



Triumphant Times

Green Country Triumphs

Monthly Newsletter for April 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

<http://greencountrytriumphs.com>

Next Club Meeting

Tuesday April 19th

Dinner at 6:00PM

Meeting at 7:00 PM

**Location: Andolini's
500 Riverwalk Terrace
Jenks**

From President Al Garbart

Wedgewood April 2022 The Triumph is running well except for an exhaust leak. I dropped it off at the muffler shop in Broken Arrow for a diagnosis. We will see.

The breakfast was well attended and a good time was had by all.

Its time to decide if we are going to be a club. We will need volunteers to take over for the President. We also need to fill vacant positions of Vice President and Activities. If you are interested in any of these positions let us know at the next meeting.



Secretary's Minutes of the Last Meeting by Trish Lindsey

March 15, 2022

The Green Country Triumph club met at Emersumnice in Owasso. John called the meeting to order at 7:01 pm. We had 12 members present. The treasurer's report was given and a motion made and seconded to accept the report as given. Minutes were approved as printed in the newsletter.



Car Show: Regional is coming up. There is a Jaguar Car show in Sand Springs in June.

Activities: Breakfast group had 6 in attendance this month. A St Patrick's Day Party is planned March 19 at John and Jan's home at 6:00 pm.

Old Business: None.

New Business: Jim Lindsey proposed a steak dinner sometime in the future at his house. Jan made a motion that we plan to do this. Dennis second the motion and it carried. Al had surgery and is recovering nicely. Janice is to have surgery on her eye on March 16. Door prize: Sharon Parker took the prize this month. The meeting was adjourned at 7:24 pm.

7-22
PAID
MEMBERS

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Officers and Committees

Al Garbart – President

Vacant– Vice President

Art Graves - Member at Large

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Vacant - Activities

Art Graves – Car Shows

Jon Wood – Web Master

John Phillips – Newsletter, Parts, Repairs, Appraisals, Membership
topaztr6@gmail.com

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

Hi John,

It's Joe Landers. I enjoy your newsletter as well as the emails! I have been working on a 1926 Willys overland Whippet and finally sold the project to a gentleman that could finish it.

Then I bought a car with a frozen engine on Bring A Trailer. I need to delete those emails before I open them! Lol

Anyway, here's a picture and I thought it might be a fun quiz for the group. I'm swapping the engine obviously does anyone recognize what it's out of? Also does anyone recognize the car that I am attempting to put it in?

Here's a photo of the back of the car. I've taken off the rear tire to remove the gas tank for clean up rust (wasn't too bad.)



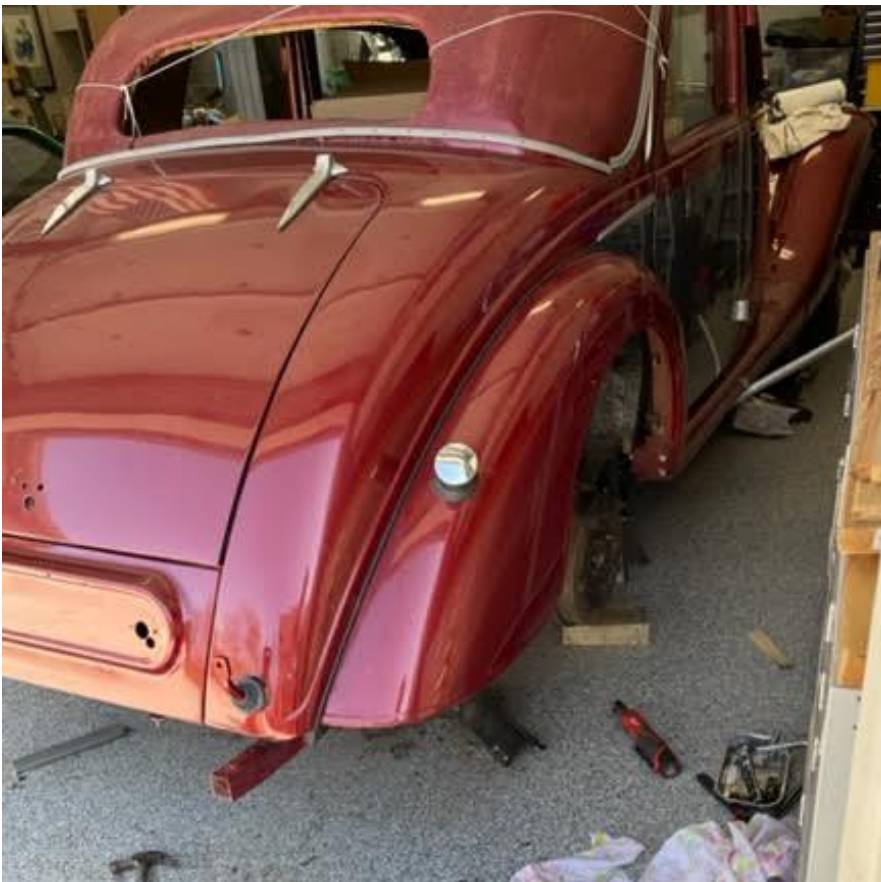
So, if you said a 1952 Riley MGB you are correct! The engine is from a 1979 Triumph spitfire.

