



Triumphant Times

Green Country Triumphs

Monthly Newsletter for May 2019

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

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

DUES METER
100% PAID
42
41
40
39
38
37
36
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21
20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1

Next Club Meeting
Tuesday May 21st
Dinner at 6:00PM
Meeting at 7:00 PM
Location:
Bricktown Brewery
11909 East 96th St
Owasso, OK 74055

Officers and Committees

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

Have you paid your dues?

From President Rob Thompson



The Regional VTR at the Tanglewood Resort in Pottsboro, Texas was very well organized with loads of activities. The weather was predicted to be rainy on Wednesday the 24th, the day we traveled down but we only got some minor sprinkles.

A train of 6 Triumphs led by Art Graves left Glenpool early and we traveled some nice roads, staying off the highway. We had three stops along the way including the Peanut Shoppe where we loaded down with different treats. We stopped in Sherman to eat lunch and arrived at the resort at around noon. I really enjoyed the group, including John, Art, Jack, Dennis and Al and Clarence. I think everyone scored honors at the end of the week. Mainly, I haven't heard if there were any breakdowns coming back or going. Absolutely perfect weather.

Our next business meeting/dinner is May 21 in Owasso at the Bricktown Brewery. P.S. – The word is that my dock may be floated over at the end this week, eight months waiting. I am not a patient person.

Happy Mother's Day, ladies of the GCT ☺



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

From Vice President Denny Robinson

Hello Club members,

Hope you have found time in the last two weeks between rain to get your Triumphs out for a drive.

Art laid out a fun drive down to Pottsboro. Tx. for the Regionals. I got to see part of Ok. that I had not traveled before. Had a good lunch in Denison then on to the hotel.

I believe all 6 cars that attended the regionals did well in several categories and John was getting a list together to share with the club.

The autocross was short but challenging. The fastest time I know of was 14.5 seconds. We all got to make 8 runs.

The dinner on Saturday night was very good and entertaining. Some of the group wore their 70's costumes for the dinner and awards. These same costumes were worn for the 70's party and dance on Thu. night.

I am getting a route put together for the lunch drive to McAlester for this month.

Hope to see all members and the meeting on May 21.



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

The April 16, 2019 meeting of Green Country Triumphs was held at the Waterfront Grill in Jenks. Vice President Dennis Robinson presided in Rob Thompson's absence and called the meeting to order at 7pm.

The March minutes were accepted as printed in the newsletter, after a motion by John Phillips seconded by Al Garbart.



Our Treasurer Jan Phillips reported our club's balance after paying the costs of the St. Patrick's Day party and deposit of six dues payments for the coming fiscal year. This report was also accepted after a motion by Al Garbart was seconded by Rolf Blom.

The car shows coming in the near future were reviewed by Art Graves, who focused on the VTR Regionals and the Dallas All British & European Car Day, on May 5th. For the VTR Regionals (April 24-27) Art planned to lead a caravan from the QT in Glenpool starting at 8:30. He indicated he would use route 75 after Henryetta, OK rather than the Indian Nations Turnpike. As usual please see the club newsletter for his complete details.

John Phillips, discussed parts and operations in the Greasy Hand's Garage North. Recently activities have centered on preparing for the regionals. He has been cleaning up his TR8. He got a new finisher for the windshield after finding that the paint flaked off when he tried to refinish the old one. Unfortunately, the new one was not available for the show. Next Sunday he plans to again work on tuning up Glenn Larson's TR3. He plans to try out a new powder coating shop "Hot Rod Powder Coating" but has not done so yet. Also, he has yet to try out the new front-end alignment tool. Art Graves reported that he is working on modifying his windshield wipers to function intermittently, and to just do one pass if you tap the wiper button. Someone else reported that they are working on a cruise control for a TR3.

Kay Robinson reviewed recent and upcoming activities. There will be a lady's lunch on the Thursday after the meeting at the Rocking R Ranch House in the Forest Ridge Country Club arranged by Dorothy Chronister. She asked those interested to be sure and respond to Dorothy. She mentioned a motorcycle museum on Route 66 (Warwick, OK) which she thought might be a possible September activity. Another activity at a time to be determined is another trip to the Catfish farm eatery in Inola. Rolf Blom mentioned the date for our fall leaves overnight to Mena, Arkansas was firm on October 20, 2019. This is unusual for the club in that it is on a Sunday, not a Saturday. We will be staying at the Queen Wilhelmina Lodge where a block of 10 rooms has been reserved.

In connection with old business John discussed a possible sew on embroidered patch that could be obtained.

There was no new business brought forward at this point, so Dennis obtained a motion to adjourn which passed promptly. The meeting was then adjourned at 7:26.

2019 Scheduled Club Activities

WHEN	WHAT	WHO
February 22nd	Friday, February 22, 2019 at 2pm is the time to meet at Auto Restoration, 7656 E. 46th, Tulsa, for a tour of both garages and the shop. Friends and spouses are welcome to come along. The more the merrier! They have couches for those who may need a rest from walking. Yes, you may take pictures. Allow a couple of hours for the entire tour, (I figured you would want to see it all once you are there). Please mark it on your calendars, invite a friend and let me know how many will be in your group. Mr. David Miller and his assistant, Ms. Kathy Trevor are graciously arranging the tour, so I hope to have a good turnout. I think it will be a nice afternoon for all the "gear heads".	Kay Robinson 918-346-0306
March 16 th	St. Patrick's Day Party	Jan
April 24 th – 27 th	Regional Convention	Art
May ?	Drive to McAlester, lunch & tour brewery	Denny
June 7 th – 8 th	Carthage Show	Art
June?	Annual Lake Tour	Rob/Tom
July?	Installation Meeting	Rob
September 6 th – 7 th	British Iron Fayetteville	Art
September?	Pops / Round Barn/Arcadia	Al
October 20, 2019	Halloween/Fall Drive or Party Rolf Blom <i>Make your reservations now at Queen Wilhelmina Lodge</i>	Rolf
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	TBD

