



Triumphant Times

Green Country Triumphs

Monthly Newsletter for February 2019

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 February 19th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Zio's
8112 S. Lewis Ave
Tulsa

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 Rob Thompson

Good evening everyone. January has come and gone and Spring will be here soon. I didn't get Cecil out for Drive your Triumph day, he's covered and tucked away at the office. My 67 MB200 has taken his place in my home garage. Since our last newsletter, Donna and I took a mini vacation to



Natchitoches, LA. We went there really for one reason, to eat the "Meat Pies". Donna is from that part of the country. We stayed at a 19th Century Bed and Breakfast in their historic downtown next to the Cane River and we walked to all the shops and the restaurants serving, that's right meat pies and gumbo. We toured the Melrose Plantation featuring the art work of Clementine Hunter. Perfect weather.

I pulled the trigger on the 2019 VTR South Central Regional (April 24-27). It will be a nice drive and I believe several Green Country members are making plans to attend. Look for details in the newsletter.

See you at the next meeting on the 19th.



From Vice President Denny Robinson

Hi guys,

It is a dreary day outside with spitting snow. I get to drive the Triumph a couple weeks ago when it 60 degrees. After sitting so long, it takes a while to get pumped up to start.

We got home a week ago from Cancun where the temp was 70 to 80 degrees, sure miss it today.



did
was
gas

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

Kay and I are signed up for the regionals in Pottsboro, Tx. starting Wed. April 24 through 28th. It would be good to get a large group from our club to be there. It is a beautiful site to hold the regionals and was well planned the last time I was there.

Sorry to say that I have done nothing with the 64 Spit this winter and have no excuse. I did break the gas petal on the 34 Ford. I got a new one from Speedway motors and installed. It had an air conditioner when I bought it, but heater had not been hooked up. I now have heat all plumbed up and working well.

Kay has found for the club a great place to go and learn about auto restoration. It is at a business called Auto Restoration 7656 E. 46th Tulsa. On FEB. 22 at 2 pm. The owners will give us the grand tour and answer questions. I hope we can have a good turnout this trip and should be interesting to all of us that do the work on our cars ourselves. Find a friend that would enjoy the tour and bring them along. I'm looking forward to this and hope it will jumpstart me on getting back to work on the Spit



Secretary's Minutes of the Last Meeting by Adele Blom



The January 15, 2019 meeting of Green Country Triumphs was held at Donna and Rob Thompson's gorgeous home. After a very good dinner we were called to order by Rob Thompson at 7:02 pm.

The November minutes were accepted as printed in the newsletter.

The Treasurer's Report was given by Jan Phillips, who explained there was no change from the November report and thank you to Jan for monitoring that.

Art Graves Show information is provided in the newsletter, and that we all agreed to accept as his report. Art did encourage us to attend the Regional at Pottsboro, Texas. It's easy to get to by driving down US 75 to Dennison and then turning

west. The show is in late April. In our discussion John Philips and Art noted that local car shows sometimes were available and that members learning of them should share the information.

Parts Committee report was given by John Phillips. Sadly, Glenn Larson's TR-3 will not start after working on it. John installed a Pertronix electronic ignition and new plugs; but since then has not made progress which. John mentioned the spark plugs had longer threads than he expected. Jerry Johnson wondered whether if the old parts were replaced the car would run. Sam Clark thought perhaps the ignition cap was cracked or the distributor shaft was broken; however, as the unit is new John felt these suggestions were unlikely to help. (We hope for better news next month.) Al Garbart has work being done on his car. He has a new transmission, but the engine is not finished yet. John Phillips also mentioned his new paintless dent removal kit. He offered to work on members cars if an easy job is available while he learns the system. Jerry Johnson was of the opinion that heat and ice are all that is needed.

For old business Rolf Blom talked about a November visit to the Groendyke car collection in Enid. Two big buildings filled with Pebble Beach quality classic cars were very impressive. Rolf and Adele were quite impressed with the collection. The two mechanics there, Richard and Dustin, are excellent at their work and know many valuable sources for parts and expertise. Dustin offered his cell phone number and connections to help us set up a possible visit to the Hot Rod Garage in Sapulpa. Dustin is a graduate of McPherson College in Kansas.

Kay Robinson led a discussion of club activities for the coming year. She strongly emphasized the need for the group respond to the activity leaders if they can attend or not; as it is frustrating to work on an activity which ends up poorly attended, or conversely has more attendees than can be easily accommodated. Things work out much better if attendance is known at least week or two in advance. We planned several activities for the coming year:

Early in February a Friday visit to Automotive Restoration here in Tulsa was met with enthusiasm. It is owned by David Miller who used to own a kit car Lamborghini and now makes 1964

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—1966 Mustang reproductions. Kay was going to ascertain a date, so watch your e-mail for information on this and of course respond if you can make it.

