



Triumphant Times

Monthly Newsletter for April 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

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Club Dues Are Due July 1st or before of each year to the club Treasurer. Send \$20 to: Green Country Triumphs, C/O Jan Phillips, 5865 E 480 RD., Claremore, OK 74019

Next Club Meeting
Tuesday April 15th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Andolini's
Jenks Riverwalk

Officers and Committees

Rolf Blom – President
 Pat Kendall– 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 Address by Rolf Blom

The President & Adele will be out of town for several months. Meetings will be conducted by other attendees



Vice President's Article by Pat Kendall



Minutes of the last meeting by Kay Robinson for Secretary Adele Blom

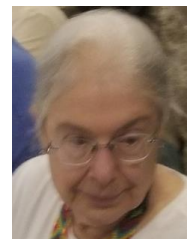
March 18, 2025

In President Blom's absence, Art Graves called the meeting to order at approximately 7:15pm. The meeting was held at Ridge Cantina, Tulsa. Twelve members were present, no guests and two Triumphs were driven to the meeting.

Minutes from the February meeting were approved as posted in the March newsletter after a motion by Sam Clark and second by Steve Anagnost carried. There were no new members.

John Phillips gave the treasurer's report. No activity other than a small deposit of interest paid to the savings account. John reported a history of past interest amounts, all small. The treasurer's report was approved by the club after Matt Karibian's motion and Sam Clark's second.

John Phillips gave the parts committee report. John fouled a spark plug and did a leak-down test on his TR-6. The 5th cylinder leaked



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pressure. He has taken the head to be rebuilt at Midwestern Engine. A water pump is ordered for the TR-6, as well. He has ordered touch-up paint for work on his white car.

After a discussion about an odor of fuel on Gary's TR6, it was noted that a gasoline smell can sometime be corrected with new O rings or gaskets.

Art Graves gave the car show report. Please consult the newsletter for dates and locations.

The activities report covered the March 15th St. Patrick's Day party held at Jan and John Phillip's. As always, all eighteen attendees enjoyed the visiting and food.

Art reminded the group that during the car show at McPherson College they give tours, featuring the students' car restoration projects.

Old business covered name tags to be ordered for Lea and Robin. John has ordered a T-shirt with club logo from Bits of Triumph.

New business: A discussion was held concerning a letter accusing the club's use of a cartoon as copy right infringement. Shown only once in June 24th newsletter. John has removed the page from the newsletter and the web location as requested and submitted the associated cost of the copyright infringement.

Sam Clark made a motion to adjourn the meeting; Dennis Robinson seconded his motion. The motion carried; Art adjourned the meeting at 7:50pm.

Editor's Corner by Editor John Phillips

On the 16th of March a group of members came to a St. Patrick's Day celebration at the Phillips home. Sorry, I forgot to take pictures.



Let's see if I can remember them all. Al & Janis, Gary & Donna, Frank & Louise, Glenn & Carol, Matthew & Shannon, Jim & Debbie, Sam, Bob Haan, Jim & Trish, John & Robin, and I hope I did not forget anyone.

John Ohara had not seen the shop before, so we took a short tour. He has a shop of the same size but there are some differences. Of course, we talked about cars and drank some beer.

Jan's dinner was just as good as usual, and the deserts were a good compliment to enjoying the meal.

Sam brought guitars for himself and Jim, but they did not play for the audience, just themselves a little. Matthew introduced Shannon to the club, and she fit right in. We hope to see more of her.

Jan was already promoting Guy Fawkes Day in November, so she is not finished yet. Thanks to all participants. We hope to see you again next time.



Scheduled Club Activities

WHEN	WHAT	WHO
February 10th	Guthrie tour of the Scottish Rite Temple	Art/John
March 15th 2025	St Patrick's Day Party at Phillips Home	Jan
November 5th	Guy Fawkes at Phillips Home	Jan
December ?th	Christmas Party	?

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



TR8 Repairs: Fresh Air Plenum Replacement

By Michael Burns

For a while, recently, I had no idea that my TR8 was missing its fresh air plenum—the part that allows fresh air into the cabin without pulling in engine heat or exhaust fumes (see pic). It wasn't until I posted on the Triumph Experience forums (<https://www.triumphexp.com/forum/>) that I even learned what it was called.

I originally had a nice plastic plenum, but at some point in the last few months before winter, it went missing. I looked everywhere but couldn't find it. It's always something. With all the repairs I've done, it's not surprising that something got misplaced. But when I started looking for a replacement, I



quickly discovered that getting one wasn't easy—Rimmer Bros wanted at least \$150 for a new one, which seemed steep for what it was.

Fortunately, I got a private message on the forum from a fellow enthusiast in Kokomo who had one available for \$75. It was an original from a 1975 TR7, meaning it was made of metal rather than the later plastic versions, and it even had its original seals. This guy has parts from TR4s-onward that he has to clear out, so if you need a part for your car, lemme know and I'll shoot you his number.

