



Triumphant Times

Green Country Triumphs

Monthly Newsletter for December 2018

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1st or before
of each year to the club Treasurer.
SEE LAST PAGE FOR ADDRESS**

**Next Club Meeting
TO BE DETERMINED
TENTATIVE PLANS
INCLUDE A
COMBINATION
CHRISTMAS AND
ACTIVITY PLANNING
MEETING/PARTY**

Officers and Committees

Rob Thompson – President
Denny Robinson – Vice President
Al Garbart - Member at Large
Jan Phillips – Treasurer
Adele Blom – Secretary
Kay Robinson - Activities
Art Graves – Car Shows
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

From President Rob Thompson



Merry Christmas fellow Triumphers. Busy is always the buzz word this time of year; presents, parties, and FAMILY gatherings. Donna and I both fell to the cold and flu this weekend and we regret having to cancel the Christmas Party for

everyone. Donna really has the home decorated very festive and is disappointed that we could not spread the cheer at our home.

Been traveling a bunch with trips to Norman, Lyons Kansas and others. Going to Perry, OK next week for 6 days of air monitoring and back to OKC for a survey. Been tinkering with my Triumph fixing twinkie things (trafficator switch and gluing on my mirror that I knocked off.)

Luke is going insane studying and taking finals at TU Law. One more week and he is half-way through with his Year 1 of Law School. Look forward to seeing everyone in January for our Annual Planning Meeting. Date and location to be determined. Be thinking of activities we can plan on that day.

Blessing to your family from Ours. Year 2019 will be another good year for the Club.

From Vice President Denny Robinson



Secretary's Minutes of the Last Meeting by John Phillips for Adele Blom



Meeting called to order at
7:16 PM, 11/20/2018

Minutes of the previous
meeting: Approved as listed in the
newsletter.

Treasure's Report: No transactions since
September 12th, no change in balance.

Show Committee Report: Denny spoke on behalf of the upcoming Regional Convention at Tanglewood Resort. Flyer included in newsletter.

Parts Committee Report: John – Issue with oversized TR8 brake pads discussed. Grinding modification required to accommodate fit in brake caliper.

Glenn – Third TR3 fuel pump failure, to be replaced by an electric fuel pump. TRF kit to be installed.

Al – Engine/transmission work continues on the TR7. Gaskets to be ordered to support reassembly of the engine.

Cash – Spitfire clutch is functional, bonnet support installed, hardtop seals installed. Car is roadworthy.

Denny – Plans for mounting the body on frame of Spitfire.

Jim – Working with TRF on matchbook version of wood dash.

Activity: Christmas Party at Donna & Rob's home on December 8th.

Old Business: Frank Wood is out of the hospital recovering from back surgery. Having problems with Crones disease attack which may require additional hospitalization.

New Business: Denny discussed support for Next year's Veteran's Day parade. The plan is to drive some of our cars in the parade.

Visitor: Dale Erkkrla, a guest of Jim Lindsey
Meeting closed in due form at 7:38 PM.

2018 Club Activities

WHEN	WHAT	WHO
TBD	Drive & Picnic	Dale Smith
TBD	Bartlesville Trip	Kay
TBD	Breakfast at Tally's	Kay
TBD	Astronomy Club Mounds night drive	Kay
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	

John, I sold my TR7...hated to see it go but the person who bought it really wanted it, so I let it go.

**Silly me...I miss it....
Julie**

**On Dec 9, 2018, at
John Phillips
<topaztr6@gmail.com> wrote:**

**Julie,
I will take the ad out of the newsletter. I am curious about the buyer. If local, do you think the new owner is a potential club member? If so, contact information would be appreciated.
John**

The '76 TR7 went to Wichita, Kansas. The new owner fell in love with it after he drove it.

**Thank you for taking the time to advertise it,
Julie**

Thank you for your business!!

Hello,

I wanted to let you know that I will be retiring this year and closing down my shop. It has been my pleasure to serve my customers over the last 41 years. I thank each and every one of you for the success of Admiral Alignment. I appreciate the privilege of having you for a customer and the joy it has been knowing you.

Please continue to use 918-437-0070 as long as it is still up and running. After that, the best way to reach me will be through andy@admiralalignment.com.

Sincerely,
Andy Wilmes

More Travel Tips for Your Next Triumphant Adventure

As promised (or threatened!) I will now relate our Triumphant return journey to Tulsa. Of course, the drive out to California was only half the fun, now we had to drive back home.

