



Triumphant Times

Green Country Triumphs

Monthly Newsletter for September 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

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**Club Dues Are Due July 1st
or before of each year to the
club Treasurer. Send to:
Green Country Triumphs, C/O
Jan Phillips, 5865 E 480 RD.,
Claremore, OK 74019**

Next Club Meeting
Tuesday September 20th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Rincon Mexican
Grill and Cantina
6219 E 61st Street
(Park Plaza shopping center on
the NE corner of 61st and
Sheridan)

Officers and Committees

Jim Murray – President
Rolf Blom – Vice President
Art Graves - Member at Large, Car
Shows, VTR Liaison, Club Contact
Jan Phillips – Treasurer
Trish Lindsey – Secretary
Vacant - Activities
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

President's Article by Jim Murray

The Good Ride

by Jim Murray
2008 Reprise

The following is a
reprint (with a few
updates) to my first
Triumphant Times article as VP in 2008.

Part of the responsibility of the
Presidential and Vice-Presidential positions of
Green Country Triumphs is to provide a
contribution to the monthly newsletter. While
scary and intimidating as a fourth order partial
differential equation for some, for others this is
an open-ended opportunity to espouse or wax
poetic on darned near any topic that flutters in
front of them. That is, any topic that can
somehow be related back to our LBCs.

Car clubs select monikers for their
newsletters that reflect the nature of their
organizations. Feature writers select names
for their contributions that reflect their
experiences. A few examples are Triumphant
Times, The Side Curtain, The Ragtop, The
Bluebonnet, The Triumph Herald, Triumphs
and Tribulations, In the Rear View Mirror,
Noise From Second Gear, etc. So, to get
started, I realized my first order of business
was to select a name for my monthly opinion
and observation.

I thought back to 1982. Back to the
early days just after purchasing my 1958 TR-
3A. Back in the dark times, ten years before
Sam Clark lit the torch of GCT. The maiden
voyage home from Bartlesville was more road
time at speed than the car had seen in a
while. A bunch of sludge loosened up in the



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

cooling system and blew all over the engine bay. A few days later, I pulled into a Quik Trip for a soda. When I came back out, I hopped into the car, turned the key to the "On" position and the electrical system flickered – then went dark. After a little fumbling under the dash, it was back up and running. It was only the beginning of a whole host of other encounters.

I drove my new acquisition to work for Show and Tell. I enjoyed showing off all the little idiosyncrasies of the TR3A to my fellow engineers. For most of us, our experience with old cars was '50's and '60's Detroit Iron. MG meant "TC/TD/TF, A or B-Series". Jaguar brought images of E-Types or Salons, knowledgeable recalled XK 120/140/150s. Triumph brought questions of Wedge, TR-6 and Spitfire. The '3 series was off the radar to all but a few. John M., the IT manager, a fellow some ten years my senior who had wrenched on a college buddy's TR-3 back in the '60's asked "So, Jim? Have you experienced 'The Good Ride?'"

Hmmm? What exactly was he talking about? I was pretty sure I knew where he was going with the question, but John could be a bit cagey at times. I asked what he meant and he painted a semblance of the following: It is perfect temperature day, the sun is up but not too hot, you are the only car on a country road with sweeping curves, the top is down, the wind is in your hair and the throaty exhaust note of a well tuned engine trails off behind you.

John's idyllic image faded as I recounted my maiden voyage home: top up, engine overheating on a straight-line highway. Not exactly "The Good Ride". Don't get me wrong. Driving the car home for the first time was a real thrill, but also a reality check.

A few weeks later, I headed out for a tour along Riverside Drive headed southbound. (Note: This was in the days before The Creek Turnpike, before the 71st St.

bridge, before the new Jenks Bridge, before Riverside was extended beyond 71st St to intersect Delaware Avenue at 91st St., and before all the associated development.)

It was a beautiful fall afternoon. I followed Riverside Drive until it ended at 71st St. then made my way to pick up Delaware Avenue to continue along the river beyond the turn to the Jenks Bridge. As I drove the curves of South Delaware - the Arkansas River reflected sunshine on my right, horse and sod farms appeared cool emerald-green to my left. The wind whipped. The exhaust sang. It was poetic.

And then the road turned sharply 90 degrees to the east. About $\frac{3}{4}$ of the way into the turn I felt all four of the nylon bias-ply tires (tyres?) lose their grip. Holy Expletive !!! I was in a slide and headed for the sandy bank of the Arkansas River!

In the Four Wheel Drift world, the "right" thing to do is to stay on the throttle and steer counter. I, however, instinctively backed off on the power, but steering counter was a nano-second response to keeping the car on the blacktop. Much to my complete stupefaction and dumb luck, I had made it through the turn! Heart pounding, adrenaline rushing, I eased back on the gas and idled down the two lane east, trying to grasp what, just exactly, had just happened. It was a very, very odd feeling. The tires had broken free, but I still had some strange semblance of control. Had that happened in my '65 Ford Galaxie 500, my then everyday driver, the front tires would have broken loose, and momentum would have taken me headlong or sideways down the embankment. Sometime later a tow truck would have been winching us out of the sand.

I went back through the gears, back up to speed, and headed down the two-lane. The top was down. The sunlight flickered. The wind fluttered. The throaty note of a well

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

tuned engine exhaust note trailed off behind me. Wow! What an amazing ride! It was....The Good Ride.

Vice President's Article by Rolf Blom

At the August Club Meeting I was elected Vice President for 2022-2023. I am pleased to report that the result was unanimous; but to be honest I should admit there were no other candidates.



One of the VP's assignments is to make arrangements for the club's monthly meeting. At the meeting Jim Lindsey mentioned that he would like to see the club hold a meeting in a Mexican restaurant; as we had not done so in recent memory. He remembered Casa Grande with some fondness; however, others mentioned some drawbacks to the upstairs meeting room. At any rate the meeting coalesced around the idea that a Mexican or Tex-Mex place would be worth doing.

It turned out Casa Grande's upstairs meeting room only allows service from a buffet; you can't order from a menu. I remember that we went there once many years ago and the buffet was indeed problematic. Focusing on places that I remember with useful meeting rooms I remembered "Arizona" on S. Lewis (which was then named "Cardigans"; and the "El Guapo" southern site. Turns out both El Guapo sites closed permanently in 2020, and Arizona is being renovated. In the end I found a place called Rincon Mexican Grill and Cantina; 6219 E 61st Street, in the Park Plaza shopping center on the NE corner of 61st and Sheridan. They have an excellent meeting room which I was able to reserve for our September 20th meeting.

Please consider giving me some feedback on any ideas you have for meeting sites. My email is Rolf.Blom.GCT@sbcglobal.net .

The second expectation for the club VP is to contribute an article for the monthly newsletter. This is not an easy thing for me. I have disliked any sort of "composition" for as long as I can

remember. For example, I decided not to think up a title for my contributions. Al Garbart's "Wedgeword" was too good to match. Next month I hope my writing "Muse" will appear with an idea that will allow some sort of "to be continued ..." idea for these articles.

Minutes of the last meeting by Secretary Trish Lindsey

Green Country Triumph Club minutes

The August meeting of the GCTC was held at Andolini's in Jenks. President Al opened the meeting at 7:00. There were 13 members present and one had driven their Triumph.

Minutes were approved as printed in the newsletter. There had been no meeting in July because of Covid. John gave the treasurers report which was approved as given.

Al moved to wave the Chronister's club dues for the year. The motion carried. He reported the club liability insurance has been paid.

Car Shows: Art reported that Galena, Ill. show is coming up soon. Also, there are 3 car shows the same week end in Fayetteville, AR, Taos, New Mexico, and Round Rock, Texas. And Triumphfest is in San Diego this year. There is a car show in Sapulpa on Sept 10.

