



Triumphant Times

Monthly Newsletter for August 2023

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23
PAID
MEMB
ERS

**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 August 15th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: The Ridge
Cantina
9999S. Mingo Road
Tulsa**

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

Forces Majeure?



Force majeure is a French term used widely in the legal profession. For example, in contracts there could be a force majeure clause mentioning various reasons why the contract might be impossible to complete. Many Tulsa residents experienced a force majeure event in the terrible windstorm of Saturday June 15th. I have some friends who literally could not get out of their house for a while. We were fortunate in that no trees were blocking our exits and the garage door opener could be easily disconnected to permit us to move and start a portable generator stored in the garage. That allowed us to power up the refrigerator, saving our food supply. It was able to run the microwave oven as well. We got power back around 5pm on Sunday the 16th; however, many in nearby neighborhoods were restored only after another seven days. We did lose a substantial quantity of shingles; but again, we were able to get prompt repairs. Today (August 3rd) the piles of debris are still quite prevalent in our neighborhood.

Another near force majeure for me was the fact that I bought a new modem for our home so

that I could save the \$14 per month rental fee from Cox cable. Unfortunately, it took me several weeks to get it properly configured so that I could get to work on my computer. I call it a "near" force majeure because I did get it running eventually; and if I

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

had been smarter, it would have been ready weeks earlier. I will take the Fifth Amendment on that part of the story.

Earlier I reported that the battery problems on my TR-3 were nearly resolved in that the car could be started; but my battery maintainer did not report the green light saying that the battery was in good order. I felt that taking it to our June meeting with a questionable battery and a nearly fifty-mile round trip was not a good idea. Since then, I finally got the desired green light from the charger, and I could have brought it to our July 18th meeting at the Jenks River Walk area. I did wimp out because the temperature was over 100°!

Another car problem I experienced more recently was on my 2000 Morgan Plus 8, which now mostly resides in Oklahoma City. I had promised my two grandchildren a ride around the neighborhood. On trying to back the car out of the garage I was embarrassed to not be able to get the car into reverse.

Perhaps another force majeure event was narrowly avoided when I decided to put it in gear and use the starter back it out change the gear to second load them in and only then turn on the ignition and startup in gear. This worked and after a ride around the area (fortunately zero reasons to stop occurred) they were satisfied. I cut the ignition near the house; the children got out. I then put it in first and used the starter motor to limp back into the garage. On inspection I discovered that the brake fluid container

was entirely empty! I refilled the container, put the car on jack stands, and my granddaughter helped me bleed the air from the clutch. I think she enjoyed that. Four-year-old Ethan enjoyed sliding under the car on the creeper. Emily decided that looked like fun too; but on trying to back out her hair got entangled in a wheel, so Grandpa had to come to the rescue with some scissors. This wasn't easy because I had to lift the creeper with one hand, then use the other hand to get most of the hair released. Fortunately, a few short strands were left behind. I made use of her experience by telling her that she must never get that hair anywhere near machinery with exposed belts or gears especially if air is moving around nearby.

The Morgan is still up on the stands as shown below (with Ethan's errant creeper.) I wanted to find the leak and do some cleaning and maintenance. To my surprise after cleaning up most of the underside I could not find any leak. I put a pan and clean



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newspaper under several possible areas but after three days I could see nothing at all. Since then, we travelled to Dallas to visit some family and returned to Tulsa. I hope to at least see a suspect area on my next trip to Oklahoma City. One nice finding was that the brake side was unaffected by the fluid leak. I hope to have some more to say on this subject next month.

Vice President's Article by Pat Kendall

This is us cutting Pat some slack on his article. We twisted his arm pretty good to get him to be our Vice President. He will contribute here when he can. We are behind you Pat.



Minutes of the last meeting by Secretary Trish Lindsey

Green Country Triumph
Club Minutes from July 18, 2023

The meeting was called to order at 7:00 by the president, Jim Murray, at Andolini's in Jenks.