First, let's review the travel tips. Travel Tip #1: visit with friends along the way. We did visit with a high school friend while in San Francisco. Travel Tip #2: seek out interesting motels to stay overnight. Google maps and Hotels.com are invaluable for this. We did not stay at any interesting hotels on the return trip. But each morning we always mapped out the day's driver and made a hotel reservation. Travel Tip #3: arrive early to get a parking spot. This did not work out for

us. We usually arrived late in the evening after a long day's drive.



Gas really is expensive in California. Observation: the numbers '7', '4' & '1' are not worn on the credit card keypad as they are here in Tulsa.

Travel Tip #4: plan other activities between home and your destination. We did follow this the first three days. Travel Tip # 5: visit Death Valley in late fall to early spring. We did not revisit Death Valley, but we did drive near several desert national parks that could be enjoyed more so in the winter rather than summer. Travel Tip # 6: pack spare parts, tools and diagnostic equipment. They may be needed. Always! I did readjust the point gap in Sparks, NV. Travel Tip #7: fresh fruits and vegetables really are better in California; they grow it there! Found some excellent blackberry jam in the California redwoods.

Sunday morning came, another Triumphant was over and it was time to head home. Or in our case, head home while taking a few detours. The first detour was San Francisco. We used to spend a lot of time there and were married at the San Francisco courthouse many years ago, so it was a must. It is a straight shot from Sacramento to San Francisco on IH80. I was amazed at the traffic on

IH80. Thinking traffic would be light on a Sunday morning, I guessed travel time to be an hour and a half, but it took a good three hours. Once we got to the Berkley exits it was stop and go all the way to downtown San Francisco. IH80 expands to 16 lanes to go through the toll gates for the Bay Bridge. Once through the toll gates the number of lanes is reduced to five. You can see how traffic would be backed up! Come to find out there was a Giants baseball game, a Raiders football game and a 49ers football game that afternoon. And fans all use IH80! That said, I think traffic is always heavy on the Bay Bridge. Travel Tip # 8: cross the bay bridge on the weekend; rates are only \$4 at non-peak times, but will increase to \$5 in 2019. Hurry!!



Figure 1A file photo of cars lined up at the toll gate of the Oakland Bay Bridge



Figure 2Traffic on the Oakland Bay Bridge, as viewed from our TR6

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>



Figure 5 Emerging from the tunnel on Yerba Buena Island on the Oakland Bay Bridge



Figure 4 The Oakland Bay Bridge as viewed from San Francisco's Embarcadero



Figure 3 A sourdough bakery in San Francisco



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<http://greencountrytriumphs.org>



Figure 7 Northbound on the Golden Gate Bridge

After crossing the bridge, we took the Embarcadero exit and drove up to the Embarcadero and North Beach areas. Parking wasn't too big of a problem as we found a parking garage where we unloaded the luggage rack bags to the passenger footwell for safekeeping. Ha. Yeah right. After parking we caught up with a high school friend of mine, John V, who teaches at one of the local universities. Most news stories do not report positive images of San Francisco and we were a little hesitant to visit. But all went well and the city looked good. Of course, we didn't see a lot of it, so maybe we missed the bad areas. Actually, I'm sure of it. Travel Tip # 9: buy some fresh sourdough bread and eat it at roadside picnic areas.

After a good visit with John, we went back to the car, which was safe and sound, paid for parking (only \$8 – I expected to be gouged!) and headed out of the city. We elected to cross the Golden Gate Bridge and stay in Petaluma, CA. I

was happy to find that there is no toll to exit San Francisco. That is true of the Oakland Bay bridge as well. It only costs to enter San Francisco.

After a short drive to Petaluma, we found our hotel (a Quality Inn) and then a very nice Italian restaurant for dinner. The restaurant was only a short walk from the hotel. Travel Tip #10: find a restaurant close to your hotel. Walking eliminates all sorts of potential hassles.





Figure 8 One of my favorite breweries!

The next day, Monday, we drove west to Bodega Bay to catch California 1 and eventually US101. I think California 1 between Los Angeles and San Francisco gets the most attention, but I prefer the north coast. The day was mostly cloudy and there was mist and light rain most of the day. It was an enjoyable drive, with light traffic and the Pacific Ocean popping in and out of view. This is not the route to take if you are in a hurry. Eventually the coast is too rugged for a paved road and California 1 turns eastward and combines with US101 in Leggett, CA. Once on US101. We followed the "Avenue of Giants", which parallels US101 until just south of Eureka, CA, our stop for the night. Once we checked into our hotel, we drove through town to the Lost Coast Brew Pub for dinner. Travel Tip #11: prepare for a tsunami while traveling California 1 and US101.



Figure 9 Lucky for us these signs were posted. We took immediate steps to prepare for such an event!



