



Triumphant Times

Green Country Triumphs

Monthly Newsletter for September 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.

[Submit dues to be reinstated.](#)

SEE APPLICATION ON LAST PAGE FOR ADDRESS

From President Denny Robinson

Hello Club Members:



We all enjoyed the Guy Fawkes party at Jan and John's, around thirty people attended. We got to meet our two newest club members and John gave them a tour of the Greasy Hands Garage. Dale shared pictures of his TR6 that is getting close to completion. As always, the comradery and food were good, especially Jan's amazing Shephard's Pie. (I had two more meals of pie from the to-go boxes, Jan sent home with me, thanks Jan.)

Carol and Glen have graciously agreed to host the club Christmas party on December 7. John has posted the particulars online. So, mark your calendars!

Happy Thanksgiving,
Denny

From Vice President Bob Avakian



Next Club Meeting
Tuesday November 19th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Rincón
Mexican Grill &
Cantina, 6219 E 61st
(61st and Sheridan)

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

2020
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Have you paid your dues?

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

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

October 15, 2019

President, Dennis



Robinson called the meeting to order at 7pm. October meeting was held at Baxter's Urban Grill, 717 S. Houston, Tulsa; 14 members were present. John Phillips made motion to approve September's minutes as printed in the newsletter, Jan Phillips seconded it and the motion was approved. Treasurer, Jan Phillips gave the treasure report for the checking and newly initiated saving accounts. Jan has set up a folder with all paperwork concerning the club accounts and it is available for inspection by members.

Art Graves gave the car show committee report; he and Denny had just returned from the National VTR convention held in Dripping Springs, TX. **Art received 2nd place in concourse.** The autocross course was very difficult, resulting in many non-qualifiers. The welcome party was very enjoyable and over-all a good show, with 52 TR-4's. Art has the new 2020 schedule for car shows which will be listed on the newsletter calendar.

John Phillips, happily, reported that Chad Chester has re-joined the club, bringing membership to 40. For parts report, John covered information on Dale Smith's 76TR-6 repairs. In the Greasy Hands Garage parts drawer, John has managed to find upper and lower plates for Dale's distributor.

Up-coming activities include the Queen Wilhelmina overnight trip for Sunday, October 20, planned by Rolf and

Adele Blom, particulars to be e-mailed later in the week. Those planning to attend are John and Jan Phillips, Al and Janice Garbart, Denny and Kay Robinson, Carol and Glen Larson, and Rolf and Adele Blom.

November 2, Jan and John Phillips are hosting the Guy Fawkes party.

December 7, Carol and Glenn Larson are hosting the Christmas party. Watch your emails for other impromptu events.

Old business included Art Graves's distributing tiles to club members. John reported that Jon Wood has been able to obtain the club's "old" web site address and has linked it to the current web site. Art informed the club that the qualifications criteria for VTR awards for websites and newsletters will be listed in next month's Vintage magazine. *Did not happen, editor*

New business included information concerning our club helping Oklahoma City's club host the regional convention in April 2020 to be held in Edmond. Art is chairing the committee for planning the Funkana and our club is to help with setting up the car wash.

John Phillips made a motion to adjourn, Jerry seconded it and the motion carried.

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



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

2019 Scheduled Club Activities

WHEN	WHAT	WHO
TBD	Annual Lake Tour	Rob/Tom
September?	Pops / Round Barn/Arcadia	Al
TBD	McAlester Road Trip	Denny
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

From: Jon Wood

Good news. I managed to get the greencountrytriumphs.com domain back. I have it redirected to the [.org](http://greencountrytriumphs.org) site.