2019 Car Shows

TRA National Meet

Location: Dillard, GA

Date: May 20 – May 24, 2019

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 1, 2019

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 7 – June 9, 2019

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

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 1 – August 3, 2019

(Tentative)

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: August 31 – September 1, 2019

Web:

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 6 – 7, 2019

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

Triumphest

Location: Santa Maria, California

Date: September 12 – September 14, 2019

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 27 – September 29, 2019

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

6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

Web: <https://ckeefe4.wixsite.com/6-packtrial2019/>
<https://www.facebook.com/events/2065984406955406/>

VTR National Convention

Location: Dripping Springs, Texas

Date: October 6 – October 11, 2019

Web:

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



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

Scenes from the Regional Convention at
Tanglewood Resort.



I just realized that Al did not get his car
in the wedges only shot. Darn

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



I put over 500 hard miles on the car this week. It held up just fine. The exhaust rattle is getting to me however so that will require some attention.



6 cars in my class, very lucky to get 3rd. J. P.

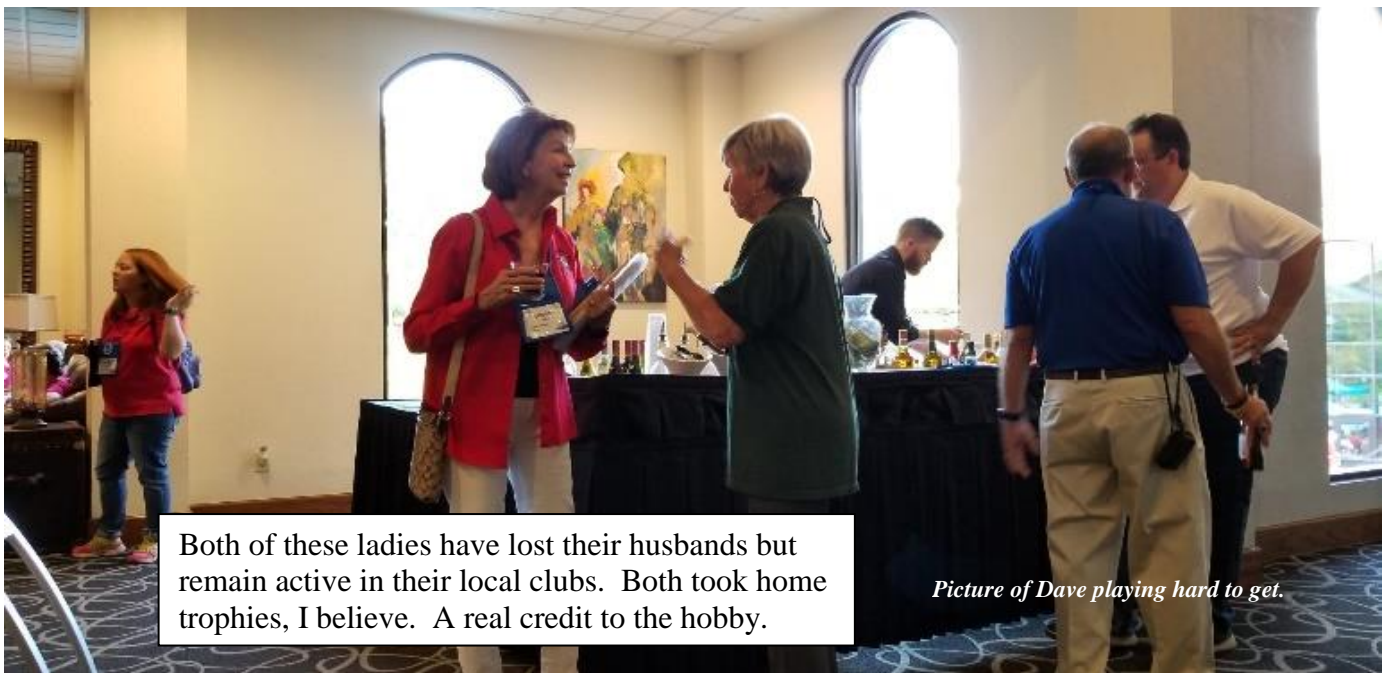


The sun was quite hot on the show field.

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



This is us except for me.



Both of these ladies have lost their husbands but remain active in their local clubs. Both took home trophies, I believe. A real credit to the hobby.

Picture of Dave playing hard to get.

Gets my vote for prettiest car color. Al is a close 2nd.





Who won what?

- For the third year in a row, Rob won 1st place in Concourse Early TR6.
- Art won as a contestant in the Model contest,
He won 3rd in Autocross
He won 2nd in Concourse Late TR6
- Mike Piggott won 2nd in autocross
He won 1st in Participants Choice
- Denny won 2nd place in Participants Choice
He won 1st in Autocross
- Al won 1st in Participants Choice
- Jack McGlumphy won 3rd in Concourse
- John won 3rd in Modified Touring



Every attending club member brought home an award except Clarence who was not able to finish his car in time for the show. Maybe next time. Good showing for the club.