However, it was in rough shape—rusted and missing a functioning aircraft clip on one side: Restoring seemed straightforward. First, I cleaned off the dirt and grime (and hi-temp glue) before soaking it in Evapo-Rust (<https://www.evapo-rust.com/>) from Harbor Freight for 24 hours. That alone made a huge

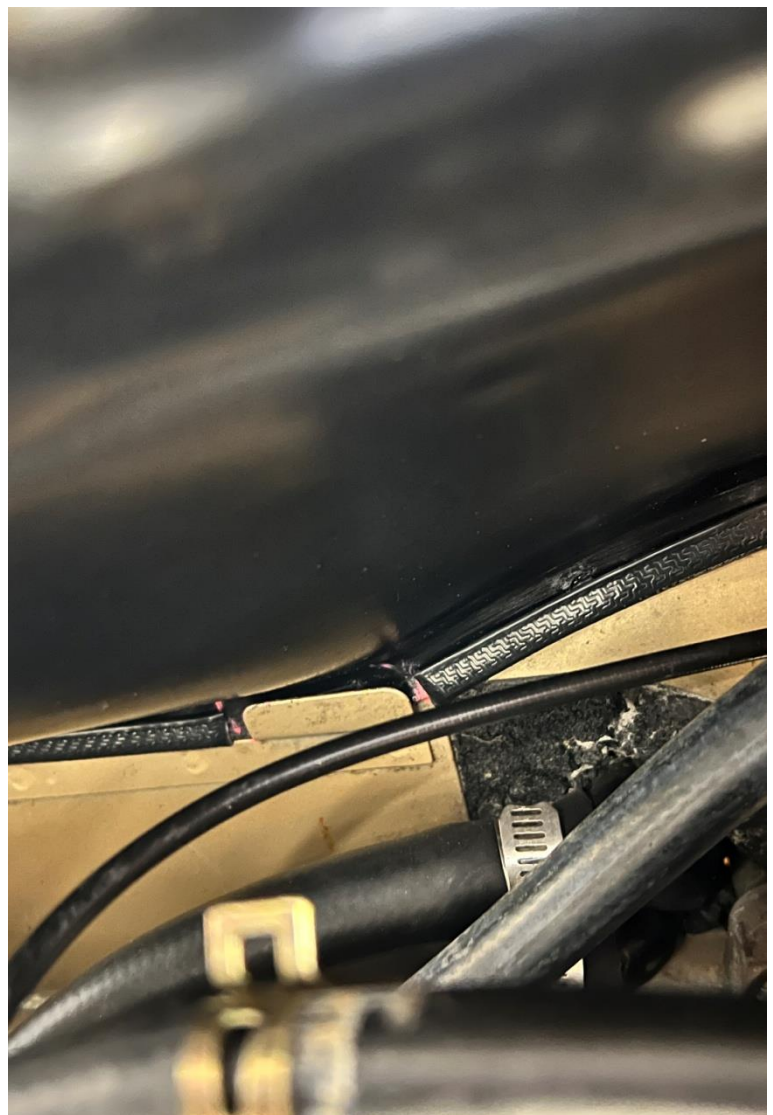
difference, but some additional sanding and polishing really brought it back to life.

Once it was rust-free, I painted it using high-temperature grill paint, which holds up to heat even better than standard engine paint. Several coats later, it looked like new. For the broken clip, I replaced the missing rivets with new screws and secured them with Loctite for durability.



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When I finally installed it, I realized that the bottom rubber seal—48 years old at this point—wasn't sealing as well as it should. Instead of trying to track down a rare replacement, I used car door edge molding ([from Amazon.com](https://www.amazon.com)) to create a tight, slip-free, seal. It fit perfectly and made the plenum sit snugly in place better than the original (see pics). Now, with the fresh air plenum properly installed, it works better than the plastic one did, providing a night-and-day difference inside the car. No more unwanted engine fumes or excess heat creeping in—just fresh air as intended. It's tighter as well, which I hope makes me remember better when I take it off the car to get to the back of the engine next time.



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2025 CAR SHOW LIST
by Art Graves

New Orleans British Motoring Festival

Location: Covington, Louisiana
Date: March 29, 2025
Web: <https://www.bmcno.org/2025-british-motoring-festival/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas
Date: ??, 2025
Web: <https://allbritishcarday.com/shop/>

VTR South Central Regional Convention

Location: Bellmead, Texas
Date: April 23 – April 26, 2025
Web: ??

