



Triumphant Times

Green Country Triumphs

Monthly Newsletter for January 2020

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1st or before
of each year to the club Treasurer.**

Submit dues to be reinstated.
SEE APPLICATION ON LAST PAGE FOR ADDRESS

2020 DUES METER
22%
PAID
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Next Club Meeting
Tuesday January 21st
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Baxter's
Interurban
717 S Houston.
Tulsa

Officers and Committees

Denny Robinson – President
Bob Avakian– 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

Have you paid your dues?

From President Denny Robinson

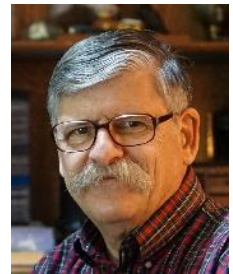
The club planning meeting for 2020 will be Friday, January 17, 6pm at the Robinson's, 13550 Heywood Hill Road, Sapulpa. The menu will be fried fish, members may wish to contribute a side, suggestions are slaw, mac & cheese, salads or dessert. As always, bring any drinks you choose. Since I will be thawing the fish, I would like a head count by Wednesday, January 15. Any suggestions for yearlong activities are welcome. I hope to see all of you Friday, January 17!



From Vice President Bob Avakian

This holiday season finds me in Germany and provides the prefect chance for a "on the ground report" on the automotive conditions around here. Spoiler alert, I am near a major US Air Force base which distorts things somewhat. But the two major points of notice are: no Teslas, few even fewer classic cars. In opposition, no junkers, either. Darn near every car in this area looks undamaged – they even lack parking lot dings (more on that later) and most are less than 10 years old. Different marques abound with a minority of American cars except those owned by, you guessed it, Americans. Mercedes, Audis, BMW's and VW's seem to lead the pack with Fiats and Opels a weak second. In fact, I have seen only a couple of those darned Fiat 500's. Hooray.

Again, no classic cars on the roads. Where did they all go? Only one early mini in the neighborhood sadly parked on flat tires and fogged up inside and a couple of SAAB 900's. But most of the classic cars are probably hiding in their heated garages for the winter. Even in the summer, I am told, there aren't that many.



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

Now as to why the cars look so good. A driver has a small accident or simply dings another in a parking lot, and it is a reportable accident! But what if an American opens a door and dents another car? The process is as follows. First, base police are summoned to liaise with the local German cops. There are accident reports filled out by both officers independently. If it is a collision, no matter how minor, a minimum of a 30 Euro ticket is given to the offending driver (not just for foreigners) and the ticket must be paid on site. Yes, the German cops have portable credit card readers. Then the insurance companies get involved and the costs can range into the hundreds or thousands of Euros for repair. However, there seem to be fewer body shops around here than across the Atlantic. Could you imagine a Wal-Mart parking lot under these rules??

Bottom line – this part of Germany at least, is worse for our hobby than Tulsa.

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

The November monthly meeting of Green Country Triumphs was held on Tuesday the 19th in Rincon Restaurant on 61st Street. Dennis Robinson started our meeting promptly which was made possible by delicious food and drink arriving in a timely fashion. Minutes were approved as e-mailed. Jan Phillips report on our money in checking was accepted. Our numbers are smaller in checking because we are letting money work for us in savings instead of letting it all sit).

Art Graves pointed out that next year show schedules will come. Not only is there a National Car show in Galena, Illinois and a Triumph-Fest in San Diego (September 10th) but also, WE are doing the Car Wash and



We had a good turnout for the November meeting. Hearing the details of Rob's TR6 theft was interesting.

Funkana in Edmund, Oklahoma in April. The theme is Route 66. Be thinking, planning, and getting ready to participate.

Kay Robinson talked about our Christmas Party which is soon, on Saturday December 7th. PLEASE Respond whether you are coming or not coming to Carol or Glenn Larson, who will once again open their home to us. Please bring finger food edibles. Desert and meatballs or whatever can be eaten without silverware. We will exchange gifts in the \$25 price category and hope not to get the horses. If you want something like beer you must please bring your own. Then it is on your head if you over-do. Kay Robinson very kindly is trying to revive the ladies' group which Adele let die of neglect.