Figure 10 Driving through a giant redwood

Avenue of the Giants

The car got filthy driving up the California coast. This photo does not do justice



The next morning, we mapped out a route to Sparks, NV and made hotel reservations. We

planned to catch California 36 just south of Eureka and ride that to Red Bluff then Susanville where it



changes to US395 and leads to Sparks, NV. Travel Tip #12: California 36 is under construction and is

closed except between 12:00 and 1:00 PM every day. The closure will be in effect until summer of 2019. We decided not to wait and drove back to Eureka and caught California 299, which took us to Redding, CA. Once in Redding, we drove south on IH5 to Red Bluff where we picked up our original route to Sparks, NV. Near Redding, CA we saw the damage from the 'Car Fire', so called because a chain dragging behind a car created sparks which turned into a monster forest fire. In Sparks, NV we found yet another brew pub, Great Basin Brewing, and retired for the night.

The next morning, after making hotel reservations in Salida, UT, I checked and reset the points gap and we were soon on our way.

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The day's travels would take us on US50 – the Loneliest Highway in America. The road has a well-earned reputation as any vehicles were few and far between. There were a few small towns, Austin,



Figure 12 We did have some company on US50, the Loneliest Highway in America

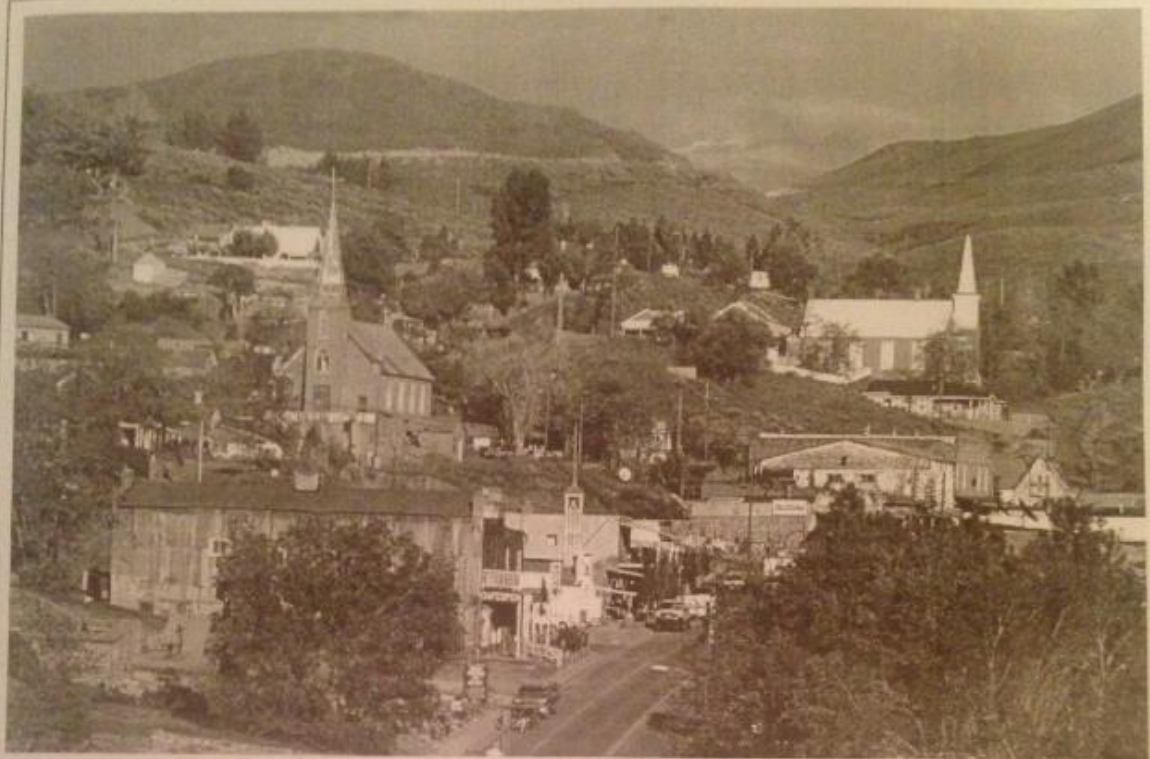


Figure 11 We ate lunch at the Silver State Café in Austin, NV

Eureka and Ely being the largest. Austin, where we refueled and ate lunch, and Eureka were particularly quaint. For the first time the entire trip we put the top up as large, dark clouds were on the horizon. Except for several brief but heavy showers, we missed most of the rain until we were well into Utah. After passing through Delta and Scipio UT, the sun set and the rain came hard. This was the worst thirty miles of the trip. Driving at night, in the rain, big trucks coming at you, on unfamiliar roads is definitely not fun. But we made it safely to Salina, UT. We checked into our hotel and I walked over to the Travel Plaza to get a burger.