March — Jan Phillips volunteered to host our St. Patrick's Day party once again.

April — Shortly after Tax Day we could have a Poor Folks Party. We still need a volunteer to oversee this activity.

May — Denny Robinson said there is a day when the Charles River Brewery can be toured. This could be linked to a drive to Pete's in McAllister. Denny will check.

June 29, we hope this final Saturday of the month will be possible for a trip to Dorothy and Tom Chronister's place at Grand Lake (they were not present at the meeting to object or volunteer). Rob Thompson who also has a place at the lake said he would work out something between him and the Chronisters.

July — Rob and Donna Thompson will host the Officer Installation Party once again. Rob very clearly offered someone else to step up and be president. Adele Blom would like someone new to write minutes at meetings. They do not have to be elaborate. Brief will do.

August — is still out there dangling. Ideas and a volunteer to arrange something would be appreciated.

September — Al and Janice Garbart will try to set up the museum and lunch at Pops in Arcadia.

October — Rolf and Adele will set up 10 rooms at the Queen Wilhelmina Lodge and plan for us to drive there on the Talimena Drive. The fall leaves ought to be out on the second or third week in October. This might be easier if the date being sought is not limited to Saturdays. Rob Thompson said he would not mind a Friday reservation which might be easier to set up.

November — Jan Phillips once again offered to host Guy Fawkes' Day near November 5th.

December — Location for our traditional Christmas Party is not known at this time. You are all allowed to volunteer. We could even consider an outside location like the community room somewhere.

Art Graves mentioned an activity which COTVR in Oklahoma City is planning. They may

let us join them in Beavers Bend State Park near Idabel. The COTVR tries to schedule fun activities in the fall and spring. This is their possible Spring event. Their fall event was not yet planned for the fall to his knowledge.

The meeting was adjourned after Sam Clark made the motion.

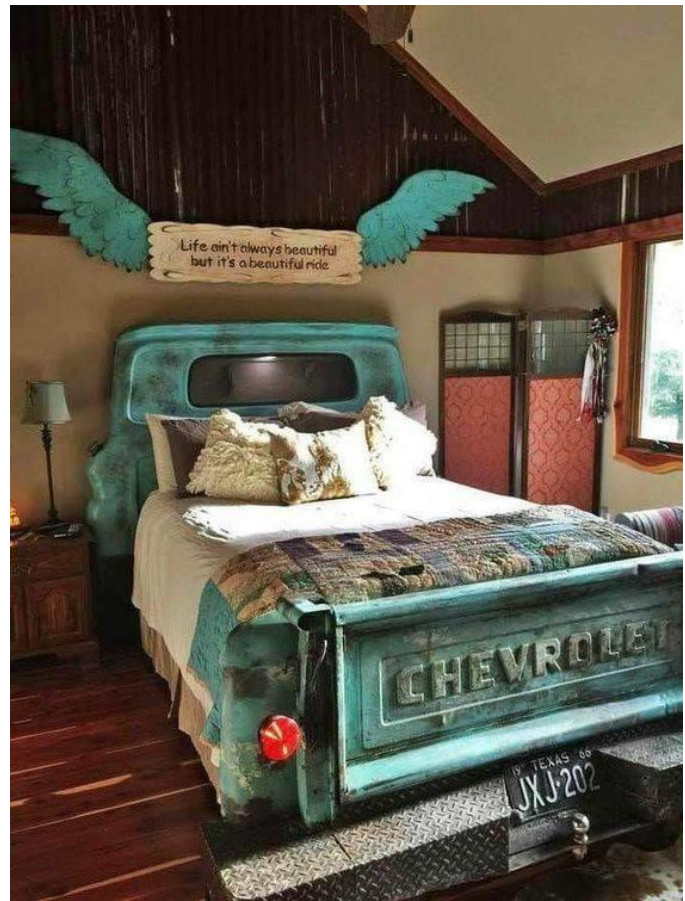


Figure 1 You can see some strange things on the internet.

2019 Scheduled Club Activities

WHEN	WHAT	WHO
February 22nd	Friday, February 22, 2019 at 2pm is the time to meet at Auto Restoration, 7656 E. 46th, Tulsa, for a tour of both garages and the shop. Friends and spouses are welcome to come along. The more the merrier! They have couches for those who may need a rest from walking. Yes, you may take pictures. Allow a couple of hours for the entire tour, (I figured you would want to see it all once you are there). Please mark it on your calendars, invite a friend and let me know how many will be in your group. Mr. David Miller and his assistant, Ms. Kathy Trevor are graciously arranging the tour, so I hope to have a good turnout. I think it will be a nice afternoon for all the "gear heads".	Kay Robinson 918-346-0306
March 16 th	St. Patrick's Day Party	Jan
April 25 th – 27 th	Regional Convention	Art
May ?	Drive to McAlester, lunch & tour brewery	Denny
June 7 th – 8 th	Carthage Show	Art
June?	Annual Lake Tour	Rob/Tom
July?	Installation Meeting	Rob
September 6 th – 7 th	British Iron Fayetteville	Art
September?	Pops / Round Barn/Arcadia	Al
October ?	Halloween/Fall Drive or Party Rolf Blom	Rolf
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	TBD