John Phillips reported that his front outside part of the TR gas tank rusted out so he had to replace the tank. Victoria British were the only sellers of an in stock tank. Theirs was for TR4 to TR6 which meant there were lots of extra holes. His tube out of the top had to be adjusted from 5/16" to 3/8". There were no extra plugs with the tank. John mentioned that although he will not be sending a newsletter in December so these minutes will be in the January newsletter.

Rob Thompson told us about the stealing of two cars calmly and clearly. There are 10 to 20 cars stolen every day in Tulsa. The police do not act unless they see one being stolen in front of them. Rob and Donna had just taken delivery of their '67 VW. Rob

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put gas in it and parked it next to his Triumph in the garage. The next morning at about 5:30 am when he got up to see his new car, he found the garage door open and both cars gone. He now suspects he may have left a garage door opener in his Porsche which was in his driveway. Many of us long believed it to be an inside job by those who delivered the new '67 VW. Now people were saying that you can open a garage door from the front even without an opener. Rob said do not leave your keys in the cars in your garage and Frank Wood pointed out that some garage doors have a dead switch which should be used for your protection from heart-break. Rob's VW was found at an apartment complex with someone else's driver's license in it. Cigarette burns on the seat. The Triumph was found at about 129th and Garnet in a field with a tarp thrown over it. Scratches from the tarp as well as major dents caused by stealing the air compressor and power washer from Rob and Donna were in evidence. Baron and Hart at 15th took out the dents and even fixed gaps in the door. They did a really good job. Between the impound fee of \$200 and the towing and the fixing and the worry, our dear friends went through too much and were shaken up.

Art Graves generously handed out tiles which were prepared as prizes for our own show which ended up still in Art's garage. Jan Phillips suggested we add little felt feet and they are really hot-plate trivets.

With nothing further on the agenda, the meeting was adjourned.



Figure 1 Rob's VW is at this time waiting on new upholstery before getting it back after the theft. I assume everything else meets his satisfaction.



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2020 Scheduled Club Activities

WHEN	WHAT	WHO
Mar 15/21	St. Patrick's Day Celebration	Jan
Apr 30-May 2	VTR Regional Convention OKC	Art
TBD		Rob/Tom
September	Canada	Al
TBD	hip	Denny
November Friday 1 or 8	C	Jan
December	Christmas Party	TBD

TO BE
DETERMINED
ON THE 17TH



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

Upcoming 2020 Car Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 21, 2020

Web:

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

VTR South Central Regional Convention

Location: Edmond, Oklahoma

Date: April 30 – May 2, 2020

Web:

<https://www.triumphsokc.org/regional2020>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May, 3, 2020

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 6 – June 7, 2020

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

TRA National Meet

Location: Lexington, Kentucky

Date: June 15 - 19, 2020

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 27, 2020

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

VTR National Convention

Location: Galena, Illinois

Date: August 31 – September 4, 2020

Web: <https://vtr2020.regfox.com/vintage-triumph-register-convention-2020>



Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 6, 2020

Web:

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 10 – 12, 2020

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

Triumphest

Location: San Diego, California

Date: September 10 – September 12, 2020

Web: <https://triumphest2020.com/>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 25 – September 27, 2020

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

6-Pack Trials

Location: Richmond, Virginia

Date: October 1 – October 3, 2020

Web: <http://www.6-pack.org/vb5/>



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COVTR Invites you to Experience RT66 for the
2020 VTR regional Convention
www.triumphsokc.org/regional2020

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REGIONAL 2020 The Mother Road April 30 - May 2



Please fill out and return this registration form and signed waiver with payment to:

Mike Piggott
4600 Gracelann

Shawnee, OK 74804

Please make check payable to: COVTR

Please check the events you plan to participate in.

