



Triumphant Times

Green Country Triumphs

Monthly Newsletter for July 2018

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

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

**Next Club Meeting
Thursday July 19th
Dinner at 600PM
Meeting at 7:00 PM
Location:
Home of Donna & Rob
Thompson
3442 E. 61st Place,
Tulsa, OK 74136**

Officers and Committees

Rob Thompson – President
Cash Billups – Vice President
Denny Robinson - 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

This is the last President input letter ending a two-year term (VP and Pres). It has been very enjoyable being in this position. The great group of people in the Club have made it easy. However, we have an Election of Officer dinner meeting slated for July 19th at our home. Please be thinking of any nominations. Our home is located at 3442 E. 61st Place in Tulsa. It's one block south of 61st. Turn south on Knoxville and right on 61st Place. Like all our meetings, it starts at 6:00 pm and ends around 8:00 pm. More information on the meeting later.



I think our meetings have had stronger attendance and a lot of good fellowship. Cash has done a good job with our meeting sites. Donna and I look forward to seeing everyone the 19th.

Today is my 65th birthday. So down to the Social Security Administration office to "sign-up" for Part A.

Again, thanks for trusting me with the job and look forward to supporting our Club in the future.

From Vice President Cash Billups

Editor: this is one of those weeks when work and family just take precedence over club stuff like writing an article for the newsletter, and that is fine. I always tell members that this club is for fun and not intended to be a burden. If missing an article is needed, we can live with that. Enjoy your club



Secretary's Minutes of the Last Meeting **Adele Blom**

The June 19, 2018 monthly meeting of Green Country Triumphs was at the Owasso Bricktown Brewery. Rob Thompson called the meeting to order at 7pm.



Rob called for either a reading of the minutes or a motion to accept them without change. The minutes were accepted as printed in the minutes, which was e-mailed to the members by John Phillips.

Treasurer Jan Phillips told us the club's fund balance after a \$260 deposit. We accepted with pleasure. Most of this additional money was dues payment for the coming fiscal year which starts on the first of July. (If you have not paid at this point please mail a check for \$20 to Jan.)

Art Graves gave the Car Show report. The Greater Ozark British Motor Club awarded Art Graves' TR-6 a first in class. Glenn and Carol Larson also got a first place with their Jaguar. Al & Janice Garbart intended to go but had a breakdown in Miami and were forced to return home. GCT members Charlie and Paula Brown and John Phillips attended the Collinsville "Hogs n' Hot Rods" show. John noted that it was a miserably hot day and that foreign cars were classed with all sports cars (Corvettes) and were therefore not competitive.

The Euro-Expo Car Show will be in Sand Springs on June 22-23, sponsored by the Tulsa Jaguar Club. The VTR National Convention is in La Crosse, Wisconsin July 16-19. The Roadster Factory will have its summer party mid-August. Art mentioned he is having his car's paint retouched because of chips and scratches. He has decided against using a clear coat in the future.

John Phillips gave the parts committee report noting that a ball joint on the left side of Charlie Brown's car had to be replaced. John reported that his TR-8 driver's side window abruptly stopped closing completely. It turned out that the window up-stop mechanism had come loose and was then preventing the window from fully closing. Inside the door the two screws for the bracket needed to be tightened. They are there to keep the window from going too far up. His air-conditioning

is now working. New Universal joints are going into Derek Maeer's car on Friday.

Regarding activities Kay Robinson thanked Carol and Glenn Larson for the fabulous trip to Roaring River. They even had maps so we couldn't get lost. June 23 we are gathering at Grand Lake where Dorothy and Tom Chronister have a pretty place right on the water. No need to bring chairs; just be sure and let Tom know you are coming so your bratwurst will be ready. Dorothy will also fix beans. We will each bring something to add to the meal. John Phillips will lead a convoy from his home at 10am. Rob Thompson will bring his boat around for those who would like a ride. We will hold new officer elections at Rob's home near 61st and Harvard sometime in July. Watch your e-mail for the date and time. Please consider if you are willing to volunteer for a position and let Rob know.

There was no old or new business, although Frank Wood noted that he had found someone in his neighborhood with a Spitfire. Perhaps this is a new member possibility. John Phillips noted that he was concerned that some communications were not getting out because members fail to check their e-mail.

The meeting was adjourned at this point.