Broken Bow Event by Art Graves

As the date of the Oklahoma British Car Breakfast Club Spring Tour approached, we were all watching the weather hoping for a dry forecast. The group included Chuck in a 1963 Austin Healey 3000 Mark II, Jim in a 1987 Mini Mayfair, Dean in a 1966 Mini Minor and Dennis in a 1974 TR6. Ryan intended to drive a Mini that developed engine troubles a few weeks prior and Michael H. had to return home with brake problems in a 1972 MGB. They both eventually made the trip, but in 'real' cars. Michael D drove a motorcycle. Of course, Karen and I were in the TR6. Karen and I are the only Tulsa 'members', so we met the rest of the group in Atoka, OK on Friday. We arrived first and the rest of the group eventually showed up after taking care of their mechanical problems. After lunch we all drove together to Hochatown (now there's a name for you) just north of Broken Bow. The group had rented a large house to stay in over the weekend.

Even though we eventually got drenched, we did get in some good driving weather on Saturday. We awoke Saturday morning to the first mechanical problem of the day. Somehow Dennis found a nail and had a flat rear tire. After putting on the spare, Dennis went to town to have the tire repaired while the rest of us drove the loop around Beavers Bend State Park. Once out of the park we caught up with Dennis and drove around the area eventually ending up in Antlers, OK where we had lunch. That is when the rain started. Unfortunately, the



Figure 1 Dennis woke up Saturday morning to flat tire

system was headed east, so we stayed in the heavies rain the entire trip back to Hochatown.

The rain had mostly stopped in time for happy hour. Beavers Bend Brewery was across the street and a swell pizza place was just up the street from our place.

Sunday was partly sunny but cool. After a leisurely breakfast at the



Figure 2A large nail made it easy to see the problem area



Figure 3 The TR6 parked at the rent house in Hochatown

house, we cleaned up and parted ways. We took the back roads to Tulsa and arrived home soon after noon. We did stop to put the top down as we crossed IH40 and even though it was a bit cool, it was refreshing.

That part of the state is a great place to drive our little cars. Lots of state parks, hills and curvy roads. I know the club has scheduled several trips in that area in the past (and future), and each time is as much fun as the last.

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



Figure 4 British cars parked near the Broken Bow hydroelectric plant



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



Figure 9 Yeti is alive and well in the area



Figure 8 Chuck repurposes lady's pocketbooks to carry tools. This pocketbook contains screwdrivers.



Figure 5 I also attended the 2019 All British and European Car Day in Dallas. The Dallas skyline as viewed from White Rock Lake Park.



Figure 6 At Beavers Bend Brewery



Figure 7 There were more than forty Triumphs on the field. I suspect there were 250 – 300 cars total

June 7 - 9

WELCOME TO GOBMC 2019

This year is a big deal... Its our 20th Anniversary. We started this little show in 1999 to be a fun weekend event, and here we are in 2019!

We are doing some special things this year:

Saturday afternoon, we will host a ladies Tea Party, on the Square. Be sure to bring your fanciest "Tea" hat and join in for tea and treats! **The Tea Party is Free of charge but is by reservation only!**

Saturday afternoon will be a driving event, we will see sites around Carthage. Leaving from the Square following the show.

The Saturday evening banquet is moving to a new venue, The Woodshed on the West side of the Square. The Woodshed has a very eclectic style and fantastic food. For those wanting a cocktail, they have a cash bar for your pleasure. We will have door prizes and a silent auction at the banquet. **The banquet is reservation only!**

The awards this year are totally new!

Sunday morning the drive-away breakfast will be at the Thorn's historic home. This is always well attended and to celebrate the show's anniversary the breakfast is **FREE** for attendees. **The breakfast is reservation only!**

Don't forget a photo for the photos contest!

We have included a membership form for GOBMC, membership is not required to attend and participate in the show!

We look forward to seeing you and having a great weekend!

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

20TH ANNUAL GOBMC CAR & CYCLE SHOW JUNE 7-9, 2019

FRIDAY 5:00-9:00 Registration & Tailgate Party at the Quality Inn
Show 9-3 Saturday

SATURDAY 9:00-11:00 FINAL Registration
11:00-1:00 Popular Choice Voting & Photo Contest
1:00-2:00 Ladies Tea Party
3:00 Driving Event
7:00-10:00 Awards Banquet & Silent Auction at The Woodshed

SUNDAY 8:00-10:30 Breakfast at the Thorn's.

DEADLINE FOR BANQUET AND BREAKFAST IS RESERVATION ONLY - JUNE 1ST.

Our host hotel is the Quality Inn 2701 Hazel Street, Carthage, MO. Special room rate's for the show attendees while block of rooms last. To guarantee your room, contact the hotel at (417) 359-5900. Be sure to ask for the show rate.

Name _____ Address _____

Phone() _____ Email _____

Vehicle #1 - Year _____ Marque/Model _____

Vehicle #2 - Year _____ Marque/Model _____

FREE T-SHIRT with every registration - circle size: S M L XL XXL

First Car or Cycle \$30.00 \$ _____

Number of Additional Cars _____ x \$10.00 \$ _____

Number attending Banquet _____ x \$17.50 \$ _____

Number attending Breakfast _____ FREE \$ _____

Number attending Tea _____ Free \$ _____

Additional T-Shirts (circle size) S M L XL XXL (\$20.00 each) \$ _____

TOTAL REGISTRATION FEES \$ _____

Mail completed registration to: GOBMC, 11514 St. Hwy 76, Forsyth, MO 65653. For more information, contact Dave or Rhonda Thorn, mngguythorn@yahoo.com or 417-358-9166.

Release and Waiver. We must have your signature to process your registration. In consideration for the right to pay the event fee and participate in the 20th Annual GOBMC Car & Cycle Show, the undersigned hereby releases the Greater Ozarks British Motoring Club, Hotel and sponsors from any and/all liability for injuries and/or damages while traveling to, from and participating in this event.