Participants: (Names as they will appear on badge)

Driver A _____

Driver B _____

Additional Non-drivers/Guests for name badges

Address: _____

City _____ State _____ Zip _____

Phone _____ Email _____

Club Affiliation _____

Vehicle(s):

#1 Make _____ Model _____ Year _____ Color _____

#2 Make _____ Model _____ Year _____ Color _____

REGISTRATION AFTER APRIL 1 IS \$100

1car/1-2 drivers \$90.00

Additional Cars \$15x _____ \$ _____

Awards Banquet \$45x _____ \$ _____

Chicken _____ Steak _____ Vegetarian _____

T-Shirts (#ea)

(Men's) S _____ M _____ L _____ XL _____ \$15 X _____ \$ _____

XXL _____ \$18X _____ \$ _____

(Women's) S _____ M _____ L _____ XL _____ \$15 X _____ \$ _____

XXL _____ \$18 X _____ \$ _____

TOTAL \$ _____

☐ Welcome Party

☐ TSD Rally

☐ Funkhana+

☐ Gimmick Rally+

☐ Dinner Run+

☐ Craft/Model/Photo Contest

☐ Willing to be Concours Judge

☐ Need trailer parking

☐ Early Morning Drives

Autocross: +

☐ Stock _____ Modified _____ Prepared _____

☐ Participants Choice Show

Concours:

Stock _____ Modified _____

Senior _____ *requires pre-registration

Preservation _____ *requires pre-registration

+ Participation in at least one(1) driving event is required to enter Concours and Participants Choice Shows.

Questions- COVTRPRES@gmail.com

Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and participants choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Central Oklahoma Vintage Triumph Register and the Vintage Triumph Register collectively and separately from any and all liability from personal injury and property damage by me or my guests while participating in the convention. I understand that the Central Oklahoma Vintage Triumph Register reserves the right to revoke my registration and retain my registration fee should I or my guests engage in reckless, dangerous and/or unsafe behavior, I have read and understand and agree to this release.

Driver 1 _____ Driver 2 _____

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JOIN US !

*As we tour the
backroads
of Galena, Illinois*



VTR NATIONAL CONVENTION 2020

HOSTED BY ILLINOIS SPORTS OWNERS ASSOCIATION

AUGUST 31 - SEPTEMBER 4 2020

Visit VTR2020.ORG for details and registration

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Christmas Party 2019

Carol and Glenn Larson hosted this year's Christmas party in their beautiful home. They have many things in their home to see and induce wonder. His work took him to the middle east which is represented in many of his mementos throughout. His collection of model cars is extensive and interesting. Our thanks go out to them for their terrific hospitality.



We wish everyone the very best for the season, which I guess will be over by the time you read this. Hope it was great for all.



The food is always a treat at club functions as is the fellowship with members. Of course, the Dirty Santa gift exchange is always interesting and Jan received the traveling gift this year. We will be ready to pass it on next Christmas.

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Figure 7 In Feb 2001 Greasy Hands Garage North was coming together



Figure 6 Feb 89 Starbird Show



Figure 5 Sam and John at 2002 6-Pack Trials



Figure 4 December 2001, the shop was busy

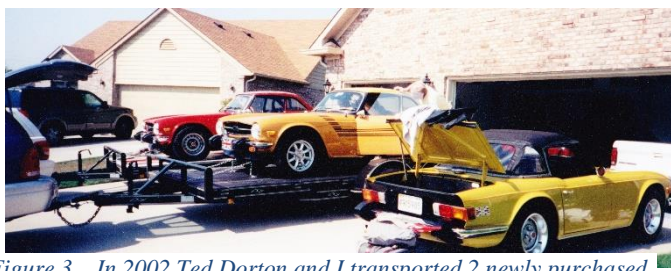


Figure 3 In 2002 Ted Dorton and I transported 2 newly purchased hardtops from Indianapolis

A LITTLE NOSTALGIC CLUB HISTORY FROM MY CAMERA



Figure 2 Sept. 2001 Sarah Ann getting car ready for a trip to Texas

A Mystery Solved!

By Mike McPhail

Hill Country Triumph Club Page 10The Ragtop January 2020 have been campaigning "The Red TR6" for more than a year now and have logged over 20,000 miles. Early on, a Patton

Machine electronic fuel injection system was installed, which greatly improved the performance of the plucky red roadster.

The system was not exactly plug and play as was expected, and although the engine ran very well overall, there have always been some minor imperfections. To that end, the hardware was purchased to enable me to reprogram the system's electronic control module.