Figure 13 What strikes you as odd about this picture? Hint: we don't have a beer in our hands!



Lost in Austin

Life in Austin, one of Nevada's most isolated towns, often makes perfect sense.

By Jim Andersen

LOST IN AUSTIN has been reprinted by the Austin Chamber of Commerce from an article in NEVADA Magazine



IKE an Easter egg hidden on a billiard table, Austin is hard *not* to find. All motorists traversing U.S. Highway 50 eventually funnel onto Main Street, Austin, whether they want

to or not.

Most travelers, by then either hungry or out of gas, will welcome it as a place to fill up and stretch their legs.

Others will regard it as a bottleneck forcing them to slow down and pay attention for a moment.

A very few will quit their jobs, buy a house, and stay in Austin for the rest of their lives.

The attractions? Aside from the obvious—clean air, friendly people, wide-open spaces—Austin inspires a sense of well-being. Mentally, it's a realization that the rats don't really need you to get on with their race. Physically, well, it's probably a temporary light-headedness due to the 6,600-foot altitude. Whatever the cause, the world looks a

Figure 14 All you ever wanted to know about Austin, NV



fact,
we
saw

Looks like rain. Better put the top up

Two more days of driving! Today's destination was Limon, CO. We wanted to get home as soon as possible, but we didn't want to press ourselves either. The ride through Utah and western Colorado on IH70 was very pleasant, with the many mesas and canyons clearly visible from the highway. Soon after a quick lunch in Rifle, CO, the temperature dropped to about 50 degrees. In

snowflakes as we entered the Eisenhower Tunnel, but when we emerged at the other end, the snow was gone. We did not take the loop around Denver, hoping the traffic would not be heavy. Well, it almost worked. There was an accident on the east side of town that slowed us a little bit. Soon the traffic thinned and we sailed on in to the hotel in Limon, CO. To celebrate our last night out, we splurged and ate truck stop pizza in the hotel room.