Signature _____ Date _____

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



18th ANNUAL **BRITS** *in the* **OZARKS**

ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"



SPONSORED BY
BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS



University of Arkansas Agripark
Fayetteville, Arkansas

September 5 - 7

Thursday, Sept 5
Driving Tour

Friday, Sept 6
Driving Tour
Parking Lot Party

Saturday, Sept 7
Car Show
Banquet

SPECIAL GUEST
David Hobbs

Champion Racer, TV Personality, and Author

Car Display • People's Choice Judging • Concessions Available

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

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



<https://www.facebook.com/events/2065984406955406/>

Oct 3, 2019 - Oct 6, 2019

Welcome to 6-Pack TRials 2019

An Unforgettable Event

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

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

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

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

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



6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

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

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



Visit Luckenbach, TX
With Willie & The Boys

Join the
Hill Country Triumph Club
of Austin
as we celebrate





Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



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

		VTR National Convention 2019 Dripping Springs, TX Event Registration Form October 6-11 2019																				
Personal Information (for Badges)																						
Name of Driver A (First & Last Name)				Name of Driver B (First & Last Name)																		
Address				Cell Phone A		Cell Phone B																
City	State	ZIP		E-mail address A		E-mail address B																
Club Affiliation:																						
<input type="checkbox"/> Check if you are willing to be a Concours Judge				<input type="checkbox"/> Check if you Require Parking for Trailer																		
List Additional Attendees below for badges: First & Last Name																						
1.																						
2.																						
3.																						
4.																						
Would you like to be considered for the Charles Macartney Daily Driver Award? <input type="checkbox"/> Yes <input type="checkbox"/> No																						
Car 1 Vehicle Information				Car 2 Vehicle Information																		
Year	Model	Color	VIN	Year	Model	Color	VIN															
Car show select only one <input type="checkbox"/> Concours Showroom Stock <input type="checkbox"/> Concours Modified Prepared <input type="checkbox"/> Concours Modified Touring				Car show select only one <input type="checkbox"/> Concours Showroom Stock <input type="checkbox"/> Concours Modified Prepared <input type="checkbox"/> Concours Modified Touring																		
<input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice				<input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice																		
Driving Events (check the event(s) Car 1 will participate in <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rallye <input type="checkbox"/> Gimmick Rallye <input type="checkbox"/> Funkhana				Driving Events (check the event(s) Car 2 will participate in <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rallye <input type="checkbox"/> Gimmick Rallye <input type="checkbox"/> Funkhana																		
Other Events If you plan to attend one of the events below, please indicate by selecting below and enter the number of attendees for planning purposes.				Terms & Conditions 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.																		
<table border="0"> <tr> <td><input type="checkbox"/> Welcome Party</td> <td align="right"># of Attendees</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Breakfast Run(s)</td> <td></td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Brewery Tour</td> <td></td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Olive Orchard Tour * Fees Apply</td> <td></td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Winery Tour * Fees Apply</td> <td></td> <td>_____</td> </tr> </table>				<input type="checkbox"/> Welcome Party	# of Attendees	_____	<input type="checkbox"/> Breakfast Run(s)		_____	<input type="checkbox"/> Brewery Tour		_____	<input type="checkbox"/> Olive Orchard Tour * Fees Apply		_____	<input type="checkbox"/> Winery Tour * Fees Apply		_____	WAIVER OF LIABILITY I understand my passenger(s) and I are participating in the 2019 Vintage Triumph Register (VTR) National Convention at our own risk, and agree not to hold the event Organizers, it's members and/or the property owners including but not limited to the Hill Country Triumph Club, Vintage Triumph Register, Holiday Inn Express, the City of Dripping Springs any associated entities or persons, 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 the Organizers cannot be responsible for the action of others and insist on care and caution throughout the event. Neither the organizers nor anyone else except me has insurance protecting me or my guests during the activities in this event.			
<input type="checkbox"/> Welcome Party	# of Attendees	_____																				
<input type="checkbox"/> Breakfast Run(s)		_____																				
<input type="checkbox"/> Brewery Tour		_____																				
<input type="checkbox"/> Olive Orchard Tour * Fees Apply		_____																				
<input type="checkbox"/> Winery Tour * Fees Apply		_____																				
Registration Fees and Regalia																						
Must be a VTR Member to Register.																						
I am a VTR member already. My membership number is _____																						
Item and Quantity				QTY		Sub Total																
<input type="checkbox"/> I am not a VTR member but would like to Join VTR (\$35)						\$																
Registration Fee 1 Car/ 2 People \$145 (after July 31 \$165)						\$																
Additional Attendants (No car, \$75 per person)						\$																
Additional Car \$25						\$																
Banquet \$45 per person <input type="checkbox"/> Vegetarian						\$																
Pint Glasses with 2019 VTR Logo \$6 each						\$																
Caps \$18 Each						\$																
S/M/LG/XL T-shirts \$20 each Size _____ Size _____						\$																
2XL/3XL T-shirts \$25 each Size _____ Size _____						\$																
TOTAL						\$																
See VTR2019.com for more information																						
Send signed form postmarked by 9/13 and check payable to: Hill Country Triumph Club c/o Barbara Kramer 4018 Malaga Drive Georgetown, TX 78628																						

