



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 PAGE FOR ADDRESS

From President Denny Robinson

Hello Club Members!

With all the heat, our Triumph has stayed in the garage. I've been driving the '34 Ford more since it has A.C.



The only excitement around here is I've been trapping skunks, five in one week. It has gotten stinky at times! It doesn't bother me, as; I lost my sense of smell five years ago. My neighbor has given me a new nickname, Skunk Whisperer. Traps are set, going for number six.

Hopefully we will have cooler weather in October. In addition to the trip Rolf and Adele have planned to Queen Wilhelmina Park, the nationals start the 7th of October. If I find a room for nationals, I plan to attend. Perhaps we can slip into October, that long planned trip to Krebs. With the "driving" weather on the horizon, we can get the cars out and keep the roads not us hot.

Kay and I will miss this month's meeting, as we are leaving the 11th of September for a few days in the Northeast. We look forward to seeing you guys in a couple of weeks!

From Vice President Bob Avakian



Next Club Meeting
Tuesday September 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Siegis
Sausage Factory,
Sheridan and 81 St.

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

DUES METER
100% PAID
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Have you paid your dues?

Secretary's Minutes of the Last Meeting by Adele Blom

The August monthly meeting of Green Country Triumphs was held at Fassler Hall, 304 South Elgin on August 20th 2019. President Dennis Robinson called the meeting to order at 7pm. At the start of the meeting he noted that the acoustic conditions were not ideal and suggested that some reports could be supplemented via e-mail messages in case some items were not heard correctly. We had 23 in attendance.



The minutes as given in the newsletter were approved after a motion by John Phillips.

Treasurer Jan Phillips reported the balance in our account after deposits of \$220 on August 19, 2019. We now have 39 members and only lack 4 to equal last year. Payments of dues come in a little later from some.

Reporting for the show committee, Art Graves said the Dripping Springs, Texas VTR Nationals in October has now fully booked the host hotel; but he believes he knew of two rooms that might become available and said interested parties could contact him after the meeting.

Parts Committee Report included good news from Dale Smith on his TR6. John Phillips helped him rebuild his suspension front and back. Some parts were found amongst John's storage and now Dale has a running car. Rolf Blom reported his TR3B now starts reliably on the new fuel pump, which due to adverse circumstances (no light or heat in a small storage facility) had taken quite a while. Although the car now runs the coolant in the block is not circulating and he needs to clear out the blockage before driving a significant distance. He believes that the clogged system may have been brought about by adding incorrect antifreeze in the past. Glenn Larson had a similar problem and offered advice. Art

Graves agreed it could be casting sand or the wrong antifreeze. In connection with the Rolf's long-standing fuel pump issue; Art Graves brought a fuel pump to the meeting and demonstrated how an ordinary compression gauge could be used to see if pump is good. Connecting the gauge to the outlet on the pump he was able to manually operate the pump, reach 3 psi. and hold the pressure for several seconds. This was a very interesting impromptu tech session.

Kay Robinson is planning some September activities and will report on them via email; so please watch your emails for further information. Rolf and Adele Blom have arranged an overnight trip to the Queen Wilhelmina Lodge on October 20-21 (a Sunday night) and reported that at least four rooms out of the ten reserved are still available. Some members had difficulty in making these reservations and the method of doing this successfully was described. Call the lodge at (479) 394-2863 — if you do not reach a person at the lodge select option 2 — mention Green Country Triumphs to get the group rate of \$100. (Again, due to the difficulty in hearing speakers in the meeting, this process will be covered in a separate e-mail.) Dinner Buffet 6-7:30pm in the Lodge dining room costs \$16.95. Breakfast Buffet is \$9.95 next morning from 7-9am. The members present with reservations all decided that if the ten rooms needed to get the \$100 rate were not reached, we could manage the regular rate of \$110.

Old Business included OKC Regionals where we will help with car washing and Funkana. Art Graves has done a few and has an idea. Dear Al Garbart reminded the group that a replacement secretary would really help Adele Blom who is spread out between two cities with a confusing schedule.

