



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for March 2020

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

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

**Now receiving dues for FY 20/21.**

**SEE APPLICATION ON LAST PAGE FOR ADDRESS**

2020
DUES
METER
22%
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### Next Club Meeting & St. Pat's Party Combo

**Saturday. February  
14th**

**Dinner at 6:00PM  
Meeting at 7:00 PM  
Location: 5865 E 480  
RD, Claremore**

### 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](mailto:topaztr6@gmail.com)

Have you paid your dues?

### From President Denny Robinson

Hello Club Members,

Sun is coming out, temperatures are going up, time to get out the little cars and have fun! I finally got the "Spit" out, one day this week. It took a little while to get the gas pumped up to the carburetor. Ran a little rough but got it lined out and drove around town. The new leaf spring and shocks seem to be holding up, well. Still have the seats to get recovered. Luckily, I have a couple of extras to put in the car, while I get the original ones reupholstered.

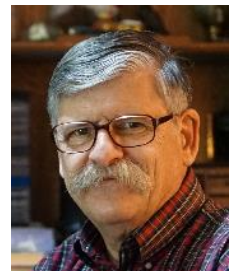


I am looking forward to a drive down to McAlester to eat "real" Italian food. Kay and I will take a ride to map out a good route. Today, we were in Edmond and went by to inspect the area to set up the regional car wash. Prior to March 30th, I will gather up all the necessary supplies.

See you all at John and Jan's on the 14th; wear green.

Denny

### From Vice President Bob Avakian



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

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



February 18, 2020

President Dennis Robinson called the meeting to order at 7pm. Secretary Adele Blom was not in attendance; therefore, John Phillips made a motion to accept the January minutes as published in the newsletter, Al Garbart seconded the motion. The vote carried and minutes were accepted as published. Jan Phillips gave the treasury report; no changes had occurred since the January meeting. Treasury report was accepted and filed.

Art Graves reported on progress for the VTR regional car show to be held the end of April in Edmond, OK. Tulsa club is to help with the car wash and funkhana. Oklahoma City has some left over car wash supplies to be used and Tulsa may have to purchase some, Dennis has buckets and hoses for use. Art has the funkhana planned and most of the supplies, but will need to build some stands for the hub and radiator. He is working on an actual location within the show parameters. The theme is Repairs on Route 66, this is a timed event. John has volunteered to help with the car wash and Dennis, Rob, Rolf and Dale have volunteered to help with Tulsa club's projects. Dennis is to check with OKC to see if there is a planning meeting scheduled and if the volunteers need to attend.

John gave an update on the "parts" projects. He previously put an aftermarket vacuum advance on his car and while setting the timing he broke the diaphragm off the advance. He let the members know the aftermarket part is made of pot metal and not good quality. The cooling fan on TR8 did not come on while backed up in traffic and the engine locked up on his way home from the Sweetheart luncheon last Saturday. AAA had to be called. Car is fine now. The engine on Al's TR7 is out and on a stand. Dale's carburetor valve that was stuck, he got unstuck; he found a lever that was not shown on the prints was the cause. Glen's replacement alternator that has the appearance of a generator is fried and needs replacement.

The next club activity is the St. Patrick's Day party at Jan and John Phillip's. The party is planned for 6pm on Saturday, March 14. Remember to RSVP to Jan ([maudjpp@gmail.com](mailto:maudjpp@gmail.com)) before March 14. We had 12 members attend the Sweetheart Lunch at Red Robin restaurant on Saturday, February 15.

No new business or old business was introduced. 17 members attended the meeting. John made a motion to adjourn and Dale seconded the motion. The motion carried and meeting was adjourned.

\*Minutes were taken by Kay Robinson in Secretary Adele Blom's absence.

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

### **DRIVE YOUR TRIUMPH PARTICIPATION**

**c.d.alexander**

Mon, Feb 10, 1:59 PM (22 hours ago)

Hi John,

Congratulations on the new Honda pick up.

Laura and I took the TR6 out to the end of the Estrella Parkway for a picture looking out over desert near our home. Hard to believe that we were in a light rain when this picture was taken.

David



**Mike Neal**

Feb 10, 2020, 10:53 AM (1 day ago)

I know that this borders on blasphemy, but I drove my TR-6 replacement Miata yesterday....., a different, but exhilarating drive.

Mike



**Tom Harris**

Feb 10, 2020, 1:09 PM (23 hours ago)

to me

Got it out Sunday just in case today was too ugly... But I did put it on my calendar.!

Tom Harris



**Glenn & Carol Larson**

Mon, Feb 10, 5:00 PM

Hi John, On my drive today it was 36 degrees so on my way home I opened the heat valve and the heater fan. It worked!!! First time that I have used it since I purchased the car. It was actually pleasantly warm in the cabin. So more winter trips are in its future!