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



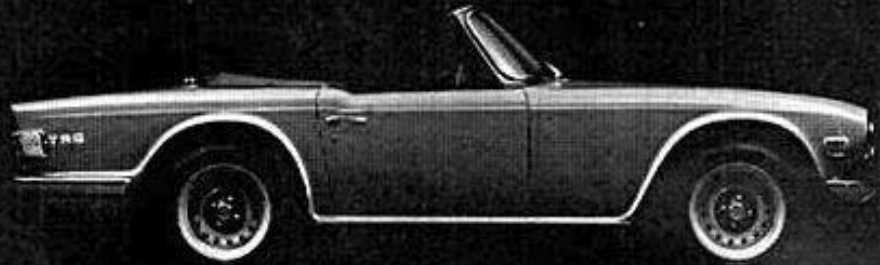
**October 20, 2019, Halloween/Fall Drive or Party Rolf Blom
Make your reservations now at Queen Wilhelmina Lodge**

Address: 3877 AR-88, Mena, AR 71953

Phone: (479) 394-2863



Quadrant 12/170



Du haut de son rétroviseur la TR.6 chiffre son propriétaire.

200 heures

par mois de travail. On veut réussir
ou on ne veut pas.
Coincidence : c'est le nombre exact de
kilomètres parcourus en une heure
par la TR. 6 lancée à fond.

450.000 kilomètres

parcours en douze ans. Un
beau curriculum vitae de conducteur sportif.
Soit ce que signifie tenue de route, contre
braquage, talon pointé et dérapage contrôlé.
Ce célibataire endurci n'a parlé
de coup de foudre que pour la TR. 6.

1 mois

de vacances par an mais prises en
plusieurs fois. Une partie d'été pour profiter
du soleil et rouler découvrant ;
une partie d'hiver pour "se faire plaisir sur la
neige". Renseignements pris : préfère
la voiture au ski.

0 (zéro)

n'a pas de résidence secondaire.
Préfère laisser ce soin aux autres. Aux
amis de ses amis par exemple.
Les distances ne l'effrayent pas : une journée
de bateau en Bretagne
vaut bien mille kms aller et retour.

58" 1/10

du 400 mètres plat : son dernier chrono
sur la cendrée du Racing. Reste
parfois rêveur en songeant aux temps de
la TR. 6 : 12" aux 400 mètres,
29" 2/10 aux mille départ arrêté.

12 femmes

en colère. Parce que c'est la treizième
qui a été choisie pour passer le week-end
à ses côtés. Confortablement
installée dans le siège baquet. Le même
que le sien.

2.000 francs

service compris, sa soirée la plus
chère : se plaît à parler performance
en tous genres. N'aime cependant pas
l'argent par les fenêtres.
D'où la TR. 6 (20.000 francs les 200 km

6

marques de Scotch dans son bar.
2 téléviseurs portables, 4 transistors,
souvenirs, 60 cravates "baisers-valés", et
surtout 180 chevaux.
sous le pied : n'aime manquer de rien.

Triumph TR. 6

21 990 F. Prix t.t.c. + accessoires,
transport et livraison.

Importateur exclusif :
Voitures Paris-Monceau 114, rue
Cardinet, Paris 17^e 227 06 60.

144 Champs-Élysées Paris 8^e
225 62 25 - 229, boulevard Raspail
Paris 14^e 033 64 31.

Rover de Dion-Bouton
29, quai National, 92 - Puteaux -
772 02 37.

200 concessionnaires dans
toute la France.

Toutes les voitures Triumph
sont livrables en plaques
touristes aux non-résidents en
France.

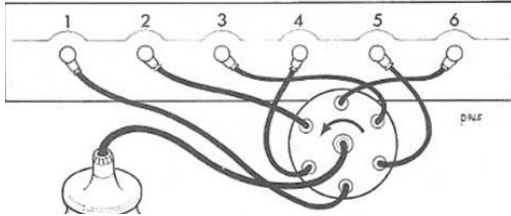


Lubrifié par Mobil.

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.



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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil

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

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

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

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

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

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

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2



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

What's on the Web Site

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

LESSONS LEARNED

- When using an electronic ignition system 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

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

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



Greasy Hands Garage North Update by John Phillips

4/13/2019 – Yesterday I started cleaning Tinkerbell for the trip to the Regional VTR Convention. I have always had my eye on the chipped paint on the finisher the sits below the windshield wipers next to the windshield. It looked like it would be pretty easy to remove and rattle-can some paint on it to spruce it up a little.

It did come off easily so the surface was scuffed up a little and the part was sprayed with some good primer in hopes to prevent further chipping.

This 15-minute job has taken on a whole different complexion. The primer was apparently not compatible with the paint used the last time this part was finished. The paint under the primer started to lift off the part. With a pick the loose paint was removed revealing a repaired place in the part. There was a 1/8-inch dent in the center that had been filled with Bondo so naturally I tried to flatten the aluminum metal in that area so it could be repainted.

The area now looks kind of bad and the old paint continues to lift. At this point I plan to repaint the part and use it in spite of its appearance while I search for a replacement undamaged part. I have already contacted Team Triumph to see if they have one but have not yet heard back.

The cause of the problem was a bad paint job when the dent was repaired previously. Maybe it will not be too difficult to find a replacement part.



After some light sanding of the primer to get rid of all the ugly stuff, the part was put in the shop paint booth and sprayed with semi-flat black paint. Of course, there is no worse color to show defects than black so the light sanding did precious little to hide the defects.

The two worst places visually are one place where the wiper arm scraped off paint in a long chip. The



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

other place is where the dent was that was not fixed by an expert, me. At least it is still in one piece and will function until a replacement can be obtained.

So today it is cold and rainy and paint is drying in the shop. I guess further work will wait until tomorrow.

4/14/2019 – The finisher was reinstalled today but when the wiper arms were put on to test the look, they were not in good enough condition to install without some new paint.