Congratulations to Art Graves for taking 2nd place in class at the VTR National Convention in Dripping Springs, TX

Congratulations to Mike Piggott for his Preservation award at the VTR National Convention in Dripping Springs, TX

Upcoming 2020 Car Shows

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

2019 NATIONAL SHOW RESULTS

Award	1st Place	Car #	Points (of 400)	Model	2nd Place	Car #	Points (of 400)	Model	3rd Place
Historic / Pre-TR	Duncan and Sheila Wood	32	398	1936 Southern Cross					
TR2/TR3	Ken & Sherri Wasilewski	39	398	1957 TR3	Chuck Murphy	97	388	1957 TR3	
TR3A Early	Jerry Gruss	60	358.5	1959 TR3A					
TR3A Late	Marty & Pat Jones	79	395	1960 TR3A Late					
TR3B	Mike & Marie Hado	69	386.5	1962 TR3B					
TR4	John & Jody Meier	132	394	1964 TR4	Bob O'Neill	156	393	1964 TR4	John Nelson
TR4A	Jeff Gilmer & Mary Deeg	66	395	1965 TR4A	Steve & Candy Johnson	16	387	1967 TR4A	Steven Voss
TR5/TR250	Brian Plotkin	50	380 1/2	1968 TR250	Bob Skewis	61	328 1/2	1968 TR250	
TR6 Early	Jim Herter	10	386 1/2	1970 TR6 Early	Dan & Frances Julien	124	363 1/2	1970 TR6 Early	Wayne Morris & Joan Ostenson
TR6 Late	Tom Huelsenbeik	164	393	1974 TR6 Late	Art Graves	86	381 1/2	1976 TR6 Late	Tim Maxwell
TR7	Dave & Mary Jo Hogan	24	380	1980 TR7	Wayne & Mary Simpson	118	364	1980 TR7	
TR8	Kathie Hulka	80	375	1980 TR8	Richard Dicks	150	374	1980 TR8	Gary Klein
Spitfire Mk1, 2, 3	Kenny Daves	109	394 1/2	1966 Spitfire Mk 2	Tere Jeffries	54	359	1963 Spitfire Mk1	Sam Jeffries
Spitfire Mk4/1500	John & Liz Reynolds	159	386	1979 Spitfire					
Stag	Tom Fansher	85	365 1/2	1973 Stag					
Modified Touring TR6	J L Marshall	19	397	TR6	Nick Rocafort	77	390	1974 TR6	Mike McPhail
Modified Touring non-TR6	Wayne Suhre	56	398	TR3A	John & Bill Kolton	117	396	1967 TR4A	David Fowler

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Award	1st Place	Car #	Points (of 400)	Model
Modified Prepared	Tommie & Susan Cook	82	388	GT6
Senior	Steve Collins	6	398 1/2	1975 TR6 Late
Senior	Leon Baehre	3	398	1976 TR6 Late
Senior	Scott Picha	21	396	1979 TR7
Preservation	Paul and Jane Higley	11	397 1/2	1935 Southern Cross
Preservation	Jack Schmelman	62	397	1954 TR2
Preservation	Louise Carter & Dusty Nicholson	68	395	1974 TR6
Preservation	Mike Piggot	101	393 1/2	1962 TR4
Preservation	Len Meyers	29	391 1/2	1960 TR3A
Preservation	Mel & Jim Ferrell	33	388 1/2	1962 TR3B
Preservation	Jay Holekamp	13	387 1/2	1964 TR4
Preservation	Nancy Money	143	385	1976 TR6
Preservation	Mike & Vicki Sabelhaus	76	384 1/2	1962 TR3B
Preservation	Randal & Valerie De Ruiter	99	379	1959 TR3A
Best of Show	Ken & Sherri Wasilewski	39		1957 TR3

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

Talimena Drive 2019

10/20/2019 – The Activity Date is Here:

4AM and eyes pop open, wide awake.

Up, feed dogs, feed self, watch some TV, work on the beard, shower, pack CPAP stuff and clothes, load car. Check oil again, ok.

7:45AM and can't wait any longer.

Leave for the Launch Point, QT on 51 East of BA.

Decide to try the Casey's General Store in BA. Bad idea. No real gas. Only Casey's that I have been to that did not have it. Drat! Filled up with Alcohol. Yuk!

Drove 2 miles South and a mile East to the QT Launch Point.

Drive: Rolf and Adele Blom driving their Mercedes led Glenn and Carol Larson in their TR3 followed by little old me in the TR8 with Al and Janis Garbart bringing up the rear in their Taurus.