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

From: Clarence Bishop <putting_for_birdie@yahoo.com>

Sent: Tuesday, January 22, 2019 12:34 PM

To: John Phillips <topaztr6@gmail.com>

Subject: Modifications to my car

Hey John,

About to send my distributor off to Advance. Any position my pistons should be when I do (#1 at the top of its stroke?) or does it matter that much? Will probably need to move the car back and forth a little in the garage, so it may move a little when it's put back in gear. *[John Phillips]* I recommend putting the engine on TDC. Just put the pointer on the TDC mark on the pulley. That way the rotor will be pointed at the #1 spark plug when you have the distributor back in the correct position.

A guy from the 6-Pack club read on the forum that I wanted to go to Richard Goods 3-carb setup. He sold me the kit he had on for 2 years at about half the price. He included one carb with it and then I bought 2 from Richard to match. I got later TR6 carbs so that I can adjust the jets. I found 2 of the same carbs online and bought them for \$150 for the pair for backups. Also bought Richards black ceramic coated exhaust manifold new and an up-to-date starter. So, the passenger side of the engine will definitely look different. *[John Phillips]* That setup less the exhaust manifold has worked well for me.

I will probably get new plug wires, so that side will be a little jazzed up to. Trying to get in touch with the guy that had the ribbed alloy valve cover and see if he bought it with the red paint between the ribs or if he did it himself. Also trying to find a wooden steering wheel that is light colored like my dash, not the walnut you see on the websites. *[John Phillips]* You might check here for a wheel: <https://www.ebay.com/itm/Steering-Wheel-HUB-to-fit-Triumph-TR4-TR5-TR6-All-Years/263934683042?hash=item3d73bba7a2:g:rWMAAOSwjexbmmBm>
So busy winter and spring for myself and the car.

Any tips/warnings you have let me know. I know one is how to plumb the mist out of the valve cover. *[John Phillips]* the picture shows my plumbing which was easy and works. With different year carbs now, I will need to do something different. Richard has an oil separator kit, but he wants you to solder/weld a fitting in the oil pan and send it there. I don't like that idea, but maybe the best. Just don't like messing with the oil pan. Your thought there as far as the oil separator is welcome. *[John Phillips]* I put a catch can on the TR8 but not on the TR6. Just added to the existing system) here is the link to his explanation of this. <https://www.goodparts.com/shop/index.php?categoryID=8>

Also peeled off my heat shield and it is covered with adhesive. Using goof-off, but it is extremely laborious, quit on it for now. Once I get everything up and running, I will leave the same cooling system on and see if all the new parts and the shield off will help with the overheating. I suspect it will.

I am guessing I will have to take some of the coolant out *[John Phillips]* I keep empty coolant bottles around to keep it in if it is going back in the engine) when I change the intake, and I am sure the exhaust manifold will be off for days, also. How best to seal/tape up the engine so as not to let it rust? *[John Phillips]* Duct tape works ok.

Hope you and your wife are doing well. *[John Phillips]* We are getting along fine thanks. Sorry I missed the dinner the other night, I know I need to get more involved. I can write some in the newsletter about the changes I am making and progress reports with before/during/after pics if you would like. *[John Phillips]* I would love the input. Nothing much going on in my shop. Have fun with your car.

Clarence

2019 Car Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 23, 2019

Web:

<http://www.bmcno.org/CurrentShow/Carshow.php>

VTR South Central Regional Convention

Location: Lake Texoma, Texas

Date: April 24 – April 27, 2019

Web: <http://redrivertriumphclub.org/2019-registration-home/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May, 5, 2019 (Tentative)

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



All British & European Car Day



Sunday May 5th, 2019, 10am-3pm at White Rock Lake Park

Online Registration



[35th Anniversary T-Shirt](#)
[Register Vehicle](#)
[Reserve Space for Car Club](#)
[Show Vendor](#)

Show Field at White Rock Lake Park, Dreyfuss Club Point
650 S. Lavender
Dallas, TX 75201
[Google Map](#)

TRA National Meet

Location: Dillard, GA

Date: May 20 – May 24, 2019

Web: <http://triumphregister.com/>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 1, 2019

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 7 – June 8, 2019 (Tentative)

Web: <http://carthagecarshow.com/>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 1 – August 3, 2019 (Tentative)

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: August 31 – September 1, 2019

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 6 – 7, 2019 (Tentative)

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

Triumphest

Location: Santa Maria, California

Date: September 12 – September 14, 2019

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 21 – September 23, 2019

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

6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

Web: <https://ckeefe4.wixsite.com/6-packtrial2019>

VTR National Convention

Location: Dripping Springs, Texas

Date: October 6 – October 11, 2019

Web: <http://hillcountrytriumphclub.org/vtr2019/>



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

Hi John,

Here are a few 'local' events for the **newsletter**. Please format this information as best fits in the newsletter. Hopefully, all of these make sense.