Thanks for all your hard work on the emails and newsletter!

Have a great day!

Joe

Editor's Note: Cool project Joe. Keep us posted on the progress.



EDITOR'S NOTE:
JIM LINDSEY HAD
SHOULDER SURGER
LAST WEEK AND IS
CONVELESSING.

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

Scheduled Club Activities

WHEN	WHAT	WHO
2 nd Saturday of each month	Monthly Breakfast Outing Crescent Café in Prattville / Sand Springs	John
March 12 th , 6 P.M.	St. Patrick's Day Celebration CANCELLED DUE TO ILLNESS	Jan
TBD	STEAK DINNER AT THE LINDSEY'S HOUSE	JIM LINDSEY

WHY SHOULD I JOIN VTR?

VTR WORKS TO MAXIMIZE THE ENJOYMENT ALL OF US HAVE WHEN DRIVING A TRIUMPH AND EMPHASIZES CAMARADERIE AND SOCIAL INTERACTION AMONG TRIUMPH OWNERS. AS THE ONLY NORTH AMERICAN ORGANIZATION WHICH RECOGNIZES EACH AND EVERY TRIUMPH MODEL, WE HOPE YOU'LL WANT TO JOIN US AS WE STRIVE TO ACHIEVE THESE GOALS.

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 SCENE.

WON'T YOU JOIN US? ? [HTTPS://VINTAGETRIUMPHREGISTER.ORG/](https://vintagetriumphregister.org/)

YOUR DUES PROVIDE THE FOLLOWING:

- OUR AWARD WINNING, BI-MONTHLY, COLOR-COVER MAGAZINE, *THE VINTAGE TRIUMPH*
- FREE CLASSIFIED ADVERTISING IN THE MAGAZINE
- TECHNICAL ASSISTANCE FROM OUR [VEHICLE CONSULTANTS](#)
- VTR MEMBERSHIP CARD AND WINDSHIELD DECAL

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

CAR SHOW SCHEDULE FOR 2022

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 McPherson College C.A.R.S. Club

Location: McPherson, Kansas

Date: May 6 – 7, 2022

Web:

<https://www.mcpherson.edu/auto restoration/cars/>

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>

TRA National Meet

Location: Gettysburg, Pennsylvania

Date: June 20 – 24, 2022

Web: <https://www.triumphregister.com>

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/>

Texas All British Car Day

Location: Round Rock, Texas

Date: **No information for the 2022 show**

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

6-Pack Trials

Location: Lexington, Kentucky

Date: September 22 – 25, 2022

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 22 – 24, 2022

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

THE APRIL BREAKFAST MEETING was attended by Kay & Denny, Carol & Glenn, Jack, Al, Tom Harris & John. Not a big group but a good one.

Today marked the first outing for Tinkerbelle with the new engine which saw the first 400 miles roll over on the way home.

Unfortunately, the oil leak is better but more to do there but the drive itself was quite satisfying. I like the new engine.

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

UPCOMING EVENTS

Greetings Triumph Friends,

The South Texas Triumph Association is pleased to extend this advance invitation to all of you for the 2022 South Central VTR Regionals to be held April 21st through April 24th, 2022 in Boerne, Texas.

Please see our website at www.sotxtriumphassn.org for early online registration and full details of the Regional, a schedule of events, and information for local hospitality.

A brief preview of the activities and costs is outlined below:

Host Hotel – The Bevy Doubletree by Hilton. A limited number of rooms are reserved for our group @ \$149.00 per room per night + tax. **Each hotel room night includes breakfast for two.** <https://www.hilton.com/en/hotels/satbvd-the-bevy-hotel-boerne/>

Your Bevy/Hilton Host Hotel Link is: [HERE](#)

Additional Rooms are available at the Comfort Inn & Suites Texas Hill Country of Boerne at around \$129 per room night + tax & includes breakfast for each person. Link [HERE](#)

Registration Base fee: \$75 per car, additional cars - \$15 each.

Saturday Night Awards Dinner: \$50.00 each, cash bar available.

Registration On Site: begins Thursday, April 21st, 2022 through Sat morning, April 23rd, 2022.

Self Guided Hill Country Drives of Boerne and surrounding Texas Hill Country.