This was a part time endeavor, since the engine actually ran pretty well. Slowly over time, the most nagging shortcoming actually worsened. Under hard acceleration, the motor pulled strongly up to 3000 RPM, then power

dropped off, accompanied by a mysterious popping noise from the exhaust manifold.

Tinkering with the programming little effect on the phenome-non, so I reluctantly began to con-

sider that there might be something wrong with the engine.

A compression test showed even readings across the board...well, except that #1 was ten PSI higher than the other five cylinders. That caused no alarm until the sparkplugs were examined... #1 indicated very rich, while the rest were quite lean. After sleeping on this quandary for a few nights, it occurred to me that the only thing that might render such a condition would be a faulty camshaft!

Observing the rocker arm assembly with the engine running con-firmed my suspicion...#1 exhaust valve was barely moving! I promptly ordered a new camshaft and lifter set, and for the sake of expedience, installed the new parts in another engine I was re-building. It too, had a dodgy looking camshaft! A quick call to Benson Tuttle, (Have Wrench...Will Travel) and an engine swap was scheduled.

Of course, the operation was a re-sounding success, and my TR6 is back on the road with only a few days down time. With the ordeal behind me, it was time for some reflection. I was surprised that my low mileage, professionally rebuilt engine had destroyed a cam-shaft.



Bad lobe, bad lifter.



Good lobe, good lifter.

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It's time to make plans for Drive Your Triumph Day, February 10, 2020.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California. In 2015 I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today. This celebratory drive has been building momentum every year. For 2019 I received close to 350 photos from all over the world: UK, Scotland, Ireland, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Germany, Italy, Finland, Canada, Holland, Czech Republic, and of course all over the USA. This year is going to be a bit more of a challenge as February 10th falls on Monday. As tempting as it may be to plan a drive for the weekend, we're going to keep true to the day, and please submit photos only taken on Monday, February 10th, 2020.

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view, in front of the hardware store or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway in the garage. Some winter photos I've received have the garage door open with the car tucked under a cover, and snow outside. Have fun with it, and participate.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

Please feel free to send this on to other Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last year a few Standard Clubs joined in too, which is all good.

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

Regards,

Rye Livingston

Activities Chairman

Triumph Travelers Sports Car Club

Celebrating our 62th Anniversary

1960 Triumph TR3A

Mobile: 530-FIND-RYE

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Greasy Hands Garage North Update by John Phillips

11/13/2019 - The new fuel tank arrived this morning and before long I was in the shop checking out what was needed for it to work in my car. The issue is that only one tank is made and it accommodates all TR4 through TR6, Carbureted and Fuel Injected.

The tank was painted so I did not have to mess with that.



The top of the tank shown here has a couple of extra holes that caused me a lot of trouble. Hole A is where the fuel goes in. Hole B is where the fuel gauge sensor unit is mounted. C is for vapors going to the carbon canister.

D and E are not used on a TR6 with Carburetors so they must be plugged which is no small task. I found a brass connector in the fuel drawer that fit the holes. I had ordered it to connect fuel line to the fuel pump. If these parts are available locally, I have not found them yet. (update: thread is 1/2-20 UNF)

The first thing I did was go to Ace Hardware and found some still in the plastic bag that looked like they would fit. In my haste I accidentally bought connectors instead of plugs.

I made another trip to Ace to get plugs and came back to the shop to install them. They did not fit.

Fortunately, I had two of the connectors that would fit. I threaded them to accept a 1/4 28 thread and put the bolts into the connectors to form a plug that fits in the holes. Well that took long enough.



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The bottom of the tank was also a little problematic. Hole A is the one used to attach a metal fuel line that goes through to the fuel line under the car. B and C are not used on this model.



Note that the “out” tube is installed here which is a lot easier than working over your head under the car.

The difficulty comes in after the provided pad is in place, the plug in



hole B causes some interference between the top of the tank and the mounting hole. Starting the bolt in the top mounting hole on that side was very difficult. (Blue arrow below)

I used some of the glue that David Alexander gave me when he was getting rid of everything he did not want to move when he left for AZ. The pads that came with the tank were glued on the back half of the bottom and the boot side of the tank as shown.