The blades were removed from the arms and new paint was sprayed on the arms and left to dry. When the paint was somewhat dry to the touch, the blades were reinstalled and the arms attached to the spindles.

This was not a hard job but it added some needed spit and polish to the look of the car. After seeing the finished product, a new finisher may not be needed after all. I know the damage is there but it is not so evident that it makes me self-conscious about the look. We shall see what it looks like in sunlight and decide after that.



4/15/2019 – Today I was supposed to have an appointment to register with a new doctor since my last one got fed up and left his practice. I got a call telling me that he was sick and needed to reschedule. This is after me putting Clarence off working on his car so I could make the Doctor's appointment. Clarence and I has settled on Thursday to work on his car so guess when the Doctor wanted to reschedule to, you guessed it, Thursday. I said no and am now set up for the 29th.

Since I was free today, I decided to get the car ready for a coat of wax. The wheels were cleaned, the car was washed and the front and bonnet were polished. The car is now ready for

wax so tomorrow will be the day for that if nothing else pops up.

All ready for a new coat of wax.

I had everything needed in the shop except for tire dressing. I will get out after a while and try to find some.



4/17/2019 – Yesterday I spoke with Scott Harper at Team Triumph to see if he had a windshield finisher in good shape. I had one with some paint chips on one end for \$30 so I bought it. I plan to have the part powder coated anyway.

If plans work out the tire dressing will be procured today and a couple of errands done. Next Wednesday we leave for Tanglewood Resort and the annual VTR South Central Regional Convention. The time for getting me and the car ready for the trip is growing short.

After solving issues with the new TV and a Computer security app, some time was spent putting the tire dressing on the tires. Used some new Maguire's tire gel. Not too glossy. Left it off the floor until the tire gel gets dry.



Maybe tomorrow cleaning the glass and interior can get done. Kind of nice having several days to get all this done. Also re-checked the transmission fluid but it was fine.

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



4/18/2019 – Glass is clean, dash is clean, wax job finished. Everything on my list for show preparation is complete except for wiping the dust off the engine bay inner wings, etc. May wait until after the drive down.

The forecast is for rain next Wednesday but maybe we will get lucky for the drive down. It would be a shame to have dirty cars in the show.

4/19/2019 – Rob came out today to work on the turn signals that did not work and replace a seal in the differential that was leaking too much.

We started with the turn signals.

- Fuse ok? ✓
- Power to switch? No
- Power to flasher? Yes but SPARKS!
- Replace flasher? ✓
- Power to flasher? No
- Fuse OK? No
- Replace Fuse? ✓
- Power to flasher? ✓
- Flashers working? ✓BINGO

Next we started looking at the dif seals. There is definitely a significant leak, BUT, the nuts were locked onto the bolts so tightly that we decided that for the short run the leak was easier to live with than removal of the dif.

At this point Rob switched to working on the belly of the car to make it look presentable to judges next week. He also replaced a trim screw in the boot. This completed his list of things to do for today so he headed home.

4/21/2019 – Traveled to Clarence Bishop's house today to see if we could get his car ready to go to Tanglewood with us. There was a lot to do and there still is.

We got the carbs and exhaust on and the distributor in and timed, we think. Still have to finish installing the carb linkage, exhaust, starter, fluids, get it running and tuned well enough to make it to Texas.

If my plans work out, I am going to drop the



used windshield finisher off for some power coat in the morning. If Jan will let me, I plan to go on over and help Clarence some more. If he does not get

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

some assistance, he will most likely not make the trip.

4/22/2019 – Got up tired this morning from working harder than normal yesterday. Got ready and took the replacement windshield finisher for Tinkerbell to the refinished by Hot Rod Powder Coat. They said it would be a couple of weeks which I expected.

Next stop was a close convenience station to accommodate my bladder needs and of course get more coffee. While there I checked with Clarence to see if I should proceed to his house to continue working on the TR250 in preparation for the convention.

He answered said he was in a meeting and said I may as well head back home. Ok, I was tired anyway and the trip was useful so no harm done.

Back at the shop I got sidetracked by rechecking Tinkerbell to see if I missed cleaning anything and of course I had. The windshield washer fluid tank was in pitiful condition so it was removed, sprayed with simple green and scrubbed with steel wool to get the oil, grease and other stains out as much as possible.

After that some more touch up but after about an hour of that it was time to go in the house and rest. Jan thought I should do some things to help with her hobby, plant beds. I didn't think so.

4/23/2019 – I noticed the other day that there is a small crack in the left tail light lens on Tinkerbell. I think I can repair it and was looking to see how much trouble and/or potential risk of further damage there might be in removing the lens.

While checking this out it became obvious that the panels in the boot are toast. I started looking at the part suppliers to see if any offered the replacement panels. I finally found only one that listed the panels as available.

This morning I placed an order for the replacement panels from Robsport in the UK. The cost was high due to shipping cost and rate of exchange.

As you can see this car as a hobby still is subject to improvement by replacement of worn out or damaged parts. It will never be a real show car because I never intend to have it painted as it does not make financial sense to do that. It is fun to drive and looks good enough to get me through

enough years that the next caretaker can do whatever they desire.

5/1/2019 – Had the dif checked per warranty requirements then came home and adjusted the idle speed a little. While the engine was running and idling in the shop, I checked the air conditioner to see if it was working.

I guess the good news is that during the test the air conditioner did work and the engine did not begin to overheat. The car still does not get cool, however.



The temp gauge is sitting on ½ and the thermometer is showing cool air at 50 degrees. The temperature outside is about 70 degrees. The air conditioner will cool the air 20 degrees but that is not adequate on a hot day. Still not happy.