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

John Phillips brought up new business. He and Jan want to open new non-profit business checking and savings accounts including the names of Kay and Dennis Robinson so that the club would not be inconvenienced if Jan is not available. They asked for a motion that the club permit President Dennis Robinson, Treasurer Jan Phillips, Activities Chairperson Kay Robinson, and Newsletter Editor John Phillips open these accounts in a bank of their choosing which each of them being signatories on the accounts. In the discussion period it developed that the likely bank would be IBC and that the costs will be small at \$5/month with checks costing around \$0.08/check if we maintain a \$3000 balance. Very few checks are written. At the end of the discussion period Bob Avakian moved to approve the motion as requested and Dale Smith seconded. The motion passed unanimously.

Art Graves passed out several tiles intended for awards when the club hosted the regionals in 2006, but were not used and had rested since then in his garage. They will make a good coaster for hot coffee — or add rubber feet for a trivet!

With no further business brought forward, the meeting was adjourned after a motion from Adele Blom seconded by Jan Phillips.

LIMEROCK NOTES from Sam Clark



Les Neidell and I took his 1959 Kellison to race at the historics. Sam

John - **Mike Billotte** with COVTR here. I read your article where one of your members replaced the original lever rear shocks on his TR-6 with regular shocks. I did this a few years ago also after reading an article from Moss that it was a good upgrade. Last month, I took my Six over to Drew Holiday's garage to have him jack it up and inspect for a "clunking" noise I heard from the left rear every time I hit a bump. Drew had the car for about 2 hours and called me with some discouraging news. One of the angled metal parts that attached to the frame that held the shock conversion was broken away from the frame. I liked the conversion but Drew said that the regular shocks put too much pressure on the assembly, especially while towing with a dolly. I gladly let them put the lever shocks back on as I had kept them and they were not leaking or worn out. Mike Piggott did the weld job and I am totally satisfied with the result. Just thought I would pass along what happened to me so that if your member hears a clunk, tell him to bring it to you or he could have an accident at speed.



A light blue Spitfire raced, and a TR 4a...didn't get picture...this is a \$20 million '32 gran prix Alfa - that raced. Sam

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

Upcoming 2019 Car Shows



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/>



Shown at Limerock. Sam

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



She did it again!! My trophy wife [Paula Sammons-Brown](#) won her class again today. **Congratulations** on your win!!

Three car shows, three first place wins.



Figure 1 Paula took first in class at Wings, Wheels and Wishes Car Show

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.

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

Oct 3, 2019 - Oct 6, 2019

Attention all rumph' lovers...TRials planning for St. Louis is in full swing now and there is still time to register at the hotel to be in the first 50 entries and eligible to win a free stay!! Here's a link to wet your appetite...Cheers, Kevin

<https://www.planetware.com/tourist-attractions-/st-louis-us-mo-sl.htm>



6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

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

Gateway TRials

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																						
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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																		
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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	_____																				
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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

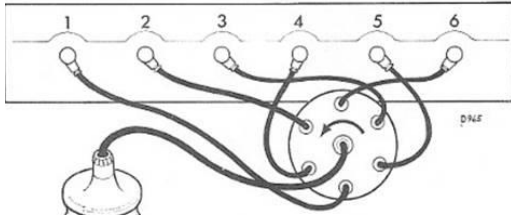
Phone: (479) 394-2863



JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



2. Fold top forward without folding back



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

tu.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

GCT Merchandise

SEE LAST PAGE

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



Greasy Hands Garage North Update by John Phillips

8/18/2019 – The suspension work on Dale's TR6 continues. The Trunnion hardware arrived yesterday so Dale came down today to get it installed.

It took a minute for us to figure out we had all the right parts and no bushings were missing. The components were all well lubricated with CV Joint grease before installation. The A arm bushings were installed first and it was just as hard as remembered.

Next the trunnion seals and bushings with O rings and washers were put in place and the trunnion bolt installed to hold it all together. Next we tackled spring replacement. That is a lot of work but it went smoothly with wrenching by Dale as shown in the picture.