After lunch we traveled the 40 plus miles over the Talimena drive to the lodge. There were several stops to check out the vistas that were visible this year unlike last year when we were socked in by clouds and rain.

Denny and Kay attended church then met us at the lodge around 3PM.

Fellowship: We all gathered in Adele's room for some light snacks and a lot of visiting before dinner. We adjourned to the dining room where most of us spurned the buffet and ordered from the menu.

It seemed that lunch was still working for some of us so the BLT worked for me and most of us dined light.

After dinner it was back to Adele's room for more light snacking and partaking of some wine. Multiple bottles appeared but I had one cup and excused myself about 9PM to get some rest. The drive had tired me out it seems.

The next morning breakfast was a choice of the buffet or something from the menu, I chose the buffet. It was right for me

but I had a little indigestion when we stopped for lunch in Sallisaw at McDonalds. But the Moca Frappe put out the fire.

The Storm: Rolf was concerned about the possibility of hail so he covered the glass areas with foam and a cover. It all blew off during the storm but it worked anyway. No broken glass. Good Job Rolf.

The TR8 had a damp seat and carpet on the driver's side. I understand the TR3 had more water, mostly on the floor. Other than that, both cars were ok and started right up for the trip home.



A good cleanup was needed after the storm.

The TR3 sputtered a little but seemed to dry out pretty quickly. The TR8 also sputtered but then it usually does. The tuning of the carb should probably be done by a professional instead of me.

The only real problem car wise was Rolf's flat tire. We used my portable air pump a couple of times to get us from the lodge to a tire store in Mena where the tire was repaired but it was neither free nor cheap. They said it was punctured by a bone, which they see a lot of in that part of the Arkansas.



BAUER
20V/12V Dual Power 160
PSI Cordless
Inflator/Deflator - Tool Only
★★★★★ (28)
\$4999



PITTSBURGH® AUTOMOTIVE
12V 150 PSI Portable
Inflator
★★★★★ (773)
\$899
Compare to Custom Accessories
59008 at \$26.49. Save 66%



PITTSBURGH® AUTOMOTIVE
12V 100 PSI High Volume
Air Inflator
★★★★★ (1181)
\$3599
Compare to Klutch S2507 at \$84.99.
Save 58%

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Rolf commented on the obvious value of carrying a tire pump. I have shown how affordable it is to carry this easy to use tool in the boot. These are from Harbor Freight.

The Route: Rolf obviously put a lot of thought into the route to and from the lodge and we thank him for that. Some of the curves were a little hard on Carol because they were fast and sharp. I am pretty sure Glenn will survive.

The route back took me through some places I don't remember being like Poteau. That town is so much bigger than I imagined. We found a Casey's General Store there that did have real gas with no Alcohol. Hooray.

From there we made our way to Sallisaw where we stopped for lunch at a Casino but we left there and went to McDonald's. Too much smoke for us.

After the light lunch we jumped on I40 which led us to the Muskogee Turnpike and back to Tulsa. I intended to take the Wagoner turnoff and come back up 69 to 412 to 88 to Claremore and home but decided to take the long way through Tulsa just in case Glenn had some trouble with the TR3 but he traveled the

whole distance at about 70 MPH. The little car really did quite well.

It was another successful out and back by many of the active group. Glenn's car was the focus of lots of attention when we stopped for something. Most of the time it is fun to share stuff about our cars with young folks that have never seen one and marvel at what they are seeing.



*I'm pretty sure that is San Antonio on the right.
Kay and Denny met us later at the lodge.*



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

Glenn and Carol took some nice pictures in the mountains as we enjoyed our drive. Here are a few of them that are representative of the batch.



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Dale sent pictures of his new top installation. Looks pretty good. He has done a good job on the car. Very nice looking and runs good as well.

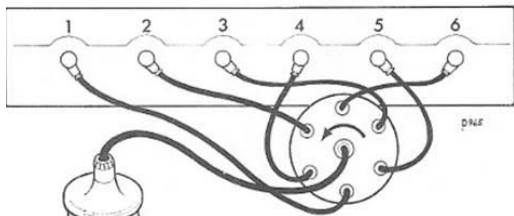


Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

Ensure that the plug leads are attached to the sparking plugs as shown. Firing order is 1, 5, 3, 6, 2, 4, taken in anti-clockwise order, as viewed from the top of the rotor arm.