Glenn

Great news Glenn, editor



Well, I left the shop around 1 PM today to do my drive for Drive Your Triumph Day. The sun was shining and it felt kind of warm so it appeared to be a good day for it. **John**



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**THANKS GLENN, FOR THE GREAT PICTURES  
AND SUPPORTING DRIVE YOUR TRIUMPH DAY.**

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

### 2020 Scheduled Club Activities

WHEN	WHAT	WHO
Feb 15 <sup>th</sup>	St. Valentine's Day Date with your sweetheart Drive to Red Robin on Riverside	Kay
Mar 14 <sup>th</sup>	St. Patrick's Day Celebration Menu: Corned Beef & Cabbage Side dishes welcome but not required. Tea will be served, BYOB OK	Jan
April	Brunch at IHOP	Kay
April/May	McAlester for Italian	Denny
Apr 30-May 2	VTR Regional Convention OKC	Art
June 15	Road Trip/Ralley	Art
July	Picnic or Breakfast	?
July	SHARON'S EVENING CRUISE	
July	Officer Installation / Elections	
September	Annual Lake Tour	Rob/Tom
September	road trip around Fort Gibson Lake	Al
October	Halloween Party (Costumes)	Donna
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	TBD



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

### **Upcoming 2020 Car Shows**

by Art Graves

#### **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/>

#### **Triumphfest**

Location: San Diego, California

Date: September 10 – September 12, 2020

Web: <https://triumphfest2020.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](http://www.triumphsokc.org/regional2020)

# ON LINE REGISTRATION AND RESERVATIONS AVAILABLE AT THIS WEB SITE

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



## SOUTH CENTRAL VTR REGIONAL 2020

The Mother Road

April 30 - May 2

Edmond, OK

HOME

HOTEL

REGISTER

SCHEDULE

EVENTS

SWAP MEET



I would like to extend my personal invitation to all triumph enthusiasts to join COVTR in its celebration of the great Rt 66 and its legacy in Oklahoma. Our hotel will be the Hilton Garden Inn of Edmond just north of the current Route 66 by about 3 miles. We have planned to incorporate as many events as we can so that everyone can explore what Oklahoma has to offer. We will have the usual gimmick rally, autocross, funkana, and concourse but we are also planning on doing a walking tour of the local area and a simple TSD rally that requires no experience or calculators to compete in. There will be a craft, photo, and model contest as usual with awards for all events.

All participants will have multiple opportunities to enjoy the local fare with two evenings of dinner runs and at least one breakfast run. We are hoping for a fun filled three days in the Oklahoma sun enjoying some top down driving through the countryside.

Andrew Holliday  
2020 South Central VTR Regional Chairman  
[covtrpres@gmail.com](mailto:covtrpres@gmail.com)



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



## VTR 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 \_\_\_\_\_ \$18 X \_\_\_\_\_ \$ \_\_\_\_\_

(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](mailto: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 \_\_\_\_\_

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

# TWS Gathering 2020

Come join us June 4-7th in West Dover, VT for a weekend of driving mountain roads, drag racing, enjoying good company and British cars.

[Register for the event now](#)

The Kitzhof Inn located in West Dover, VT will be our HQ for the weekend. All attendees will get a free TWS Gathering T-Shirt, along with other TWS swag.



**THE WEDGE SHOP**

<https://www.facebook.com/events/2819060174804984/>



**The Jaguar Club of Tulsa  
Presents the 2020 Tenth Annual EuroMotor  
Extravaganza**



# **EuroMotor Extravaganza**

**Welcoming all British and European Automobiles  
On the Triangle in  
Historic Downtown Sand Springs, Oklahoma**

**Activities:**

**June 26** Registration and tailgate party at the Sand Springs Hampton Inn,  
4:30 to 6:30 pm

**June 27** All day silent auction benefitting the Sand Springs Animal Shelter.  
Late Registration at the Triangle in downtown Sand Springs, 8:00 to  
10 am.  
Judging from 10:00 am to 1:00 pm, with award presentation at 3:00  
pm.