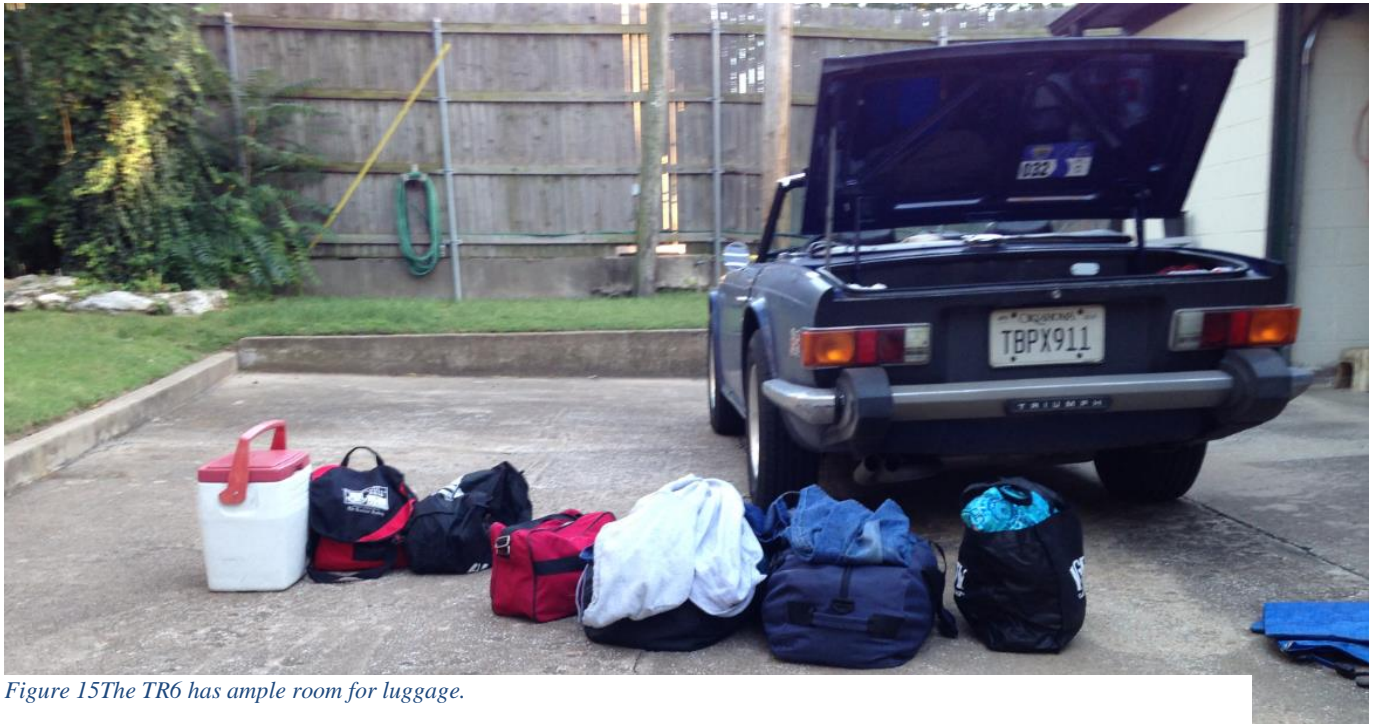


Figure 15 The TR6 has ample room for luggage.

Ah, the last day! No reservation required for tonight. Not much to report here. We left early – in fact the earliest we hit the road the entire trip. The

only thing that made the morning ride interesting was the fog and mist. Well, eastern Colorado and western Kansas are not particularly scenic anyway. After lunch in Salina, KS, we headed south to