Parts: John reported his car is still in the shop for leaks. The lift in the garage is available if anyone needs it.

Activities: Be thinking about the Christmas Party and who wants to host it this year. The Green Country MG Club wants to hold a joint picnic on September 10.

Old Business: Jim Murray was nominated and elected as President of the club for coming year. Rolf was nominated and elected as Vice President of club. Art was elected as member at large for the club board.

The Vice President will continue to plan meeting locations.

Meeting adjourned at 7:26.



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Scheduled Club Activities

WHEN	WHAT	WHO

From: John Phillips

<topaztr6@gmail.com>

Sent: Tuesday, September 6, 2022
5:30 PM

To: Art Graves <akgraves@cox.net>;

Subject: Fwd: September Ragtop

Art, congratulations on your first place finish in late TR6 category. It is good to be a winner.

John Phillips

**Green Country Triumphs
Greasy Hands Garage North
Claremore, OK**

<http://greencountrytriumphs.com>

Thank you, John.

Yes, winning is good.

Art

From: John Phillips <topaztr6@gmail.com>

Sent: Thursday, September 8, 2022 5:32:03 PM

To: Rob Thompson <rob@libertyohm.com>

How are you doing? Where are you now? Update please.

Rob Thompson via libertyohm.onmicrosoft.com

to me

Been sick and in hospital. Tryin to sort things out. Thx. How is Tom doing?

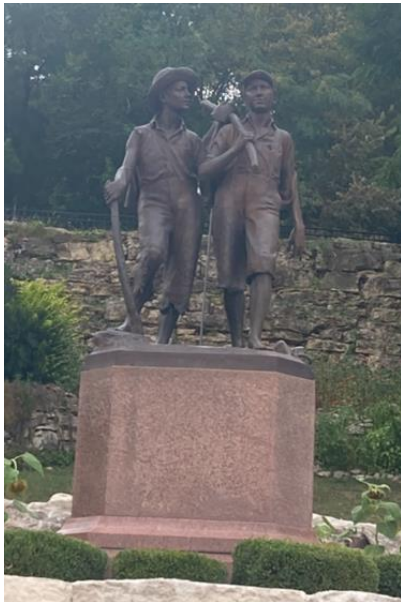
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VTR Convention by Art Graves

The Vintage Triumph Register National Convention was held in Galena, Illinois August 29 through September 2. I don't know that I had ever heard of Galena prior to this. That is one of the collateral benefits of car shows – travelling to places you may never have gone otherwise. Turns out there is quite a bit of history in Galena. It was a big mining town, primarily lead, and is home to General Ulysses S Grant.

Five TR6s drove up from the Austin area and met up with me in Tulsa to make the drive to Galena. As it turns out Friday the 26 is wife Karen's birthday and so we had a big party with TR6 Owners, neighbors, family and plenty of Lone Star beer and fajitas.

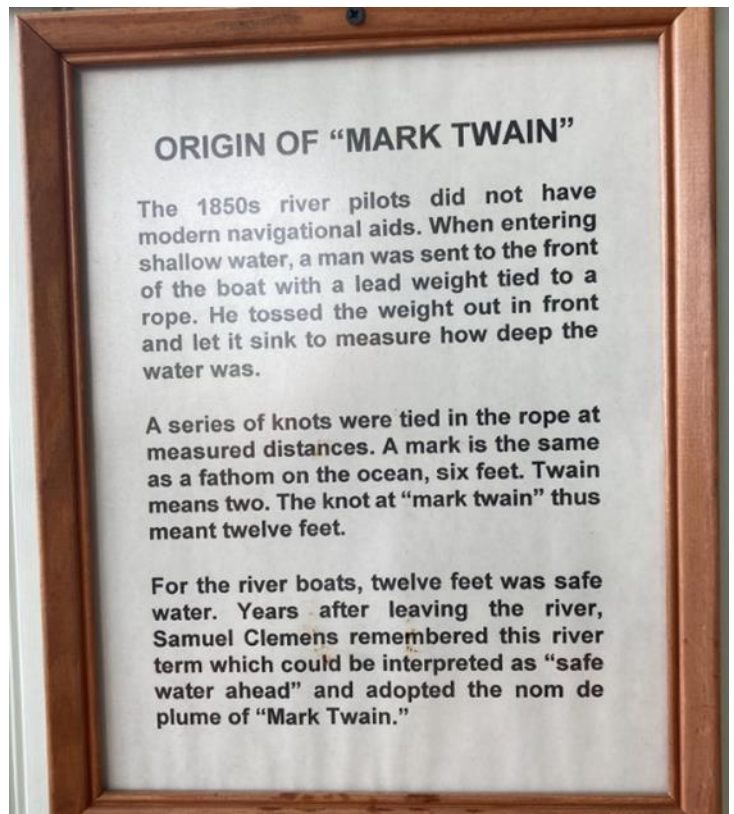
Next morning, we set out for Hannibal, Missouri, home of Mark Twain, a 460-mile ride. We stayed in a hotel downtown and were able to walk to diner and several bars. Luckily the Mark Twain Museum was open on Sunday morning and we took in a little culture by touring the museum, viewing the Mississippi River and the downtown area. As you can imagine, everything was Tom Sawyer – themed.



Statue of Tom Sawyer and Huckleberry Finn



Mural of Tom Sawyer's whitewashing prowess



Explanation of Samuel Clemens pen name

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Next was the 250-mile trip in to Galena. We rented a house about a mile from the host hotel, the Eagle Ridge Resort and Spa. The house may have been a little cheaper than the hotel, but at the house we could cook meals (breakfast and dinner) and the cars were close by, not out in a parking lot. We unloaded the cars at the house, drove to the hotel to pick up our registration packets and then off to the grocery store.



Grilling burgers on the deck. From left to right Mike McPhail, Roger Allen, Jim Wells, Wiley Crystal and Robert Torn.

Monday was an easy day with the Funkhana being the only driving event. The welcome reception was that evening where we got to see a lot of old friends and acquaintances.

Tuesday started with a breakfast run, involving a circuitous route along back roads to downtown Galena, where a hotel had set up a buffet breakfast. Back at the hotel, we lined up for the Time Speed Distance (TSD) rally. This

was very clever in that a phone app was used to monitor your progress. A route sheet was handed out with the driving directions and speed to be used on each leg. The app was loaded on our phone, which then used GPS to determine if we were fast or slow on each leg.

After the TSD rallye we started the poker rallye. We made five stops at local businesses to pick a card. Best hand wins. We had two nines; the winning hand had four aces.

Enough said there.

Wednesday was autocross, which I did not participate. Instead, we drove to Potosi, WI to the Potosi Brewery. There we had lunch and a tour of the brewery. The tour guide and the beer were both very good. We then drove back to the hotel for a tech session on Zenith Stromberg carburetors. The guy leading the session was very

knowledgeable and entertaining. He affirmed several notions I have followed. Namely, Champion spark plugs are as good as any, use engine oil in the damper and if the car begins to run bad and you haven't touched the carburetors – don't touch them.

Thursday was the Concours d



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'Elegance and Participants Choice car shows. I volunteered to judge cars and was kept pretty busy doing that during the show. There were a lot of nice cars – about 200 were registered for the show. A You Tube video of the show may be viewed at https://youtu.be/z32H_Eotjn4.

A cocktail reception and awards banquet was held Thursday evening. The banquet included guest speaker Tim Suddard, publisher of Grassroots Motorsports Magazine. The magazine covers all manner of vehicle makes and models, but Tim focused on the Triumphs he has owned or come into contact with.