**Complete information is available at:**

**[EuMoEx.com](http://EuMoEx.com)**



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



**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](http://VTR2020.ORG) for details and registration**

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

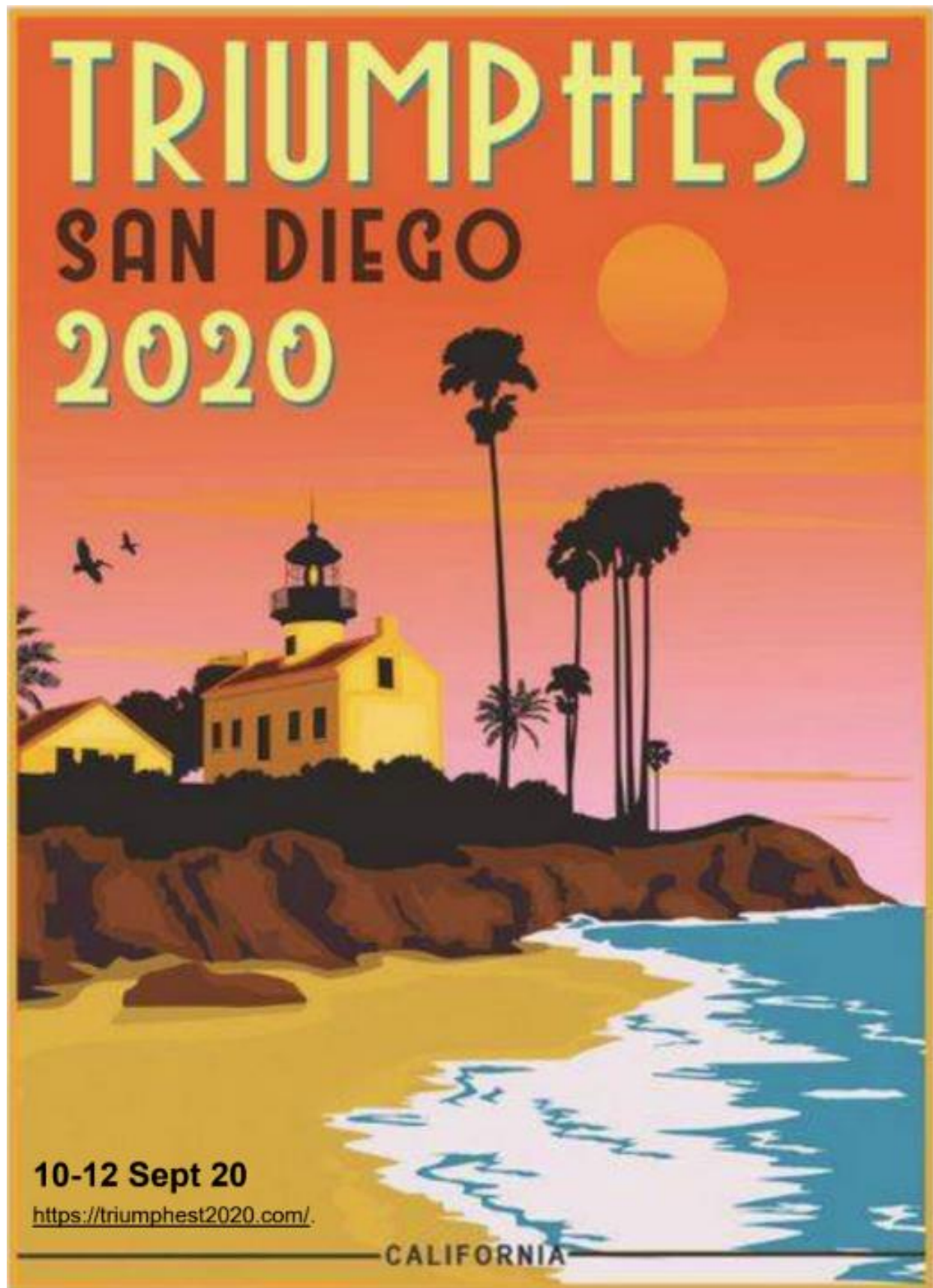
<b>VTR National Convention 2020</b> <b>Galena, IL</b> <b>Event Registration Form</b> <b>August 31 - September 4, 2020</b> <small>Hosted by the Illinois Sports Owners Association</small>									
<b>For easy online registration, go to <a href="http://www.VTR2020.org">www.VTR2020.org</a></b>									
<b>Personal Information (For Badges)</b>									
Name of Driver A (First and Last Name)					Name of Driver B (First and Last Name)				
Address					Address				
City	State	Zip	Email		City	State	Zip	Email	
<input type="checkbox"/> Check if you are willing to be a Concours Judge					<input type="checkbox"/> Check if you require trailer parking				
List additional attendees below for badges (first and last)									
1									
2									
3									
4									
Would you like to be considered for the Charles McCartney Daily Driver Award? <input type="checkbox"/> Yes <input type="checkbox"/> No									
Car Vehicle Number 1					Car Vehicle Number 2				
Make	Model	Color	VIN		Make	Model	Color	VIN	
Car Show For Car #1 (Select only one)					Car Show for Car #2 (Select only one)				
<input type="checkbox"/> Concours Showroom Stock		<input type="checkbox"/> Concours Senior			<input type="checkbox"/> Concours Showroom Stock		<input type="checkbox"/> Concours Senior		
<input type="checkbox"/> Concours Modified Prepared		<input type="checkbox"/> Concours Preservation			<input type="checkbox"/> Concours Modified Prepared		<input type="checkbox"/> Concours Preservation		
<input type="checkbox"/> Concours Modified Touring		<input type="checkbox"/> Participants' Choice			<input type="checkbox"/> Concours Modified Touring		<input type="checkbox"/> Participants' Choice		
Driving Events - Check Events for Car #1					Driving Events - Check Events for Car #2				
<input type="checkbox"/> Autocross		<input type="checkbox"/> TSD Rallye		<input type="checkbox"/> Funkhana		<input type="checkbox"/> Autocross		<input type="checkbox"/> TSD Rallye <input type="checkbox"/> Funkhana	
Other Events - If you plan to attend the events below, please indicate by checking the box and enter the number of attendees									
<input type="checkbox"/> Welcome Party					# of Attendees				
<input type="checkbox"/> Ice Cream Run									
<input type="checkbox"/> Poker Run									
<input type="checkbox"/> Self-guided Winery Tour (additional fees apply on site)									
<input type="checkbox"/> Self-guided Brewery Tour (additional fees apply on site)									
Registration Fees					VTR 2020 Regalia				
Must be VTR Member to Register. I am a VTR Member and my membership number is _____					Men's T-shirt \$18.00 S/M/L/XL Size _____ Size _____ Men's T-shirt \$20.00 XXL/XXXL Size _____ Size _____ Ladies' T-shirt \$18.00 S/M/L/XL/XXL Size _____ Size _____ Men's Polo Shirt \$30.00 S/M/L/XL/XXL/XXXL Size _____ Size _____				
					Terms and Conditions <input type="checkbox"/> Caps \$18.00 _____ Total _____				
Item Quantity Sub-total <input type="checkbox"/> I am not a VTR member and would like to join (\$35.00) Registration 1 car/2 related people \$150.00 (After June 30, 2020, \$165.00) Additional attendees, no car \$75.00 Additional Cars, \$25.00 Thursday Night Awards Banquet \$50.00					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 Autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons.				
					Waiver of Liability I understand that my passenger(s) and I in the 2020 Vintage Triumph Register (VTR) National Convention at our own risk and agree not to hold the event organizers, its members, and/or property owners including but not limited to the Illinois Sports Owners Association, Vintage Triumph Register, Eagle Ridge Resort and Spa, the city of Galena, IL collectively and separately liable for any and all damages or injuries that may occur while participating in, traveling to/from, or in any way related to this event. I understand that organizers cannot be responsible for the actions of others and insist on care and caution throughout the event. Neither the organizers nor anyone else except for me has insurance protecting me or my guests during the activities in this event.				
					<input type="checkbox"/> I have read and agree to the VTR 2020 Waiver of Liability.				
Beef Chicken Fish Veggie List quantities in choice box Breakfast Run \$15.00, includes full buffet, coffee or tea, juice, tax, and tip					Car Insurance Agency _____ Signature, Driver A _____ Signature, Driver B _____				
Total									
Send signed form postmarked by August 1, 2020 and check payable to: ISOA Triumph Club, c/o Kim Jensen, 903 Lilac Lane, Joliet, IL 60435 <b>See <a href="http://VTR2020.org">VTR2020.org</a> for information, updates, and lots more. We look forward to seeing you at VTR in 2020!</b>									