Also, an updated British Car Show listing. However, I still do not see confirmed dates for the Carthage show or Summer Party.

Cheers,

Art

Spring Tour Update – Confirm Rooms Now! April 5 – 7.

Organized by the Oklahoma British Car Breakfast Club. Their website is <https://britishcarbreakfastclub.com/>. The Spring Tour will be a drive to Beaver's Bend State Park. Everyone brings their British Car, with a circuitous route to and from the park on Friday and Sunday, and a full day of driving on Saturday. Good fun!

Hey all, would like to start dialing in numbers and arrangements for Spring Tour in April. Please comment below let me know (1) if you are coming; (2) whether you're solo or +1; (3) What kind of sleeping arrangements you would like (King room, Queen room, Twin bed).

Email me (Ryan) at britishcarbreakfastclub@gmail.com.

Assuming we fill all the beds, king will run \$190 for the weekend, Queen will run \$175 for the weekend, and Twin will run \$150 for the weekend. These are private rooms, and the cabin has five bathrooms, so there is room for plenty of people.



Photos of the rooms and cabin are available at:

<https://www.bluebeavercabins.com/cabins/5-bedroom-cabins/get-out-of-dodge/>

<https://classiccaradventures.com/colorado-events/hagerty-silver-summit/ss-event-info-and-registration/>

Hagerty Silver Summit Event Info and Registration



2019 Hagerty Silver Summit Classic Car Adventure
Entry and Event Information
May 17th – May 19th, 2019

Sign up for the [Colorado Mailing List](#) to receive an email when entry information is posted.

1. 2019 Supplementary Regulations -> To be posted in January
2. 2019 Entry Form -> To be posted in January
3. 2019 Vehicle Inspection Form -> To be posted in January
4. [2017 Vehicle Preparation Document](#) -> First time entry, must read. 2019 preparation suggestions remain the same.
5. 2019 Hagerty Silver Summit Entry List

The Hagerty Silver Summit is our **100% tarmac** classic car adventure which explores the fantastic roads and sights of Colorado. This budget-minded adventure is for pre-1979 and earlier touring and sports cars (with [exceptions for select newer cars](#) on an application basis). This un-scored, non-competitive event takes place entirely within the state of Colorado, and consists of approximately 700 miles of driving over three days. The event uses easy to follow way-finding instructions which are detailed and clear. No special calculations or rally knowledge is required. Driving is planned during daylight hours, and as per all our events, the route will remain secret until entrants receive their route book at registration. We promise three days of adventure filled with great roads, great cars and great people. Start and finish location for the 2019 Hagerty Silver Summit will be within 2-3 hours' drive from Denver, with locations to be announced when entry opens.



British Motoring Club New Orleans 29th Annual British Car Day

Saturday, March 23rd 2019

On-Site Registration: 9 a.m. to Noon

Show: Noon to 3 p.m.

Awards at 3:00 p.m.

All British Cars & Bikes Invited

Spectators Welcome at No Charge

LOCATION

Delgado Community College City Park Campus

Orleans Ave. between City Park Ave. & Navarre Ave.

For more information contact:

Karen Murray (504) 319-8506 president@bmcno.org

Ronnie Palmisano (504) 319-8506 editor@bmcno.org

Registration form available at our web site: www.bmcno.org

Online registration available at BMCNO.ORG

Host Hotel

Ramada of Metairie

3400 South. I-10 Service Rd W

Metairie, LA 70001

(504) 833-8201

Ask for special BMCNO room rate available until 3/4/19

Friday Night Reception at host hotel starts at 6:00 p.m.



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.




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18th ANNUAL
BRITS in the OZARKS
ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"

SPONSORED BY
BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS

PRESENTED BY


University of Arkansas Agripark
Fayetteville, Arkansas
September 5 - 7

Thursday, Sept 5
 Driving Tour

Friday, Sept 6
 Driving Tour
 Parking Lot Party


Saturday, Sept 7
 Car Show
 Banquet

SPECIAL GUEST
David Hobbs
Champion Racer, TV Personality, and Author

Car Display • People's Choice Judging • Concessions Available

Host Hotel
Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT
BILL WATKINS OR **DOUG SCHRANTZ**
 479-636-2168 479-531-2783
www.BritishIronwa.org dougschranzt@gmail.com



VTR 2019

 1969 Dripping Springs, Texas 2019
TR6


 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



Welcome to 6-Pack
Trials 2019

An Unforgettable Event

Note: The First 50 cars to register with the host hotel (click on "hotel information" above,) will be entered into a drawing to win 3 nights base room charge + tax (approx. \$418 value). Club officers and event organizers not eligible.