Funkhana & Autocross: Saturday, April 23rd, 2022

Concours De Elegance: Car Show Friday afternoon, April 22nd, 2022.

As your club begins planning for the New Year, we hope you will schedule the South Central VTR Regionals on your club calendar and make preparations to attend.

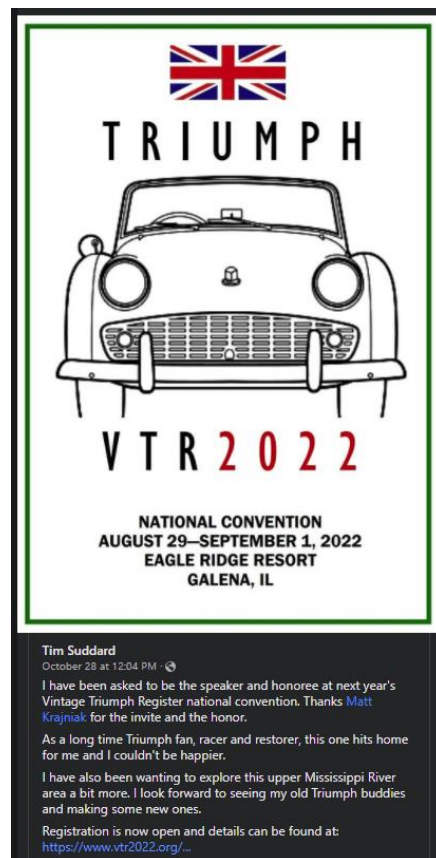
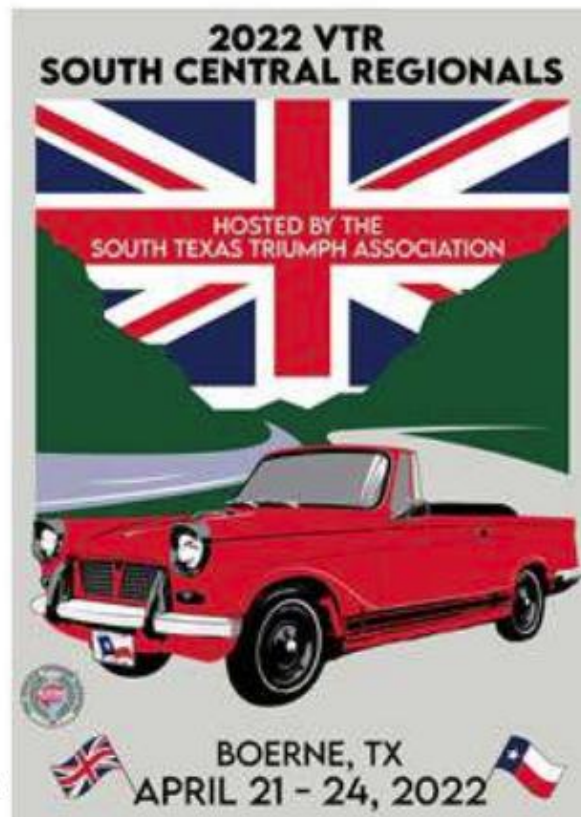
The Coordinators for this event are Joe Kboudi and Larry McDonald. Joe may be reached at 210-884-3036 or jmkboudi@gmail.com. Larry at 210-912-5545 or larry.mcdonald53@gmail.com

We are looking forward to an amazing gathering of all our Triumph friends and guests in April 2022 and hope to see you there!

Best regards,

Joe Kboudi and Larry McDonald

2022 VTR South Central Regional Co-Chairpersons





Larry McDonald
 Sun, Apr 3, 5:47 PM
 to Dave, don, deugenerobinson,
 akgraves, Samantha, T.D., Andrew,
 Mike, john.colson2018, creig55,
 svehlewald, Fred, ROUSE, Hal, Mike,
 Mark, Rip, covtrvp, cwicker,
 KarenMurray, perejohn, dryannayon,
 kctr4a, Larry, Joe, Ken, Chris, Thomas,
 Janet, Steve, Gary, Arthur, Al, me,
 Manuel

Hello again...

In advance of Regionals, I want to
 notify everyone of a new Concours
 class that STTA will be offering.
 Longtime STTA member, Arthur Petri,
 proposed and our board approved. In
 Arthur's words:

The South Texas Triumph Association
 Survivor Class

The South Texas Triumph Association
 Survivor Class is designed to recognize
 Triumphs that are "worn, but not worn
 out". A "SURVIVOR" is significantly
 unrestored and unmodified and meets
 these requirements:

- Has completed a Qualifying Driving
 Event (Funkana is not a Qualifying
 Driving Event)
- Retains Original engine (Engine
 Number must be within a range of +/-
 1000 of Commission number) (A British

Motor Heritage Certificate can be
 obtained by the
 owner prior to event to confirm this)
 - Must be a minimum of 50%
 unrestored, un-refinished, or unaltered
 in all four sections to win an award in
 the STTA SURVIVOR Class
 - Retains finishes good enough to use
 as a color guide for restoration of a car
 just like it
 Judges inspect four components:
 Exterior, Interior, Under Hood, Chassis.