**Vintage Triumph Register**



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





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

### **What Our Neighbors to The East Are Doing**

Last year Arkansas State Representatives and Senators put through a bill that modified the law which allows them to get antique license plates for cars. The main change was that the original 1957 law allowed vehicles 25 years and older to qualify, the **new law (ACT 368) requires they be 45 years or older**. If one already has antique tags on the car that is less than 45 years old, those tags are still good. Now though, if a car changes ownership, the new owner can't get the antique tags until the car is 45 years old.

Why is getting antique tags important? It's not just because of the antique license plate design, many of us are cheap skates and love that **getting the plate costs only a few dollars** and there is **no annual renewal fee**. You get one, slap it on the back of the car and it's **good as long as you own that car**. Often the legislature moves slowly. But they moved quickly on this. It started as HB 1496 when introduced by Jack Fortner on Feb 18th and by March 7th it had changed the law.

### **GCT MEMBERS AT STARBIRD**

The Darryl Starbird show is over and the Paula Sammons-Brown trophy streak continues. Paula (aka Trophy Wife) took 3rd in Import class with her Triumph TR6. I was lucky enough and won 2nd Place and 3rd Place for both my Cougars.





**TR7 WINS AT  
CHARLOTTE,  
LIME ROCK,  
BRIDGEHAMPTON,  
POCONO AND  
NELSON LEDGES  
TO ALL BUT LOCK  
UP A SPORTS CAR  
CLUB OF AMERICA  
DIVISION  
CHAMPIONSHIP.  
CELEBRATE  
OUR TRIUMPH  
WITH THE**

For a sports car to win this many victories in only two months of competition is unheard-of.

For the TR7 to have won these victories against such fine racing veterans as Alfa, Lotus, Datsun and Porsche, makes it truly a cause to celebrate.

So, we're celebrating. By offering a special TR7 Victory Edition with free competition-type spoker wheels, vinyl top and racing stripes. At participating dealers for a limited time only.