Welcome. We're excited to extend an invitation to our upcoming event, which has been months in the making. Please find all the details that you need on our site and get in touch if you need more information. For general questions contact Kevin Blume at KBlume1@gmail.com

This is the 6-Pack Triumph TR250/TR6 Owners Groups Annual Meeting

Drive our scenic 2-lane roads stopping at wineries and other venues along the way. Explore our city sites, including historic Route 66.

Follow us on Facebook by clicking the link at the bottom of the page to get the latest updates.



The Rallye to Luckenbach

For the past thirty years the San Antonio Jaguar Club has sponsored a rallye to Luckenbach, Texas. Who wouldn't want to go to Luckenbach! Of course, it's a long walk for a short drink driving from Tulsa, OK to this year's starting point, Leon Springs, TX, but someone has to do it.

When I left Tulsa on Friday at 6:00 AM it was 17 degrees. Brrrrr. The TR6 has a good heater, but driving the interstate at 75 mph in a drafty car, even the best heater has its work cut out for it. So, I bundled up in a t-shirt, wool shirt, hoodie, heavy coat and gloves. No long underwear or heavy socks, so guess which parts were cold?

My route was IH44 from Tulsa through Oklahoma City to Newcastle, OK. I left the interstate here to take US highways and avoid further tolls. I planned to take US62 to Chickasha, then US81 to Waurika and then OK/TX79 to Wichita Falls. It almost worked, but took a wrong turn south of Chickasha and ended up back on toll roads at Elgin, OK. Oh well, I'll figure it out on the return trip. Once in Wichita Falls, I headed south on US281.

After stopping for a hamburger at Herd's in Jacksboro, TX, I continued south on US281, through Mineral Wells, Stephenville, Hico, Hamilton, Lampasas, Burnet, and Marble Falls. At the intersection of US281 and RR962, I headed west over some back roads until I reached Mike McPhail's house.

Benson Tuttle had arrived on his Harley-Davidson just a few minutes prior and soon Joe Payne arrived in his red 1969 TR6. What timing! Soon we were enjoying beers and swapping tales of the road. Then Mike took us to the workshop where he showed off his just completed and rallye ready Spit Six.

After a delicious steak and potato dinner we agreed that leaving at 9:30 AM the next morning would get us to Leon Springs in time to register for the rallye, eat lunch and attend the driver's meeting. I had a little time after breakfast, so I decided to troubleshoot a nagging engine miss. I double checked the ignition timing prior to leaving Tulsa so I didn't think that was it. I puzzled over it the whole trip down and decided one or more ignition wires could be bad. I checked the resistance of each wire and found and 'open' or infinite resistance on #5. To double check, I pulled #5 plug and it was spic-n-span clean.

Apparently, it was not even firing! I replaced that one wire with a spare and started the engine and it seemed to be running better. But I wouldn't have a chance to test drive until Monday.



Figure 2 Herd's Hamburgers in Jacksboro, TX

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

For the rallye, Benson and Mike drove together in the Spit Six and I paired up with Joe Payne. Joe asked me to drive his TR6 in order to get my opinion of the car. I don't think I told him anything he didn't already know: an engine stumble at 2500 rpm and an occasional 'thunk' in the rear suspension when going over a bump.

In Leon Springs we registered, ate and prepared to rallye. Joe & I were car #11, while Benson and Mike were car #12. There were 27 cars registered for the rallye. Since the cars leave in one-minute intervals, we should arrive in Luckenbach a minute apart. We'll see

Each year the route is slightly different, sometimes beginning in Leon Springs, sometimes in Gruene, sometimes in places I don't remember any more. This year there were four stages. We were given the first set of instructions just prior to starting. At each stop, we were given the instructions for the next stage. The instructions were simple: each route instruction told us to continue straight or turn and the odometer reading at that instruction. There was also a given 'ideal time' for one instruction per stage to give you an idea of whether you are fast or slow.

Joe's car did not have a working odometer and the speedometer was not accurate at all. Technology to the rescue! An app downloaded to Joe's smart phone provided the necessary tools for the rallye. Joe drove and monitored his phone for speed and distance and I barked out driving instructions and the 'ideal' speed. It has been my experience from past rallies that following the 'ideal' speed is too slow. So, I had Joe go a little faster than 'ideal' and we also cut short the rest periods.

The weather was pretty good, even with a little rain on stage 3. We passed some cars on the rallye, and some cars passed us, but we never saw Benson & Mike again until Luckenbach. Once there we parked in the

designated area near the center of town: a post office, general store and a bar. After a stroll over to the bar, we walked back to the cars to find Benson & Mike parking their car. There was much banter back and forth as to who won the rallye but we would have to wait for the results to be tallied.