Introductions of guests were made. There was a total of 22 people in attendance.

Minutes were accepted as printed. The treasurer's report was given and approved.

Parts: John bought another TR6 to rebuild. Pat brought a chrome bumper part made in Viet Nam. It was passed around to check quality. There was lots of talk about work on member's triumphs.

Car Shows: Check newsletter. Some shows are coming in September.

Activities: A trip to the Cord, Duesenberg, Auburn plant in BA is planned for July 21.

Steve has volunteered his home for a cookout. He will pick a date and let us know.

New business: The election of officers took place. Rolf will take over as President and Pat Kendall will be the new Vice President. Jim Murray will be stepping down and will be our past president.

Meeting adjourned at 7:30

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As outgoing President Jim Murray is presiding over the meeting for the last time, you can see how disappointed he is. However, the other attendees seem to be ok with it. ☺¶

We all had a good time, had some good food and elected a new Vice President, Pat Kendall. Pat is going to be working in a somewhat limited capacity due to other responsibilities, but he is more than willing to find the facilities needed to hold our meetings. Welcome Pat. ¶



The Good Ride

by Jim Murray

Gearbox Tunnel Cover of Love

First off, I would like to thank the club membership for all of the support I received over the past year during my administration as President. Now that COVID seems to be well in our rear-view mirror, it is encouraging to see that attendance at the monthly meetings is still strong. I wish our new President and Vice-President (Rolf and Pat) every success in keeping the club moving forward.

Dear Readers, when last we left, I reported I had resigned to remove all the taffy-like sealant from the Gearbox Cover and replace it with a modified TR-6 seal kit. It took about 10 hours, two rolls of paper towels, 1.5 cans of WD-40, a lot of elbow grease, and scraping to remove all that goo from the Tunnel Cover, the floor pans, the firewall, and mounting bolts.

I contacted Quantum Mechanics, the supplier of the Overdrive Transmission, to order a new L-drive. During our discussion, I explained that while the transmission was replaced over 20 years ago, the new unit only had a few thousand miles on it. He reported that it was important to put the brass washer between the L-drive and the transmission in order to prevent premature failure.

It was a "light bulb" moment. When John Phillips and I installed the transmission 20 years ago, we had installed the washer between the cable and the L-drive. I always thought it was a little odd that there was still some wobble when the L-drive was tightened down to the gearbox, but just thought it was designed to flex a bit as the cable path through the side of the cover and then through the floor pan is a bit tight and tests the limits of the recommended radius bend of the speedo cable. That wobble was most certainly the exact failure point of the assembly.

When I received my replacement L-drive, Quantum Mechanics was kind enough to include a copy of the Technical Service Bulletin. Not sure why it is listed at the top as Confidential, but who knows? Triumph is not listed at the very bottom of the sheet and maybe they were trying to maintain any kind of edge in 1968.

A photo of the letter when scaled down for the size of this article was illegible. It reads as follows:

*Confidential No. 2 U
BMC Service Technical Service Bulletin
British Motor Holdings (U.S.A.) Inc.
734 Grand Avenue, Ridgefield, New Jersey 07657*

Feb 29, 1968

To All Distributors and Dealers:

Re: Right Angle Speedometer Adaptor Failures

Repeated failures of the above have, in many instances, been caused by Washer-Adaptor to gearbox Part Number 3H 550 not being fitted when a new right angled drive adaptor is installed.

This causes an excessive end load and premature failure of the right-angled drive pinion.

*MG - AUSTIN HEALEY - MORRIS -
AUSTIN - SPRITE - MIDGET*

Not sure why it is listed at the top as Confidential, but who knows? Triumph is not listed at the very bottom of the sheet and maybe someone was trying to maintain any kind of edge in 1968.

The bulletin also included a line drawing similar to the photo below and identified the washer as part number 3H 550.

Huh!? No kidding?