Considering what these extras would cost, this TR7 is an unbeatable value as well as a race-proven winner.

The Triumph TR7 Victory Edition. One of the few sports cars around today that actually earned its stripes. For the name of your nearest Triumph dealer call 800-447-4700. In Illinois call 800-322-4400. British Leyland Motors Inc., Leonia, New Jersey 07605.

**TRIUMPH**

**TR7 VICTORY EDITION**

**FREE**  
Black Vinyl Top

**FREE**  
Special Stripping

**FREE**  
Spoker Wheels

THE SHAPE OF THINGS THAT WIN  
**TR7**



## FROM THE WEB

Triumph Triple Speed



Friends of ours have a son named Zane. He just purchased an early model Spitfire without a motor. He had the option to buy the Spitfire with its motor but negotiated a price without the motor.

Why you might ask? He plans on installing a Triumph Speed Triple 1050 engine. Yep. A 12,000 RPM revving, 130 HP, 3 cylinder, 6 speed sequential (?) engine. I said Cool ! Then I asked the question why? He said he had the Triumph motor lying around and thought the idea of putting a Triumph motorcycle engine in a Triumph car would be kind of fun... To quote Zane "A Triumph in a Triumph".



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



### **Greasy Hands Garage North Update by John Phillips**

**2/1/2020** – Seeing as how I put darn few miles on my cars anymore, I no longer do maintenance based on miles driven. I just do it once a year, usually in the winter slow period while the shop is idle. Come to think of it, the shop is usually idle these days. Some days I think that is ok, some days I wish there was a lot more work to do.

The reason for draining oil with few miles on it is simply contaminants that accumulate there without regard for how many miles the car has travelled.

I have been using Mobil 1, 15W-50 with extra zinc for older engines with no problems other than a noisy valve train. I have recently been reminded via other people's problems that Iskenderian cam instructions are very picky about what kind of oil to use with their product so I switched.

Isky says hands down that the oil to use is PennGrade 1, SAE 20W-50, so I bought some. If it is as good as they say it is maybe my noisy engine will quiet down and oil consumption will decrease. It is getting



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better/broken in but still uses a quart in about 500 miles.

Tom Harris called about 1:PM to see when we could put his car on the lift and try to figure out where the oil leaks were coming from. The easy answer is the engine. The hard part is WHERE on the engine.

He arrived shortly after 2:PM and his car was raised up on the lift. We checked the tranny and dif and they were fine so if they leak it isn't very much. It appears that oil is coming from the front and back of the engine.

Tom thought that perhaps changing the oil pan gasket might fix the problem and I offered to assist but that has been done already and it did not help.

The next offer was to help remove the transmission and replace the rear main seal. Since it is easy to put oil in the car, he has decided to drive it for a while and see what happens.

I also sent him an application for joining the club so we should be seeing a new name on the roster soon.

We had a nice visit and got to know each other a little. I hope we can eventually get the leaks stopped on his car.

**2/2/2020** – Jim Lindsey used the lift today to work on his truck. The starter, oil and filter were replaced, the transmission fluid and differential oil checked.

After that during a cool down beer we discussed the TR8 and the status of the air conditioning/heating system. The issue was and is air flow into the car through the system.

Jim was wondering if the matrix core was clogged after 40 years with who know what and the air was not getting through to the car. I have been getting a whiff of coolant odor in the car which led me to consider removing the heater and checking the core for cleanliness and leaks.

The problem with considering this type of work is availability of replacement parts. The first thing to do is to attempt to figure out

what might be needed and whether or not you can get one. If not, who can make one?

Naturally one must consider my penchant for breaking things as a secondary consideration. Also, the scope of the task is pretty daunting as described in the Bentley manual. More later.

**2/10/2020** – Well, I left the shop around 1 PM today to do my drive for Drive Your Triumph Day. The sun was shining and it felt kind of warm so it appeared to be a good day for it.

The drive in the Pumkin took me back home to Collinsville where I grew up. There was really no purpose to the drive so I ended up at the cemetery where I visited the graves of my uncle Melvin, a WWII veteran and then my mother Winnie. They were both barbers there in Collinsville.

At that point mother nature was calling me to the nearest men's room so there was a hasty retreat to Casey's General Store for some much needed relief. I resisted an urge to indulge in a marshmallow filled pastry and headed home.

I noticed the lifters were a bit noisy so when my oil arrives, I think an adjustment is in order. I found oil for \$7 a quart in the 5 quart container, \$3 cheaper than what I pay locally, for the Mobil 1 15W-50 that is used in the TR6. My math says that is a \$15 savings using Amazon.

Ditto the carbs, I have not touched them in about 4 years so the adjustments will be checked, then the timing, dwell angle on the points and the air filters. Getting to and cleaning the filters that are in front of the radiator is not a simple task but is necessary periodically. It has been at least two years since that was done.

