beautiful day.

This morning the TR8 was dropped off at Bryant Auto Air to refill the oil in the compressor. I spilled some of it, don't know how much, when unloading it at the shop pending installation. All components were purchased up front so they could be installed while the engine was out.

The compressor has been making a noise that I hope will be eliminated with proper lubrication.

I also received a message from On Line Tops notifying me that the 2nd new top had been shipped and should be here Monday or Tuesday. I am so ready to get back into the shop and play with cars. Work has been kind of slow.

7/28/2018 – Charlie brought his new steering wheel for his TR6 out today for installation. We had a little difficulty getting the old wheel off the steering column but nothing the right puller could not handle.

There are 9 screws that are used with a washer and lock nuts to attach the wheel to the hub. This assembly was done prior to putting the hub back on the steering column.



With the steering wheel back on the column it was obvious the longer horn brush was needed to replace the short version used with the original wheel. Charlie has one on order but did not install the horn button choosing to wait until the new horn brush is in place.

Beautiful wheel, I may have to replace the wheel in Tinkerbell with one of these. The leather on top of the wheel is in pretty bad shape and the color has faded quite a bit all the way around.

7/30/2018 – Picked the TR8 up from Bryant's Auto Air about 3:30. They had the car for four days and did nothing to it. On Thursday they put in 3 ounces of oil into the compressor. They kept the car to see if they could find a problem with the belt system. They said it was loose but so complicated they left it for me to adjust. So why did they keep the car for 4 days? At least there was no charge.

When I left it started to sprinkle at about 11th & 169. Within about 3 miles the wind was about to blow some of the big SUV's off the road. I had little trouble driving in the wind.

This was a good test for the car though. Water dripped on my arm for a while. Then the wind changed and it dripped on my legs, coming under the seal over the windshield.

The lights worked and so did the radio and



wipers. The alternator was having a hard time keeping up. The air conditioner was also working. At least once I have seen the output air at 40°. Perhaps never again but at least once.

I do have to adjust the compressor belts though. They are complicated but like everything else if you play with it long enough it will eventually get fixed.

Note! The top arrived this afternoon.

7/31/2018 – Today was work on the air conditioner in Tinkerbell day. The belts were loose and needed adjustment. This is just a terrible job as there is a lot to do and no room to do it in.

Leverage was used to tighten the belt on the jockey pulley. After stripping threads off one of the bolts I ran around town for about three hours looking for one but no luck. I jury-rigged up something but a bolt will have to be found somewhere to replace the damage one.

The belt from the crank to the jockey pulley had to be tight first. Then the belt from the jockey to the compressor has to be tightened. The lift was used again for raising the compressor to tighten the belt. It seems to work ok.

All in all, I spent 5 hours working on this job. I do not like it. My back hurts and the TR6 top is still waiting. We will see what I feel like tomorrow.

8/1/2018 – After yesterday my back needed some rest so I decided to hunt for a replacement bolt for the one I stripped the threads from. The only local sources for specialized hardware that have been used in the past either did not have what I needed or had gone out of business.

Many people have told me about Rule Company but I had never been there. I gave it a try. I told the guy in the office what I wanted and he sent me through another door to the counter. I got what I needed on the second try.

The counter guy did not hear or remember what I asked for so the second time he brought me two 3/8 fine thread bolts 4 ½ inches long. He brought two because they have a minimum part or cost or something, anyway I had to buy two to get one for \$3.25.

The TR8 was comfortable today at least early into the drive. Since already in the neighborhood a stop at Mac's Electric was made to say howdy to our friend Jack McGlumphy. We had a nice short visit and I headed back home.

The drive home was a little less comfortable as the heat increased some. It was not to the point that I was sweating but I was ready to get home when I did. The outside temperature as of now is reading 84° so during the drive it was obviously a little cooler but the effectiveness of the air conditioner was diminishing. Disappointing to say the least. Time for a nap.

8/2/2018 – After a visit to the chiropractor I felt good enough to work on the car a little. The job today was to start on the top installation for Pumkin.

The good news is the top is here, it has a zipper and the snaps under the side windows were installed as received.