Dennis...thank you for the Moss catalog. We were able to order a thermostat housing that same day Friday and received it Tuesday!!! Wow!!! Fast service!!!! Steve has put the thermostat housing in the TR3 and NO LEAKS!!! I am so excited to have "my girl" back on the road!!! Thank you, Dennis and John, for all your help!!

Julie

2018 Club Activities

WHEN	WHAT	WHO
TBD	Drive & Picnic	Dale Smith
TBD	Bartlesville Trip	Kay
July 17/21	National Convention Wisconsin	Art
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

Kay and Denny and Janis and Al traveled with Jan and me to the Chronister's lake palace for the annual trip to The Grande Lake of the Cherokees. I made a couple of wrong turns but we finally got to our destination.

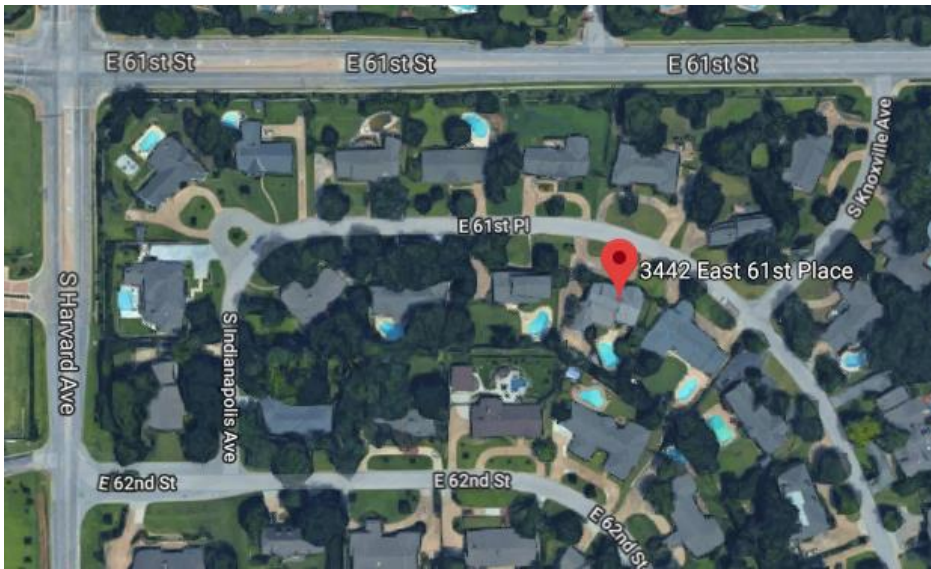
Adele and Rolf also participated but travelled separately. Food was good as was the conversation. No known car trouble at this time. Denny drove the Spit and we were in Tinkerbell. The temperature when we arrived back home was 86 so the day was not so brutal but my allergies are still making some noise.

We had a good time as usual on club activities. Thanks to Dorothy and Tom for having us out. It is a correct assumption that I forgot to take pictures. Be nice.



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Maps to Rob's House



Kay and Denny

Condolences on the death of Kay's father. We were very sorry to hear of your loss.

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2018 CAR SHOWS

VTR National Convention

Location: La Crosse, Wisconsin

Date: July 17 – July 21, 2018

Web:

<http://www.mntriumphs.org/index.shtm>

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/>

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/>

Although the show in Collinsville was a bust of sorts, there were some very nice cars there so a few photos were taken to share here.



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ALL SET UP AND ENJOYING THE
EARLY MORNING BREEZE. WE HAD THE
BREEZE ALL DAY WHICH REALLY HELPED
WITH THE HEAT. CHARLIE PICKED A SPOT
THAT WAS NOT BLOCKED BY A BUILDING TO
PICK THE TENT. THE COMPETITION



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HERE IS CHARLIE REPRESENTING TWO CLUBS, MID AMERICA CLASSIC COUGAR CLUB AS WELL AS GREEN COUNTRY TRIUMPHS.

HE BROUGHT A TENT FOR SHADE AND SET UP IN FRONT OF THE NEWLY RENOVATED VETERANS BUILDING.

THEY DID A NICE JOB INSIDE AND OUT AND IS A GREAT TRIBUTE TO THOSE WHO HAVE SERVED OUR COUNTRY TO PROTECT OUR FREEDOM. THANK YOU, VETERANS, FOR YOUR SERVICE.