Then of course while under the car while the oil drains the dif and tranny fluids can be topped off if needed and oil added to the lower trunnions.

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The plugs have not been checked in years so they will be checked to verify the carbs are adjusted properly. The car has just been running so well after the rebuilt distributor was installed that nothing has demanded my attention the car is really a pleasure to drive.

**2/14/2020** – Today I started on getting the car ready for the convention in Edmond. Plenty of time so not much was done.

Since the tappets sounded a little loud to me the last time I had the bonnet up with the engine running, that is where I started addressing the tune up.

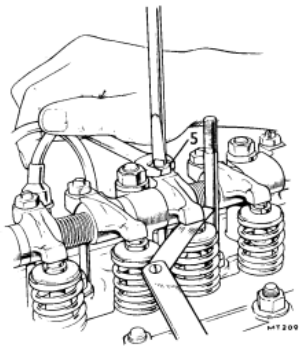
This is an easy task if you know the shortcuts. Remove the valve cover, wipe the gasket (silicone) and mating surface on the head. I had forgotten that a silicone gasket had been used to replace the old cork one but it made removing and replacing the valve cover super simple.

### VALVE CLEARANCE

– Check and adjust

12.29.48

1. Isolate the battery and remove the spark plugs.
2. Remove the rocker cover 12.29.42.
3. Counting from the front of the engine, turn the crankshaft until 10 and 12 valves are open, i.e. valve springs fully compressed.
4. Using a feeler gauge, check the gap between the rocker pad and valve tip of numbers 1 and 3 valves.
5. If adjustment is required insert a screwdriver blade in the slot in the adjustment pin and slacken the locknut. Turn the adjustment pin to increase or decrease the gap and tighten the locknut.
6. Check and if necessary adjust the remaining valve clearances in the following sequence.  
Check or adjust No. 8 and 11 valves with Nos. 2 and 5 valves open  
Check or adjust No. 4 and 6 valves with Nos. 7 and 9 valves open  
Check or adjust No. 10 and 12 valves with Nos. 1 and 3 valves open  
Check or adjust No. 2 and 5 valves with Nos. 8 and 11 valves open  
Check or adjust No. 7 and 9 valves with Nos. 4 and 6 valves open
7. Reverse instructions 1 and 2.



One short cut that Dewayne Pass taught me was to adjust the valves that are opposite of ones fully open (compressed down all the way). That speeds up the process because you do not have to keep referencing the instructions in the manual. If you question this process, do the math from the manual shown above.

So, using the short cut to comply with the instructions, the transmission was placed in 4<sup>th</sup> gear and the car rolled forward until two

valves were fully open. Then the opposing valves were checked for proper clearance between the lifter and valve stem. An example is that if the #1 and #3 valves are fully open (compressed), adjust #10 and #12 (space between rocker and valve stem).

One note, the process I use is different from factory specs in that I like mine a tad tight. The feeler gauge that I use is .009" in lieu of the stipulated .010". If you don't mind all the noise, .010" is probably better.

A lot of people adjust them too tight via the technique of setting. The goal is to loosen the nut atop the rocker, place the feeler gauge on top of the valve stem and twist the adjustment screw to the point that you can feel the screw touch the feeler gauge then tighten the nut. Double check the setting by moving the feeler gauge around to see that there is just a little drag on the gauge. Resetting is much preferred over leaving the adjustment too tight or too loose. Just a little drag.

The valves on the Pumpkin were in pretty good shape, only three needed adjustment and two were actually a little tight. Only one was loose and that was minimal so all is good.

The only thing left is to reinstall the valve cover. Wipe any oil off the gasket surface of the head and position the cover. I find that tapping on each end of the cover with the heel of your hand can help seat the gasket to prevent leaks. It also helps to use a feeler gauge to look for areas where the gasket is not touching the head. If found, tighten the nut a ½ turn and see if the gap is now gone. If the feeler gauge goes between the gasket and head, the nut is not tight enough. Done.

There are a lot of tasks left to do but there is plenty of time so Jan and I are dealing with a dead refrigerator issue the rest of the day. Off we go.

**2/15/2020** – Today Jan and I joined Kay & Denny, Dorothy & Tom, Janis & Al, Toni & David Powers, Sue & Jerry at Red Robin for



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a lunch get together. We were there for about an hour and a half enjoying the fellowship and the food.



On the way home traffic slowed and Tinkerbell finally over-heated and stalled in the center lane of 169 near the off ramp to Broken Arrow. I got out to push the car to the side of the exit ramp and got some assistance from a nice young lady in a nearby car. It moved easily to the side where a call was placed to AAA. My first guess is that the cooling fans failed to engage but not really sure yet.

He arrived within the 30 minute window allowed, loaded the car and we headed for home. The driver commented that he was very surprised to see a call for a TR8. He then said he has a brown MGB V8, and a whole bunch of very interesting cars.