As a courtesy, I'll be sending out an
 email tomorrow to all currently
 registered attendees, informing them of
 this new Concours class and to ask if
 they wish to switch classes. The email
 will also serve as verification of their
 class selections.

One more note. In the event of rain on
 the day of Concours or wet/muddy
 conditions at Main Plaza Park, we've
 arranged with the City of Boerne to
 utilize the parking lot of the former City
 Hall for Concours. This location is only
 a "stone's throw" from Main Plaza
 Park. Address: 402 E Blanco, Boerne,
 TX 78006

Cheers...

Larry McDonald
 VP - STTA
 210-912-5545
 (Call blocker on. Please text or leave
 voicemail.)

**Subject: McPherson College
Car Show**

<https://www.mcpherson.edu/event/c-a-r-s-club-car-show/>

All:

The McPherson College Car show is on May 7, 2022. Judy and I will register the TR4 in the car show, Pre 1970, Foreign Class, Judged. Online registration is available at (search for): McPherson College Car Show 2022). Early registration \$15 ends April 22, I think. We have also made reservations for that week end at the Fairfield Inn.

We plan to trailer up Friday, participate in a cruise event Friday evening, car show on Saturday and return on Sunday after church somewhere up there.

I am currently arranging a photo session with a college representative to record the awarding of the COVTR/GCT gift to the scholarship fund. The highest ranking officers from GCT and COVTR will be in the photos, maybe even some of our cars. I plan to incorporate the photos in an article for the VTR magazine to motivate other clubs to do likewise. We would like to see many members from GCT/COVTR in attendance at the show, even if you just drive up the day of. Please let me know if you plan to attend, as I would like to let the college know what to expect.

This is what it is all about!! I'd love to see a great turnout. Please RSVP to me.

Thanks

Mike Piggott

**McPherson College Car Show
By Art Graves**

Both the Green Country Triumph Club and Central Oklahoma Vintage Triumph Register made a donation to McPherson College. The monies will be used to fund scholarships and help defray materials costs related to the restoration of antique and collector cars. On Saturday May 7, 2022 a festival will be held including, among other activities, a car show. Members of both clubs will be attending the show. Mike Piggott of GCT and COVTR is arranging a photo session with a college representative to record the awarding of the GCT/COVTR gift to the scholarship fund. The highest ranking officers from GCT and COVTR will be in the photos, maybe even some of our cars. Mike plans to incorporate the photos in an article for the VTR magazine to motivate other clubs to do likewise. We would like to see many members from GCT/COVTR in attendance at the show, even if you just drive up the day of the show.

There will be a cruise event Friday evening and the car show is Saturday. More information can be found here as well as a registration form at <https://www.mcpherson.edu/autorestoretion/cars/>

I will drive up to McPherson Friday as well as Mike and other members of COVTR. Everyone is welcome and it should be a good time.

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Details

Date:

May 7

Time:

8:00 am – 2:00 pm

Event Category:

[Student Life](#)

Website:

<https://www.mcpherson.edu/autorestriction/cars/>

Venue

[Across Campus](#)

1600 E. Euclid
McPherson, Kansas 67460 [+ Google Map](#)

Phone:

620-242-0400

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TWS Gathering 2021 - June 9-12 - West Dover VT USA

Join us for the premier **Triumph** and **Land Rover** gathering in the Northeast!

Open to all marques with a focus on Triumph TR7/8 and 80's,90's & early 2000's Land Rovers

[Show Info & Registration \(it's free\)](#)

- Full schedule soon. Mix of back road drives, dinners, driving events and socializing!
- This year will see an on road driving event (race course, drag racing) for all the cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers
- Rover V8 Tech session by TWS founder Woody Cooper
- Free T-Shirts and other swag for all attendees