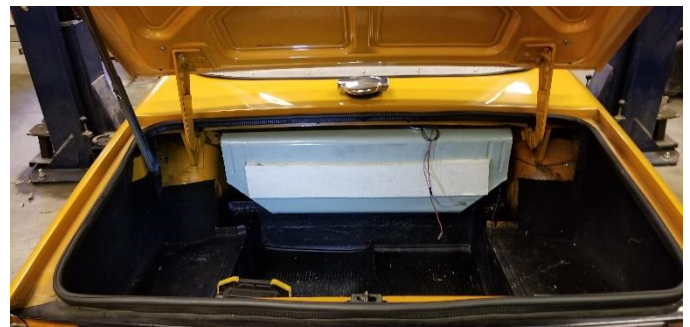


The next thing to assemble was the fuel gauge sending unit. This came as part of the kit which is handy. The gasket was put in place and the screws with fiber washers used to fasten it in place.

Of course, you have to pay attention to the clocking of the unit so it will go up and down in the tank without interference. Also don't forget the anti-rattle gasket. I did not know about these when I put my first one in and I listened to it bang around for about 25 years. Glad it is finally fixed.

The next thing to do was to set the tank in the car and install the vent pipe to the tank and rubber filler tube retaining clamps. The filler tube is not difficult to install if you use a good sequence of which part goes in next.

The vent pipe in the car is 5/16 in diameter. The tube on the tank to which it connects is 3/8ths. They do not fit each other. I found no 3/8ths to 5/16ths reducer so a piece of 5/16ths steel fuel line was placed in the vent connection. The other end of the steel tube was covered with several rounds of rubber tape to get a snug fit in the 3/8ths rubber fuel line. I had to force the tubes in over the tank but I think it will work fine.



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The first things to put in are the 6 tank retaining bolts. Then put the clamps for the tube over the metal tube on the top of the tank. Then then push the filler tube thru the hole and push it down. Next work the clamps up onto the tube and tighten the bottom one. The sealing ring comes next then the gas cap assembly. Lastly, tighten the top clamp on the filler tube.

11/15/2019 – The first thing done today was testing. The fuel drained from the tank prior to the change out was put back into the new tank.

First check was for leaks. None observed. The second check was to make sure the new fuel gauge sending unit was working and it was not. A quick check of the electrical connections showed that one wire had been pulled off during the previous work. It was replaced onto the connector atop the sending unit and retested.

The gauge was moving but not much. I drove into Collinsville for fuel and topped off the tank. The gauge showed full so the new setup is working well enough to justify putting everything back in the boot.

11/16/2019 – Time to finish up. First thing in was the back panel. The connectors to the boot light were connected to the light and the panel was put in place. At this point I experienced the last interference caused by the shape of the replacement tank.

The top of the original tank had top sides that slanted downward which provided room for the back of the boot light. The new tank does not slope therefore the light rests on the tank and the attachment screw will not engage the panel at that point. I decided to live with that and just left one screw out at the top of the panel.

Next, I had to decide what to put in the spare tire well. I stopped carrying a spare tire years ago but thanks to Dewayne I had one that could be put in and carried. I decided to



use the space for other stuff. And what might that be you may ask?

The first thing in was the box. In the box is a set of front wheel bearings, a new distributor cap and rotor, a set of points, some fuses, a set of spark plugs, a fuel pump rebuild kit, two U joints and a short length of fuel line.

The rest of the stuff in the tire well included; a detail kit, a first aid kit, jumper cables, collapsible lug wrench, jack and handle, air pump and tire plugging kit, an atlas, a repair manual, a fuel additive, Off bug spray, a small container of lubricant, towels and hand cleaner.

On top of this stuff (not shown) are two car covers, one for use with the top down to shield from leaves, birds, sun on seats, etc.,



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and one for use during rainy conditions while parked to keep the rain on the outside of the car.

The stuff that I carry is defined by past experience. Harry's wheel bearings, Sam's U joint, etc. Chances are I won't have the next thing I need but this stuff would have come in very handy over the past 25 years of driving this car or being stranded with someone else in their car. I cannot remember being stranded because of a blowout on a tire. A puncture I can handle.

So, to wrap up this project here are the issues with the aftermarket fuel tank.