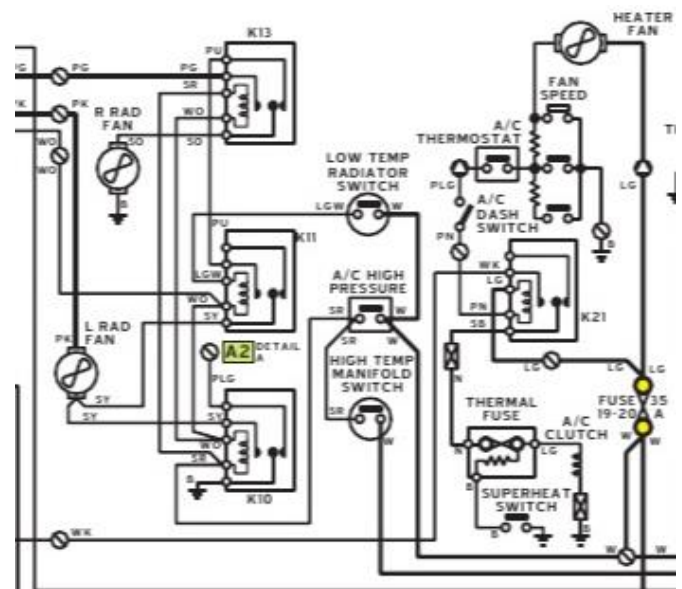
He talked about how Buick versions of the TR8 engine are a direct bolt in conversion for the BL engines. I found that very interesting. The only difference is that there are some SAE threads in lieu of metric threads.

We had some very interesting conversation on the way home where the car

was unloaded into the shop. The paperwork was done and he went on his way after a lot of "thank yous" from Jan and me.

**2/16/2020** – After assembling and installing a new weather station it was time to check out Tinkerbell. I checked the oil, coolant and battery voltage. All were perfect. I started the car and it started normally and ran great. All is good with the car except I suspect the cooling fans did not engage.

Fortunately, I have a power supply, test lights and voltage tester that I hope will help in identifying the problem area so it can be repaired.



Time to get back to the Pumkin. Next up was doing all the stuff under the car. First up was draining the oil. This was a problem starting off. I had forgotten to dump the oil collection tub. DRAT! I found an old kerosene can and drained the oil from the Pumkin into that. I set the can on top of the normal tub and it fit fine with a funnel into the can. So now I need to dump the tub and a can and remember to do so.

Naturally removing the old filter was next. While draining, the tranny and dif were checked and both had plenty of fluid.

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Back at the front with the filter I was getting dripped on by coolant. What the heck.

The filter was filled with fresh oil and installed on the engine. The trunnions were filled with the correct oil, not grease, and the car was lowered about ½ way.

At this point the air pressure and tread wear were checked and the wheel/tires were further checked for play in the steering or loose wheel bearings but both were fine.

The car was then lowered to the floor and a search for the coolant leak began. It turned out to be a loose clamp in the “down” hose at the heater hose junction next to the firewall. The cause of the leak was a shrunken hose that broke the seal between the fitting and the hose. The fix, at least temporarily, was to tighten the clamp. Hopefully it will last long enough for me to remember to order some new hoses.

Tomorrow the tune up will commence checking timing, points dwell, spark plugs, and carb adjustment. The air filters will also be removed and cleaned. I forgot that Jim’s exhaust gas analyzer is here so after everything is done it only makes sense to use that equipment to look for any problems not so far found.

**2/17/2020** – Checking the timing was the first thing on the agenda today. It was close but when tweaking it a little I tried to turn the distributor by pushing on the vacuum advance. Bad idea. This after market part was made of thin pot metal and broke right off the distributor.

A small roll pin holds the advance/retard/both in place so a small hammer and broken drill bit the same diameter as the pin was used to drive the pin out of the hole. The broken section of the old advance diaphragm was then pushed out of the distributor with a punch.

A vacuum retard was put in place of the advance because that is what I had to fill the hole. Since the quality of the after market

advance is so poor I may just block the vacuum to the retard.

The next task was to check the dwell angle. It checked out ok so I left it alone.

The spark plugs were next. The cap and wires were removed, pulling the metal connector from one wire. I have lots of spare used wires so I found one that looked pretty good and am using it for a while.

The plugs were giving me a reading that the front carb was adjusted too rich. The other four looked pretty good but they were pretty old so I bought new ones, another challenge. I went to the close oh really’s and found 5 plugs (NGK BP6ES) and bought those and some hand cleaner. I also remembered to take the used oil in for recycling.

**ALERT!!** There is a new law that only allows individuals to recycle 5 gallons maximum at a time. That won’t be a problem for most folks but I will have to remember to use a 5 gallon pale in lieu of the large oil tub used to drain oil into.