BEST OF SHOW AND IT WAS CERTAINLY MY PICK



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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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Minnesota Triumphs beckon you to the VTR NATIONAL 2018

July 17-21, 2018 at the
Radisson in La Crosse, WI



Reservations:
www.radisson.com/la-crosse/vtr

On the
banks
of the
historic
Mississippi
River



Relax with friends at the
many local establishments



Carve the roads on the countless
coulees in your Triumph



Featuring 50 years
of the TR250

Facebook VTR 2018
www.mntriumphs.org



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6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROADS...

Home

Hotel Information

Driving The Dragon

The Roads...

Schedule of Events

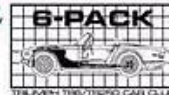
More



2018 6-Pack TRials

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

*Celebrating the 50th Anniversary
of the Triumph TR250*



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Hi John,

We got home this afternoon 6/10 and we had a good time at the show. It started off bad as Al's TR7 had engine problems around the Miami exit and Al and Janice had to abort the trip. Too bad as his would have been the only Wedge there. I was disappointed that I wasn't able to drive the TR3 to the show. They had two new TR3s at the show that were recent restorations - lots of competition. There were 4 TR3s in all, so I probably would not have won anything anyway! Just as well that I didn't take mine as my eye sight worsened; I was seeing double looking ahead well as to the side. It is scary to see two cars coming at you!!

I was lucky enough to get a **first place with my XKR**, thanks to Carol's driving me to the show. Art also got a **first with his TR6** and Linda Young (Jaguar Club) got second with her XJS. The Best of Show was a black MG TD.

Glenn



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The blue one is
my personal
favorite. Nice
unusual color, no
wire wheels.
Not big on gray
interior though.



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Here is a very dedicated man. He and shade are two necessary ingredients for a good car show. The one and only Art Graves.



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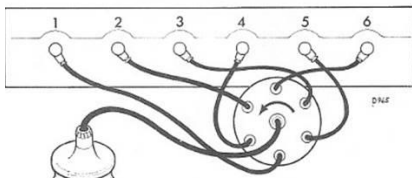
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JOHN'S QUICK TIPS

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.



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



Something New from Goodparts

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 the 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.



Commented [t1]:

Commented [JP2R1]:



Greasy Hands Garage North Update by John Phillips



6/13/2018 - Last evening, I drove Tinkerbell down to take a look at Cash's clutch problem to see if we could figure anything out about why the clutch does not work.

Cash and Cassie invited me to have a little dinner with them before we started so we had a beer along with our chicken sandwich, mashed potatoes and broccoli.

After a nice meal and good conversation, we went to the shop to see what could be seen. The sun was shining just so the lever inside the bell housing could be seen moving while depressing the clutch pedal. Ok, the hydraulics are working fine.

We studied the blown-up diagrams of the assembly to see if we could pinpoint what components might be assembled incorrectly or actually be the wrong component needed to push the throwout bearing into the pressure plate fingers.

Derek Maeer joined us and participated in the discussion and evaluation. We gave it our best and came to the conclusion that the transmission

needed to be separated from the engine to try to figure out which component was missing/incorrect that was failing to push the throwout bearing into the pressure plate.

I will gladly go back to assist if needed.

6/14/2018 - Yesterday I finished up re-flooring the small tilt trailer that the family inherited when Paul passed away so that job is done. Also, Jan hired some landscape folks to redo the flower bed in front and add one on the west corner to balance things out a little. Happy wife, happy life.

This morning the first task was to play with the wiring for the tach. It has been very inconsistent but after removing the resistor from the circuit and reconnecting the wiring between the tack and ballast resistor it seems to work ok.

The next thing was the pad on top of the console. Some of the vinyl had come loose on one side so it was removed, re-glued and stapled. It appears that this is enough to hold it in place.

I went out to test the tach a little further and decided to get the tires/wheels rebalanced where I got the tires. One tire was low so I guess they will require a little more attentions. I was in the mood for a longer drive but the heat was bothering me

quite a bit so I headed for home and a cool couch. It was time for a pill anyway.

6/15/2018 – No work done on either car today but in anticipation of receiving the new top for the TR6 soon I did order a new webbing kit and seal for over the windshield. Installing this will be the hardest part of the project I am sure.

Also, one of the window cranks broke off in my hand while rolling up the window. I ordered two new ones since they are so cheap.