The Wedge Shop Gathering

Location: ??
Date: ??, 2025
<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma
Date: June 7, 2025
Web: <http://www.jaguarcluboftulsa.com/>

TRA National Meet

Location: Kalamazoo, Michigan
Date: June 16 – June 20, 2025
Web: <https://www.triumphregister.com/national-meet>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri
Date: June 27 – June 28, 2025
Web: <https://gobmccarshow.com/>

VTR National Convention

Location: La Crosse, Wisconsin
Date: July 15 – July 18, 2025
Web: <https://www.mntriumphs.org/vtr2025/>

Kansas City All British Car Day

Location: Merriam, Kansas
Date: September 7 – September 8, 2025
Web: <http://www.heartlandallbritish.com/index.html>

6-Pack Trials

Location: Fontana Dam, North Carolina
Date: October 2 – October 5, 2025
Web: <https://jimholewka.wixsite.com/trials2025>

Triumphest

Location: Buellton, California
Date: October 5 – October 8, 2025
Web: <http://www.triumphest.org>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas
Date: 18-20, 2025
Web: <http://www.britishironnwa.org/>

Brits on the Bluff

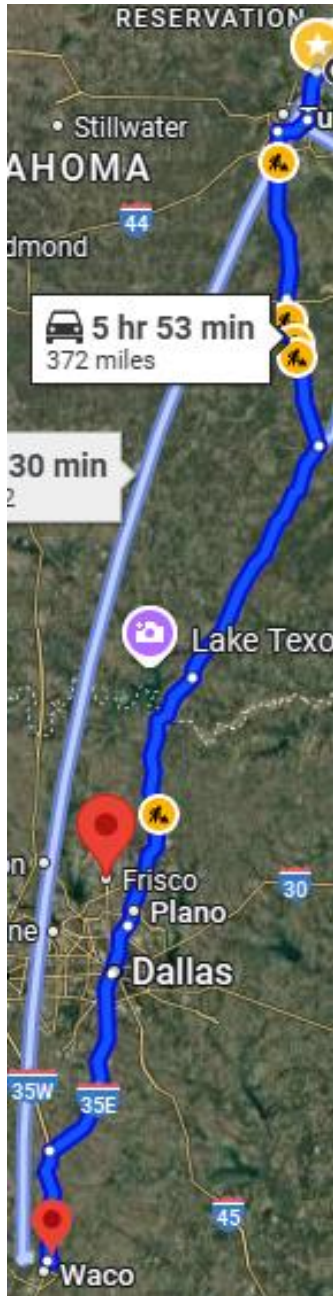
Location: Natchez, Mississippi
Date: ??, 2025
Web: <https://www.msemc.org/events/>

Texas All British Car Day

Location: Austin, Texas
Date: October 10 – October 12, 2025
Web: <https://www.hillcountrytriumphclub.org/txabcd/>



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2025 SOUTH CENTRAL TR REGIONALS APRIL 23-26, 2025 BELLMEAD, TEXAS



Red River Triumphs invites you to 2025 Regionals

The Red River Triumph Club is pleased to invite you to the 2025 South Central VTR Regionals to be held April 23 -26, 2025 in Bellmead, Texas. The theme will be the 60th Anniversary of the Spitfire MK2. Our host hotel, The Holiday Inn & Suites, is located just 10 miles north of Waco, Texas on I-35. The hotel is central to all of the driving activities and other planned events and provides spacious meeting and dining room spaces for all of our onsite activities.

[Register HERE](#)



Our Featured Marque,

Celebrating the 60th Anniversary of the Spitfire MK2, the second in the series of Spitfires. It was styled for Standard-Triumph in 1957 by Italian designer Giovanni Michelotti and the Spitfire was introduced at the London Motor Show in 1962. It was manufactured at the Standard-Triumph Canley works, with approximately 37,409 MK2 being produced between December of 1964 to January 1967

Where to stay

The Holiday Inn Express & Suites has a limited number of rooms reserved for us. You can use the below QR code to book a room in our reserved block and pricing.

Or call them directly at **Front desk:** 1-254-799-9997

Holiday Inn & Suites Waco Northwest

1801 Development Boulevard Waco, Texas



Tentative Schedule of Events

Wednesday—23 April

12:00pm-8:00pm Registration/Hospitality
12:00pm-5:00pm Self-guided tours

Thursday—24 April

7:00am-9:00pm Breakfast Runs*
9:00am-6:00pm Registration/Hospitality
9:00am-6:00pm Silent Auction
9:00am-3:00pm Gimmick Rally*
9:00am-11:00am Autocross Tech Session
2:00pm-5:00pm Autocross Tech Session
6:00pm-8:00pm Welcome Reception

Friday—25 April

8:00am-5:00pm Registration/Hospitality
8:00am-5:00pm Silent Auction
10:00am-3:00pm Autocross*

Friday—25 April Cont..

11:00am-2:00pm Funkhana*
1:00pm-6:00pm Car Wash
6:00pm-8:00pm Dinner Runs*

Saturday—24 April

7:00am-8:00am Judge's Breakfast
9:00am-6:00pm Registration/Hospitality
9:00am-1:00pm Concourse
6:00pm Silent Auction closes
6:00pm-7:00pm Happy Hour
7:00pm-10:00pm Awards Banquet

Sunday-27 April

7:00am-11:00am Farewell / Checkout

NOTE: Activities marker with an * are counted as driving events, for concourse.