I got the back snaps installed and the stiffener bolted to the body and quit for the day. Maybe after lunch with my daughter tomorrow, I can get the front glued after it sets out in the sun for a while so it can be stretched. After the front is glued the seal retainers go in, then the seal. A few more snaps on the bows and it will be done. Hope it looks good. I am already second guessing my process.

8/3/2018 – Lunch time: The hood/top is glued in front. The seal over the windshield is in



place. The top needs to stretch a whole lot so it is sitting outside to warm up. Outside temp now is 86°F.

After lunch and after a lot of stretching it was obvious the rear snap under the left side window was not going to snap. The first snap to the inboard of the stubborn one was removed and that allowed enough stretch to get the as received snaps to snap in place. The inboard snap was then replaced a little to the right of the original position. The snap covered the first hole and is not at all visible.



A small sag in the webbing between the rear and center bows and a small wrinkle over the steering wheel are the only visible flaws. Heat may take care of that. The rear window looks a lot better than the one on the old top. I like it.

8/4/2018 – In a while I am leaving in the Pumpkin to run an errand for Jan then join Sam at the airport to welcome to Tulsa from

bought Sam's old TR6 and Sam is



Figure 8 Going back together



Figure 9 Taking it back apart to re-glue

taking him to Tim Lowe's place to take delivery and drive the car back to . What a great

adventure for Steve. Maybe I will remember to take a picture. I just rode along for the fun of it.

I did remember. See the classified section.

8/7/2018 – Well, bad news the glue failed in a small area between the leading edge of the top and the header. It will be a lot of work but it has to be redone. I hope to start that today.

The leading edge of the vinyl was marked with chalk before disassembly so it could be put back where it came from.

The vinyl is now re-glued to the header and the seal retainers have been replaced. The hard part is getting the seal into the retainers, but it is done.

As is typical on this work I have to acknowledge **Roger Bolick** for providing some darn good guidance for top installation. There are



Figure 7 As you can see where the glue failed is no longer visible. I may have to tighten the far-right corner a little however.

a few changes I would make but it is none the less very helpful. Thanks Roger.

I tried the 3M glue in the green can this time and it did not seem to be as effective as the stuff in the red can. The cost is the same so choose wisely.

I still have a lot of stretching to do to get the Velcro to match up top to frame. The heat gun may be needed to get it positioned.

8/8/2018 – TR6: Although stretching the top from side to side continues periodically, it is time to move on to other projects.

TR8: The radio installed last year along with a power antenna continues to have reception problems. Jim Lindsey offered to lend his antenna from his TR4A to see if changing the antenna made a difference.

Sitting in the shop the radio was tuned to 93.5 and turned on. Nothing but static. The power

antenna lead was removed from the back of the radio.

The old antenna borrowed from Jim was plugged into the radio and instantly started playing music with no indication that reception might be a problem.

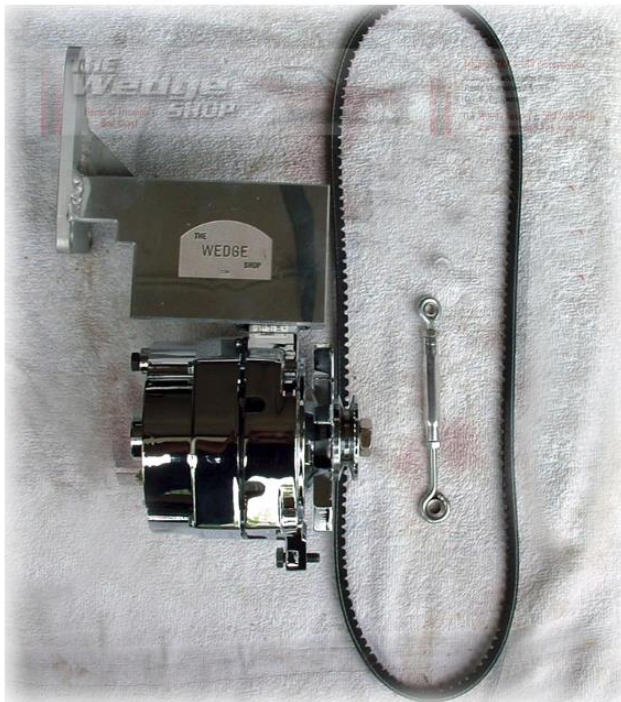
Armed with this information I visited Code Zero and got an appointment for 8/15 to get it reworked or replaced. It has probably been over a year since it was purchased so purchase on another may be required. I just want it to work.