6/18/2018 – Jim called last night. He asked that I follow him to Andy's since he had no tail lights on the TR4A. So, I drove the Pumkin to his house at 8 AM. He had the TR4A running and he thought two of the sparking plugs were not working properly at idle.

We headed out and got on 169 headed south to 21st Street. The TR4A ran fine and tracked well at speeds up to about 70 MPH.

At 21st Street we headed East to Garnett then around the corner to Andy's shop. Since Andy anticipated an afternoon completion time we headed for Mom's Diner on Mingo & 41st for breakfast. After that we went to a Wholesale Tool store on 55th Place and drooled on the stock.

I did not escape entirely empty handed but sure did not purchased everything that caught my eye. Neither did Jim.

Since Jim's was having back issues we headed for home to wait for a call from Andy. As I sit here writing all this interesting stuff it is 3:30 and I have had my nap so all is well.

The Pumkin ran great this morning but it is too hot for that car so when Andy calls, Tinkerbelle will be called upon for some cool transportation.

And at 3:45 Jim called and I was on my way. We visited with Andy for awhile about the car then headed home in the 5:00 traffic. It was not horrible but I don't want to do it every day.

The bad part was that the driver's window



Tinkerbelle would not roll up. It stopped 2 inches from the top so that will have to be fixed tomorrow.

6/19/2018 – This morning the driver's side door panel was removed from Tinkerbelle to figure out why the window would not roll up. As it was lifted from the door a small bolt and a couple of washers fell to the floor. It took about a ½ second to see where they came from.

The bolts fasten a window up stop to the sheet metal to adjust the height the window can be raised. When the bolt fell out the stop swung down and stopped the window prematurely.

The stop was swung back into place and the bolt, lock washer and flat washer reinstalled into



the properly adjusted stop. The window works like new again. Using advice from the TWA Facebook page some lubricant was sprayed into the working mechanisms of the regulator. All is well again and yes; the bolts are tight this time.



6/20/2018 – UPS remembers where I live. They brought me a project for the Pumkin. After 25 years the TR6 is getting a new top. The old top could fool someone from about 20 feet that it was still in good shape but I know better.

There is also a webbing kit from TRF that is the right stuff for the job as opposed to the wrong stuff I put in the first time. The new seal for over the windshield will be installed after the retainers. I

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also know a lot more about working with tops now than then as that was the first one that I installed.

The old top has to be removed and the bows inspected for any needed cleaning or repair so that will take a while. Just going to take my time and do as good a job as I can. It is the last top I will install, at least on this car.

6/21/2018 – Time for tweaking. Three things on Tinkerbell were begging for a little attention so since it was a little cooler today running the car outside did not sound so bad.

Before leaving with the engine cold the plugs were checked to see the state of the fuel/air mixture. Right side perfect, left side a shade lean. A very small adjustment was made.

While warming the car up a stop was made at the drug store to pick up a script for Jan. Back at the house the car was parked in the shade of the big elm out front.

Outside with the engine running an attempt was made to isolate the cause of a rubbing sound in the air conditioning system but nothing could be seen or heard so that will have to wait.

The third thing was tachometer calibration. The engine analyzer was connected and the engine started. Calibration was checked at 1000, 2000, 3000 and 4000 RPM. The tach in the car and the analyzer were a perfect match all across the board.

The tach still bounces around sometimes but it reads correctly when stable, which is seldom. Oil consumption is way down since the Roaring River trip. The air conditioner cuts the heat pretty well. Tires and wheels balanced and in good shape. Coolant level normal. Ready for Grand Lake.

6/22/2018 – Derek Maeer brought the driveshaft from his TR4 to the shop today to get a new U joint installed. The joint remaining on the other end was tight so we did not change it.

The old joint had already been removed so it was a simple task to install the new joint in the new flange. The joint/flange were then installed onto the shaft. There was little resistance to pushing the cups into the flange on the driveshaft so the job went very quickly.

We talked for a while then Derek went home to install the driveshaft. I headed for the showers.

6/24/2018 – Jack McGlumphy was in the shop today to return one of the shop speedometers

and install his rebuilt one. Several items had been removed from behind the dash of his TR6 so those were replaced and we got the lights working on the dash gauges, etc.

When we had gone as far as we could on the dash we started to install his new radio. This thing is really neat with lots of great features. When the radio was installed in the center dash support we had the wires to connect and the speakers to install when we quit for the day. It is always a pleasure to have Jack visit the shop and his car is better off for it.