Schedule subject to change.

Time and distance shown is from my home in Claremore so your time and distance may be less.

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TRIUMPH REGISTER OF AMERICA
Formed to preserve the Triumph marque
ESTABLISHED 1974

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**CRUISE INTO KALAMAZOO AND LET
YOUR TRIUMPH TRULY 'ZOOM'!**

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Save this Date
June 27 – 28, 2025
**Greater Ozarks British
Motoring Club**
Presents “Brits at the Post”



The Greater Ozarks British Motoring Club will be holding our 23rd Annual British Car & Cycle Show on June 27th & 28th 2025.

Friday, June 27th

There will be a BBQ picnic for all registered participants at our host hotel, The hotel will have a special room rate for all participants. See our web site for details soon.

Saturday, June 28th

The GOBMC Car Show is being held at the American Legion Post 639 located at 2660 S. Scenic Drive, Springfield, MO. A very picturesque location with grass and shade trees in many areas. The car show opens at 9 am. with Awards presentations at 2:30 pm. There will be food & drinks for sale provided by Boy Scout Troop 1890.

More details will soon be available identifying the show schedule, registration, and host hotel by click on this link: <https://gobmccarshow.com/>

Until then, please mark your calendar for June 27th & 28th for this year's Greater Ozarks British Motoring Club Car & Cycle Show. Hope to see you there. If there are any questions feel free to call Bob Eft at (319) 427-4272 or Jon Joyce at (417) 630-8087.

2025 VTR National Convention Information

2025 Vintage Triumph Register National Convention

The Minnesota Triumphs Sports Car Club is excited to be your host for the 2025 North American Triumph Challenge!

We had a terrific event hosting VTR in 2018, so we're heading back to the same great location and host, with even more fun to fill your week.



<https://www.mntriumphs.org/vtr2025/>



Event Dates: July 15-18, 2025

Location: Radisson Hotel, La Crosse, Wisconsin

Event registration will be available before January 1, 2025.

La Crosse is near the center of the Driftless Area of Wisconsin right on the Mississippi River. This region is well known for its rolling hills, beautiful views along the river bluffs, and excellent back roads. You can pick about any direction and find scenic, winding roads with friendly small towns to visit.

VTR 2025 Accommodations

Both hotels below have opened the room blocks with our special event rate, so you can reserve your hotel room now.

Host hotel: Radisson Hotel La Crosse

- Book your room online: **VTR Booking**
<https://radissonhotellacrosse.reservationstays.com/>
- Or by phone: (608) 784-6680, let them know it's for Vintage Triumph Register 2025
- Rates: \$135 king city view, and \$145 double queen river view

Hotel Reservations now Open!

Backup hotel: Home 2 Suites

- Book your room online: **VTR Booking**
<https://home2suiteslacrosse.guestreservations.com/>
- Phone: 608.881.6666
- Rates: \$144 for the King Studio suite

Home 2 Suites is less than 3 blocks from the Radisson, so you're close to the action at either place, and there are several other options nearby to choose from if you wish.

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[Home](#) [Upcoming Events](#) [Brits in the Ozarks](#) [Newsletters](#) [Membership](#) [Photo Gallery: Brits in the Ozarks 2024](#)



BRITS *in the* OZARKS

Twenty-Third (mostly) Annual All-British Car and Cycle Show

Hosted by the British Iron Touring Club of Northwest Arkansas in **Fayetteville, AR, Agri Park**

South of Exit 67-A off I-49 September 18th, 19th and 20th, 2025, Rain or Shine

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

>>Registration will be available as soon as the Guest Speaker is confirmed<<

The hotel room block is available: [Click here for reservations](#)

Brits in the Ozarks

Sept. 18th:

Driving tours through Arkansas Ozarks, for both leisurely drivers and faster cars. Routes to be announced.

Sept. 19th:

Driving tours through the Ozarks for both leisurely and faster drivers. Routes to be announced.

Show Registration (4:00 – 6:00 P.M.) walks-ups welcome. Also available on site the day of the show starting at 8:30 a.m.

Cook out and parking lot party 6:00 PM at the **Holiday Inn Convention Center of Northwest Arkansas**, until we get tired or the beer runs out!

Sept. 20th:

Car and cycle display and popular choice judging at Agri Park, North Garland Street, Fayetteville, Arkansas, 10 AM - 2 PM.

Lunch and concessions available on site. Silent Auction (donations welcomed).

Awards Dinner **at the hotel** 6 PM.

SPECIAL GUEST: To Be Announced.

Limited tickets will be available when registration goes live.

No vendors per U of A Agri Park regulations.