As group we came away with six awards: Wiley Crystal won third in autocross and concours, Roger Allen won third in participants choice, Mike McPhail won second in concours, I won a first-place award in concours and The Hill Country Triumph Club newsletter editor won an award for the 'Ragtop'.

Friday morning, we made breakfast, cleaned house, packed, took out the garbage and set off for Jefferson City, MO. It was to be a 400-mile drive and took the greater part of the day. Again, we stayed in a hotel downtown and were able to walk to dinner. Jefferson City is

Cars tucked away for the night in the hotel parking lot

the capitol of Missouri, but the downtown area was surprisingly empty. Very much like Tulsa's downtown. We walked to a brew pub – Prison Brewing - half a mile from the hotel. It was plenty busy. Unfortunately, it wasn't very good. Maybe an off night for them.

Saturday morning, we set off for Tulsa through Osage Beach and Lake of the Ozarks. This was probably the best day on the road: cloudy and cool with nice back road driving. Again, it took us just about all day to drive the 350 miles. Karen had a spaghetti dinner all ready for us, which was quite welcome after all the restaurant food and our cooking.

Sunday saw the Texas boys head south for their 450-mile average drive home. All told, I drove some 1,700 miles; add another 900 miles for the Texas boys. Several very minor repairs were made along the way, but the cars were reliable and ran well. This is the third time I've attended a VTR conference hosted by ISOA (Illinois Sports Owner Association) and all have been excellent. Next year's conference will be in Dillard, Georgia. See you there!

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New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 26, 2022

Web: <http://www.bmcno.org/Current-Car-Show>

VTR South Central Regional Convention

Location: Boerne, Texas

Date: April 21 – 24, 2022

Web <http://sotxtriumphassn.org/2022-vtr-south-central-region-convention/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 1, 2022

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

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: June 9 – 12, 2022

<https://www.thewedgeshop.com/event-registration.html>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 10 – 11, 2022

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: June 11, 2022

Web:

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



VTR National Convention

Location: Galena, Illinois

Date: August 29 – September 1, 2022

Web: <https://www.vtr2022.org/>

Triumphest

Location: San Diego, California

Date: September 8 – September 10, 2022

Web: <http://www.triumphest2022.com/>

6-Pack Trials

Location: Lexington, Kentucky

Date: September 22 – 25, 2022

Web: <https://forums.6-pack.org/>

Rio Grande Valley Regional Rendezvous

Location: Eagle Nest, New Mexico

Date: September 22 – 25

Web: <https://baoa.clubexpress.com/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 22 – 24, 2022

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 – 25, 2022

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

Red River European Car and Motorcycle Show

Location: TCC South Campus

5301 Campus Drive, Fort Worth, TX 76119

Date: October 1, 2022

Web: <https://redrivertriumphclub.org/euro-show/>



PAST

Texas All British Car Days

Round Rock, Texas

Date: (Sun) Sep 26, 2021

TXABCD is the largest gathering of British cars in Texas and a great place to see the cars you grew up with like Triumph, MG and Mini and to see exotic British cars you may never have a chance to see again like limited edition Jaguar, Aston Martin, Rolls, Bentley and Morgan. The event is typically scheduled for the last weekend of September.

Please join us to celebrate all British Marques!

The Sunday Show is Free to public and is located at:

Centennial Plaza
301 W Bagdad Ave
Round Rock, TX 78664
Time: 9AM to 3PM

For more about the show or participating in the three day event see the website below.

More Info: <http://www.txabcd.org>

DISCLAIMER: We add show dates and descriptions as a convenience! Always always always visit the show sponsor's web site to verify dates and details!

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[Submit Event](#)

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6-PACK 1982-2022
TRials September
22nd-25th
Lexington, Kentucky



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[Home](#)2022 Rendezvous

***Changes are here
and we're back
on track for a
great
Rendezvous in
22!***



**British Automobile Owners
Association
32nd Annual**

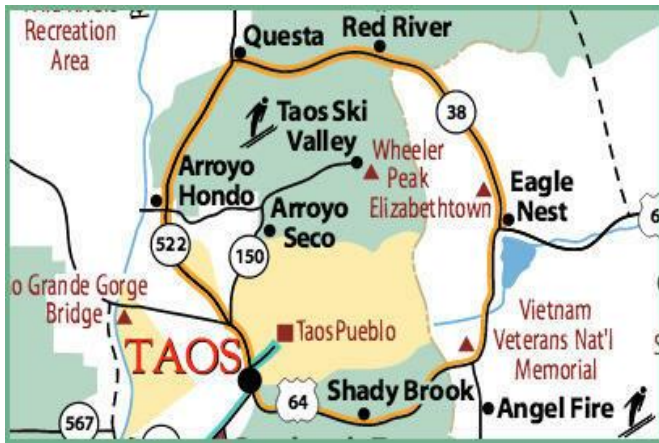
**Rio Grande Valley
Regional Rendezvous**

***TAOS and the
ENCHANTED
CIRCLE***

September 23 - 25, 2022



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



Immaculate driving, exceptional scenery, storied history, and legendary British car camaraderie.....it's Rendezvous in Twenty Two in Taos and the Enchanted Circle of New Mexico!

Friday - Evening Reception and Registration, and British Car Camaraderie
Saturday - Rallye, Funkhanna, and exploration of the Enchanted Circle!
Sunday - Popular Choice and Judged Car Show, and Lunch Awards Banquet

Join Us Using This 2 Step Process:

1. Complete Your Registration Using The Links Below
2. Reserve Your Accommodations Using The Information Below

Your BAOA Board and Rendezvous Committee look forward to seeing you, and driving with you in Taos, and the Enchanted Circle!

Step 1 - Registration Information

Early Bird rate (available until August 31, 2022)

BAOA Member & Navigator - \$100 each
Non-member & Navigator - \$110 each

Late Registration (effective September 1, 2022)

BAOA Member & Navigator - \$110 each
Non-member & Navigator - \$120 each

You can [Register Online](#) or [Mail In](#)
[Your Registration](#)

Step 2 - Reserve Your Accommodations

We're staying at the historic [Sagebrush Inn & Suites](#) in Taos, New Mexico; an old friend of the BAOA who has offered us great rates and accommodations...and the [Sagebrush Grill and Cantina](#) are the perfect spots for breakfast, dinner, and to tell tall tales and compare horsepower after a day of great driving!

To Reserve your room:

Click here: [Reserve Online](#)

Or call: **575-758-2254** Group Code:
British Automobile Owners

Courtyard Room - King	119.00	
Fireplace Room - 2 beds	129.00	
Studio Room		119.00
Junior Suite		139.00
Deluxe Fireplace Room	149.00	
Deluxe Suite		149.00
Executive Suite	159.00	

Above rates do NOT include applicable taxes.

Complete descriptions are available at sagebrushinn.com/questrooms

For Assistance

Steve Keppler Rendezvous Chairman
skeppler1962@comcast.net

John Smedinghoff
Registration/Administration
john.smedinghoff@gmail.com 505-856-6712

Steve Schwartz Hotel Reservation
Issues
100steven.schwartz@gmail.com 505-306-9880

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RED RIVER EUROPEAN CAR & MOTORCYCLE SHOW
Saturday 01 October - 10am to 2pm
TCC South Campus, 5301 Campus Dr., Fort Worth

Door prizes
50/50 Drawing

20+ Classes & Best of Show
\$25 entry
(tax deductible*)

• Supports Scholarships for TCC Automotive Students

<http://rrtc.org/euro-show/>

The Red River Triumph Club is hosting the 7th Annual Red River European Car and Motorcycle Show on Saturday 01 October at the Tarrant County College (South Campus) in south Fort Worth. 100% of the registration goes directly to the scholarship fund the RRTC has sponsored with the TCC Automotive Program and is completely tax deductible. We are planning up to 24 Classes with awards for the top three in each Class and for Best of Show. Registration will open at 9:30am, participant choice voting will start at 10 and close at 1pm with awards presentation at about 2pm. The Book Store will be open in the Student Center (for light food items) and live music is planned.