TR6 Soft Top Folding

To prevent window damage when top is down fold TR6 top as shown.



1 Release top from windscreen, rear bow snaps and snaps at the rear sides then spread out over back of car.



2. Fold top forward without folding back



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil

<http://www.classicarmotoroil.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

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

GCT Merchandise

SEE NEXT TO LAST PAGE

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Greasy Hands Garage North Update by John Phillips

10/8/2019 – Well this edition started off pretty well. Glenn brought his TR3 out today to see if the car was overheating and it did not. The blockage in the bottom of the engine may not be completely gone but the engine is not overheating.

We visited a little then went to Mom's for lunch. Glenn had never been there before so we tried something new. The lunch was pretty good so after that we headed back to the shop. On the way back we talked about the play in the steering system and decided that it needed to be adjusted.

Glenn got the horn out of the way then loosened the jam nut on the adjustment stud. The stud was then lowered into the steering box while I played with the steering wheel to gauge when there was enough adjustment. We went too deep and had to back out a little to eliminate binding up the steering at full lock.

The jam nut was tightened and the horn replaced and the job was done, again. The clock was pushing 3:30 so Glenn decided it was time to get home to meet curfew.

Good visit, good lunch, good play time with an old car. Nice was to celebrate a beautiful fall day.

10/10/2019 – Yesterday Dale called about a carburation problem on his TR6. It had run well, then it didn't. I told him I would come up today and see if we could make some progress.

The first thing done was to adjust the idle so that it would run with the choke off. Better but not yet correct.

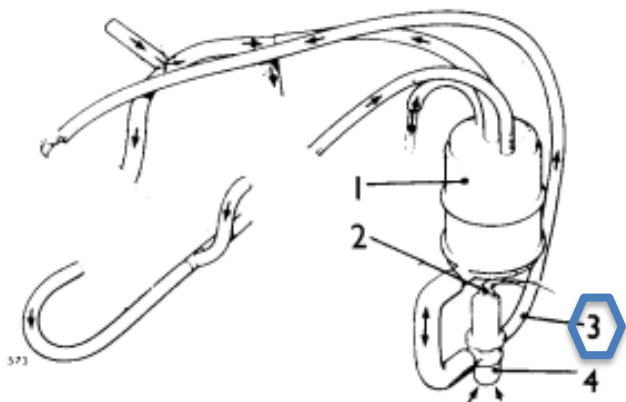
Next the plugs wires were removed one at a time and we found that they were firing intermittently. They were removed, cleaned, re-gapped and reinstalled. More progress but not yet right.

The timing was then set using the timing light. It was on about 25 degrees advance but was changed to 12 degrees advance.

The next system to check was the emission system. By removing various hoses from the carbon canister, we found that the port on the bottom of the canister was plugged and not connected to the intake manifold vacuum port.

This effectively blocked all of the system and caused the car to run very badly indeed.

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



Hose number 3 was not in the system and the bottom canister port was blocked.

With the blocked hoses no longer blocked the car ran well during our test drive.

Dale continues to bank information about the car. It is a nice looking car and the new interior is pretty special. He is looking forward to getting the reliability high enough to drive it longer distances. Experience says that may be a while yet as he sorts out all the bugs in the various systems.

Later in the day he called with an electrical issue. There was no power getting to the distributor. We discussed how to troubleshoot that issue to determine whether or not the coil is defective. More later.

10/12/2019 – Glenn called at ½ time of the OU/Texas game to see if I would help with the power antenna on his Jaguar. Naturally I said yes so, he came out. We listened to the game on the radio while we worked on the antenna.

The only thing accomplished was the destruction of a couple of components so when Glenn headed for home the issue was not resolved.