Brake overhaul: 1979 Spitfire

John O'Hara

When I acquired my Spitfire in 2019, quite a few parts came with the car. I did not do anything with it until Fall of 2024, when my son and I finally started to play around with it to see if it would start, which it did after several weeks of messing with it.

Once it started, we decided it would be good to be able to stop once we get it drivable. As I mentioned it came with many new parts, most of which were brake related, such as: new wheel cylinders, new shoes, new springs, new hoses (front and back), new front pads, new disks, and parts to rebuild the calipers.

First step, obviously, was to start taking the brakes apart. We started on the back brakes, in October of 2024. We went through several cans of brake cleaner just on the back ones. Since my son Sean is more agile than myself, he did most of the undercar disconnecting such as the brake hoses, etc.

We then figured out how to install the new wheel cylinders, they are different than any other ones I have replaced. These used a clip to hold them in so they can have some movement to them, I guess.

A week or so later, while the back was apart, I started removing the front pads and calipers. I put them in a parts washer to soak until I could get back to them and brush them clean. Once the calipers were cleaned, using an air compressor, with the pressure turned down, it was time to remove the pistons. As mentioned above, I acquired this car in 2019, but the people that gave it to me had it for at least 8 years and hadn't done anything with it. How long it sat prior to that is unknown.



I started looking at the pistons, and 3 of the 4 had quite a bit of pitting, the bores appeared to be in pretty good shape. I started to look for replacement pistons, both on Moss and British NW. On Moss I found an article about rebuilding the calipers, as I had read to NEVER take them apart, the article listed a part number for a seal that goes between the 2 halves. So, the first parts ordered for the brakes went in, four pistons and 2 seals. The pistons were hard to get out.

Once the parts arrived, I took the calipers apart and could examine the bores much better. They were pretty good, but I decided to purchase a hone to clean the bore up a bit. I also made sure all the passages were clean and cleared of any debris inside the caliper halves.

The next fun thing was to install the bore O-ring and try to get the pistons in. Each piston came with a pack of brake grease, this helped immensely, but still had to use a block of wood and hammer to drive the pistons in. I don't know how I would have gotten the pistons in without separating the 2 halves! Fitting the outer dust shield was the next fun adventure, but after some trial and error, Sean and I got them on.

Bolting the 2 halves together was very straight forward, there were no torque specs given, other than "2 1/2 grunts", think I did 2 3/4 for good measure! Once they were back together, it was time to remount them, but before I do that, I have rotors to replace.

Replacing the rotors presented its own new problems, namely getting the caps off the hubs to remove the hub assembly. The usual method is to pry them off, but I am discovering, nothing is usual with a Triumph. I had to dig around to find a screw to fit in the little hole to be able to pry the cap off, that was one side, the other side had a larger hole, so more digging for a larger screw. 2 more parts to order!

I got the hubs off, and decided, I might as well repack the front bearings, I mean all I had to do was pry out the inner seal to get the inner bearings out. Lo and behold, what kind of grease seal is this? Time to add to the order. Repacked the bearings and removed and fitted the new rotors. New seals came in. I tried to drive them in as I would any other grease seal. Mistake! Bent

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and bent. Web searches began on how to install these elusive seals, and order 2 more seals.

One method suggested placing the seal, felt side to the spindle base and using the axle nut to press it on as the nut was tightened-Fail! But I was able to salvage the seal, another method was to carefully remove the felt part, and drive the metal ring in, then place the felt in the recess where it came from, that seemed to work the best. So now the hub with the new rotor is installed.

It's been over a month now, how to get the calipers on again? I did get them mounted and the new pads the shims installed; it did take some finagling to get the retaining pins refitted.

What about the back shoes? I want to forget about them, but in all this, I tried to loosen the rear brake adjusters, I was able to get one fully retracted, the other, after much pounding and beating the wrench on it, I finally got it to move, only to find out the part that moved was the square end, and only the square end as it broke off. Two new brake adjusters, and throw in 2 new drums as well, as it was cheaper to buy new versus trying to turn the old ones.



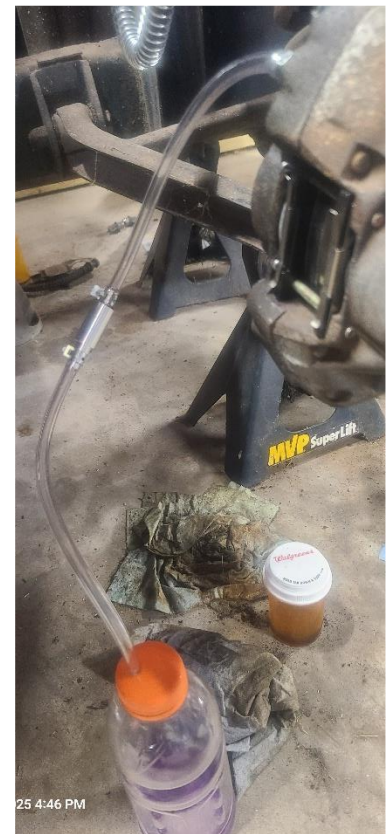
New adjusters and drums arrived, bolted on the adjusters, then came the fight with the springs and shoes to get them, after what seemed to be 2-3 hours I got one side on, of course, the other side only took 1-2 hours to do!