Come and enjoy the fine cars and bikes, beautiful campus, good food, and a 50/50 raffle.

Please pass this information on to your club, your friends and anyone who might be interested so we can get maximum participation.

Particulars:

TCC South Campus

5301 Campus Drive, Fort Worth, TX 76119

Registration at: <https://redrivertriumphclub.org/euro-show/>

\$25 per car registration

Dave Pilcher

OWASSO FALL HARVEST FESTIVAL CAR SHOW

October 8, 2022

1st & Main St, Owasso

Registration 9-12

Awards 3PM (+ or -)

\$20 per vehicle

Multiple classes & Trophies

**Live music, great food, beverages
games, and prizes**

**All proceeds from the car show go to
the Owasso VFW Post 7180**

Sponsors:

Classic Chevrolet

Corvette Friends of Okla.

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BRITS in the OZARKS

TWENTIETH ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas In Fayetteville, Arkansas, Agri Park
South of Exit 67-A off I-49 September 22, 23 & 24th, Rain or Shine (Hey, they're British
cars, after all !!)

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION - ARKANSAS CHAPTER "FIGHTING LOU
GEHRIG'S DISEASE"

- Sept. 22nd - Driving tour through Arkansas Ozarks. Route TBD 9:30 departure from the hotel.
Sept. 23rd - Another driving tour through the Ozarks on a different route 9:30 departure from the hotel
- Show Registration (4:00 - 6:30 P.M.), cook out and parking lot party (6:30 PM or later if the chicken is
not ready) at the **Holiday Inn Convention Center of Northwest Arkansas**, until....
Sept. 24th - Car and cycle display and popular choice judging at Agri Park, 10 AM - 2 PM.
Lunch and concessions available on site. Silent Auction (donations welcomed)
- Awards Dinner at the hotel 6 PM **SPECIAL GUEST: RICHARD LENTINELLO, PUBLISHER
OF CRANKSHAFT MAGAZINE - ONLY 210 TICKETS WILL BE SOLD FOR THIS
EVENT, FIRST COME, FIRST SERVED, TICKETS ARE REQUIRED - ORDER NOW!!!**

SEE THE ACCOMPANYING COVID POLICY RIDER. No vendors per U of A Agri park regulations.

GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT regardless of number of cars)

REGISTRATION: (available as above and on site the day of the show starting at 8:30 a.m.)

(FREE T-SHIRT FOR EARLY REGISTRATION IF **RECEIVED ON OR BEFORE September 1, 2022.**

Additional t-shirts may be purchased below or, if available, at the Friday cook-out or at the show)

PLEASE COMPLETE THE FOLLOWING. ANONYMOUS REGISTRATIONS WILL BE REJECTED!

Name(s): _____ Phone: _____

Address: _____ City: _____

State/Zip: _____ E-mail: _____

Registration **RECEIVED ON OR BEFORE 09/01/22** (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for
each additional car or bike

Registration **RECEIVED AFTER 09/01/22** (no free t-shirt): \$30.00 for 1st car or bike, \$10.00 for each additional
car or bike.

PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH CAR OR BIKE!!!

Car / Motorcycle:

Marque: _____ Model: _____ Year: _____ Class: _____ (See list on back) \$ _____

Additional Cars / Motorcycles **carried over from additional registration forms @ \$10.00 each:** \$ _____

Awards dinner, \$30.00 per person--Number: _____ Dinner total \$ _____

Early Registration (**RECEIVED 09/01/22 or earlier**) FREE T-shirt:- **MUST** Circle one: S M L XL XXL

(If you don't circle a size the default is a large!)

Additional T-shirts - **MUST** Circle when ordering: S M L XL XXL (\$15.00 each) x _____ = \$ _____

TOTAL (Make checks payable to British Iron) \$ _____

_____ Please check for **Thursday driving tour** through Arkansas Ozarks (no charge, head count only)

_____ Please check for **Friday driving tour** to on a different route through the Ozarks (again, no charge)

MAIL TO: Jim Carney 11565 Oak Hills Dr., Bentonville, AR 72712

HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, AR
Specify British Iron Car Show, rate includes ALS donation by the hotel, 479-751-8300 Ask for British Car Show rate before **09/07/22**
Information or questions: Email Jim Carney at carney1081@cox.net Or Bill Watkins at bwatkins@watkinslawoffice.com

See also www.britishironnwa.org

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JUDGING CLASSES 2022

Revised 10/29/14

- A- Austin-Healey Sprite – Mk1 (*Bugeye*)
- B- Austin-Healey 100-4, 100-6, 3000
- C- Classic Minis
- CM - Modern Minis
- D- Empire (*catch-all: cars not otherwise assigned a class 1950-1979*)
- E- Lotus
- F- Luxury Saloon (*Bentley, Rolls, Daimler limo, Austin Princess, etc. through 2010*)
- G- Jaguar - Modern Sports (*XK8 and later*)
- H- Jaguar XK120/140/150
- I- Jaguar XKE
- J- Jaguar Saloon, Early (*Mk1&2, 'S', Mk7/8/9/10, 420,420G, etc. and Daimlers sharing same body shell*)
- K- Jaguar Saloon, Late XJ 6 & XJ 12 and newer cars through 2011 (*all models and Daimlers sharing same body shell*)
- L- Jaguar XJS
- M- MG 'T' Series (*all "T" series standard factory body cars*)
- MN- Morgan
- N- MGA
- O- MG Midget/A-H box Sprite
- P- MGB/C chrome bumper
- Q- MGB/C rubber bumper
- QT- MGB GT
- R- Modern British sedans and sports cars (*catch all 1980 through 2010 not otherwise classed.*)
- RA- Revered Ancients - all cars built before 1950 (*open to all makes if not otherwise classed or atowner's option*)
- S- Showroom Class (*year 2010 on, catchall class for all post-2010 cars **not otherwise classed.***)
- SV- British 4 x 4 and related special interest (i.e., Mini Moke, etc)
- T- Standard Sedan (*common small family cars, i.e. Austin, Morris, Ford, Hillman, small Riley, etc., pre-1979*)
- U- Triumph TR2/3
- V- Triumph TR4/4A/250
- W- Triumph TR6 early
- X- Triumph TR6 late - rubber overriders
- Y- Triumph TR7 and TR8
- Z- Triumph Spitfire, GT6
- AA - Racing/modified
- BB - Restoration in Progress (*trailered cars, not generally driveable*)
- CC - Survivor (*Original, unrestored and driveable. Pre-1975*)

CYCLE CLASSES:

M/C 1 British, all years

M/C 2 Other

SPECIAL AWARDS: To be announced

NOTE: Any who wishes to park away from their designated class will be accommodated, but will have their plaques marked "Display Only" (not judged)

BRITS IN THE OZARKS 2022

COVID RIDER

Given the unpredictable nature of evolving strains of the COVID virus we will follow CDC Guidelines in place at the time of the event. By registering for Brits in the Ozarks you acknowledge and agree to the following:

1. All CDC, Arkansas Department of Health, University of Arkansas, and hotel Covid policies in effect at the time of the event will be followed. Your hosts will regularly encourage compliance and you will be expected to respect our club's policies and those of the hotel and the University of Arkansas.