With springs, spring pads, pan and swaybar links installed the next thing was to put the hubs back on and install the brake calipers. All of this took more than four hours and Dale had more daddy duty so we quit a little after 1:00.



Here is Dale making the GCT Salute in celebration of having finished this job. Suspensions are difficult and take a lot of time. It is good to be finished.

Between the two of us we got everything back together the right way. I admit to having a troubling quantity of senior moments however. I feel less and less confident about my work so when you come here double check me against the manual and anything else to make sure we end up with a safe product.

8/14/2019 – This was kind of a big day for Dale. He got here around 1 pm which was fine with me as I was working on a computer issue. We put

the wheels on the front and bled the clutch system. We then started on the brakes and finished the back but the front would not bleed on either side. The conclusion was that the PDWA had been activated but not reset. Dale was a little overwhelmed by this and we decided since he was short on time today to see if we could start the car and do brakes later.

He put the battery in the car while I pumped up the fuel system via the pump lever. The car did not argue much and started about the third time we tried it. The fuel system was a little cantankerous in the beginning but the longer it ran the smoother it became. The choke was needed until it warmed up quite a bit.

The front carb would not adjust so we turned the engine off and I removed the top of the front carb and lifted the air valve out. The needle would not thread onto the adjuster so we chose a different needle and put everything back together.

The adjustment then went forward and soon the car was running smoothly and sounding great. It ran for about 15 minutes while we worked on adjusting the carbs and ended up road ready except for brakes, interior, door handles, ok it is not road worthy but at least it runs without smoking.

Dale was pretty happy. He did not hide the fact that getting the car running was high on his list for this car. It runs.

Now since Dale thinks the PDWA is a big deal, I will remove the switch from the top and use a pick to move the switch trigger either front or back, whichever is correct. Of course, I will have to expound on how hard it was to fix so he will be in my debt for solving this big problem. Ha.

8/15/2019 – Dale could not make it to the shop today so I am working alone. That is ok, I am just finishing up some of the stuff he wants done and making a list of missing or faulty parts for possible replacement. The previous owner obviously did not think a lot of stuff was necessary.

I checked out the PDWA this morning but could not tell whether or not the plunger had been moved backward. I will figure it out.

Next was the carbon cannister. There wasn't one. I pulled the old one that was on Pumkin many years ago and decided it was much better than nothing. There was no bracket on the side of the radiator to hold it but I remembered one

in the attic and retrieved it. Both the bracket and cannister were installed and then it was time to add the hoses to the system.

The existing hose for putting fumes back into the carbs from the valve cover is supposed to have a tee allowing for a hose to attach to the cannister. I had an extra TEE and hose so those were added.

That leaves the two smaller hoses, one for fumes from the gas tank and one for fumes from the carbs. I found an old set of hoses with a TEE hanging on the wall and installed it on the rear carb and cannister. A new piece of hose was needed to connect the TEE to the front carb. Another piece of hose was cut to connect the gas tank vent to the cannister. The GULP valve port was plugged.



I think that completes the plumbing for the fuel system except for the anti-run-on (GULP) valve and the oil pressure switch that makes it work. I finished up by installing the air filters.

Like I said the previous owner discarded a lot of parts but maybe they really are not needed.

Since bleeding the front brakes will be easier with Dale here I started playing with the doors. The handle and lock were reinstalled on the left door with no trouble. By this time it is about noon and time for a bathroom break and an energy bar with a bottle of boost. It also gave time to work on the newsletter a little. Like most projects, I am always excited when they arrive but more so when they leave. The to do list is getting pretty short on this one.

After my break the next thing to go in were the handle and lock on the passenger side and the glass. Dale thought the track needed to be squeezed together a little but I think the glass is secure enough that it won't come out of the track.

Stop and waste seals were installed on the driver's side but until Dale says ok on the glass

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

installation the seals on that side can wait. The grill over the fresh air intake was also installed.

There is some wiper work and headlight work but we are getting close.