I hooked up all the associated hoses and turned my attention to the Master Cylinder.

Guess what, someone at some time in the past fitted what looked like a GM type of master cylinder. I joined the club in November and met Dennis at that meeting. In December I went to see his beautiful Spitfire, and he asked if I needed any parts. He found a few used MC's that seemed stuck, but another he found moved freely. Thank you, Dennis! I took that one apart to check the bore etc. all looked good, ordered a rebuild kit. Over Christmas week, I rebuilt the master cylinder with the help of my wife to assist in getting the retaining clip back in. I also had to modify the mounting bracket back to accept the correct one, as someone had welded a piece of metal to it to be able to use the wrong master cylinder. Cleaned up the bracket and painted it.

This past weekend, 1st part of March, I got the master cylinder mounted back in after bench bleeding it. I would like to add, I had heard about using DOT 5 brake fluid in older cars, so I decided to switch to that since I had replaced everything except the brake lines. I flushed all the lines out with brake cleaner, then blew them out with compressed air. I think I did that sometime in early January.

I found on Amazon a one-person bleeding kit for less than 10 dollars that I purchased. I used that to get the brakes fully bled. I have a nice firm pedal and have not seen any leaks. My plan is to re-bleed them just to be sure all the air is out. And to get the clutch master and slave cylinder ordered soon which will be a much smaller job.



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Greasy Hands Garage North Update by John Phillips

1/28/2025 – Today the Dent Man called and was ready to work on the Ridgeline door. I had a disagreement with a fuel pump guard and lost. I found this guy at my last Honda service in Bartlesville and finally met him today for paintless dent repair.

He told me he could make it look better but not new. Here is the result after 2 hours of work and \$280. It looks better in the picture than with the eye. I was hoping for better than his better but I am satisfied.



1/31/2025 – Today I decided to end the fuel smell in the car after fill-up. The fuel cap was removed by loosening the two strap clamps around the fuel filler pipe that connects the cap to the tank. The cap was then pulled out, the pipe

raised and pulled out. The clamps were removed from the tank pipe.

Now about 3 gallons of fuel was siphoned out of the tank so it would not leak out when the tank was leaned back.

The 6 bolts were then removed that hold the tank in place. The tank was leaned back, and the sending unit screws (6) removed, and the unit extracted.

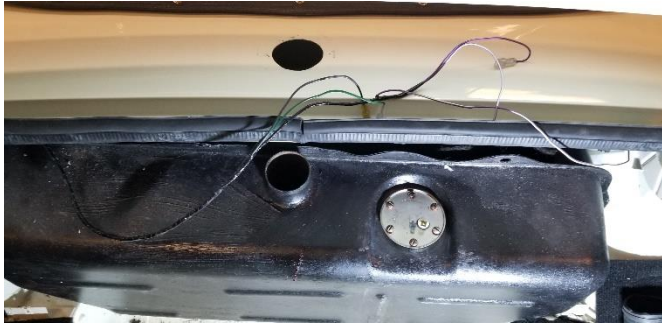
The cork gasket just did not do the job, but I don't know why. I placed the new rubber one over the sending unit and put it back in place on top of the tank.



The 6 screws were replaced and the tank leaned up straight and bolted back to the rear bulkhead.



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The wires were reconnected to the sending unit, then to the boot light that attaches to the rear of the finish panel. The fasteners were put in to retain the panel at the back of the boot area. The spare tire was put back in the well and bolted down. The spare tire cover was replaced and the tools and stuff put back in the boot. Job done!

This was a very smelly rat that needed killing. Glad it is done. That I know of, that leaves the bonnet alignment and the wheel arch covers. After that some paint touch-up and who knows what else at that point.

Perhaps a new top. The one on the car is not a good example.

2/1/2025 – Today the temperature is 61° so it was a good day to test drive the TR6 to make sure the smell of fuel was forever gone because of the new rubber gasket under the sending unit base on top of the tank. A drive to Collinsville for a short visit to my mom's resting place then to the local Casey's General Store for some 91 octane no ethanol gas to top off the tank. Sloshing around on the way back home caused no problem so I was glad about that.

On the negative side, both speedometers were acting crazy, and the clock still is not set. I will continue to work on that issue.

Back at the shop the TR8 was moved off the lift and the TR6 was put on and raised. I drove the 8 into Claremore over some newly opened road just to check it out. The extra power came in handy, getting on to 20 with more than normal traffic.