Thanks for your respect and cooperation. It will be wonderful to gather with all of you again.

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From Gary Moss

John

For your new newsletter section, you can add my seatbacks if you want. The backs had become detached and were just hanging at the bottom. Apparently, someone had tried to repair them previously by slathering gorilla glue all over them and screwing in sheet metal screws that didn't attach to anything solid and it finally failed. I took them to Lew's Auto Trim and had them rebuilt. They did a great job and seatbacks are now very solidly attached.

What can be seen looks very nice. Nice improvement. John

Tip: *This type of seat back gets pushed off when the internal straps stretch so much the back of the driver pushes them off. Another fix is to tighten the straps or replace them.*

John,

I could say that you get used to the high temperatures, but that would be untrue, it is hot any way you look at it. My garage for the TR6 was at 95 degrees this morning, too hot to do anything but open the door and look inside and then close the door.

The TR6 is running pretty well, although the differential pinon seal has developed a severe leak, once it cools down in a couple of months, I will deal with that. I have been really impressed with the waterless coolant, mostly the complete lack of any corrosion in the system and the car has never overheated since it has been out here.

We went to Alaska on a 7 day cruise last week, which was a nice break, the weather reminded me of a really pleasant fall, quite the contrast to today. We left and returned to the port of Seattle. We spent an extra day there before the cruise just to be sure that we made our flight.

Laura is doing good, I just dropped her off at the community pool, which how she likes to deal with the heat.

Take care,

David (Alexander), moved to the Phoenix area a few years ago but maintains his membership. The waterless coolant was part of a cooling system upgrade made before his move West. Editor

TTAC Throwback: 1980 Triumph TR8

August 8th, 2022 4:16 PMShare

Today's TTAC Throwback is a British treat.



Everybody thinks a Texan chicken farmer was the first to shove a grunty American 8-cylinder engine into a lithe British chassis, but really Carroll Shelby was just one in a long line of builders to riff on that formula. Before WWII, Jensen built cars with Ford V8 power, and Railton used various Hudson chassis along with their superb inline-eight (and six) cylinder engines to build square-rigged hot rods that milord might use to travel quickly to those country house Saturday-through-Monday affairs in which the upper classes indulged.

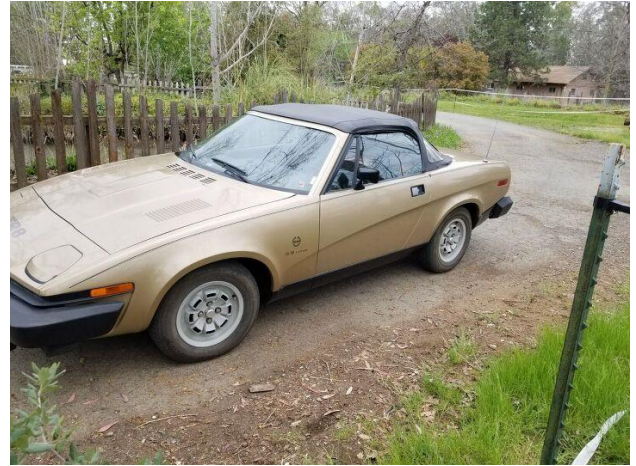
Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

From the 1950s onward, [more British cars](#) would be built with beefy American powertrains. Jensen would continue, Allard got into its stride, and there were also Bristol, Gordon-Keeble, and others.

Most of the cars I've mentioned are high-priced machines built in limited quantities. But mass-market manufacturers weren't immune to the idea of hotting up their more prosaic models with a big injection of Yankee V8. Sunbeam had their Ford-engined Tiger, then in 1965 staid old Rover, favored mount of conservative bank managers and well-to-do suburban aunties bought the rights to produce an all-aluminum 3.5-liter (that's 215 cubic freedom units) V8 that Buick no longer had use for.

That ex-Buick V8 would live on to become a quintessentially British powerplant. After buying the rights to produce it, Rover made a few improvements like sand-casting the block and heads and installing a pair of SU carburetors that didn't suffer from fuel starvation at high cornering speeds. So fettled, it would eventually power vehicles of every category: Off-roaders, luxury

sedans, and sports cars like the MGB-GT V8 and TR8.



The TR8 was, of course, developed from the TR7. That car was really Triumph's first modern sports car. Its predecessors all used a separate chassis and some form of pushrod engine; they really were children of the 50s and 60s (this is not to denigrate them, all the TRs were great sports cars for their time and are still engaging as classic cars).

The TR7, on the other hand, featured unitary construction and a modern OHC inline four-cylinder engine. However, the TR7 reverted to live axle rear suspension in lieu of the TR6's independent system. The TR6's double wishbones gave way to an up-to-date MacPherson strut system with rack and pinion steering. Contemporary testers praised the new

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sports car's supple ride, handling, and brakes.

Despite the fractious mood at British Leyland, Triumph had created a well-conceived sports car with interior comfort and ergonomics that made driving much less punishing than the cars it superseded. The TR7's wide build made the cockpit less claustrophobic, its seats offered plenty of adjustment, pedals were placed just so for heel-toe shifting, and the dashboard was laid out so ergonomically and controls fell so easily to hand it could've been from a car 10 years newer. Ventilation and HVAC systems were well developed, too, for the TR7 was initially offered as a coupe only. It was feared that American legislation would kill open cars, and BL was keen to retain one of its most lucrative export markets.

Of course, the TR7's styling is, ahem, an acquired taste. A *Road & Track* writer described it as looking like "An X1/9 with a case of the mumps." Hardly a glowing assessment. But, the styling grows on you, tumor-like, until you learn to accept that it's part of you, even if it may be fatal.

×



The TR7 was good for a 0-to-60 sprint in the mid-15 second range in U.S. trim (European-spec cars were quicker). This wasn't as horrible as it sounds and was on par with its competition. However, even in the days when diminished performance was taken for granted, there was the desire to inject a little of the old-time religion of driving for driving's sake – hallelujah!

It became understood that open cars would not, in fact, be banned in the U.S., and in 1979 the TR7 had its head duly chopped off to become a roadster. Oddly, without the roof and massive sail panel B-pillars, the TR7's wedge shape became rather more handsome, like an aging man who realizes his hair is thinning, buzzes it off, and finds out he looks like Bruce Willis.

To go with the newfound good looks and swashbuckling open-air attitude, the old Rover (nee Buick) V8 was nestled

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between the TR7's strut towers, creating the TR8. A car with a mellifluous V8 soundtrack, sub-8-second 0-to-60 acceleration, and excellent passenger comfort (for a sports car). A handful of TR8 coupes were built by the factory, roadsters made up the lion's share of production, and most of them were destined to be sold in the U.S. The TR7 would continue alongside its V8-powered sibling. Less than 3,000 TR8s were built, making them quite a rarity today.

It's a pity; the TR7 and TR8 would be the last Triumph sports cars ever. The reasons for this are too complex to delve into here. It's best to savor the last of the vintage from the Triumph cellars and leave the whys and wherefores for another day.



Why This Car

First, the TR8 is a great drive. The steering is gratifyingly meaty, the brakes

pull it up smartly, and the V8 rumble is very, very addictive. Amazingly for a car not originally conceived as a roadster, the chassis rigidity is impressive; it's much more solid-feeling than, say, a 1980s Ford Mustang convertible. I can also vouch for the cabin's comfort. At 6'1" and weighing slightly north of 200 pounds, I'm not a small man, and I could easily undertake a long journey in a TR8 without undue misery.