Figure 16 See? All luggage is packed and ready to go

Wichita,

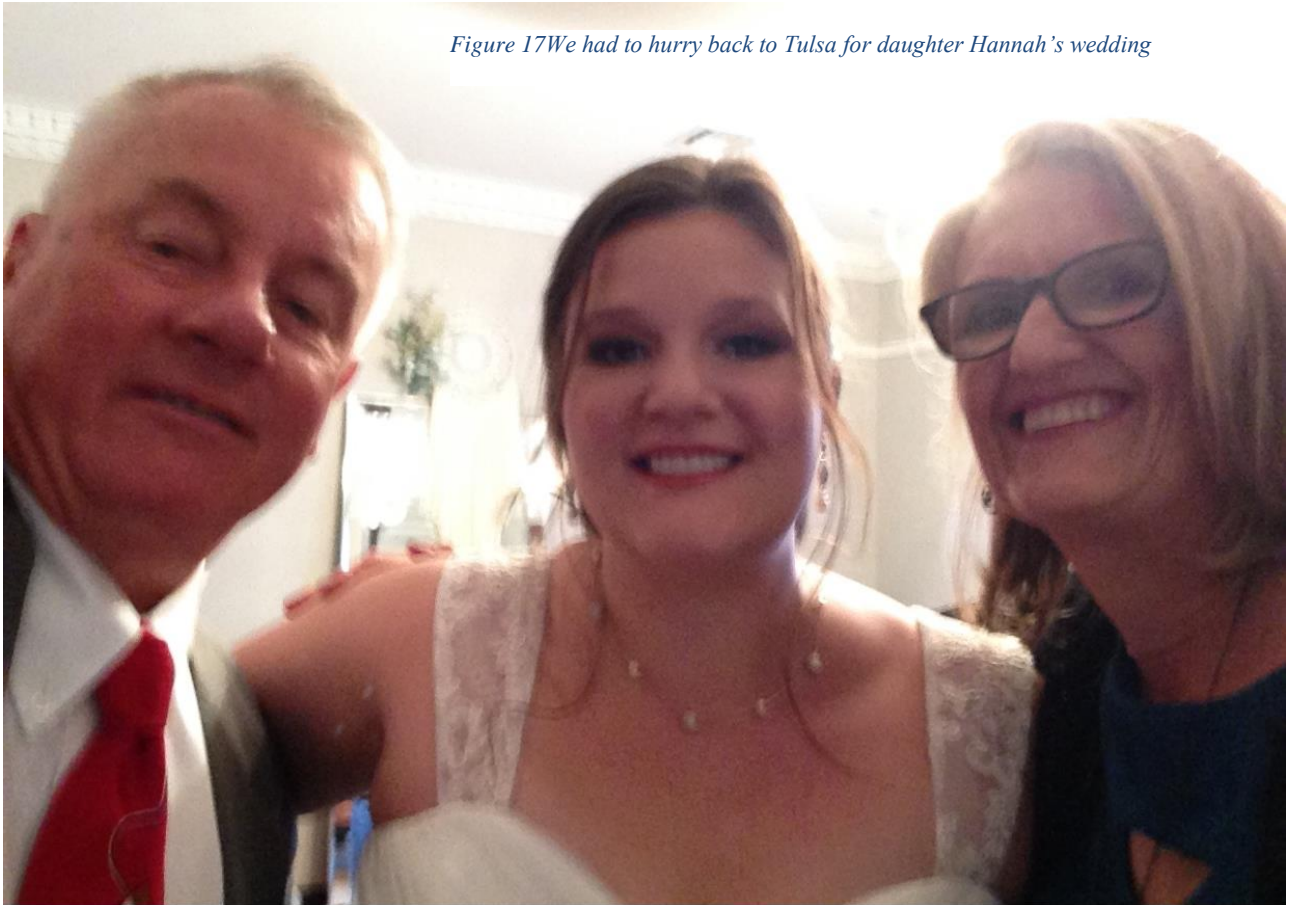


Figure 17 We had to hurry back to Tulsa for daughter Hannah's wedding

where we put the top down for the rest of the trip. We took a convoluted route to avoid the toll roads between Wichita and Tulsa: east on US400, south on Kansas 99, east on US166 and then south on US75. Travel tip #13: get a good night's rest before traveling IH70 through western Kansas. Boring!!

You have to expect some problems during and after a trip of 4,600 miles. The rubber on the driver side windscreen wiper separated. Luckily it was still semi-functional and of course it fell apart after The Roadster Factory packed up their parts. The wiper park switch was also iffy most of the time. I already mentioned the problem with the ignition points. The last four days the overdrive was slow to engage. Usually it would engage after seven or eight miles, then it was good for the rest of the day. Water leaks into the trunk from the tail light assembly. To get ready for the next trip I have a punch list to fix the above items, plus change the oil, rotate the tires and try again to improve the door closure and window alignment.



2019 Car Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 23, 2019

Web:

<http://www.bmcno.org/CurrentShow/Carshow.php>

VTR South Central Regional Convention

Location: Lake Texoma, Texas

Date: April 24 – April 27, 2019

Web: <http://redrivertriumphclub.org/2019-registration-home/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May, 5, 2019 (Tentative)

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

TRA National Meet

Location: Dillard, GA

Date: May 20 – May 24, 2019

Web: <http://triumphregister.com/>

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 7 – June 8, 2019 (Tentative)

Web: <http://carthagecarshow.com/>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 1 – August 3, 2019 (Tentative)

Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: August 31 – September 1, 2019

Web:

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 6 – 7, 2019 (Tentative)

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

Triumphest

Location: Santa Maria, California

Date: September 12 – September 14, 2019

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 21 – September 23, 2019

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

6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

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

VTR National Convention

Location: Dripping Springs, Texas

Date: October 6 – October 11, 2019

Web: <http://hillcountrytriumphclub.org/vtr2019/>



Figure 18 Saw this gorgeous car on Facebook, thought I would share.

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April 24-27th, 2019

Tanglewood Resort in Pottsboro, Tx

This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago.... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig it? Go through your attic and pull out those 1970 inspired groovy duds....you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Plane! De plane! when you walk through the Perrin Air Force Base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Denison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at www.tanglewoodresort.com

Ready to Register? [Click here](#) for the Online Registration page

Registration is \$90 until April 1st, 2019, then goes up to \$115. No April Fools joke.



VTR National 2019
 in Dripping Springs, Texas October 6-11, 2019



Welcome to 6-Pack

Trials 2019

An Unforgettable Event

Note: The First 50 cars to register with the host hotel (click on "hotel information" above,) will be entered into a drawing to win 3 nights base room charge + tax (approx. \$418 value). Club officers and event organizers not eligible.

Welcome. We're excited to extend an invitation to our upcoming event, which has been months in the making. Please find all the details that you need on our site and get in touch if you need more information. For general questions contact Kevin Blume at KBlume1@gmail.com

This is the 6-Pack Triumph TR250/TR8 Owners Groups Annual Meeting

Drive our scenic 2-lane roads stopping at wineries and other venues along the way. Explore our city sites, including historic Route 66

Follow us on Facebook by clicking the link at the bottom of the page to get the latest updates.



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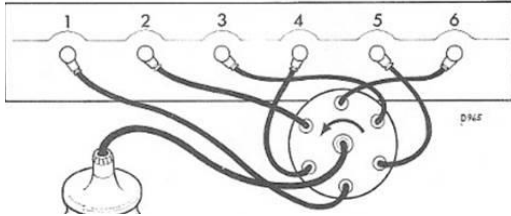
Figure 19 Memories of the Shangri-La trip



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.



1 Release top from windscreen, rear bow snaps and snaps at the rear sides then spread out over back of car.



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

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

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

*Coolant: Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. <http://www.evanscooling.com/>

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

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2



How does one know the alternator belt is tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

Admiral Alignment (Still in business)

For Brakes, Suspension & Steering

11323 East 20th Street

(918) 437-0070

Andy Wilmes C.A.T.