Later in the day I took a drive in Tinkerbell over to Charlie's house. He has a horn push like the one coming with my new steering wheel. I needed to check size to see if it will fit the hub on my car which I will keep instead of buying a new one. Saves me \$50.

8/9/2018 – Well if it isn't one thing it is another. I noticed that the IGN light was blinking on the way to Charlie's house so this morning I decided to check out the charging system.

The belt had stretched so I thought it just
GM Alternator Setup w/ Custom WedgeShop Bracket TR8/Rover v8

Triumph TR8 GM Alternator Conversion Kit



needed tightening and all would be good. Not so. The alternator has quit charging so I ordered a new

one from the Wedgeshop. This is a GM model that should be much more reliable.

Not sure why the web site is set up this way but if you search for TR8 alternator this product is not shown. You have to search for GM alternator which is not something I would normally search for.

8/11/2018 – Sam called and wanted to drive up to get some help repairing a cat cage. He later had a change of plans and did not make it. In anticipation of his arrival I had gone to the shop to gather materials and tools to do the job. When I learned he was not coming my attention went to other things.

There were tools, products, etc. that needed to be put back in the normal storage space so some of that was done. Then since I was in the shop anyway I decided to go ahead and remove the bad alternator from Tinkerbell.

The belt tensioner was removed first so the belt could be removed. The bolt attaching the tensioner to the engine was removed then the two bolts holding the alternator to the bracket were removed.

Lifting the alternator out of the car was a little difficult due to the water hose running from the fill/overflow tank to the radiator being in the way. It was finally out without removing the hose or some wires. I have not received a message that the new alternator kit has been shipped so Tinkerbell may be sitting for a while.

8/12/2018 – Lazy day. Finally got to the shop and worked on the driver's door window fit. Removed the handles, pouch screws, panel.

I found some shim type washers about 3/16-inch-thick and put one behind the channel attach bolt at the back. That pushed the top of the window inboard a little.

There is still a gap caused by the top material not being stretched enough yet. I have to get it really hot and stretch it some more.

Steering wheel and Alternator due Wednesday. Ready to get Tinkerbell going again.

Editor's note: The buyer of Tim's/Sam's car does not want his identity revealed at this point so his name and home location have been whited out. He will decide how and when to inform his friends of his purchase.

Classified Section For Sale Again:

Contact Tim Lowe. I figure everybody in this VTR region already know everything there is to know about this car. Overdrive, Hardtop, original gray Interior.

SOLD

, 6-Pack member from
bought the car. He flew
into Tulsa on 8/4 and was met by Sam
and John. Sam then took to
hook up with the car where Tim was
keeping it and he started for home.
Quite an adventure. Good Luck

New Tires



\$20,000



THE REVEAL



reported that the overdrive failed to engage so he will have something to play with when he gets home.

THE APPRECIATION



TAKE ME BACK TO

**NO BUYER'S REMORSE
HERE!!!**

Sam is selling his trailer. He no longer needs it and says it is in great shape. It has served him well but is no longer used. I suspect he would also entertain the idea of selling the truck as well.





Tony Mullenger

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The club still has about seven (7) stainless steel grill badges left if anyone wants one. Remaining stock goes for \$10.00 each.

The TR6 that Jim Lindsey recently purchased came with a set of almost new Sheep Skin Seat Covers which Jim does not need. If you are interested in **Sheep Skin Seat Covers for a TR6 contact Jim at (918) 857-7150**

**Assorted TR3 & TR4 parts
Contact: Larry*
cartravel@pobox.com**



TR8 WHEELS / \$300
or best offer, no tires.
Fifth wheel being used
as spare also included.

**JOHN'S PAGE – STUFF
FOR SALE**

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Has Used TR6 Parts If You
Need Something
Structural parts for
suspension and steering
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with Glass
Lots of other stuff so if you
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John Phillips at
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