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The HEARTLAND ALL BRITISH CAR AND CYCLE SHOW Committee is thrilled to announce that, in conjunction with the Heart of America Jaguar Club, the All British Car and Cycle Show will be held on the Square at Crown Center on **June 11, 2022**. The combined effort will bring new interest, excitement, and challenges to the event. The usual registration for the All British Car Show is approximately 100 cars, and, with the 2021 attendance at the Jaguar Celebration of British Cars, taking into consideration the number of cars entering both events in the past, we are looking at a projected 125 to 150 British motorcars registering. We presented the idea to Crown Center, bringing up the fact that this event would draw a considerably larger attendance, and asking them if they might have any ideas on how we could accommodate all the guests. Their response was immediate, "Close Grand Boulevard!" They agreed it was a Grand idea (sorry!) to bring together the largest British Car Celebration in the Kansas City area, with the Jaguar Concours D'Elegance on the Pavilion. Obviously, this will require a new level of planning and city permits. We welcome any club members who would like to assist in making this the most entertaining show in the Triumph Club's history. We are looking forward, with The Kansas City Triumphs, to developing an exciting celebration of British Motorcar History, Recognition, and Appreciation. We are all familiar with the park like setting of the Square, featuring lush trees, French sidewalk tables with umbrellas and chairs, and a plethora of visitors strolling through the event. We will welcome all marques of the British Motorcar Industry, creating the perfect venue for the display of the most beloved motor cars from the British Empire. The date of the event will be June 11, 2022. Registrations will be available soon, so now's the time to mark the event on your calendar, order your event regalia, and start the preparation of your pride and Joy



A BUYING EXPERIENCE

One of the project stoppages on my TR8 was the failure of the existing "Lobe Sensor" on the Pertronix distributor. Naturally a new one was needed so I looked at British Parts Northwest, one of my go to suppliers. I found this information

I checked the Pertronix web site and found the listing below.

That is roughly a \$59 savings. In this case the manufacturer had a better price.

On top of that, I paid with PayPal which gave me the option to use reward point accrued from using my credit card.

The final cost to me was \$75.25 because I had used up all of my reward points. I should point out that the two purchases previously made cost me nothing, all reward points.

I have found that reward points are valuable enough that I put everything I can on my credit card and pay it

off every month with no interest charges. The card cost me nothing.

On the down side, Pertronix was slow to process my shipment. I ordered on Thursday, wrote a do better message on Friday and they finally shipped late that day.

So, I am sitting here creating something for you to spend time reading instead of being out enjoying a great weekend in February putting some miles on my new engine.

The part is scheduled to be delivered by UPS on Wednesday, and by the way, the weather folks are predicting snow for that day.

This project is being very difficult to bring home. I must remain persistent.



Pertronix V8 Ignition Kit

\$173.96



Shop Brands ▾

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PerTronix 1183 Ignitor Delco 8 cyl

[Browse all Pertronix Ignition Products ▸](#)

1183

PERTRONIX 1183 IGNITOR DELCO 8 CYL



- Delivers twice the voltage to the spark plugs, increasing horsepower, fuel economy, and spark plug life.
- 2:1 improvement over "points" in current fall time for increased coil output.
- Rotating cobalt magnets trigger a Hall Effect integrated circuit; no points to burn; no moving parts to wear out.
- Epoxy molding makes our module impervious to dirt, oil, grease and moisture.
- Stable timing; no need for any adjustments.
- Pair with a Flame Thrower Canister Coil for optimal performance.
- Legal in all 50 states and Canada (C.A.R.B. E.O. #D-57-22)

\$114.99

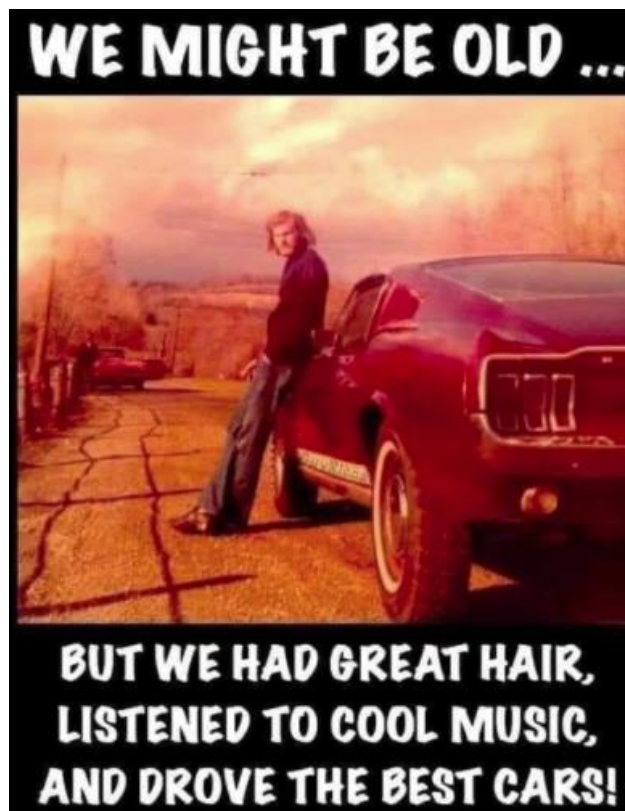
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So yesterday i finished swapping a 6.0 into my rcsb!! my truck was originally a 4.8 so what i did was i went to u-haul and rented one of their \$19.99 chevy vans for two days and pulled the 6.0 out of it and put my 4.8 back in the van and returned it. pretty simple job and got a 6.0 for \$40!!!! curious if anyone else has done the swap!!! 😊