8/16/2019 – Dale came to the shop today to finish up the work he wanted done on his car. He worked on the windshield washer hardware while I worked on the window seals on the passenger



Figure 2 Dale is rotating his fuel cap 90 degrees so that when raised the boot lid will not hit the cap.

door. We then moved to the brakes and had trouble with the adjuster on the left side. Dale decided to let that ride and take care of it at home.



The only other listed item was one headlight but



Dale did not bring the bucket with him so that is another thing he will address at home.

So the car is ready to go back to Bartlesville. Today it is raining so the move will be done in the morning weather permitting.

Later in the day I went to Sam's, Clark, not the store, to see if I could install a ballast in a fluorescent light in his garage. Turned out both lights were obsolete and I could not figure out how to make the wires hook up from a new ballast to a 50 year old house. It turned out to be a wasted trip and 3 hours in a hot garage and failing miserably. I think the best plan would have been to just buy new fixtures.

When I got home I had a surprise waiting. The custom made Coco mats ordered for Tinkerbell were waiting for me.



I can't wait to get the taupe colored mats used as temporary protection for the carpet out and the new mats in. I hope they fit.

8/17/2019 – Dale did indeed retrieve his car from the shop today. He and a neighbor arrived sometime before 10 while I was mowing the yard and loaded the car on a trailer for the trip to Bartlesville. We did nothing else to the car before loading.

After they left the yard was finished then I hopped into the Pumpkin and headed for the car show in Owasso to see how Paula and Charlie did with their cars. Paula won her class.

After a nap the new Coco mats were carried to the shop and fitted into Tinkerbell. I was very anxious to see if they fit.



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When I ordered them the company asked me to received from them a template kit so I could establish for them exactly the size I wanted.

The template material contained the shape that they had but had little confidence in. Their concerns was justified as I made several changes that were incorporated into the mats received for my car. I can only say that they were worth the process to determine a great shape for future TR8 use by the company. I love them.



This color is tan/white and works great with my car's interior.

The reason I wanted Coco mats is that I have had them in Pumkin for a long time and they still look brand new. I have never regretted the investment I made in them.

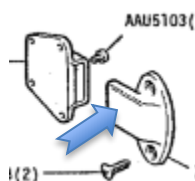
8/22/2019 – I put the information about the floor mats on Facebook in a couple of group pages related to our cars. One of the TWOA guys asked for more information so he could put together something for their newsletter.

Since he wanted pictures I went about taking a couple more than shown here but when I went to the passenger side of the car the door was stuck shut. This is common problem with these cars.

Latches on both doors have been replaced so there was little chance they were the problem. There is another piece of hardware that slips into a receiver that appears to be a support that limits door movement up and down and forward and backward at the B pillar.

As the door was moved in and out a rubbing sound could be heard which to me meant there was drag between the two parts that needed attention.

The component attached to the door was removed and the rough casting side ground down



smooth. A file was then used to further smooth out the surface to reduce drag on the other component attached to the B pillar.

Reinstalling the component required a threaded backing plate on the inside of the door to which the outer component is attached. Placement and retention of the backing plate while inserting the screws was quite difficult with the internal doorlatch hardware in place but persistence prevailed and the parts are back together.

A test was done by again moving the door in and out and listening for a dragging noise and there was none.

With the original finish ground off I needed something to put on the parts to provide rust protection and lubrication. As it happens Dale had brought me a product that was used to provide the needed properties. We shall see how it works over time. The door now opens easily so Jan will have little difficulty with it going forward.

I was supposed to be helping Jim Lindsey with his project of replacing the carpet on his boat which is in the shop where he can work on it in an air-conditioned environment. However, when the door stuck, I thought I would take a few minutes and free it up then help Jim.

Naturally that 15-minute job turned into a couple of hours or more so Jim did not get a lot of help yesterday.