Both drives were enjoyable. The cars could not be more different, but they are both fun to drive. The 8 is so much more modern and polished. The 6 is not as good a car as the Topaz

car that Jack now has so it is not a fair comparison. The white car gearing is very different from the Topaz and it really needs an overdrive transmission.

2/8/2025 – One thing overlooked during the winter service session was the spare tire. Today the boot was unloaded and the floor removed to access the tire.

Using my new digital tire gauge, it showed a reading of 21 PSI. I run my tires at 28 PSI, so a little air was added to the spare.

I was trying to think of anything that I needed to do in preparation for Drive Your Triumph Day, but there was nothing other than a wipe of the windshield. That can be done on Sunday.

2/12/2025 – It is the middle of February, and the roads are icy. After a good experience with paintless dent repair on my truck and being very attentive during the work, maybe I will break out my beginner's tool kit and give it a try on the TR8. There are lots of dents to work on. What could go wrong?

2/24/2025 – Yesterday the cold weather broke so maybe the rescheduled meeting can take place tomorrow. We had a worse snowstorm in February of 2011, but this one was bad enough for us to hire a guy to use his tractor to get the snow off the driveway and pad. The wind is our worst enemy here. It swirls in front of the garage and in 2011 you can see it had drifted to 4 feet deep around the Durango. This year it was only one foot deep.



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

Running errands in the TR8 today. The TR6 will get a good run in the next couple of days.

2/26/2025 – The club meeting was last night rescheduled due to snow last week. The weather is very nice, in the 70's actually. I decided to drive the project TR6 to the meeting on South Peoria.

Not having that much trust in the car yet I drove on the arterial streets in lieu of the expressways on my way down. The car did pretty well until I got about 8 miles out then it started to run as if on 5 cylinders in lieu of 6.

I made it to the meeting and when ready to head home a few guys walked out with me. It was dark so the only check at this point was to see if all the plug wires were still attached and they were.

The car started and behaved pretty well but there was a strong odor of fuel in the air, so I drove it home and made it ok.

The next day, it was time to see what the problem is. Since the plug wires were checked last night, I went on to pull some plugs to read the air/fuel mixture. These were the plugs from the number two cylinder on top and the number five cylinder on the bottom. They were the worst of all 6 the remainder of which looked about right.



It is obvious that the number 5 plug was fouling out, very black and wet. But why. Maybe the #2 cylinder valves are not adjusted properly. The valve cover was removed and the clearance checked on the suspect valves. They were properly adjusted. Cover replaced.

Well, maybe the valves are damaged and not compressing the fuel properly. Time for a compression check which I had not done on the newly rebuilt engine to this point and frankly scared me a little.

All the plugs were removed, tester screwed into the plug holes front to back, the engine turned over until the gauge was at peak. The readings were collected and recorded for future reference.

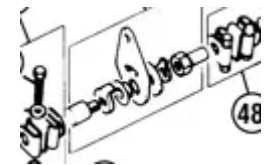
The compression range did not vary much. All cylinders save one were 130 PSI + or – very little. The one variance was #2 which was 150 PSI so there was plenty of compression.

At this point problems assumed to be eliminated are carbs, valve adjustment, plug wire connections. So, what is next? Bad plug (new)? Bad wire (new)? Two and five need to run better. I will figure it out.

I also called Jim Lindsey to get him to think about what the problem might be. If I don't find it, he probably will.

2/27/2025 – Today I met Art at Gary Moss's house at 9 this morning to see his new shop & lift and try to find a reason for a fuel odor and check a few other things. No solid reason for the lingering odor of fuel was found but via process of elimination of possible causes we determined that there could be a leak in the fuel tank or the O rings on the bottom of the carbs were leaking.

An adjustment of the carb linkage was made to eliminate some of the play prior to engaging fuel delivery. We toured the new shop had donuts & coffee then talked for a while.



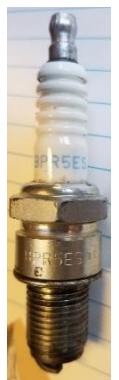
We discussed issues with my white TR6 and possible causes of the fouled plugs. We visited a little longer then I left to pick up some milk on the way home and Art left about the same time. A wash of the Sky was considered but the lines were a little long for waiting.

Art suggested a leak down test for my car, which I agree is a good idea.

3/1/2025 – I did the leak-down test which had air escaping from the valve cover indicating there is some leakage of the valve seals.

Then I was taking another look at the spark plugs and realized I had misread the heat range digit on the #5 plug. It should be BPR6 or 7ES, not 5.

The spark plug firing end temperature must be kept low enough to prevent pre-ignition, but high enough to prevent fouling. This is called "thermal



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performance,” and is determined by the heat range selected. See Spark Plug Basics at: (<https://ngksparkplugs.com/en/resources/spark-plug-basics>)

The other plugs were the normal Champion NY9C, in lieu of the recommended NY12 UC, so the NGK plug went back in the drawer and replaced by another Champion. Not my favorite plug, but what I had.