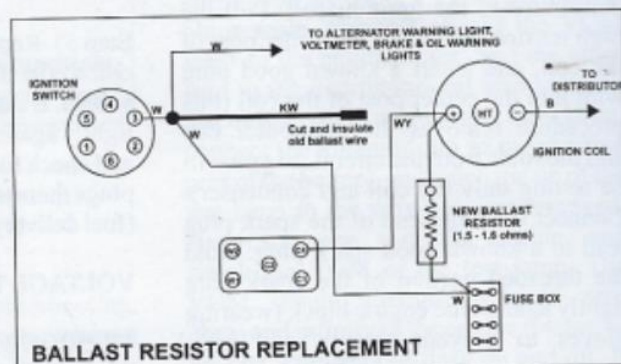
The results of the game were a little more to my liking. The Longhorns made the game interesting but OU pulled out a win this year, unlike last year. I wonder if they will meet again in the Big 12 Championship Game?

10/14/2019 – Today Dale called while troubleshooting his ignition issue. With a new coil there was still no spark from the distributor. There was power to the coil but nothing coming out.

The ballast resistor wire got quite hot when trying to start the car so that became suspect. Having followed all the troubleshooting guides in the Electrical Maintenance Handbook and finding no absolute answer, Dale is going to purchase an external resistor and install it as shown below. We will report the results later.

BALLAST RESISTOR REPLACEMENT

If your ballast resistor is bad, rather than tearing open the wiring harness to replace it (if you can find a replacement), you might want to use a replacement unit from your local auto parts store. If so, just ask the counter man for a 1.5 - 1.6 ohm resistor, mount it in a location away from other components (it does get hot!), And wire it as shown in **figure 8** below. Cut the ballast wire near the coil, insulate it well, and tie it back away from any possible ground. Connect the new ballast resistor between the white wire at the fuse box and the positive post of the coil, using at least 14 gauge wire.



10/15/2019 – Dale and I visited today about his car not starting. The new resistor has been installed with no improvement. While he was adjusting the points one more time the plate to which the points are attached would move around apparently making adjustment difficult.

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It appears the lower plate has significant wear. Dale picked up the spares from the shop at the meeting.



Dale received several recommendations at the meeting to send his distributor in to Advanced Distributor for a rebuild.

10/16/2019 – Dale and I talked mid-day today and the plan was for me to go up and see if two heads might be better than one in getting his car started. It was to be tomorrow so I could get Jan to here next Dr. appointment in Tulsa.

After she was finished at the Dr. office, we stopped for lunch in Owasso after which she shopped for replacement dog toys. That would be replacement toys for the replacement dogs. After a stop at Belk's we finally headed for home.

Before we cleared the parking lot my phone rang and Dale had an update. On a whim he reinstalled the set of points that were in the car when he got it and it started right up. Apparently, the new points were faulty or somehow grounded incorrectly but for whatever reason the car is running again. My trip to Bartlesville tomorrow is cancelled.

10/20/2019 – It is 6:30am and this is the day several club members are heading south to enjoy the Talimena drive and a stay at Queen Wilhelmina Lodge overnight. The route back home will be decided while at the lodge.

Rolf and Adele have spent considerable effort in setting this up for us and I for one am looking forward to it. I hope I remember to take some pictures to include in the newsletter.

10/23/2019 – While on our little jaunt over the mountain tops during an overnight stay at Queen Wilhelmina lodge, there was a pretty significant storm. While neither TR had