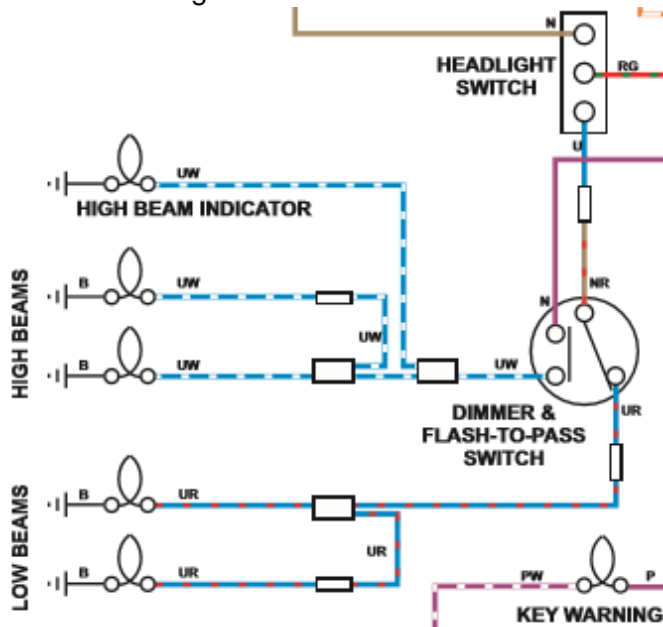
8/22/2019 – If you read the minutes you know that Jan, Dennis, Kay and I were to meet with a manager at the bank we use for the club account. When we arrived today, we learned that the person with whom we were to meet had become ill and was not released by the doctor to return to work today.

Personnel at the bank assured us they could get everything taken care of for us. Two ladies were trying to help and they made at least three calls to lady that was ill but we left with

nothing but an appointment with the original representative for next Thursday to get everything set up. This is not a surprise to me. We shall prevail.

It is late August but still summer with a few weeks to go when Fall arrives. I often comment on how fast the passage of time has become. This year has been unbelievably fast. As least we can look forward to some weeks of better driving weather before it is then too cold. Get them out of the garage and on the road, that is what they are for.

8/30/2019 – Dale is having trouble wiring the dimmer switch on his 76 TR6. I sent the diagram below to help out. Wire colors are as shown. **Notice** this is a rare instance where wires change colors between components. The blue wire from the headlight switch connects to a brown/red



wire that goes to the dimmer switch. The red/green wire from the switch powers the parking/running lights. The brown power wire has no fuse and powers low beams. The purple power wire does have a fuse and powers high beams.

Jon Wood asked if I knew where there was a center dash support for his TR6. When Jim's bass boat is out of the shop, I will look in the attic and see what we have.

9/1/2019 – Pumkin has been on the rack for a couple of weeks because of Jim's shop use to install some new carpet on his bass boat and do a

little wiring stuff. When the boat left today, I thought I owed my now freed TR6 a nice drive.

The top was down and the weather was terrific. The cruise was typical, a stop in Collinsville to clean the windshield and sneak a snack then north towards Oologah.

I left 169 and headed south a mile and picked up the hilly leg of the "Roads of my Youth" drive we have been on as a club a couple of times.

The drive was great and the loop through the country side to the outskirts of Claremore and back home to the shop was just what I needed from a drive standpoint.

Unfortunately, the next morning my allergies raised their ugly head and my lungs, wind pipe and sinuses all rebelled at all the stuff that invaded my internal territory. I gave up trying to breath around the CPAP stuff through clogged internals and went to my chair around 3:30 a.m.

It is now about 10:00 and I can breathe almost normally again. I really wanted to work on the TR8 and another car here temporarily but that may have to wait for a while.

9/7/2019 – My son's grandmother passed away and my grandson has ended up with her car. It is a very original 80K mile Oldsmobile Cutlass Calais LS that runs well but the brakes and shocks require replacement on the back of the car. The front setup appears to be ok.

I have one of the brakes apart and new parts ready to go in, but, getting them back together has been a problem. The Haynes manual discusses which components to in first but not how to get them in the proper location. The retaining spring on the shoes is unique and difficult to deal with.

Fortunately, there is a video on YouTube that provides more information but the parts are still being cantankerous about assuming their required locations. Not fun but we will persist.

The video was most helpful and the brake job on the back of the car is finished except for a test drive. Tomorrow the rear shocks will be purchased and installed. That should get the car in good shape 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





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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

GCT Merchandise

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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¶

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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.¶**