5/2/2019 – One of the things I managed to do while searching for real gas was to lose my gas cap. A generic cap was found at a Parts + store that typically is used on a John Deer tractor, works fine. We found the cap but it had been run over and destroyed.

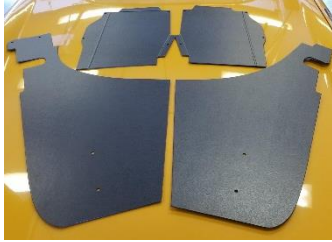


After asking a few guys at the show if they knew someone who had a used one John Gauldin's name came up. I found John and sure enough he had one on an old TR7 parts car.

John sent the old cap and I received it yesterday. It is not the right configuration however so a new one was ordered from the Wedgeshop.

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

The new boot panels for the TR8 are also awaiting installation so may also work on those some.



It turned out that taking Jan to the doctor for a scheduled visit took precedence and nothing was done in the shop.

Something said at the convention got me to thinking that the shims under the rocker pedestals may not be thick enough so I called the Wedgeshop and discussed the idea with the person answering the phone. He deferred to Woody however and said he would have Woody give me a call. We have not connected as of yet to see what we need to do next to stop the valve train noise. In April of 2016 we came up with the following conclusions.

The possibilities considered are:

1. Bad lifters
2. Wrong preload on valves
3. Loose cylinder liners

Solutions attempted for the possibilities area:

1. Replaced lifters
2. Added .050" shims under rocker pedestals to achieve the correct preload.
3. Removed and disassembled engine to have liners checked by Tulsa Engine Rebuilders. They found no problems.

After these actions the noise persists. Chad's opinion is the liners are most likely loose even though they have been checked. He may be right.

At this point the only action I might try is adding more shim stock to change the preload setting to see if perhaps the existing .050" shims are inadequate to achieve enough clearance. Otherwise, I will just drive it and be embarrassed by the noise.

If the liners are loose, I have no idea of what the long-term effect will be. I know the car runs

strong and cruises at 80 easily and economically. Performance is not an issue. Time will tell.

5/5/2019 – Sufficient effort was expended to get the boot panels on the driver's side of the car installed. I was disappointed in the parts received from Robsport.

The patterns were sort of in the right shape but not in the right proportions. I cut away material off the top of the panel that installs over the rear tail light to make it fit. The folds were in the wrong locations so that was corrected. Holes were in the wrong places so additional holes were made.

I expect the same issues on the right side of the car so I would say these parts are not a good deal since they don't fit and require modification to even get them installed.

The new gas cap arrived late yesterday so I installed it and it looks great. Not cheap but a nice product.

A message from Frank let me know the brake lights on Tinkerbelle are dim. I guess it is time to source some improvements from Litezupp. I had an opportunity to buy some with free installation at the convention but backed out late. Wish I had gone ahead now.

5/6/2019 – This morning I communicated with Mike Sabelhaus about better lighting on the back of Tinkerbelle. Not a good month for buying parts as the convention costs and Hagerty renewal ate up the spare cash this month. The light kit was \$89 total but safety is important.

The kit for the whole car is over \$281 so the headlights, etc. will have to wait for a while.

This was also the day that the windshield finisher was due for pickup from the powder coater. No price was given when I dropped it off but it seems they have a minimum charge of \$75 dollars. He dropped the cost to \$50, which is still plenty for this one part, but it is a good job on the finish.

Since I took a load of stuff to my son's new place in Hominy it is almost noon and I am tired. Maybe after a nap I will work on installing the finisher.

Went back to the shop for a while. I trimmed the other side piece of the boot trim panels. I think this one went a little better. Also removed the battery and cleaned all the dirt off the painted surfaces. Lots of dirt and a little overspray.

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



I will not put the new panels in place until the new Litezupp parts are installed. I will install the windshield finisher in the morning most likely, however Al has received his new weber carb and is anxious to get it installed. We shall see.

5/7/2019 – Al was here around 8:30 to start the conversion from Stromberg carbs to Weber's on his 80 TR7. Since he was familiar with the teardown process, he worked on getting the old stuff off while I played with the boot section of the TR8.

Since new lights are on order the trimming and preparation of the new panel kit was completed and one light disassembled to see what was going on there. Most of the reflective material had disappeared over the years so I used chrome bumper paint to try to get some reflectivity back in the light. A small crack in a lens was also welded back together with some -----.

I continued to clean the boot area and I think when the new bulbs get here wrapping up the boot renovation will not take very long at all.

I then installed the newly powder coated windshield finisher that was purchased from Team Triumph. I was disappointed a little because there were some corrosion pits that were visible under the powder coat.



Al had the carb disassembly down to where he wanted it so we cleaned the parts we were

going to use and while he had my attention, we also repositioned the distributor since it was 180 degrees out.

Note the two marks that show when the engine is at TDC. They were not aligned when we started, but they are now.



While Al was refitting the thermostat housing, he lost the gasket. An hour or so later I noticed it stuck to his shirt. We both got a laugh out of that.

When we quit for the day around 4 pm the new carbs were sitting in place but the linkage



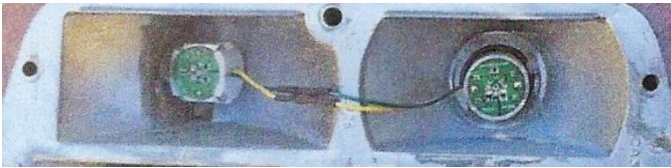
needs a little more work. The clearance is nothing like the illustrations. We will figure it out. This is not a simple job but in the end the car should look better and run better. I hope.