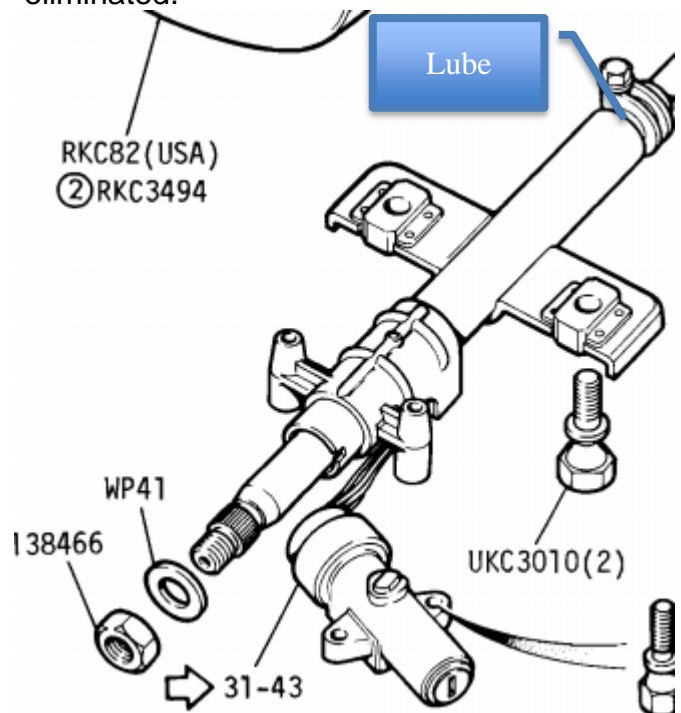
storm damage, the TR8 did have a moisture issue.

When we headed into Mena the next morning to get Rolf's tire repaired, the steering column had a terrible squeak when the wheel was turned to the right. There had been some minor rubbing noise previously but nothing like the moisture induced squeal.

The noise subsided somewhat as the moisture evaporated from the steering column bushings but was still bad enough to remind me to address the issue when back at the shop.

After cleaning the car and looking for access to the noisy bushing it appeared that lubricant could be applied from under the dash and spraying between a collar and the shaft.

The hard part was getting my body under the dash but spraying the penetrating oil in the most likely area did the trick. Of course, I did not know the result until I drove to a Casey's for gas. The squeak appears to be eliminated.



10/24/2019 – Interesting day. Dale called late yesterday and said that his car

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backfired and died and would not start again. He checked some things and did not find the cause.

I loaded up some equipment and parts, trying to guess what the problem was, and headed for Bartlesville about 9 AM. When I got there, Dale met me in the front yard and said he found the problem.

Turns out that the negative cable had not been tightened down to the battery post the last time it was off. With that tightened the car started right up.

He apologized for a wasted trip but it is easier to fix nothing than it is something so I was ok with it. This was the day the temperature was in the forties; it was raining and the wind was blowing so I drove the truck. Downright cold when I stopped in Collinsville for gas. I went home and got warm.

11/1/2019 – Back in July Jan we decided to install gutter guards. They charged us \$1470 and did not do the shop. We forgot to specify that we wanted that done as well.

I decided to just do the shop myself to have something to do and save some money. I ordered the same style of gutter guard (25 pieces for \$127) and picked up some self tapping screws at Atwoods for about \$4.

When I got on the ladder and got high enough to see the house gutters, I was disappointed to see the were installed upside down and did not have retaining screws installed. Why, yes, I was PO'd. Just another little pot hole in the road of life.

It took me about 2 ½ hours to do the job with a total cost of about \$130. The hardest part was moving the ladder 3 feet after each one was installed. At the end of this job I don't know whether I am happy or angry. Think I'll have a beer.

11/2/2019 – I have had a long and most of the time good relationship with the Rogers County Sheriff's Department and they have my full support. Their cars are seen regularly on the streets throughout the county but having

one in my driveway is thankfully not a regular occurrence.

Today a nice looking young man in uniform came to the door. When I opened it, he said he had had a complaint that our dogs were chasing two boys on bicycles.

I told him that there must be some mistake, that our dogs do not even have bicycles.

It's ok, Jan had bail money and the dogs are fine.☺

11/3/2019 – Last night was the annual Guy Fawkes Celebration

here at the house/shop. We had a great turnout but the list of attendees is missing, probably pitched out with the trash so if you don't get mentioned blame "somebody".

Some folks actually got some car stuff done while here. Bob brought a battery to be charged since his has been mislaid somewhere. We plugged in the charger and his battery had a better charge when the departed for home about 3 hours later.

Dale, still having carb issues, took the club carbs which are listed for sale in the classifieds to try them on his car to solve a high idle issue. If the problem is eliminated, he may buy them from the club.

Glenn Larson was able to find a machine source for inline drilling on his carbs. Roger Bollinger, our new member from Owasso, agreed to do the repair.