I reassembled the unit per the instructions, tightened down the collar and sure enough, there was no more wobble. Next step was to take a test drive.



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I remember taking the car for a test drive when John and I first installed the OD transmission. We left the tunnel cover off to make sure all of the electrical connections were working properly, etc. At that time HWY 20 was not very busy so a quick spin was pretty easy. I was, however, EXTREMELY wary of the exposed U-joint connection to the drive shaft rotating just below my elbow. Interactions between rotating machinery and body parts generally do not end well for the latter.

Since I was going to be test driving on Tulsa streets in traffic, I decided to remove that element of danger and re-install the Tunnel Cover with half of the 16 bolts. I did not reinstall the carpets or passenger seat.

The initial phase of the test drive in the neighborhood appeared promising. However, above about 30mph, a +/- 5mph wobble of the speedo needle started showing up and never went away. With much sadness, I headed back to the garage.

I went to the Smiths guide that I had posted a few newsletter issues back. The recommendations for that kind of wobble were to check for: 1) too tight of radius bend; 2) insufficient lubrication; 3) frayed speedo drive cable; 4) speedo cable not completely seated.

By this point, temps in the garage in July are getting pretty high, so I am only able to spend a few hours every few days working this.

Once again. I removed the 8 nuts securing the driver's seat, the 8 bolts securing the Tunnel Cover and proceeded with the inspection: 1) Radius bend in tolerance and able to spin the cable using my fingers; 2) I extracted the entire speedo drive cable and found a reasonable amount of lube on the device; 3) Inspected cable for wear revealed nothing; 4) Speedo cable not completely seated. Hmm. I had originally installed the washer between the speedo cable and the L-drive and retained that washer.

I disconnected the cable from the L-drive, removed the washer and reattached the cable. I could feel it was certainly a much snugger fit. Back in with the Tunnel Cover and the 8 bolts. I found some new ways to get the "tough" bolts installed. Not sure what your Tunnel Cover is like, but mine needs some friendly "persuasion" to get

seated properly. Back in with the 8 nuts on the driver's seat.

The initial part of the drive was a little concerning. The speedo needle seemed to be running low and sometimes not returning to zero when in the neighborhood. My thought was that maybe these parts just needed to get "reacquainted", so I headed to a couple of the main arterial streets to get some more speed. I have a mapping application on my phone called WAZE (pronounced "ways", you gotta give them credit for cleverness) that also shows your current speed as well as the speed limit at your location.

By the time I had run about a mile, the speedo and WAZE were pretty close. The needle was mostly steady, but still hard to tell due to road conditions. I headed to Riverside Drive so I could get to the 40-50 mph range.

Heading southbound on Riverside, the needle was holding steady and matching WAZE within about 2 mph. Encouraging. At 51st street I headed on to I-44, ran it up to the speed limit and maybe or maybe not a bit beyond – just for a few seconds. The speedo needle continued to match WAZE and the cable routed through the transmission tunnel and through the floor pan seemed happy. Success!

I exited I-44 and headed home. I was sitting at a stoplight, full exposure to the 11am sun that was now beating down at 95+ deg F, Temp gauge is at 195deg F, the floorboard and Tunnel cover feel like they are about the same, if not higher as the exhaust pipe is running nearby. I was sweating profusely, and I didn't care!

It was not the most picturesque, weather-perfect, smooth winding road, Debbie at my side, kind of ride. It was, in its own way – a very satisfying problem-solving confirmation, and just another version of The Good Ride.