Triumph 10-20 (Photo via Motor Car)

The first car to bear the Triumph name hit English roads in 1923. Designated the 10/20 (for 10 taxable horsepower, 20 actual horsepower), it measured 11'8" in length and was powered by a 1.4L, 23 hp side-valve four designed by Harry Ricardo. Arthur Alderson did most of the design work, in association with Alan Lea and Arthur Sykes of Lea-Francis; in return for their assistance, Triumph paid a royalty to Lea-Francis for every car built. Power went to the rear axle via a four-speed transmission; the car was capable of just over 50 mph. The models included the initial two-seater with rumble seat (in England, "dicky seat"), a four-seat sports model and, in 1924, a four-seat saloon; all featured hydraulic brakes on the rear wheels, a first for British cars. Triumph wound up selling about 2500 of the 10-20s (and follow-on 13/35s and 15/50s) through 1926.



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STARBIRD 2022, MY FAVORITS



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I VISITED WITH
CHARLIE AND
SOME OF HIS
COUGER CLUB
FRIENDS AT THE
SHOW FOR A
WHILE,
MOOCHED A
BEER AND
LOOKED AT
CARS. WHEN I
HEADED HOME
IT WAS 70° SO I
LOWERED THE
TOP ON THE
SKY AND HAD A
GREAT DRIVE
BACK TO GHGN.
WISH MY TR8
HAD BEEN
RUNNING FOR
THIS WEEKEND,
BEAUTIFUL.



Figure 1 41 Willys

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**BEST IN SHOW, IN MY OPINION
BEAUTY IS IN THE EYE OF THE
BEER HOLDER, THEY SAY.**





Figure 3 Charlie



Figure 2 His Dad Floyd



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Greasy Hands Garage North Update

by John Phillips

2/14/2022 – At this point in the project I am waiting on what I assume is the last component needed to start the car with the new engine. That would be a replacement for the coil installed a few years ago as part of a kit to upgrade the ignition system.

I ordered the same coil from British Parts Northwest late Friday and today is Monday. I hope to get a shipping notice so tracking can begin. Seller has it ready for pickup by USPS.

When I entered the shop this morning, there was a wet spot on the floor. A quick check showed the spots were around the oil pan. The



attachment bolts were tightened which should stop any oil leaks.

The only other leak was from the oil filter which had a damaged seal. The filter was discarded and a new one installed. It was topped off with some shelf left overs of Valvoline 30 WT non-detergent motor oil. All ready to start, again, when the coil is installed.

2/16/2022 –

I peeked into the shop to see if there was anything else to do in preparation for receipt and installation of the new coil. The only issue that struck me was a similar puddle to the one above.

With the car up in the air I found one screw at the oil pump that was a little loose. After it was tightened, all the wet stuff was wiped off so that I

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can see where the leak is for sure if the puddle comes back.

USPS brought me a nice surprise around 2 P.M., a new coil a day early. It was installed by 4 and a leaky upper radiator hose was tightened to stop the puddle maker. I am ready to start the car, again, but no one is scheduled since the coil was not due until tomorrow.

Lindsey is free in the morning so he is going to help.

2/17/2022 – The last turn on this long journey has been made, I hope.

Jim and I figured out that the “Lobe

Sensor” in the distributor is not working. Jim contacted a mechanic friend of his and asked how to test the sensor. The answer was to disconnect the



wires at the coil, attach a tester set on ohms to check for resistance to each of the wires from the distributor and spin the distributor using the starter. If the setting on the meter moves when the distributor turns the sensor is ok. If there is no movement the sensor is bad.

I ordered a new one from Pertronix for another hundred bucks. Actually, I had some reward credit card points which cut the cost by \$30.

I have a delivery schedule so the new startup date is probably Wednesday. On the negative side, it appears the purchase of the coil that cost five days and \$60 may not have been necessary. Ignorance is expensive.

Also remember “**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.”

2/19/2022 – While waiting on the above part, time was spent picking up tools and putting them where they belong in the shop. After that, all

the stuff from the glove box was put back in and the trim around the shifter was replaced.



One trip to Ace was required to get a small version of a license plate nut that was missing from the draught excluder mount. I had plenty of screws but one location had nothing into which to put the screw.

The trim panel was then replaced followed by the jam nut and shifter knob. Everything is back where it belongs and I hope it stays there forever.

2/22/2022 – The sensor is due tomorrow. Some cleanup in the shop was appropriate so tables were cleared and swept.