LESSONS LEARNED

- When using an electronic ignition system byp the **ballast resistor** is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

Spark plugs for TR6 – NGK BP6ES

Spark plugs for TR8 – Champion RN12YC

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



Greasy Hands Garage North Update by John Phillips

11/13/2018 – You might think that Tinkerbell could not possibly need anything else. Actually, there are several things that have not yet been addressed or need to be addressed again. When I got the car, it had some upgrade brake pads in the boot. To be honest the stopping power of the brakes as is, is less than stellar.

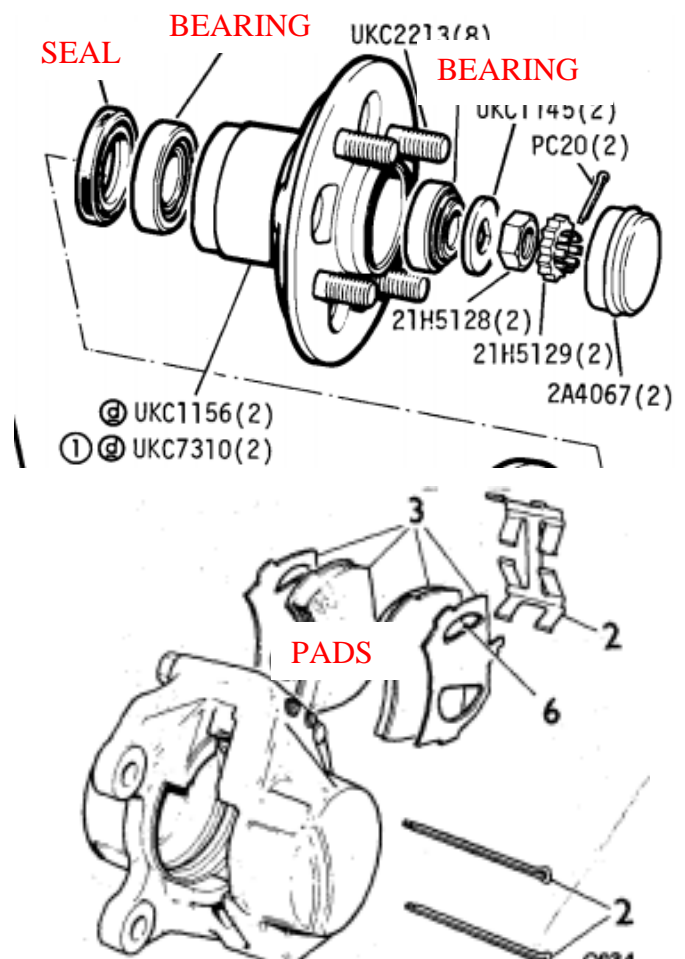
Additionally, I periodically have nightmares about Janis and Al's experience with wheel bearings a few years ago. Wheel bearing on both front wheels failed and scrapped out the spindles.

The wheel bearings have not been repacked since I bought the car so it is time.

New bearing seals and ceramic brake pads are on order. If I am lucky, I can have the car done easily in a day when the parts arrive. If I am not lucky and the bearings show wear new ones will have to be ordered. That will take some time so the car will not be able to roll until parts arrive and the new bearings are packed with grease and put back in the car.

If I am very unlucky, the rotors will not require turning or replacement. If so time and expense increases.

11/18/2018 – Pads and seals arrived yesterday and were installed today. Jack and I



have said repeatedly that there are no simple jobs on a TR8. I still believe that.

The good: rotors and bearings on the front were in good condition and only needed cleaning and repacking the bearings with good grease.

The bad: One brake pad retaining spring is missing so at some point one will be purchased as a replacement. The split pin or cotter pin was also missing and it was replaced to retain the bottom part of the pads in the caliper.

The next bad thing: the metal backing of the brake pads did not fit the inboard side of the calipers. After I figured this out, and I will not tell you how long that took, some time on the grinder took enough metal off the top of the pads to make them fit the caliper.

I am a little tired so the test drive will have to wait until it is warmer, dryer and I am high on boost.

11/19/2018 – Well the brakes at this point seem better than with the old pads. It is a little early to judge just yet. Guess I will drive it for a while and see what happens.

11/30/2018 – Received a few more parts for the TR8 brakes yesterday. The pad retainers arrived from TRF.

This will give me a chance to test the play on the front wheel bearings and tighten if needed and also make sure the pads are fitting with the oversize pad backing ground off, may need more.