Jim Lindsey and I agreed on a time to put his boat on the lift for some fiberglass repair. Continuing the carpet replacement started earlier is also on the agenda.

Jan's Shepherd's Pie got good reviews as always and it was complimented by the salads and desserts furnished by attendees. All of the seating was used, both couches, the dining room table, the breakfast nook, two card tables with eight chairs. The event was really well attended.

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

Let's see if I can get everyone accounted for: Roger and Elizabeth Bollinger, Frank and Louise Wood, Denny and Kay Robinson, Jim and Trish Lindsey, Rolf and Adele Blom, Jerry and Sue Johnson, Al and Janis Garbart, Glenn and Carol Larson, Bob and Barbara Avakian, Tom and Dorothy Chronister, Art and Karen Graves, Jim Murray, let's see who else? If you are not listed but should be, blame my memory.

Thanks for attending and making it a very good evening, especially for Jan. I think she enjoyed it more than anyone else.

There are no pictures simply because I forgot to take any. Maybe next year.

11/4/2019 – At the party on Saturday Dale took the freshly rebuilt carbs from David Alexander's car to try on his car. He was having idle problems and if the carbs worked, he intends to buy them.

Today he got the carbs on and was trying to get them tuned but not having much luck. I was not busy so off to Bartlesville in Tinkerbelle to see if I could do any better tuning the carbs.

As soon as the car was started it seemed to be missing so plug wires were individually removed to determine the effect on the engine. The back three made no difference so the ignition system is in need of a tune up.

There is an old adage in our hobby that says if you are having carb problems you probably need to fix the ignition system. In this case it was correct. Dale is going to invest in some wires and distributor cap as a minimum to see if he can get the car running on all 6 cylinders so we can get the carbs tuned.

We did take time out to do a compression check and found one cylinder was low. There was variation in the others but they were in a workable range. It remains to be seen as to whether or not any action is needed to address the compression issue.

Another trip with not very good results but we will keep trying until things work out. They always do eventually. Maybe not always.

11/8/2019 – Dale received and installed new ignition components to compliment the "Alexander" carbs previously installed but had trouble getting the car started. Today I made another trip to Bartlesville to see if we could get the car moving.

I took along a VOM and carb adjustment tools. Also, in the boot was the book on how to fix anything electrical on a TR6. I drove the Pumpkin up and thoroughly enjoyed the drive. It will still cruise at 75/80 very easily.

At Dale's we spent some time trying to figure out what was stopping the flow of current to the plugs. By tracing the flow through the coil and distributor we figured out the wires to the points were not corrected properly causing them to ground out to the body of the distributor instead of flowing through the points to the plugs.

With the wiring changed the car started up easily and we proceeded to check the carbs to see that they were properly adjusted. The air fuel mixture was right where it should be but of course the idle speed and balancing had to be done.

The idle speed was set at 1000, the dwell at 36 and the car was running quite well when Dale said I could go home. Naturally more bugs may be found and dealt with as time passes but Dale is well on his way to enjoying his new TR6. They can test your patience but when finally, right they are a pleasure.



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

11/9/2019 – At the party last week a few of us were in the shop for something and Jim Murray joined us. He said he smelled gas. I said yes there is gas in here and let it go at that.

This morning I was trying to find my coffee cup and realized it was in the TR6 where I left it yesterday after my trip to see Dale. About 6 AM the door to the shop was opened and the spell of gas was overpowering.

The first thing I did was turn the heater off. There was a trail from under the car that showed liquid moving toward the west wall of the shop. It was obviously coming from the rear of the Pumkin and was obviously fuel from the tank.