Another great article. Thanks Jim. Editor



Scheduled Club Activities

WHEN	WHAT	WHO
Feb 10	Drive your Triumph Day w/COVTR-Cushing	Art
	St. Patrick's Day Dinner	Jan
21 July	Auburn Cord Duesenberg Co. Facility Tour	Jim Lindsey
5 November?	Guy Fawkes	Jan
December	Christmas Party	

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/>

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

2023 CAR SHOW **LIST by Art Graves**

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

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

VTR South Central Regional Convention

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web:

http://www.texastriumphregister.org/regionals_2023

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

Web: <https://www.miamivalleytriumphs.org/tra-2023>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

Web: <https://gobmccarshow.com/>

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 2 – 4, 2023

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

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

<http://www.triumphest.org/Triumphest2023/tfest2023ad.php>

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

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

6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

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

VTR National Convention

Location: Dillard, Georgia

Date: September 27 – October 1, 2023

Web: <https://www.vtr2023.org/>

Texas All British Car Day

Location: Round Rock, Texas

Date: **October 2023 - Tentative**

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

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

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Triumphest 2023

Hosted by the Triumph Travelers Sports
Car Club in Palo Alto

September 7-10, 2023, Marin County, CA

Hotel is the newly remodeled Embassy
Suites in San Rafael

Preliminary info at www.triumphest2022.com
and www.triumphest.org/Triumphest2023/tfest2023ad.php



TWS Gathering 2023 - Sept 14 - 17 - Stowe, VT USA

Join us for the premier **British Car** gathering in the Northeast!

Our event will be alongside the British Invasion show in Stowe, VT.

[Show Info & Registration](#)

- Full schedule and host hotel info soon.
- Mix of back road drives, car show, dinners, driving events and socializing!
- Driving events (auto-x, dyno day) for all the on road cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers.
- Rover V8 Tech session by TWS (Clint & Woody Cooper).
- Free T-Shirts and other swag for all attendees.



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BY DESIGN VTR NATIONALS 2023



Vintage Triumph Register National Convention

SEP
WED
27

SEP
THU
28

SEP
FRI
29

SEP
SAT
30

OCT
SUN
1

Celebrating the Vision of Giovanni Michelotti

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

**HOSTED BY THE GEORGIA TRIUMPH ASSOCIATION
AND THE BRITISH AUTO OWNERS GROUP**



FOR MORE
INFORMATION VISIT



VTR2023.ORG

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BRITS in the OZARKS

TWENTYFIRST (MOSTLY ANNUAL) 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 October 5th, 6th and 7th, Rain or Shine

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

- Oct. 5th - Driving tour through Arkansas Ozarks. - The Jasper Run 9:00 departure from the hotel.
- Oct. 6th - Driving tour through the Ozarks featuring The Wine Tour - 9:00 departure from the hotel
- Show Registration (4:00 - 6:00 P.M.), cook out and parking lot party 6:00 PM at the Holiday Inn Convention Center of Northwest Arkansas, until....
- Oct. 7th - 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: KENT PRATHER, SCCA NATIONAL CHAMPION MG RACER- 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 15, 2023.

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 09/15/23 (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for each additional car or bike

Registration RECEIVED AFTER 09/15/23 (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, \$35.00 per person: _____ Number: _____ x \$35 ea = Dinner total \$ _____

Early Registration (RECEIVED 09/15/23 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) \$ _____

MAIL TO: Dr. Hessel Kooistra, 10975 Rocky Creek Rd., Fayetteville, AR 72701

____ Please check for Thursday driving tour (no charge, head count only) or _____ dinner gathering (Dutch)

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

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 09/04/23

Information or questions: Email Hess Kooistra britsintheoarkas@gmail.com Or Bill Watkins at bwatkins@watkinslawoffice.com

See also www.britshironnw.org

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JUDGING CLASSES 2023

Revised 04/11/23

- 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 at owner'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 all
- X- Jaguar F-Type
- Y- Triumph TR7 and TR8
- Z- Triumph Spitfire, GT6
- AA - Racing/modified
- BB - Restoration in Progress (*trailed 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)

A New Radio

By Gary Moss

I finally decided to add some tunes to my TR6. But first I needed to get the dash support recovered and have the radio knob holes added. Removed the support and took it to Lew's Auto Trim, same place that fixed my seatbacks when they came apart. They did a great job. The radio I selected was a Long Beach from Retrosound. It has both front and rear speakers, SiriusXM capabilities and several other add on options, some of which I used.