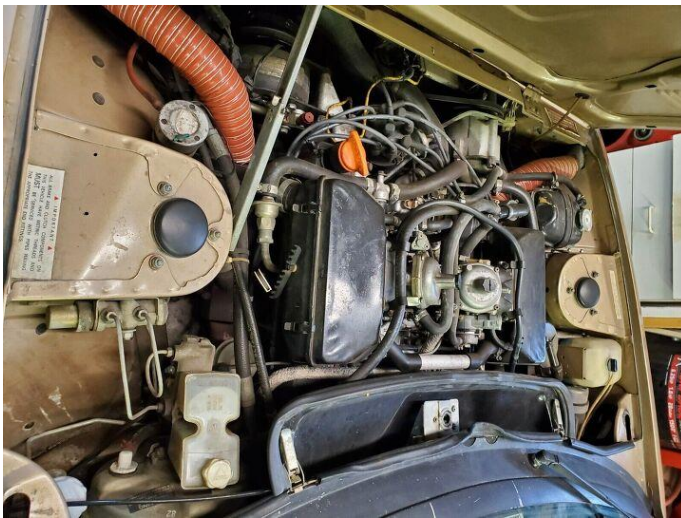
This particular example shows just over 20,000 miles and has passed California's tough emissions test, which indicates that the engine is in good shape and the twin Stromberg carbs are working as they should. Further, the seller claims there's no rust, and it has a history of being owned by knowledgeable Triumph enthusiasts; in fact, you can see a Triumph Stag in the background of one of the photos, lending authenticity to the seller's status as a Triumph addict.

Perhaps most importantly, this car looks very original; its gold paint isn't overly oxidized, and the interior presents well with its correct tartan seat inserts and door panels. The seller states that the air

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conditioning is functional and has been converted to R134a refrigerant.

Besides the car itself, there are intangible things like the enthusiastic club scene for most classic British sports cars. Members get the chance to swap information and participate in shows, tours, and other events, which can greatly add to the pleasure of ownership. If you're put off by the notion of a trad "car club," don't be. The groups fetishizing little British cars are (generally) populated with charming, welcoming eccentrics; crying bumper dolls are nowhere to be found.



Things To Watch Out For When Buying a 1980 TR8

Regarding TR7s and TR8s, build quality can vary wildly; generally speaking, the latter cars are the best built, and TR8s fall

into that category. Being a unit-body car, there are lots of places corrosion can take hold and wreak havoc. The sills are structural; check them for rust and be wary of any aftermarket trim applied over them, which could be hiding serious problems. Also, check around the windshield base, wheel arches, front subframe, and rear trailing link mounts. If possible, get underneath the car with a good flashlight and check everywhere. The headlight housings are aluminum, so don't be surprised if the paint doesn't stick to them.

Engines and gearboxes are tough but check for signs of overheating. The aluminum V8 is more susceptible to damage from excessive heat than an iron engine. Most TR8s have a pair of side-draft Stromberg carbs, and getting them in synch can be tricky, especially if the carb bodies have warped. Some later cars had fuel injection. If you're utterly terrified by the Strombergs or fuel-injection systems, there are four-barrel carbs that can be easily retrofitted. If you do modify an original car, take plenty of photos and carefully label and store factory-fit parts. As the owner of a classic car, you are also a custodian of a piece of history.

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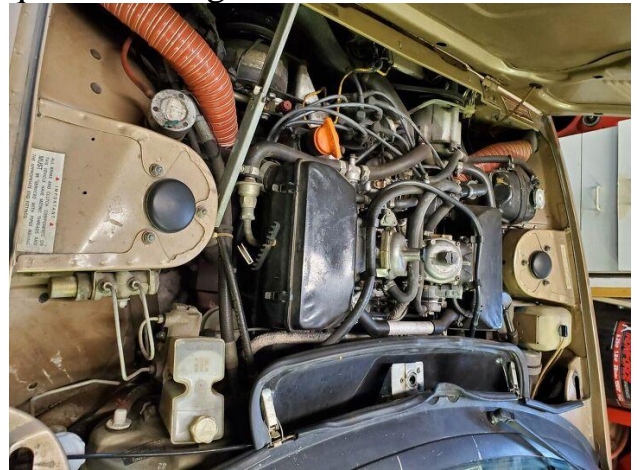
It's true; 1970s British Leyland cars can be possessed of a certain frailty born of indifferent build quality. Don't be put off. There are superb aftermarket suppliers like Moss Motors and Rimmer Bros. who stock almost any part an owner might require and dispense valuable technical advice, all of which soothes the pain caused when Lucas, The Prince of Darkness, strikes.



To Sum It Up

The [TR8 is a legitimate member](#) of the illustrious lineage of British sports and grand touring cars powered by American (or American-derived) engines, but it's orders of magnitude less expensive than most of them. The controversy around Harris Mann's styling has mellowed with time like a fine port. So much so that I've heard the uneducated at car shows ask if a TR7 was a Ferrari. Thus, it's worth braving the risks of BL build quality to have a beautiful example of the last, and arguably one of the best, Triumph sports

cars. However, the seller isn't giving away this car; it might be worth reaching out to see if there's room to negotiate a better price – being rare doesn't always equate to being valuable.



TTAC Throwback

TTAC Throwback is a new series devoted to cars we think deserve to be owned by someone who really loves them. Just imagine Sarah McLachlan crooning *In the Arms of an Angel* as the camera pans past a deserving car up for adoption, hoping desperately that it doesn't get recycled into a Nissan Versa (I've, I've got something in my eye). Now go ahead, put in your bid; there now, don't you feel better? You're doing the right thing!

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

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On July 5, 2022, at 5:39 PM, Matthew Karibian <mateos4ever@yahoo.com> wrote:

John,

All, Hope this email finds you all well, it has been a while. I am trying to locate a guide/software tool or something to offer me some direction on valuation of a British vehicles value.

I have looked at Hagerty and Hemming's, but they assume vehicle is operational. I need something for a vehicle that has been sitting, almost like a barn find.

Thanks in advance for any guidance in this area! Have a Great Day!

Matthew

On Jul 5, 2022, at 5:01 PM, John Phillips <topaztr6@outlook.com> wrote:

Sam and I would check out cars back in the day. If they did not run our standard offer was \$100. Paul bought one for \$200. If they don't run, they are just parts. I don't know the market today.

Matthew's Response

Thanks! I was thinking \$500, because did not run, but I like your number better! Appreciate your response! Thanks, and Have a Great Day!

Matthew

1. In which battle did Napoleon die?
His last one
2. Where was the Declaration of Independence signed?
At the bottom of the page
3. The Ravi River flows in which state?
Liquid state
4. What is the main reason for divorce?
MARRIAGE A+ for creativity



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Greasy Hands Garage North Update

by John Phillips

6/18/2022 –Yesterday I dealt with a maintenance issue that was recognized a few days ago. There was about ½ inch of play in the steering column that was a bit irritating. I raised the bonnet and opened the driver's door for steering wheel access.

With flashlight in hand, I was able to reach and move the steering wheel to try to identify what was loose that caused the slop in the steering.

When the engine was installed, the steering column was joined to the rack at the same time the subframe went back in the car. The alignment was correct because the pinch bolt was in place. I had to pass through a notch made to accommodate the bolt insertion so misalignment theoretically cannot happen.

Although the bolt was properly inserted the locknut had not been tightened so the pinch clamp had not



been adequately engaged. With the bolt tightened there was no movement in the steering column. Done.

Back when we were working to eliminate leaks in Tom Harris' TR6, we went for a ride in the TR8. There was a distinctive rattle that was diagnosed as an exhaust rattle. While the car was on the lift I decided to see if it was an easy fix.