1. Two holes on top have to be plugged with $\frac{1}{2}$ 20 UNF bolts.
2. The plug not used on the bottom of the tank, right side rides on the bottom pad and creates a very tight fit at the top of the tank.
3. The vent pipe is too large. The original tank has a pipe that is $\frac{5}{16}$ ths in diameter, the furnished tube is $\frac{3}{8}$ ths inch.
4. The configuration of the top of the tank does not allow room for the boot light.

The end product looks like this, the only thing in the boot that shows is a tool bag and a chair that is seldom used anymore.



If you ever have to take on this project it is basically an easy job. What makes it difficult is not knowing about the 4 issues

listed above and not planning for them in advance.

Every time I think I am done on this car something else wears out. I swear this has to be the last big project. There is nothing else left.

The interior panel inboard of the tank had been soaked with fuel during the leak as had the carpet over the package tray. There is no visible damage to either however there are still gas fumes very prominent inside the car. I hope that the odor will dissipate over time.



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Frank a call and see what could be worked out.

After a couple of test drives and some negotiation they struck a deal and Frank sold his car. So, Snow White moves on to another caretaker. Frank did his share of caretaking by bringing the car up to a much higher level of overall condition. I hope my cars go to a good caretaker when that time

A few days ago, I received a call from Mr. Tom Harris who happens to live about 3 miles West of the shop. He was interested in discussing what to look for while shopping for a TR6. He had owned one some years back and wanted a nice driver now that the time was right to own another one.

We talked in general terms for a while and the discussion turned to Frank's car. He said he had seen it on the web page and was asking questions about it.

The more we talked the more it sounded like this car might work. I suggested he give

comes.

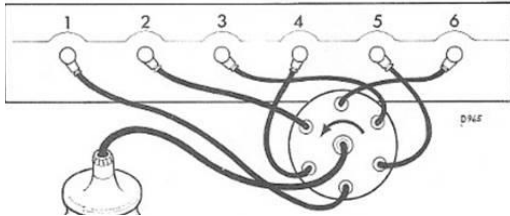


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JOHN'S QUICK TIPS

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



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



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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
TR6 Wiring Diagrams

AIR PRESSURE VIDEO

https://www.youtube.com/watch?v=wqLcxyTpVfA&utm_medium=email&utm_campaign=DTC_AirPressure_Reminder&utm_source=Reminder&utm_content=Air+Pressure+Video

LESSONS LEARNED

- When using an electronic ignition system by the **ballast resistor** is highly recommended. The resistor is for protection of ignition points (which is 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).
- Find paint codes at PaintRef.com

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

GCT Merchandise

SEE NEXT TO LAST PAGE

idea of selling the truck as well.

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



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



Tony Mullenger

"Superior Service - Uncompromising Integrity"

445 S. Brady

Claremore, OK 74017

tony.mullenger@aaaok.org



Office (918) 341-2100

Fax (918) 341-2154

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There are two ways to join VTR (VINTAGE TRIUMPH REGISTER) Just signup online on our website: www.vtr.org. Click the "JOIN" link, it takes less than five minutes. Payment may be made using the credit card of your choice. Or, if you prefer, you may mail your check in the amount of \$35 payable to "Vintage Triumph Register" to: HOW TO JOIN Membership Secretary Vintage Triumph Register PO Box Q Lexington, NC 27293

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



Newly rebuilt carbs for 73 TR6, \$400 OBO.

Or \$250 exchange

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

LiteZupp Industries, LLC

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Jim or Mike



Assorted TR3 & TR4 parts
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GCT Merchandise

Visit the **Cafe Press** store to shop for Green Country Triumphs apparel and merchandise

<https://www.cafepress.com/greencountrytriumphs>

Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

TWO CHOICES
- VISIT BOTH

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,
Art

Green Country Triumph Club Members,
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,



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

**Price Re-
Reduced**



TR8 WHEELS / \$200 or best offer, no tires. Fifth wheel now 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?α	.....YES□ → → NO□α	α	α	α
6-PACK-Member?α	.....YES□ → → NO□α	α	α	α
TRA-MEMBER?α	.....YES□ → → NO□α	α	α	α
ANOTHER-CLUB?α	α	α	α	α

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-74019¶
(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.¶**