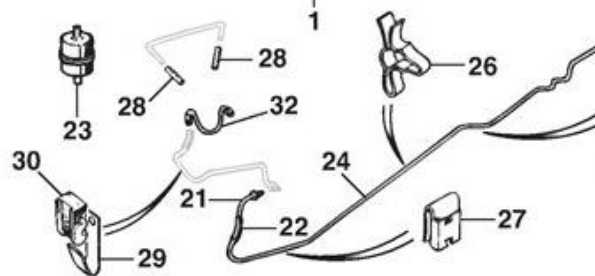
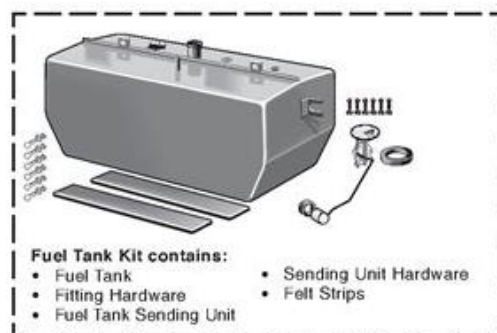
The car was rolled out onto the pad in front of the shop so that fumes would not continue to fill the work area. I picked up the newspaper and my cup and headed for the house while forming some type of plan on the way.

After daylight the boot will be emptied and anything damaged evaluated. If the leak can be located from the boot area that probably means the tank has a hole in it and I will order a new one. If it is a hose it will be replaced. It is always something. More later.

By 11:30 the boot was empty and the gas tank was sitting in the driveway, upside down and a small hole showing which was the cause of the leak. Now I am going to shop for a new gas tank.

Fuel Tank and Components

1961-76 TR4 TR4A TR250 TR6



PART	ILL#	DESCRIPTION	APPLICATION	RECD	PRICE
FTK410	(1)	FUEL TANK KIT	4 4A 250 6 61-76	(1)	\$289.95

Found a tank at Victoria British for \$290 +tax+shipping ended up \$338 which includes a new fuel gauge sending unit, protective pads and mounting hardware. I looked at other sources including TRF but they had no price listed. VB is not my favorite source but they had the part.

The tank offered by Moss was nearly \$700. I found one at RobSport for about \$400 but I have to admit, I am surprised that there are not several sources to choose from. I did find one on eBay for a little over \$300. Right now, VB appears to be the bargain shop.

11/10/2019 – With the new tank on order is seemed like a good time to go through the stuff carried in the boot to either clean it or toss it. The cardboard box that held a spare set of spark plugs, wheel bearings fuel hose, fuel pump repair kit, etc was toast so I



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tossed it and pulled out another of about the same size. Since the lug nuts on the Pumkin are not standard the fold up wrench that fits all sizes was kept, the original put on the wall.

With that box of stuff and a lot more clean and ready to put back in place, the metal shelf, on which the tank sits, was cleaned and recoated with truck bed coating to protect it. The hole in the shelf is for the pipe from the tank



to the fuel supply line.

I think that the boot is ready for tank installation but shipping is to take about a week then it will have to be painted prior to installation. I don't like having my car sidelined waiting on parts but VB was very slow getting my last order out of their shipping department. I hope they do better this time.



Jan's grandson showing off his "new" car, a 2014 Mustang that has been impeccably cared for. Lucky Zack.

Sold recently via Bring A Trailer, this 1980 TR8, re-engined with a 4.6L V8 and 5-speed out of a Range Rover, reportedly sourced by The Wedge Shop. The engine modifications included an Iskenderian cam, Mallory ignition system and a Barry Grant 625 Road Demon carb.

The car, located in Pompano Beach, Florida, sold during the second week of November for only \$4700.



If I had known about this car, I would have bought it. Editor

Classified Section



Sam is selling his trailer. He

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

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



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MESSAGE FROM FRANK WOOD!

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

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



1976 TR6 98K miles.

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

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



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"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.

Or \$250 exchange

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



Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com

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GCT Merchandise

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

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

Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

*TWO CHOICES
- VISIT BOTH*

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,



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

**Price Re-
Reduced**



TR8 WHEELS / \$200 or best offer, no tires. Fifth wheel now being used as spare also included.

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

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

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

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

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

SEND YOUR DUES TO THE CLUB TREASURER: · \$20 →

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

GCT-C/O-JAN-PHILLIPS-¶
5865-E-480-RD¶
CLAREMORE, OK-74019¶
(918)-283-7017¶
maudjpp@gmail.com¶

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