And wait we did – in the rain. A light drizzle turned into a pretty good downpour and the rallye participants wandered (ran?) to a small tent for cover. Soon the rallye leader, Brian Blackwell, was ready to make the announcement. The stray Cat winners were David Ayer and Brett Miller, driving a 2005 BMW, with a total time deviation of 23:51. Third place winners were Judy and Bob Mitchell, driving a 2000 Jaguar XK8 convertible, with a total time deviation of 2:52. Second place was awarded to John and Janet Hoyo, driving a 2001 Corvette, with a total time deviation of 2:40. And, of course, coming in first place with a total time deviation of 1:49 was Joe Payne and yours truly. Who would of thunk it? Another victory for the Hill Country Triumph Club!



Benson, Mike, Art & Joe

The rain put a damper on further activities in Luckenbach, so we headed back to Mike's to swap cars and then drive to Joe's house to eat pizza and get a tour of his remodeled house and new garage/workshop.

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Benson & I stayed over on Sunday to help Mike with a few projects on the Spit Six: install a front sway bar, replace the front parking lamp lenses and rear license plate lights and check the balance on all four wheels. After a late lunch Mike took us on a tour of four of the local breweries.



Mike & Benson at Last Stand Brewing Company in Dripping Springs, TX

Monday morning came and I headed back to Tulsa. The car started right away and idled smoothly. I shouldn't have been surprised but I was surprised at how well the engine ran now that all six cylinders were firing! I followed the same route back to Tulsa: up US281 to Wichita Falls, then TX/OK79 to Waurika, US81 to Chickasha, US62 to Newcastle. This time I decided to skip the Turner Turnpike (IH44) and take IH40 to Henryetta, the US75 north to Tulsa. I really get tired of paying tolls. It just isn't right.

Mark your calendars now for next year's rallye. It is almost always the last weekend of January; rain will postpone it to the next weekend. Even if it means an 1,150-mile drive to get there and back, Luckenbach is waiting for you!

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

From: joevetdvm@j5landers.com <joevetdvm@j5landers.com>

Sent: Wednesday, January 30, 2019 6:01 PM

To: John Phillips <topaztr6@gmail.com>

Subject: Possible newsletter article

Hi John,

It's Joe Landers. First and foremost, thank you for putting together the newsletter each month. I look forward and enjoy Reading it! (I appreciate your time putting it together as I have help with newsletters before.)

I share my latest project with some hesitation And trepidation as I know I will very possibly stir some emotions of the purest car enthusiasts as well as the Shade tree mechanics.

I obtain a 1928 Willys overland whippet about two years ago. After running the old engine for several minutes, we were very excited and encouraged that we could get it working properly. So then went to work making sure it didn't have any water leaks. This is when things start to head south. We discovered a crack in the block which we fixed, but the water pump leaked as well as other gaskets. So we finally determined we would use an extra engine I have in my shop.

It is out of a 1979 triumph spitfire. We are presently positioning it so we can weld in some engine mounts. Although the Willys is larger than a Spitfire the engine compartment narrows towards a radiator. Our next challenge is making the carburetor fit. I am also hoping to find a vintage Radiator.

I will update you if you'd like.

Thanks again!

Dr. Joe

Thanks Joe. Things are slow in the shop so we might as well talk about your Willys, especially since it is going to have a Spitfire engine.



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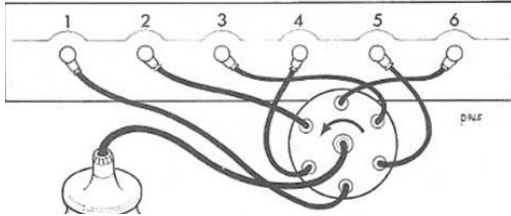
Better days

1/4/2019: This is just a quick note to let you know TRF is back open for business. We started processing orders again on Thursday and we hope to finish getting caught up by early next week on voicemails, emails and other loose ends.

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>

Classic Car Motor Oil

<http://www.classiccarmotoroil.com/>

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

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles.

<http://www.evanscooling.com/>

Coolant: Option 2; Peak anti-freeze, no water.

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

Differential: Red Line Heavy Shockproof Gear Oil



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.

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 byp the **ballast resistor** is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag 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).

Spark plugs for TR6 – NGK BP6ES
Spark plugs for TR8 – Champion RN12YC



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends



Greasy Hands Garage North Update by John Phillips

1/13/2019 – Usually by this time I have at least a page written towards the next newsletter but not this month. It has been busy with other things so working on Triumphs just has not happened plus my cars don't really need anything and no one has asked for an extra hand until yesterday.

I had the pleasure of attending a former classmate's 50th wedding anniversary yesterday and while there received a message from Glenn that the fuel pump had been repaired and reinstalled on his TR3 but that it still would not start.