Now it is time for a test drive.

The test drive resulted in continuing to have the problem. Replacing the spark plug did result in better performance on cylinder #5 but the road performance was just as bad. More work to do.

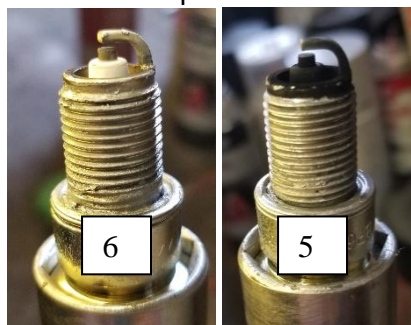
3/2/2025 – A quick message from Michael Burns let me know that his battery troubles came down to a bad cell in the battery.

Last evening, after the test drive, I went to Amazon to see if they had the spark plugs that I thought I needed. Many years ago, TRF recommended NGK BPR6ES for TR6 and I used them up until I sold Topaz to Jack. Since about the only use for that plug is lawn mowers, I did not know who had them. Amazon did so I order two packages of four each. That gives me a couple of spares. They should arrive later today.

If I try these and they continue to foul, I will try the BPR7ES, I understand that the 6's in the UK use this type as a standard.

While under the bonnet, I noticed one of the radiator shroud fasteners had come loose. The nut that was there was not holding the bolt. I removed the nut and found that nylon license plate screw inserts fit the holes so I put a couple of those in and used metal screws to hold the braces in place. I like the result.

3/3/2025-
The new plugs received yesterday were installed this morning. A long



test drive produced this result.

Cylinder #5 turned the plug black, and cylinder #6 turned out white. It appears there is a problem with #5, perhaps valve guide seals as the leak down test indicates or maybe something worse, piston rings not sealing.

The head was supposed to have been rebuilt prior to my purchase of the car. Well, maybe it was and maybe it wasn't. I may have to have it redone.

3/4/2025 – Today the decision was made to have a valve job done on the Project TR6. In preparation Chad was contacted to see if he wanted to recommend a particular shop to do the job but his shops were busy.

I ended up contacting Midwestern Engine and they said they could do it, but their shop is also full, and it may be as long as 3 weeks before they could start on it.

With a shop not nailed down the disassembly process was begun by moving cars around. About a gallon of coolant was drained from the radiator spigot. Since it was rainy today the TR8 was moved back into the shop which put the 6 on the lift where I could not reach it. Maybe tomorrow I can get the head off.

3/5/2025 – Lazy today so it was after 1:00

when I went to the shop. Focus today was on getting everything off or detached from the head. That worked out pretty well except for the **hot water pipe**,

so tomorrow the focus will be on removing the pipe from the head and the head from the block.

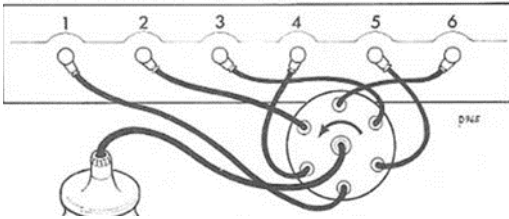
3/6/2026 – Head removed and taken to Midwestern Engine & Machine for a rebuild.



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.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.



For TR8

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.



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Classified Section



**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 (918 527-2629**

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

(918) 346-0900
deugenerobinson@icloud.com

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

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**Assorted TR3
& TR4 parts
Contact:
Larry*
[cartravel@po
box.com](mailto:cartravel@po-box.com)**

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Bits of Triumph

*Embroidery Inspired by
Triumphs & their Drivers*

Wynnell Gorman
wynnell@bitsoftriumph.com



To explore website:
Scan here

<https://bitsoftriumph.com>
Mobile: 469-383-2009
4610 Jakes Way, Midlothian, TX 76065



2008 Saturn Sky Redline (Turbo), \$12,000 Excellent condition. John Phillips
topaztr6@gmail.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

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,

*TWO CHOICES
- VISIT BOTH*



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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.

Membership benefits typically include reduced cost on parts, 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	
MEMBER NAME		
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#


SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To GREEN COUNTRY TRIUMPHS
 Check # Check Date

GCT C/O JAN PHILLIPS
 5885 E. 480 RD
 CLAREMORE, OK 74019
 (918) 283-7017 (leave message)
 maudjpp@gmail.com

Dues are payable on 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). **Membership is discontinued Oct. 1st following the date dues were due.**

Andy Wilmes
 Admiral Alignment
 +1 (918) 232-3273 Mobile
 NEW EMAIL ADDRESS awilmes@atlasok.com
 13503 N 155th East Ave.
 Collinsville, OK 74021



TRIUMPHWORLD SERVICES, Inc.
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