I focused in on the passenger side muffler. The pipe above the muffler was pretty close to the body of the car. I could see that when carrying a passenger that the pipe would most likely be close enough for the pipe to bang on that part of the body.

The pipe could be twisted to move it away from the body if the pipe clamps were loosened. With clamps free, a large crescent wrench was used to turn the pipe away from the body. While doing the final positioning a muffler support ring broke so on a temporary basis that side of the muffler was tied up using, you guessed it, bailing wire.



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The ring needed to replace the broken one is on order but from Rimmer delivery could take as long as 50 days. Terrible service if you need a critical part and don't want to pay for expensive transportation. I found no USA sources for the part, at least not on their web site.

6/20/2022 – To continue with the exhaust rattle issue I raised the car to try to pinpoint the location of the rattle. Since the rattle that started this particular exercise resulted from a passenger in the other seat one must consider what impact the passenger had on the exhaust components.

In order to get the rear suspension raised up the transmission jack was used to raise the differential to find the interference. The first thing observed was that the right muffler was touching the drive shaft.

While working through several possibilities to move the right muffler, it appeared that I could bias the right muffler by moving the left muffler rearward. Tried it and it worked so that is one interference that has been corrected.



With all clamps re-tightened and the test drive to buy water, since we have been without water service for a week, was completed, the rattle continues. It seems some additional twisting is in order.

On this short trip I saw the highway crews begin putting down the concrete roadbed and curbs for the re-route of HWY 20. I heard that the westbound lanes will open first in a couple of months.

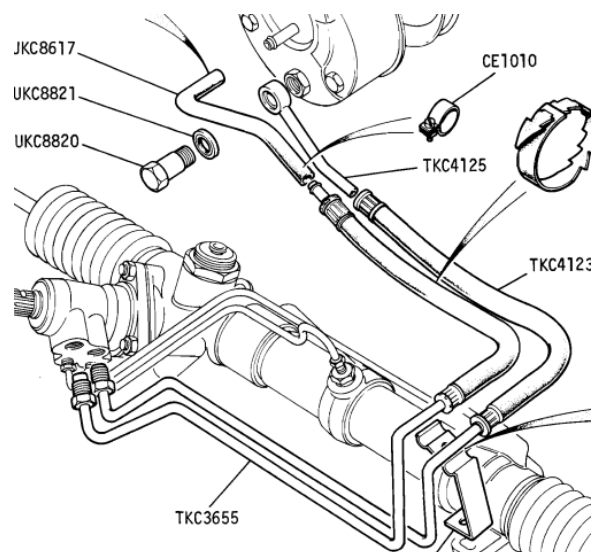
6/21/2022 – After a couple of drives into town yesterday more work was done on the rattle. Some twisting to change the clocking of the rear pipe on the right side of the exhaust was done. I believe that some progress was made but not all of the noise is gone yet. More to do.

The Ignition light was burning brightly when I arrived back at the shop yesterday. More to do.

7/2/2022 – I had a home project this morning that required some paint so while the paint was drying, I worked on leaks.

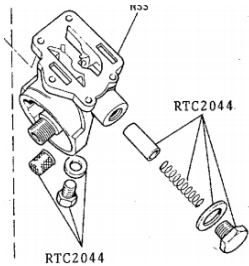
This time it was power steering fluid. Simply put, I drained the fluid, removed the hoses, cleaned the threads, liberally applied Teflon tape to threads and reinstalled them.

Since installation of hoses has been covered recently and in detail that is all that needs to be said. The illustration shows the routing of the



hoses but all of the rubber hose connections have been upgraded from what is shown.

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Now is my lunch break and after that the fluid will be put back in the reservoir. The next session will be to find and repair the oil leak. If the power steering fluid leak has been eliminated that will be a big step forward. Wish me luck.

7/3/2022 –

Yesterday, after the fluid was returned to the power steering system, I drove to a carwash to try to wash off all the oil from the leak and PS fluid from that leak so that I could determine if the leak was repaired or not. On the way back the IGNITION light came on again.

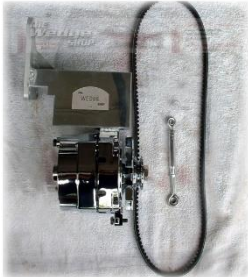
Today, after driving about seven miles back to the shop following the wash yesterday, the car was raised on the lift for a look see. I did not drive far but the initial check seemed to show there was much less if any PS fluid leaking than before.

The oil leak had wet the area around the oil pump cover so I jumped to the conclusion that I needed a good cover to replace the repaired one currently in use.

I sent a message to Team Triumph and Ted Schumacher to see if they had one to sell. We shall see what kind of response comes back.

7/6/2022 – After working with the new Lucas alternator and related wiring for several days I decided to upgrade to get rid of the problems. I ordered the GM kit and a new Engine Wiring Harness to start all over on this problem. I am very frustrated.

7/8/2022 – The new alternator kit will be here on Sunday and the wiring harness on



Monday so the schedules say. This morning I got a start by removing the

Lucas alternator and bracket at the same time. The belt and tensioner came out after that.

Things to do before reinstallation are look for the oil leak while I have more room in that area and attempt to fix it. I can't fix a leak.

It could be related to the fittings added to support the oil pressure gauge so another decision is to decide whether or not to reconnect the gauge. As a worrier I always want positive verification that there is oil pressure. I don't trust the light, big surprise.

I also need to remove the harness connections to the oil pressure switch and starter. When the new alternator gets here, I will find and add an insulated connection point for the harness wiring. That will help prevent another accidental short circuit.

7/9/2022 – Removal of parts to be replaced is complete and the attempt to eliminate the oil leak is complete as well. The tubing for the oil pressure gauge will be installed tomorrow and if the alternator arrives early enough it will also be installed.



The muffler supports ordered back on the 18th of June (22 days) arrived today from Rimmer Bros. Also, the new engine wiring harness for the 8 arrived from British Wiring two days early.



7/10/2022 – I started with making sure the new wiring harness made in the UK was ready to install. The harness actually has a w/y wire that exits at the starter that is now obsolete. I wrapped the wire neatly and taped it up out of the way in lieu of cutting it off. Someone may need it one day.

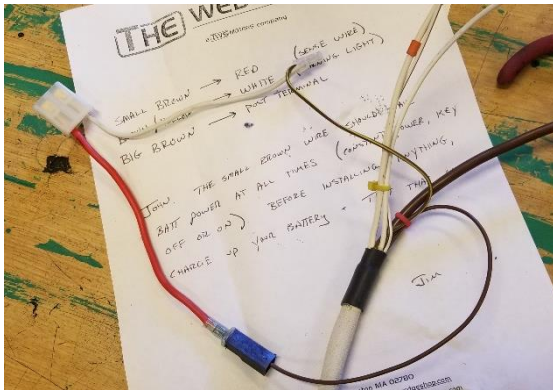
Two white wires came joined at the connector which was round to fit on a stud. Since the starter requires connection by female lucar connector, a short wire with appropriate connectors on each end was fitted between the

harness and the starter, again protecting the original configuration of the harness.

At the end of the harness there were 3 wires that connect to the alternator. Jim at TWS sent instruction for connection. The alternator came with a pigtail and a stud terminal.

The large brown power wire is connected to the stud. The pigtail has two wires, one red and one white. The brown wire from the harness connects to the red wire and the white wire is connected to the N/Y wire from the harness.

The N/Y wire feeds the IGNITION light on the dash. The N, or brown wires, both attach at the starter solenoid.



The new alternator & bracket were bolted into place and the wires connected to the oil pressure switch and the alternator pigtail was plugged in.