6/25/2018 – When I entered the shop today there was a certain amount of anticipation. This was the day I decided to start replacing the top on the Pumkin.



This scene greeted me when I opened the door to the shop today. One last shot of the old top was taken



just for was/is comparison.

At the end of day one the car looked like this with the new top partially installed.



I have had excellent results using the EZ-On-Tops, but this time things went less smoothly. Previously tops were received with six snaps

already installed, 3 each side at the back sides of the top. Not this time, no snaps at the back so it is up to me to try to get everything located such the there are no wrinkles such as what were seen on the back window of the old top. Now I am scared.

Another issue to deal with is that the rear bow on my car has four snaps for attaching the top above the rear window. The top came with five naturally in completely different locations as the snap on my car. This is not really a problem but it is an irritation.

Three snaps have been installed at the back, center and last snap on each side. One snap was installed on the rear bow above the window in the center. I hope this will locate those points accurately so things go smoothly with the rest of the installation.

The new top will be set outside tomorrow weather permitting so the top will become a lot more pliable allowing me to stretch the material and properly locate the rest of the snaps. This is not an easy job. The TR8 was much easier because the snaps were preinstalled.

I am hopeful that the top on the TR6 looks as good as the TR8. Nervous.

6/26/2018 – Jim Beasley has an acquaintance that is trying to resurrect an old lotus.



This particular model has Stromberg carbs on it but they may have been used to replace some

Webers at some point. Maybe we will get a story out of this.

To the point, the owner wanted the carbs rebuilt before putting the car back on the road. Jim recommended me and the carbs arrived yesterday. They came with a story.

As he was getting ready to put them in the car and leave for my shop the lady delivering his mail snagged the box that they were in and everything went flying. The front car was dragged for some ways so there were some damaged parts to be replaced and others repaired for use.

We disassembled the damaged carb to see what replacement parts were needed, a list was made and a supplier contacted to make sure replacements are available and they are.

Today the rear carb was disassembled, cleaned, rebuilt, and is ready to go. Parts needed for the front carb include a unique throttle shaft, a choke assembly and a couple of brackets as well as a brass adjustment screw.

At this point my shoulder had not begun to ache so the remaining snaps at the back were installed. Right now, everything



looks pretty good but there is still a lot to do. Now my shoulder aches so it is time for a nap.

6/30/2018 – Got up with a sore back so started slow today. Jan finally got the loops sewed into the top support straps. First up was threading the straps through the rear stiffener. The stiffener was then bolted in place and the straps looped over the bows to the front.

The instructions I have said to fasten the front first then the back then the 2nd bow. This did not work for me so all the rivets were removed and I started over with something that made sense to me.

The frame was fastened to the windshield in the front, incorrect per the instructions. The second bow from the front is not movable when the frame



is secured in the front. The solid piece became my baseline.

The straps were riveted to the 2nd bow under a little tension from the rear. The distance per the instruction from bow 2 to bow 3 is 10 inches. The straps were riveted to bow 3 10 inches from bow 2.

Bow 1 was riveted to the straps at a distance of 12 ¼ inches from bow 2 per the instructions.

The straps were then riveted to the header with a little tension on them from the back. When finished the straps were taught but not excessively so.

I said all this stuff pretty quickly but a lot of time was spent trying to get these components



properly located. If done correctly perhaps the top will look a lot better than with the old top. Wish me luck.

7/3/2018 – While working in the yard a little, a tool needed was in the shop. When I finished with it, it went back to the shop which led me to something unintended for today.

The Pumkin was sitting there with her top down around her waist, looking forlorn and wondering what to do next. With loads of sympathy but damn little passion I made my way over and started trying to figure out how to attach the top to the header bar.

With a plan in mind the bows were laid back with the hood spread over the boot. A 2x4 was used to support the bows about a foot above the boot. The portion of the header that was to receive glue was cleaned.



The hood was then clamped in place such that the mark on the front of the hood would mate with the leading edge of the header. The flaps on the forward sides which position the hood from side to side were used just for that purpose. The hood Velcro was attached to the Velcro on the side of the frame of the bows. With everything clamped in place, newspaper and masking tape were used to isolate the areas to receive glue and the glue applied.

When the glue had set long enough the hood was positioned by the factory mark along the leading edge of the header and pressed into place to contact the two glued surfaces.