Focus then changed to the cars. There was some minor UV discoloration on the Sky dash and doors so some Meguiar's stuff was applied to clean and bring back the original color. It worked really well so it was worth the effort.

Tinkerbelle needed a good dusting so the California car duster was used to wipe it off. Not all of the dust came off so the boot was treated to some Mother's cleaner wax. The old paint is struggling to look good but it is still a pretty good 10 footer. I hope Tinkerbelle is back on the road tomorrow.

2/23/2022 – You guessed it, UPS delivered the sensor during the worst sleet and snow of the year and the temperature was 12°F. The shop door has to be open for the startup and break-in so now the delay is waiting for warmer weather and less hazardous roads.

My mood is not bad considering the level of frustration that could be expected. I guess all of this will be resolved in time and forgotten as the miles pile up. At least it is good to have that goal.

2/25/2022 – Today Jim came over to help start the TR8. **The car started promptly**, the idle was adjusted up but the RPM could not be

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determined because the 3 gauges we had did not work at that moment. We estimated the RPM as best we could and let it run. The break-in was interrupted ½ way through by a faulty choke. Jim worked the carb into submission for the rest of the test.

When the run-in was completed, the engine was turned off when a coolant leak occurred inside the car. It filled with steam which was originally was thought to be smoke. In seconds it was obvious by odor that it was steam smelling of coolant.



Since we are still just assuming, the thought is a busted water hose at the heater above the driver's floor. Tomorrow I will start trying to remove parts to expose the problem, what ever it is. It is also time for the first oil / filter change so that will be done as well.

When the coolant issue is resolved, the choke issue is next. I have had nothing but trouble with this thing. Everyone praises Holly but they have not been my friend, yet.

The last issue of concern is oil pressure. It had oil pressure, just not very much. That may be ok, maybe not. We will see.

2/26/2022 – This morning I worked on taxes for a while then went to the shop to start doing what needs to be done.

First up was to change the oil and filter as instructed by TWS to get the new engine road ready. The 30 wt. nondetergent oil and filter were drained/removed from the engine and a fresh filter



was installed and the crankcase filled with PennGrade 1 racing oil. One pint of Lucas break-in oil was added to increase the amount of zinc in the mixture.

The engine was not restarted because the leak in the heater has not yet been addressed. I did however remember to close the new petcock in the lower radiator hose.

While filling the sump I decided to try to get some of the coolant off the inside of the windshield. It was very messy and cleaning will probably take a few more sessions. That is when I noticed the dash vents. Part number YKC441PA.

The very hot coolant customized them for me. They are available in the UK but I am looking for a USA source. They are not holding anything up at the moment.

Since I was not filled with enthusiasm today, I decided to run some errands instead of



getting further frustrated.

2/27/2020 – It is Sunday and the weather is good. The ice is almost gone and a test ride in the 8 would be great.

This morning I switched the heater hoses around to bypass the heater. I will drive the car all summer and do the heater work next winter as a project. The air conditioner and vents still work.

I used all the remaining coolant in the shop to try to refill the cooling system. I ran out before the system was full so I guess a trip to Grand Prix Auto tomorrow to get more coolant is on the agenda.

I tightened the screws on the choke adjustment but real adjustment will happen later.

The next thing was to get the tach working. A check of the wiring diagram shows that the W/B wire from the ballast resistor is what sends the

RPM signal to the tach. I reconnected it to the coil in hopes the tach will now work.

With the coolant fully replaced tomorrow a start up and test drive may actually become reality. We shall see.

2/28/2022 – This morning I drove to Grand Prix Auto for more coolant then picked Jim Lindsey up on the way back to the shop.

At the shop, we adjusted the choke, filled the coolant system, set up the timing light and started the car. The idle speed was adjusted down and the timing was set. The engine was running well at that point.

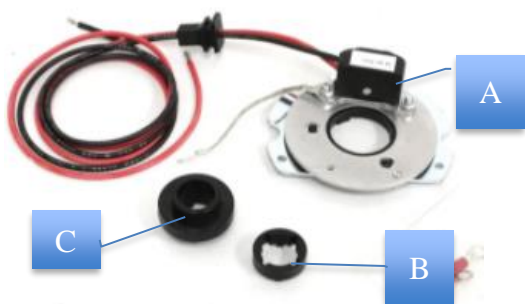
A test drive of about two miles resulted in an obvious timing issue about ½ way thru the drive. I made it back to the shop and we started trouble shooting.

In the end it appears the new Lobe Sensor has failed. It ran well enough to get the settings right for idle speed and timing but a new setup for the distributor is in order. Another senseless delay.

There are more issues, some very small leaks. Coolant and power steering fluid need to be resolved. The tachometer still is not resolved and a few other questions. The engine sounds very good but may be noisy due to an exhaust leak.

I am really ready for this project to end.