Since I had rear speakers, I needed to make boxes to house them. Boxes were made from 3/4" plywood, stuffed with sound deadening heavy cloth, and covered with black vinyl. They fit nicely behind the seatbelt retractor. I then made cutouts in the front console panels for the front speakers and got them installed. Lastly, I made a couple brackets to hold the USB and auxiliary inputs and mounted them under the dash.

Everything went together well and now I have some tunes or recorded music to listen to as we go places in this car.



We just had a guy come into our auto parts store asking if we sold longer dipsticks, because his doesn't reach his oil anymore.



**EVERYTHING HAPPENS
FOR A REASON.
BUT SOMETIMES THE
REASON IS THAT
YOU'RE STUPID AND
YOU MAKE BAD DECISIONS.**

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Greasy Hands Garage North Update

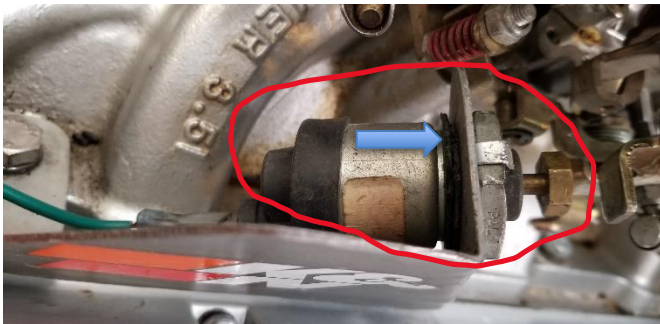
by John Phillips

5/18/2023 – Housekeeping:

Specification for idle speed is 750/900

RPM

While driving Tinkerbell the last couple of days, I was trying out the air conditioner to see if everything was right with it. A month or two ago I wrote about adjusting the solenoid mount to lower the idle adjustment when using



the air conditioner and the idle goes to its lowest setting for instance at a stop sign.

Well, it appears that the previous adjustment was a little too severe as the idle

speed dropped to about 400 RPM. I was surprised that it would even idle that low.

When back at the shop a little time was spent removing one of the two ABS plastic shims installed during the last adjustment. I have not tested this to see what the effect on the idle is so maybe I will do that tomorrow.

5/20/2023 –

Before attending Jan's nephew's wedding, some time was spent in the shop to remove the left fender from the Sky to adjust the alignment at the door. With it off and on the workbench, a reamer type bit was put in the drill and the attachment hole was enlarged by



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removing material from the inboard edge.

With the hole opened up about 1/8th inch, the fender could be adjusted outward as needed. It took all 3 hands to adjust, secure and attach the fender in the proper position to make sure that the door did not hit the fender when opening.

As can be seen in the picture, the panel now lines up well with the edge of the door. Looks like new again.

After the fender was back in place, it was time to work on the small mud flap at the bottom. Whatever incident that caused damage resulting in the replacement of the original fender must have also damaged the mud flap. The only real damage was that the mounting hole was torn out so there was nothing for the bolt to pass through and hold the flap to the car.

The fix that I finally came up with was to find a piece of steel angle in my trash pile, cut it to fit, drill a hole in it at the proper location then attach it to the flap using rivets. Of course, the angle had a hole through which the attach bolt was inserted and tightened. The flap is secure and has the proper appearance.

I expect that after hitting a couple of mud puddles the rivets and angle seen here will become pretty much invisible.

5/23/2023 – Back to the TR8: As stated above, getting the fast idle solenoid calibrated for the proper rpm when the air conditioner is engaged has been a problem. Another issue is that the solenoid does engage but is not strong enough to hold the lever on the

carburetor back long enough and far enough to keep the fast idle where it needs to be.