The thing that really holds the hood in place on the header is the seal retainer that is riveted on the underside of the header and eventually holds the seal between the header and top of the windshield. That installation can wait for another day.

The hood would not stretch enough to let the fasteners reach their holes in the top of the windshield frame so as is common practice on this job, the car was started and moved outside into the

sunshine for a little bake. A hot hood is more flexible than a cold one so maybe it will fasten after it heats up.



After about 30 minutes the hood was loosely fastened to the windshield frame and it looks like this.

I only see one problem at this point. The three snaps on each side/bottom that were



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expected to be in place when the top was received are not located properly. Big surprise.

Now I have to figure out if I can move them enough to get the wrinkles out of the side windows. The back window looks pretty good but not perfect. It should look better if I decide to move the snaps. Have to think about it.



7/4/2018 – Today the pads, used the soft side of some Velcro, were installed on top of the bows to protect the hood from sharp edges on the strap hold downs. Snaps were added to the front and back bows.

The snaps at the back bow were in addition to what came with the top. My after-market bows had only 4 snaps while the original type have 5 snaps. Naturally they were all mislocated to work with the snaps on my bows so more were added in the correct location for my application.

The snaps installed on the front bow were in lieu of the rivets used on the Robbins hood installed 15 years ago. Robbins hood, HA.

The big job of the day was installing the seal between the header bar and windshield frame. It was tedious and time consuming but it got done.

The seals over the windows that attach to the hood bows frame were reinstalled and used the seals previously there as they were in good condition.

All that said, the only thing subject to change is the location of the six snaps at the bottom sides at the back. Those that were assumed to be installed by the hood manufacturer. I am still waiting for a response from EZ On Tops about that shortcoming. Other than that one issue the top is of excellent quality and looks very good.

The car is back outside in the heat so that the sides can be pulled down and velcro'd in place after they are more flexible. All in all, a nice-looking hood/top.

As you have seen I have been whining about the missing snaps, but also missing is the zipper on the center window and there were no instructions provided. Both of these items are shown on the web site as part of the purchase. I think they are maybe not on my preferred supplier list anymore.



Classified Section Jim

Lindsey told me that he was ready to sell the 72 TR6 that he purchased this summer. He has no covered parking for the car and sitting outside is not ideal for the car. This will make an easy project car.

His asking price is \$8500. Jim has not provided requested information on the car so here is what I think. It is a good car. It is not perfect.

I found no rust. Some damage over right rear wheel. The interior is usable. The top shows some age but is usable as well. Tires look good but are old. No overdrive.

The previous owner had the car for decades but did not drive it much. I rebuilt the carbs and it seems to be running very well or at least was the last time I drove it. Engine is strong with good oil (50 lbs. at idle) pressure but Jim says it uses oil. My guess the head needs to have valve inserts installed. **contact Jim at (918) 857-7150**



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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. New Tires

Tim Lowe

(918) 905-0200 Mobile
timtr6@icloud.com

P. O. Box 674
Stillwell, OK 74960

\$20,000 or best offer



**This is what a
Preservation Class car
is supposed to look
like under the bonnet.**



The time has come when I must part company with my 1972 Emerald Green - Body code 65, with ORIGINAL GREY - trim code 78, interior. Many out there may know of my '6. It has participated in MANY VTR events and placing first in class or BOS in almost every event entered. It also has two "Gold Plus" awards in Triumphfest gatherings. The major restoration was completed in 1995, refreshed in '97 and meticulously maintained since. At almost every event the validity of the Grey interior is contested in judging. I can't remember how many times I have heard "I've been restoring these cars since they were new and I have NEVER seen one with grey interior. These never came this way"! Well . . . "Trust Me" There were only 50 or so '72 TR6's built with the Grey interior, according to the British Trust. Very few exist to this day. This is the only one known in the U.S. The hardtop is installed and the convertible top is stowed in the car. The car is rust free (you can still see red primer underneath and behind each panel. Please contact me for further information. Telephone number upon request.

Sam Clark and Tim Lowe
CC82030U O

This car was purchased from Sam a while back and is now owned by Tim Lowe.

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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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Has Used TR6 Parts If You
Need Something**
Structural parts for
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Lots of other stuff so if you
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John Phillips at
topaztr6@gmail.com or
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I Just like the tan one better

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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.



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