I agreed to come over to see if we could get it started on Sunday so we had a plan. Before leaving the house, I decided to do a little research. We had trouble earlier getting the car static timed because of the electronic ignition. The standard method did not work.

After a little searching on google I found a post that said to use the #1 plug in lieu of a test light. When you get a spark, it is timed, assuming the engine is set up where you want it timed. The TDC hole in the pulley should be 3/8-inch BTDC (**left**) of the pointer.

We went through the process of static timing and finally got a spark on the plug and locked down the distributor. We felt like we had a high level of confidence the car was properly timed.

When an attempt was made to start the car the backfiring through the carbs had been eliminated but it did not start.

We changed the spark plugs since the ones in the car were soaked in fuel. It did not start.

We checked the floats in the carbs and verified the fuel pump was working. It did not start.

We had spark and fuel. The timing was good. I went home. That makes twice that I was not able to get this car started. It hates me. I will fill you in on the details when the problem is solved.

The Pumkin performed well on the way there and back. It is still a pleasure to drive except when the weather is over 90°. I think I am too old to tolerate temperature extremes. That is why I am so disappointed that the air conditioner in the TR8 is not more efficient. So, how do you insulate a convertible top?

1/18/2019 – Received a message from Glenn about starting his TR3. He reports that the shop he used cleaned the spark plugs and tweaked the timing a little and got the car started. The cost was minimal and all seems good at this point.

1/19/2019 – Today was scheduled for a couple of things. The first was to get all the Christmas decorations back into the attic. Since I do nothing that meets Jan's standards, she packed everything and handed it to me to store in the attic. This system seems to work pretty well so we have used it for several years.

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After that some time was spent in the shop with Tinkerbell. The oil leak at the front of the valley pan was addressed again. Using a putty knife a bunch of Permatex silicone sealant was banked up under the clamp and seal in hopes of plugging the remaining leak.

The instructions say to wait 24 hours before putting the product in use so tomorrow at noon it will be ready to try out. I really hope this time is the charm.

Really tired of leaks on both cars.

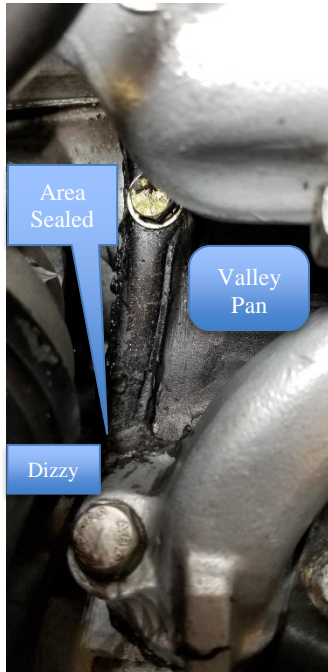
1/20/2019 – Well my reputation is well intact as it relates to leaks. Mine still does. This is fixable. The intake manifold may have to come off again and the next attempt may also fail but I hate that leak.

1/23/2019 – Received a message from Art this morning. He was up for a drive to the shop so I advised the shop was indeed open. Although there was nothing really on the maintenance agenda, we did double check some things.



We checked the timing and increased the advance to 8° BTDC. The specs call for 4° ATDC but they run better advanced versus retarded.

After that the dwell angle on the points was checked. As set, they read 37° which is mid-range of the specs so no adjustment needed.



After playing with Art's car, dent removal continued on Tinkerbell. I have not messed anything up yet so hopefully my luck will continue.

1/26/2019 – This morning past president Dewayne Pass visited GHGN. Jan had purchased part of a beef and he came out to deliver our portion.

It was good to see Dewayne again. He had some good news, he sold his VW bus / pickup for a bunch of money so good on him. He is driving a new Nissan Titan pickup and plans to retire after this semester. I assured him that he would enjoy it.

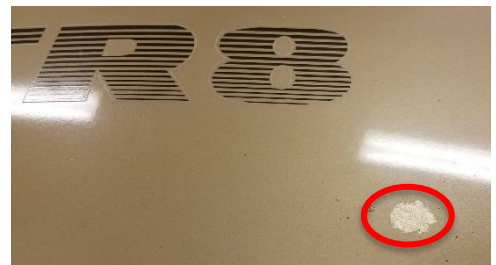
Of course, we talked about Tinkerbell and the story behind it. He said his next project is a VW bus that was used underground as a storm shelter previously. Sounds like there might be a rust issue there somewhere. Interesting story though.

1/29/2019 – Yesterday a stop was made at an automobile paint store in Claremore. The owner and I looked at paint swatches until we got cold then he mixed up a batch of what looked to be almost dead on as guessed by comparing swatches to the paint on the car.

That did not turn out so good. I bought an ounce for \$22 and today I tried it on a

couple of spots. The color is not far off but the gloss is. The touch-up paint is much glossier than the original.