5/9/2019 – The gaskets for the rear tail lights on Tinkerbell arrived today. About an hour and a half later the job was done.

The insides of the tail lights were sprayed with bright paint for better reflection of the light. The new lights were installed and the gaskets/lenses replaced and the assemblies reinstalled on the back of the car.

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

Since the only lights replaced were the brake lights, the running/brake bulbs were replaced with new since the American bulbs are supposed to burn a little brighter than the British version.



The top bulbs/brakes are connected so that you get 4 lights for brakes, two more than the stock



version of only 2 brake lights. More and brighter brake lights.

Next time around I may get the running lights, and / or backup lights and / or headlights. My headlights are pretty bad.

With light assemblies back in place, the new panels were installed to cover the back of the assemblies. The new ones look much better and the boot is now fresh, clean and new.

5/11/2019 – Al was here today to resume work on the Stromberg to Weber's carburetor conversion for his TR7.

We tried several ways to get the linkage to work without having any interference with other components. It took time and patience but Al finally figured out a way to get everything to work without something stopping the gas pedal from returning to the up position under its own power.

Quite a bit of time was spent on routing and connecting hoses for coolant, fuel delivery and emissions control. Everything had to be figured out because the old system differed dramatically from the new.

At this point we were down to two issues, choke adjustment and timing. Since the car would not start without the timing being set, we started there first. The method was crude at best but we used the timing light while turning the engine with the starter. After getting an approximate setting at 10 degrees before TDC the car finally came to life, but the engine raced to a high RPM. The car actually started on ½ a dozen attempts but the chokes require more adjustment and Al had a video on Weber's that he wants to study before going forward.

Al continued to work on the chokes but the one on the back carb would not adjust as the front



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

one had. We suspected the spring of being damaged.

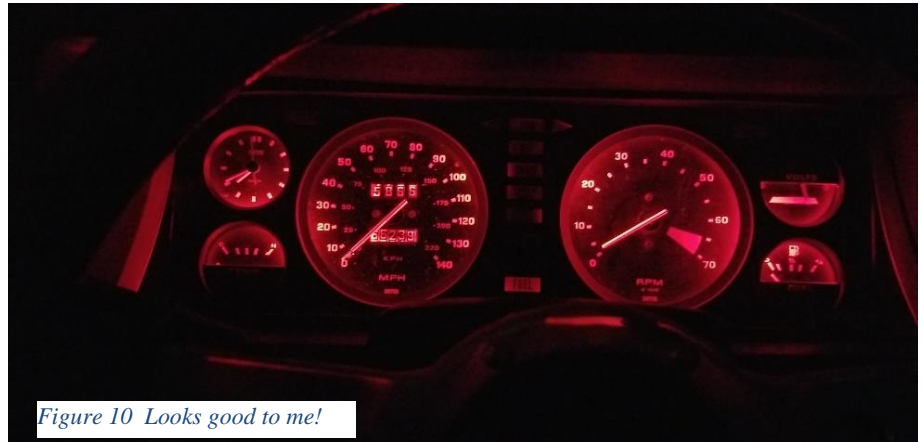
We had started at 8:30 and it was 4:30 when we finally called it a day. Al plans to return on Monday to continue work on the chokes.

5/12/2019 – Quite a while back I ordered some red LED dash lights for the gauge cluster but never put them in because I was afraid of breaking the tabs that hold the green shades in place. Al and I played with an old gauge pod and figured out that removing the green shades was pretty easy so today I decided to go ahead and install them.

After the gauges were exposed by removing parts of the dash, the existing light bulbs were removed as were the green shades. The new bulbs were designed as a direct replacement so the only bad part of the job was getting access to only one of the bulbs. The other three were easily accessible.

Like most things on this car you have to fiddle with lots of parts at the same time to get everything back together. Fortunately, when I

finished there was only one small screw that did not find a home.



I did confirm the lights were working before reassembly and am pretty sure nothing was knocked loose while under the dash.

If the dash lights work as well as the new brake lights, I will be pretty satisfied.

5/13/2019 - Al drove his car from here to his house today after the carb conversion. The details are a little scary so I won't go into that but suffice to say there is plenty of de-bugging of the new fuel system to keep him busy for a while.



Classified Section

Sam is selling his trailer. He

no longer needs it and says it is in great shape. It has served him well but is no longer used.

I suspect he would also entertain the idea of selling the truck as well.



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

MESSAGE FROM FRANK WOOD!

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

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



1976 TR6 98K miles.

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

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





"Superior Service - Uncompromising Integrity"

445 S. Brady

Claremore, OK 74017

tony.mullenger@aaaok.org



Office (918) 341-2100

Fax (918) 341-2154

**Specializing in Home & Auto Insurance including
Collector Cars, Boats and Motorcycles**



**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

Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com

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

**Price Re-
Reduced**



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

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

GREEN-COUNTRY-TRIUMPH-CLUB-MEMBERSHIP-APPLICATION-&-RENEWAL¶

Please complete information for each member in the household. · Membership \$20 · Dues = maximum TWO voting members in family. · Common information needs to be listed only one time for family members. · Form not required for renewals but changes to information may be communicated using the form.¶

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

PEOPLE-STUFFα	MEMBER-INFOα	CAR- MODELα	YEARα	COMMISSION#α
MEMBER-NAMEα	α	α	α	α
CO-MEMBER-NAMEα	α	α	α	α
MAILING-ADDRESSα	α	α	α	α
PHONE-NUMBERα	α	α	α	α
E-MAIL-ADDRESSα	α	α	α	α
V.T.R-MEMBER?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.¶**