Well that did not take long. With the wheels off the pads were removed from the calipers and a couple were still having a little interference problem so a little more material was ground off to provide a little more clearance.

With the pads back in, the new retaining hardware was installed and the wheels mounted. The wheels were moved to check for play in the bearings and there was none.

The air pressure in all tyres was 22 PSI. I bumped that up to 28 on all tyres even though the front is supposed to be 24 PSI.

I have not had the rear tyres and brake drums off since the differential was rebuild so I decided to check them out. Everything in there was

TYRES AND TYRE PRESSURES			
Size	185/70 HR13		
Pressures (all loading conditions):			
Front	1.7 bar	1.6 kgf/cm ²	24 lbf/in ²
Rear	2.0 bar	1.97 kgf/cm ²	28 lbf/in ²

new and there was no leakage. The only issue was torque on the wheels and clocking of the brake drums. The brake drum retaining screws were missing from each side (P/N 800007). I guess it is time to start the next parts list.

With everything checked and put back together the car was dropped to the floor and the wheel lug nuts torqued to 74 '#.s. I did not do much but I did something. That is the secret to the whole process.

On long term projects I like to put on at least one part each day. It is not much but it will lead to success and the end of the project.

12/1/2018 – The new rubber gaskets for the door latches to B post arrived late yesterday. Since today is the Big 12

Championship day and I got up with a cold, installation is on hold until a better opportunity comes up.



12/2/2018 – All of the Christmas decorations are out of the attic so now I have a little time to play in the shop. The striker plate on the driver's door is the next project. There are two issues to try to address.

The first issue is to install one of the new rubber seals to replace the old one that is shot.



The second issue is to modify the hole that the striker plate mounts in so that the striker can be moved further

inboard so the door can be adjusted to shut properly.

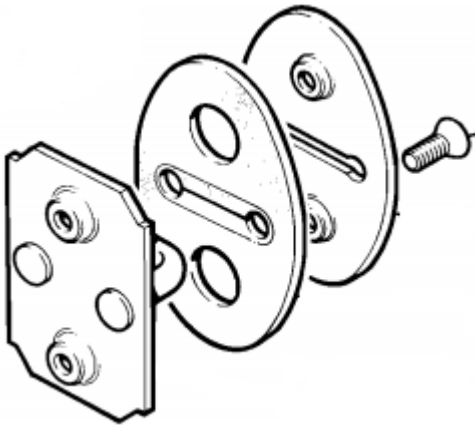
The modification was to grind some metal off the inboard side of the hole so the striker assembly can be positioned to the side of the hole and the door shut fully for the first time.

A Dremel tool was used with a small grinding stone to increase the width of the mount hole. The new gasket was put in place then the retainer plate.

The door now sits closer to the fully closed position which looks a lot better. The door is now closing differently and tends to stick shut so it may have to wear in a little, I hope

The pictures show the difference in the closed-door position before and after the striker plate adjustment. If it will stay in place, I will be happy.

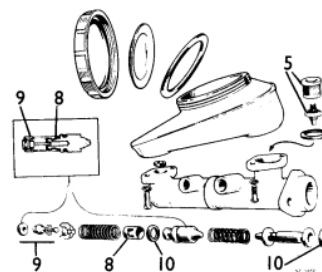
After a few cycles of opening and closing the door, I decided that striker



was now adjusted too far inboard so I moved it back out a little and tightened it down. Now the door closes properly and no longer looks like it is not properly closed.

12/4/2018 – I made a trip over to Jon Wood's house at 4 P.M. to help with getting his reconditioned brake master back together.

Since I buy new ones in lieu of rebuilding them, it had been so long since one was a shop project that I forgot how to assemble one. We finally figured it out and finished up about 5:30 and I headed home.



Jon has a lot of work to do on this project and I find it a little daunting, but he has time on his side. He will have a hobby for a long time.

12/9/2018 – You should note that Sam's car and Julie's car were sold from listings on Facebook. The 6-Pack group page and the TWOA group page. (The Wedge Owner's Association).

I can understand that many people do not like Facebook and why. I really don't like it much either. In reality it can be a good tool for communicating with a given community and putting something in front of people with like interests. I am glad that this tool is being good for club members.

Classified Section

Sam is selling his trailer. He

no longer needs it and says it is in great shape. It has served him well but is no longer used.

I suspect he would also entertain the idea of selling the truck as well.



MESSAGE FROM FRANK WOOD!

I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.

Many thanks for your assistance on working on it over the years



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Membership benefits typically include tech support, access to required tools and repair facilities, extra hands to accomplish labor and a full activities calendar to enjoy club fellowship.¶

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

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