Another issue with the current components is that the current solenoid bracket uses bolts for the intake manifold for mounting. The repetitive loosening of the bolts to adjust the throw for the solenoid rod is just not a good idea.

The fix seems to be to upgrade the solenoid and the bracket to be appropriate for the application.



Holley 46-74 Universal Throttle Fast Idle Solenoid
Part #: 4254674
Qty: 1 @ \$ 117.95 each



Holley 20-9 Universal Throttle Solenoid Bracket
Part #: 425209
Qty: 1 @ \$ 13.57 each



An order for the proper components went out to Speedway this morning. The order should be here in a few days via USPS.

5/24/2023 – They say idle hands are the devil's workshop. That may be true. The radio in the 8 has been having reception issues to the point that it appeared a different antenna might be in order.

Fuel to the fire was added when looking at a Facebook page for Saturn Sky and there was an entry for an antenna recommended by one of the contributors. I found one on Amazon and ordered it.

The old antenna was removed to see if the base under the mast was compatible with

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the new mast. NOT!! So, what do I do now? A look for a compatible mount has not been fruitful yet. I am probably going to have to reach out to a professional to tell how to improve reception.

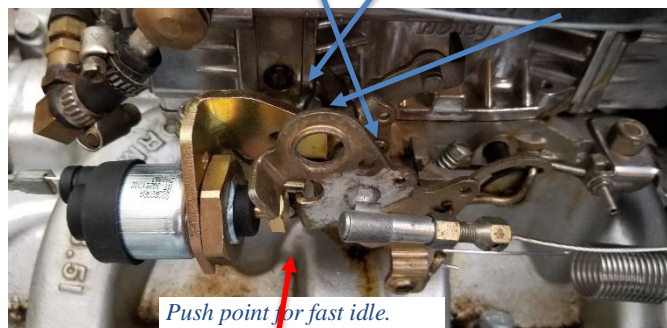


5/25/2023 – The fast idle parts arrived today, two day turn around. They were here when I got back from the Periodontist. Having a couple of new teeth put in.

After the afternoon nap I ended up in the shop to see if the new parts would fit. With the air filter off I had more room to work. After making sure the attachment holes lined up, the old setup was removed by taking out the two intake manifold bolts that held the bracket for the solenoid and detaching the power wire.

The new bracket was installed using the supplied screws and washers. With it in place it was obvious that the inner most lever on the throttle shaft was hitting the new bracket so the idle would never come down to 900 as desired with it in that position.

There is a screw that locates the unused lever as built by the factory. By removing the screw, repositioning the lever



and replacing the screw the interference was eliminated. The screw was originally here.

Tomorrow a road test is in order.

5/26/2023 – Today a road test was performed. Regular idle speed is 900 RPM. Fast idle speed ended up at 1100 RPM. I can live with that if necessary but will probably try again to get the fast idle speed where I want it.

Some tweaking was needed. The bracket attachment screws had to be loosened to twist the bracket a clockwise as much as possible to lower the fast idle speed to the lowest setting.

Initially fast idle would be 1500 RPM and slowly settle lower, then a bump of the throttle would promote it going to the lowest setting allowed by the attachment screws.

When back at the shop, a second spring was put back in place to speed up idle speed reduction in a faster manner. If it still is not falling fast enough, the two light springs will be replaced with a stronger one to get the desired result.

5/28/2023 – More adjustment to fast idle was done today. Previously one of the spacers made to shim the old solenoid had been installed on the new solenoid to see what effect was made on the fast idle speed. I found that the shim was too thick (.060"). I had some gasket material that turned out to just right (.030") thick.

Initial test indicates that the idle and the fast idle are the same (900 RPM). That was the goal to begin with. Use in the next few days will tell me if the issue is resolved, or not.

5/30/2023 – The new solenoid and bracket appear to have been worth the money. The air conditioner is working well and so far, the outside temperature is not so high that it overpowers the ability of the upgraded system to make one comfortable. Since this is the reason I even own a TR8, you can say I am pleased. I like my car very much.