Maybe someone with a computer to do the comparison can do better but this attempt failed.



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I did get a lead on someone to do the dent repair however. Maybe that will work out better.

2/2/2019 – I got restless today and decided to play in the shop. First thing up was to check the color of the spark plugs on Tinkerbelle. The left bank was fine, just a light brown tinge to the tang of the plug.

The right bank was just a tad rich so the jet screw was turned in about 1/16th of a turn to lean it out some.

The next housekeeping issue was the remaining tiny leak of oil from the front of the valley pan gasket.

I used lacquer thinner to clean the area that needed to be sealed so that the silicone will stick to the cleaned surface. Black Permatex sealer was then applied to the area using a small putty knife to place it over the leak area, I hope. Now let it dry for a day and give it a test drive to see if the leak persists.

Looking around the shop there was as usual a damp spot under the Pumkin. Up via lift it went so I could look for clues. The hose from the pump to the bottom of the radiator had stains around the top clamp indicating it may be loose enough to leak.

The clamp was tightened and the overflow bottle refilled. The radiator was not low at this point.

While it was in the air the transmission oil level was checked and was ok. The oil level was also ok. Darn, forgot to check the tires. Maybe tomorrow.

The last thing done was to try to sand the newly applied touch up paint to see if that would alter the color any. It did not. That will be an ongoing effort, I fear.

2/9/2019 – I think the thermometer said 18° this morning. The reason that is relevant is that I need to check the Pumkin for a coolant leak and of course running the engine in the nice warm shop is not an option, assuming I don't want to gas myself.

I may take it out for a drive to get it warmed up, then check for a leak and put it back in the shop to work on it if needed. If that can be done quickly enough, I should not get too cold. We shall see.

I drove Tinkerbelle to the store yesterday and as usual enjoyed the drive even though it was only a total of about 10 miles.

Rob was supposed to come out this week to work on an oil leak. Why he would bring it here is to use the lift, not for me to fix a leak. That is something I have not mastered at any degree of competence. I guess the bad weather kept him home so that activity has yet to get here.

It is now later in the day and the coolant leak check is complete. I backed the car out of the shop and let it idle in the drive until the gauge was about ¾ warm. The bonnet was raised and the hose connections inspected for seepage and there was none. Now for the road test.

I drove into Claremore to fill up with gas then back home to look for more evidence of leaks. There was no evidence so maybe the last tightening operation did the trick.

The one thing that irritated me again was the cap on the overflow bottle. The aftermarket part just won't stay on. The threads are badly formed and not deep enough to properly engage the threads on the bottle.



An old cap was pulled from the stash and cleaned with the wire wheel on the grinder. After that steel wool was used to make the finish look a little better. To top it off a little clear coat was applied to keep the aluminum looking bright. Maybe this one will work a little better.



Now that the commitment has been made to attend the regional convention, I am getting a little excited. Must be cabin fever. Just wish Jan was healthy enough to go with me.

Anyway, I guess I will see you at the meeting at Zio's.

Classified Section

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.



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MESSAGE FROM FRANK WOOD!

I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.

Many thanks for your assistance on working on it over the years



1976 TR6 98K miles.

Added Quantum Mechanics Overdrive Transmission and Overhauled engine less than 2000mi ago. Original paint.

\$10,500. Frank Wood. 918-833-2066





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stainless steel grill badges left if
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Newly rebuilt carbs for 73 TR6, \$400 OBO.

Or \$250 exchange

topaztr6@gmail.com / (918) 283-7017

Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com

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**Price Re-
Reduced**



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

**Greasy Hands Garage North Has
Used TR6 Parts If You Need
Something
Structural parts for suspension
and steering
Transmissions and a Differential
Windscreen Frames, Some with
Glass
Lots of other stuff so if you need
something for your TR6 contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017**

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. · Form not required for renewals but changes to information may be communicated using the form.¶

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

PEOPLE-STUFFα	MEMBER-INFOα	CAR-MODELα	YEARα	COMMISSION#α
MEMBER-NAMEα	α	α	α	α
CO-MEMBER-NAMEα	α	α	α	α
MAILING-ADDRESSα	α	α	α	α
PHONE-NUMBERα	α	α	α	α
E-MAIL-ADDRESSα	α	α	α	α
V.T.R-MEMBER?αYES□ → → NO□α	α	α	α
6-PACK-Member?αYES□ → → NO□α	α	α	α
TRA-MEMBER?αYES□ → → NO□α	α	α	α
ANOTHER-CLUB?α	α	α	α	α

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Make Checks Payable to **GREEN-COUNTRY-TRIUMPHS¶**
Check # → → → Check Date¶

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(918)-283-7017¶
maudjpp@gmail.com¶

Dues are payable by 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). · **Newsletters are discontinued Oct.-1st following the date dues were due.¶**