There is a brand new Auto Zone next to oh really’s but they did not have the 6<sup>th</sup> spark plug I needed. I went the other 3 miles into Owasso and first tried Advance Parts also no luck. On to the other oh really’s and they had one. Another Alert!!! The part number for the NGK BP6ES is being superseded so if you use it they will probably provide the replacement plug.

Back at the shop the plugs were checked for proper gap. The manual calls for .025” but I use .035” which is what is appropriate for a car with electronic ignition. Yes, I am still using points but when it starts to run badly the Pertronix will be reinstalled.

Some anti-seize was applied to the threads on the plugs and they were installed. The cap and plug wires were put back in place. The dwell was rechecked and that job was done.

The radiator shroud was removed for access to the filters which were removed from

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in front of the radiator. The reusable filters were cleaned and washed and put up to dry until at least tomorrow.

I got some surprises when adjusting the carbs. As stated previously, the front carb was set to rich. While trying to lean it out a little the adjustment was having no effect. I removed the air valve to find that the threads that are used to adjust the needle height had been disengaged from the adjustment screw above. It was reattached and the air valve put back in the carb. With the adjustment screw reattached the carb was adjusted properly as were the other two.

So, the tune up is about complete. Tomorrow the filters go back in front of the radiator, the radiator shroud will be replaced and the air box and heat shield will be mounted back on the carbs. After that, weather permitting, the exhaust gas analyzer will be used to make sure all the tune up adjustments are as hoped. If not, perhaps the analyzer can point me to anything that needs attention.

ADJUST VALVES 2 tight, 1 loose	✓
CHECK BRAKE/CLUTCH FLUID	✓
CHECK CARB OIL	✓
CHANGE OIL / FILTER tighten clamp to eliminate coolant leak	✓
CHECK DIF / TRANNY	✓
TOP OFF TRUNNIONS	✓
CHECK TIRE PRESSURES	✓
CHECK TIRE WEAR PATTERN	✓
CHECK WHEEL BEARING PLAY	✓
CHECK TIE ROD PLAY/COND	✓
CHECK TIMING replace broken advance diaphragm	✓
CHECK DWELL ANGLE	✓
CHECK SPARK PLUGS replace broken wire and all plugs	✓
CLEAN FILTERS	✓
ADJUST CARBS	✓
ANALYSE EXHAUST GAS	

**2/18/2020** – This morning the first thing done was to spray the K&N oil on the filters so it was on to something else while the oil soaked in and dried a little.

The car was restarted and the carb settings rechecked. Good readings were observed for the air fuel mixture but the idle speed was a little high. I like it around 900 RPM, which is about what the manual says is appropriate. At this point, using all the adjustment available, the idle speed is about 1200 RPM. This problem is often seen on the various web sites dedicated to the TR6 and I don't consider this too excessive so until my magic wand is replaced, I think I will just drive it.

The idle speed could be reduced by adjusting the timing closer to factory settings but man this thing is running good right now so leaving it alone for now.

Being satisfied with the carb settings, the filters were put back in front of the radiator and the backing plate and retainer wingnut installed. Next was the radiator shroud and front fascia braces replacement followed by the carb air box, heat shield and duct work from air box to filter assembly.

It took a long time for you to read this but it took me a lot longer to do the work. When you take your time and do it right it is worth the effort. The new plugs, engine and carb settings have made a big difference in how the car performs. I was happy before but this is kind of over the top. I doubt if it has ever run this well before. Yippee ki yay yall.

I did not get around to using the exhaust gas analyzer yet to that will be a topic for later.

Now I have to start to tinker with Tinkerbelle and get the cooling fans to work reliably. They were working so something changed. I think the answers are in the wiring diagram and learning what the relays do and how. Well, that will be a story for next month.

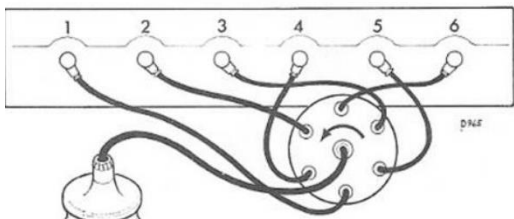


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### JOHN'S QUICK TIPS

#### 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](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  
PennGrade 1, 20W-50



<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](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





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**Tony Mullenger**

*"Superior Service - Uncompromising Integrity"*

445 S. Brady

Claremore, OK 74017

tony.mullenger@aaaok.org



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



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

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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, Tunes, Sparks, Whines & Friends*

**FREE  
FOB  
GHGN**



**TR8 WHEELS / *Free* , no tires. Fifth wheel now being used as spare also included.**

**Greasy Hands Garage North Has  
Used **FREE** 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](mailto: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¶

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**Dues are payable by July-1<sup>st</sup> each year.** · If you join(ed) between Jan. 1<sup>st</sup> and Jul. 1<sup>st</sup>, next dues are payable July-1<sup>st</sup> in the year following the year in which you join(ed). · **Newsletters are discontinued Oct. 1<sup>st</sup> following the date dues were due.¶**