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6/6/2023 - A few years back I decided to add a power antenna to Tinkerbelle because I was impressed with the one that Al has on his TR7. That was a terrible idea. I ended up with a completely new system that did not work as well as what I started with and no power antenna.

This time the "improvement" is being tried on the Sky. It has provisions for Bluetooth service, but it is part of the GM OnStar system to which I do not subscribe and I understand that subsequent changes have obsoleted that capability anyway.

Another issue common to the Sky is the difficulty in seeing the dash gauges in the daytime. It is not very often that the sun shines on them enough to make them legible, especially the gas gauge.



The picture is an example of what I hope to achieve by installing COB strip LED lighting above the gauges such as what you see above.

To power the new lights, on order from Walmart, I needed a USB port, so I went shopping. I found that there are USB ports that also have Bluetooth capability for a phone system. The one selected plugs into a power (lighter) outlet.

I am not sure that will be the final power source answer because the lighter stays powered up all the time which can obviously cause a drain on the battery. Not good on a car that has limited use.

It does have a switch on it but it is something that you have to fiddle with for each use. Lazy, yes. I would prefer a power source that switches off with ignition power.



If you do not have Bluetooth on your car radio and want it, this or something like it might be the answer to that. More later on this project.

6/22/2023 – Gary Moss visited the shop today to use the lift and available tools to do standard maintenance on his TR6. The wheels were moved on the bearings to look for excessive play but his were in great shape.

Gary changed the oil and filter while I checked the fluid levels in the transmission and differential. We used about ½ quart of 40 wt. nondetergent oil in the transmission, but the differential was at top level. The brass trunnions were also filled with the same type of fluid to prevent deterioration of the brass from too much sulfur.

Grease was added to the zerks on the upper ball joints and all the U joints we could reach which did not include the outer two on the ½ shafts. We did forget to check the air pressure in the tires, however.

We started a little later than planned. Gary had not been here since the work on highway 20 had been completed so he missed the turnoff.

After he left for home, I went back to work on the computer conversion. Not having much fun. At this point it appears that distribution lists will not be available to me with

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this version of outlook. Don't have a solution at this point.

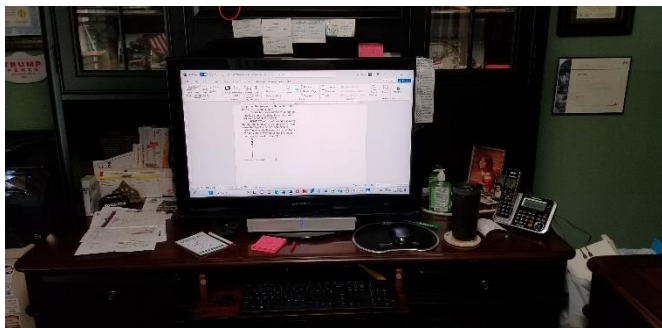
6/16/2023 – Most of the files/pictures that I want to keep are now on the new computer. As for email, they did away with Distribution lists and replaced them with Group names. I have not used one yet, but they do a lot more stuff than just mail stuff to a group of contacts. Way over engineered for my purposes.

I guess if everyone had Windows 11, we could have meetings on the computer then we would never have to drive our cars. Bad idea.

Dues are starting to come in, so I am supporting the Treasurer with that stuff. No time for cars at this point.

Charlie has been supportive during the transition phase. As usual I am in his debt. Still have a question or two.