3/1/2022 – The timing issue confuses me.



As stated earlier, Part A was replaced because it was dead. Nothing else was touched under the distributor cap.

When Jim and I got the car running we timed it and adjusted the idle speed. The timing would not stay where it was set.

Over night my brain kicked in a little so this morning the distributor cap was removed and I started messing with components.

When the rotor was in place, Part C should be held down by the rotor. It is not. Part B should be held down by Part C, nope. So, there was a gap of about 1/8th inch between the rotor and part C. the end result is that the cogs on the bottom of Part B do not lock in to the lower gear on the distributor. No bueno.

My confusion is related to the fact that the distributor worked fine with the old engine so why should I have a problem with the new engine?

My immediate fix for this was to look around the shop for something made of rubber that had the right outer diameter, the right inner diameter and the right thickness, right.

A grommet from the electrical section had enough needed feature that I was able to trim the excess material and end up with a proper spacer.

I put Part B on the shaft, then Part C, then the new spacer and finally the rotor. Perfect. I messed with the choke a little and got the car to start, running very rough. It warmed up a little so I was able to take the beast on a short test drive. The distributor behaved but I still think there is room for improvement.

Next was to try and get the tach working. I double checked the wiring connections and one was not correct so it was changed and the tach now works.

The wires to the temperature sending unit at the radiator had been pulled off during the engine change somehow so those were reconnected and the cooling fans now work.

I felt the distributor was a tooth off so it was removed and reinstalled with great difficulty. That hold down clamp and bolt are crazy hard to install. I think it helped a little.

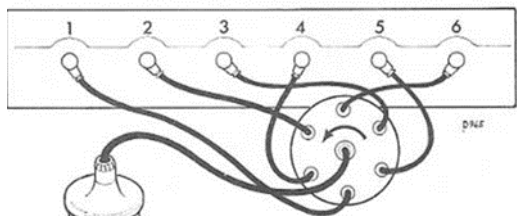
I even tried my hand and ear at adjusting the fuel/air mixture on the Holly carb. First time for everything they say.

So as the engine is run in. As time goes on more of the tuning issues will be addressed and hopefully the driving experience will become exactly what I want it to be.

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

JOHN'S QUICK TIPS

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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

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

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

Differential: Red Line Heavy Shockproof Gear



Oil

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

TR8 CARB MODEL FUSE APPLICATIONS (PARTIAL)

FUSES					
13	15	17	19	21	23
14	16	18	20	22	24
1	3	5	7	9	11
2	4	6	8	10	12

This fuse block is located behind a panel at the back of the glove compartment. Factory guide is on the back of the panel.

- 1 – 2 35 AMP
 - COOLING FANS
- 3 - 4 15 AMP
 - BACKLIGHT HEATER
- 5 - 6 35 AMP
 - DOOR LIGHTS, HORN, CLOCK, FOG LIGHTS, HIGH/LOW BEAM SWITCH, POWER ANTENNA, BOOT LIGHT
- 7 -8 15 AMP
 - DASH AND SOME PARKING LIGHTS
- 9 – 10 15 AMP
 - SOME PARKING, FOG LIGHTS
- 11 – 12 35 AMP
 - AIR CONDITIONING
- 13 – 14 25 Amp
 - LEFT LOW BEAM
- 15 – 16 25 AMP
 - WIPERS, TURN SIGNALS, BRAKE LIGHTS, REVERSE SWITCH, HAZARD SWITCH, GAUGES,
- 17 – 18 25 AMP
 - LEFT HIGH BEAM
- 19 – 20 35 AMP
 - AIR CONDITIONING
- 21 – 22 25 AMP
 - RIGHT HIGH BEAM
- 23 – 24 25 AMP
 - RIGHT LOW BEAM

ANOTHER LESSON LEARNED

While working on the TR8 it became obvious that the key to which fuse controls what components listed on the fuse box cover was lacking in adequacy.

I made this key for my use so that if something stops working, I have a quick reference to know which fuse may be suspect.

It does not cover 100% of components but it covers most of the ones that can hamper the driving experience. Use it if you wish, or not. Your choice.

Me: where did you park?

Wife: next to the car that looks like a suspicious stoned vampire

Me: what?

The car:



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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.

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.



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**TR6 Factory Hardtop –
Needs some work. \$375. I
will deliver free within 50
miles of Tulsa. Gary Moss
918-638-5867 ©
918-357-3664 (H)
gahymo@gmail.com**





Classified Section

Pat Kendall, I have a set of TR6 beauty rims. New from Rimmer, ordered for TR3 & sent wrong set. PN RR1232SS

Paid \$144 + shipping. Sell for \$135 (918) 640-2578,
Patstr3b@gmail.com



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



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 Log

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

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

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

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

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

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