The big brown wire connection is waiting on receipt of an insulator to discourage further shorts. When that is complete tomorrow the belt and tensioner will be installed



The battery charger is on to make sure the battery is fully charged for start up. It is set on 10 amps for a slow charge.

7/11/2022 – It is Sunday at 1:20 and today's tasks have been completed. I did run into some issues that had to be resolved.

The first task was to install the belt and tensioner. The belt had ridges on one side and a V shape on the other to fit in the pulley. After I figured out the ridges don't go on the pulley, I got it to fit all three pulleys.

On to the tensioner. The belt that came with the kit was too short so the tensioner ended up too short.



I stopped working on the harness at that point and I decided to go ahead and re-connect the oil pressure gauge. The plastic pipe had been purchased previously as had the 1/8th inch compression sleeves which are hard to find. I bought some in bulk just so I would have them if needed.

Running the pipe was difficult. It ended up under the HVAC unit which should be a protected space. I slipped the compression fitting on the pipe then the compression sleeve. The sleeve was a very tight fit on the pipe so it should resist leaking, I hope.

The pipe was then attached to the back of the gauge so now I can get off my old knees. Later in the day, I raised the car and first

Fortunately, I had one that fit using the new belt. I also have a longer belt so the new tensioner could have been used with that belt. After wrestling with the parts received to get it all to work together the new alternator is installed.

The insulator for the big brown wire arrived which allowed me to complete the wiring at the alternator, almost. The insulator has a ridge around the outer diameter of the opening for the stud/fiber washer and nut that hold the wire terminal on the stud.

The intent appears to be that the ridge is to fit on the fiber washer to seal the connection from incoming moisture. Alas, with little room to work I was not able to seal the insulator to the alternator. It will however protect from clumsy handling of

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other components which is what the intent was anyway.

Next was to tighten the nut holding the big brown wire and battery cable to the starter solenoid.

Now, on to what I messed up while doing this job. The tank that holds coolant has a radiator type cap that holds pressure. It also has an electrical connection to a sensor that when exposed to air in lieu of coolant it turns on a warning light on the dash.

The sensor came out of the tank and a few drops of coolant were seen on the floor. I am trying the easiest fix first. I put a little of the Aviation grade sealant between the hole in the tank and the base of the sensor. When I checked later the sensor withstood a small amount of tension put on the base to see if it was stuck and it is.

On top of that I spread some silicone sealant to add adhesion and hopefully resist even more tension. If I am very lucky the easy fix will work and the light on the dash will not light up. Although I am anxious to put the car back on the road, I may let the silicone cure all day tomorrow then take an early drive Wednesday to deposit the current batch of dues checks.

7/12/2022 – Today I drove the TR8 for the first time in several weeks. The new GM upgrade alternator is working fine as I hoped and thought it would.

The power steering leak seems to have been eliminated judging by the lack of puddles on the shop floor after the drive.

The oil leaks also are not making puddles after the drive. I will be anxious to see what the floor has on it in the morning.

7/13/2022 – This morning after sitting over night it is obvious that the oil leak is still with me. I am

still hoping the Power Steering issue is resolved but not sure yet.

The car was raised to get access to the right rear muffler hanger. The bailing wire was removed and the rubber donut pulled over the holder with not too much trouble. Maybe my rattle is gone now.

I took the car out for a couple of drives yesterday while the weather was actually kind of comfortable around 5 o'clock.

On the way home as I turned onto HWY 20 a couple of young guys caught up and passed me. The passenger was excitedly doing a video of the 8 with his phone, smiling and giving the old thumbs up. I have been missing that.

7/15/2022 – Today started with a trip to Sam's house to reinstall the wheelchair ramps to his front door. His doctor wants the stump fully healed before having a new prosthesis made and used.

Apparently for Sam the first process used did not work so the plan has changed somewhat in hopes of better results.

My leak troubles continue so something else will be tried in hopes of stumbling onto the actual cause and correction. Wish me more luck.
end

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WE ALSO HOPE YOU'LL ATTEND EITHER THE NATIONAL OR REGIONAL GATHERINGS OF VTR MEMBERS. THESE CONVENTIONS ARE ALWAYS FUN FOR ATTENDEES, AND JOINING A VTR CHAPTER WILL INTRODUCE YOU TO OTHERS IN YOUR AREA WHO SHARE YOUR PASSION FOR TRIUMPHS. CAR SHOWS, RALLIES, AUTOCROSSES, TOURS, VINTAGE RACING, AND SOCIAL GATHERINGS ARE A REGULAR PART OF THE

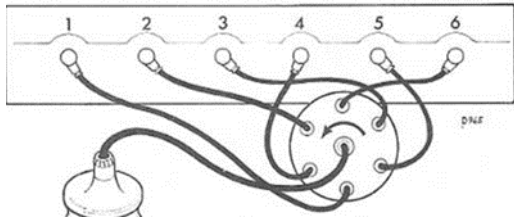
VTR PAGE

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.



Unsnap the top from the rear bow and beneath each side window. Spread over boot lid.



2. Fold top forward without folding back window



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.
<https://www.classiccarmotoroil.com/>

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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

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

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

Differential: Red Line Heavy Shockproof Gear



Oil

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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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

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 is your car worth? Hagerty Valuation Tool

<https://www.hagerty.com/valuationtools>

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs. All 12 V are needed. Exception: Leave Tach wiring if applicable.

When diff seals leak, clean the vent.

Cleaning the vent releases pressure in the diff and many times stops leaks.

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

Early TR6 Seat Backs Won't Stay On
Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

So far found only at NAPA and considered best for gasket sealing. Does not harden.



Classified Section



Sam Clark has

sold his truck and still wants to sell the trailer. He no longer uses it and says it is in good shape. The trailer can be purchased very reasonably. Call him at (918) 625-6798

Location: Broken Arrow, OK.

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

**Assorted TR3
& TR4 parts
Contact:
Larry*
cartravel@po
box.com**

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

One TR3 wire wheel 15"
Battery Box
TR3 Transmission
New in box tire storage lid, red
New Muffler, still wrapped in plastic
Stainless Brake Tubes and fittings
Chrome Guard and Brackets for exhaust

Mark 1 & 2 Spitfire Parts 1964 & 1966

Front and rear suspension both left and right side
3 heaters; 1 works good, other 2 motor bad, one motor good
Frame for Mark 1
2 Tappet Covers
Spitfire Hubcaps, 2 sets small, 3 large
2 Doors off 1966 Spit, complete with windows
2 Rear Ends
Electric Fan
Gas Tank, complete with fill cup, Chrome
4 Wheels with good tire, 1 extra wheel
Drive Shaft
2 Steering Wheels, 1 original, 1- 13"
1966 Steering Column
1966 Radiator with Horns and Water Bottle
Sway Bar
1200cc Engine Complete except exhaust & carburetor
1200cc Engine Block, Head and Oil Pan

deugenerobinson@icloud.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, Jokes, Sparks, Whines & Friends

**FREE
FOB
GHGN**



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

**Greasy Hands Garage North Has
Used **FREE** TR6 Parts If You
Need Something
Structural parts for suspension
and steering
Transmissions and a Differential
Windscreen Frames, Some with
Glass
Lots of other stuff so if you need
something for your TR6 contact:
John Phillips at
topaztr6@gmail.com 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 STUFF	MEMBER INFO	CAR MODEL	YEAR	COMMISSION#
MEMBER NAME				
CO-MEMBER NAME				
MAILING ADDRESS				
PHONE NUMBER				
E-MAIL ADDRESS				
V.T.R. MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
6-PACK Member?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
TRA MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
ANOTHER CLUB?				

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

GCT C/O JAN PHILLIPS
5865 E. 480 RD
CLAREMORE, OK 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.**