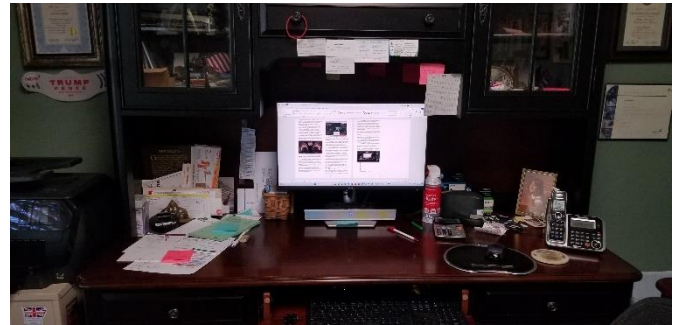
6/20/2023 – The old computer is ready for storage along with the monitor, which was obsoleted by old electrical connections, (HDMI) now used. The temporary monitor is an old TV that is way too big, but it is getting me through the set-up stage.



6/24/2023 - The new monitor arrived and was installed in short order. Today there was something I wanted to listen to, so I tried to activate the speakers.

The IT guys at Dell India were trying to help troubleshoot the issue. My fat fingers managed to mess that up completely, so I worked on Amazon's web site and figured out

how to get one that works and send the bad one back.



As you can see the new monitor fits the desktop much better than the big TV used before. The problem with the new one is that the speakers do not work so a replacement is due here on Monday.

6/27/2023 – The replacement arrived yesterday so I switched out the monitors. I was surprised and disappointed when the speakers did not work on the replacement unit either. Ok, time to call Dell again and work on my language skills with folks in India.

The guy in India talked funny but I finally figured out that he was trying to tell me the monitor I bought did not have speakers. At that point I apologized profusely and severed our connection.

Fortunately, the speakers from my old monitor work fine so that is what I am using. The only problem here was the monitor selection process but everything works fine so I am happy.

So now on to the things needing repair on the TR8. The passenger seatbelt in Tinkerbell is not working properly. It got very tight and would not release. The unit, held in place by one bolt into the package tray, was removed and some exploration was done to try and see what the problem was.

A red button under the cover was pushed and the belt released. I worked with for a while to ensure that it was working properly and remounted it in the car.

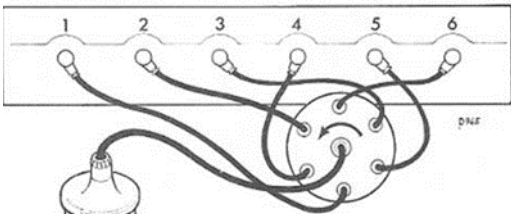
The gauge lights on the Sky can wait a while.

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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

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

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



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

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



For Sale

Set of four, 15" x 4" - 48 spoke wire wheels. They are original equipment for many 1950s/1960s British sports cars including Triumph TR2 through TR4. Very original, stamped on the interior with: **DRC4JH15PT- Made in England- G.** The wheels have been used for "show purposes only" for approximately six years. Driven sparingly but function well, rarely over 45 mph. They have never had balance weights in that period. The splines are in good shape and there are no broken spokes. Wheels are "rattle can" painted silver and the car has never taken a deduction for them, but they have aged and yellowed. With some tender loving care and elbow grease, these wheels can be restored to their original glory or continue in their present state as "show" wheels. Asking \$100 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or Mike_Piggott@Hotmail.com. If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Convention this year.



Set of four, Minilite Style Knockoff Wheels, 15" x 5.5" silver. See details at Moss website catalog as part number 455-385. Current retail price \$2119.96 plus tax and shipping. These wheels come with four tubeless Goodyear Eagle LS₂ P195/65R15 tires; Date code 0709, with 5/32" to 7/32" tread remaining. Three wheels are pristine with one wheel having minor road rash that can be touched up. (See Photo). Wheel nuts are not included. Asking \$1000.00 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or Mike_Piggott@Hotmail.com. If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Conv



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

Land's End Merchandise & Club Logo

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*

GCT Merchandise

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

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



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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
andy@admiralalignment.com

13503 N 155th East Ave.
Collinsville, OK 74021



TRIUMPHWORLD SERVICES, Inc.

Specializing in restoration, repair and
parts for the English sportscar

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