



Triumphant Times

Green Country Triumphs

Monthly Newsletter for December 2020

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

Have you paid your dues?

2020/21 DUES METER
100% PAID
44
43
42
41
40
39
38
37
36
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21
20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1

Club Dues Are Due July 1st
or before of each year to the
club Treasurer.

Green Country Triumphs, C/O Jan
Phillips

Next Club Meeting

Tuesday January 19th

Dinner at 6:00PM

Meeting at 7:00 PM

Location:

To Be Determined
Unless Cancelled

Officers and Committees

Art Graves – President

Al Garbart– Vice President

John Phillips - Member at Large

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

Jon Wood – Web Master

John Phillips – Newsletter,
Parts, Repairs, Appraisals,
Membership

topaztr6@gmail.com

From President Art Graves

First of all, I want to thank Dennis for leading the membership meeting in November. My road trip to Big Bend National Park was successful – meaning I got there and got back! Actually, it was more successful than that. The weather was good, and among the six TR6's there were only a few minor problems. A brief travelogue of our travels is included in this newsletter.

Unfortunately, the club Christmas party was cancelled. With possibly only three couples and the host, it was decided that it just wasn't worth it. That said, I am happy that club meetings and several events have been held this year.

Victoria British has decided to get out of the British car parts business. They will be selling their inventory and customer lists to Moss Motors. This is unfortunate since it limits our choices, and possibly availability of spare and replacement parts. This leaves us with Moss Motors, The Roadster Factory, British Parts Northwest and several specialty vendors.

Be sure to mark February 10, 2021 on your calendar. That is Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after World War II. That day is celebrated all over the world as "Drive Your Triumph Day". To that end, I will gather input at the January meeting for a destination drive, group picture-and possibly lunch. Actually, I'm quite sure a lunch will be involved. Hopefully the weather will be good for driving a Triumph that day.

It's been one heck of a year, and I don't know of anyone who will miss 2020. Here's to a much better 2021! With that I'll say 'Merry Christmas' and 'Happy New Year'. I'll see you on the road!

Cheers,
Art



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

Wait – there's more!!!!!!!

Road Trip to Big Bend National Park

Six TR6's drove from Austin, Texas to the wide-open country of West Texas. Points of interest included, Big Bend National Park, McDonald Observatory and Davis Mountains State Park and Fort Davis National Historic Site. Big Bend does have cabins within the park, but because demand and reduced operations we were unable to reserve them. Alpine, Texas was chosen as our base, even though it is a 100 mile drive to Big Bend. We didn't have many options.

We arrived Sunday evening and, after a good sleep, were ready for the drive to Big Bend. Our departure was delayed Monday morning by a non-functioning clutch in one of the TR6's. After replacing the clutch master and slave, the clutch was operational and we were on our way.

Although it should have been obvious to me, I was surprised that the park is almost all desert! That's not to say I was disappointed, just surprised. Having only the afternoon to spend in the park, we made the most of it. We drove down to the southern border and had a picnic lunch at the Boquillas Canyon Overlook, then drove to the Chisos Basin. We parked there and five of us decided to hike the 'The Window' trail. It starts near the Chisos Mountain Lodge and descends 1,000 feet to a narrow opening in the rim of rock that creates the Chisos Basin. It is the sole exit point for water runoff out of the basin. Initially we thought it was a three-mile hike, but it turned out to be closer to six miles. And that is six miles of steep, rough and rocky trail. By the time we all got back to the cars dusk was fast approaching and we headed back to Alpine via Terlingua and Study Butte.

The group left on schedule Tuesday morning as we had reservations for the visitor's center at McDonald Observatory. Unfortunately, all of the interactive displays were closed due to 'you know what', but the other displays were interesting. The observatory also offers a sky watch party and tour of the observatory grounds, but those tours were filled several months out.

As we were leaving the observatory parking lot, the same car experienced clutch problems again. But after some hemming and hawing, the consensus was that it wasn't going to

be resolved then. So that car was left in the parking lot to be picked up and towed later.

Next stop was Davis Mountains State park, where we ate a picnic lunch and drove to a scenic overlook for a picture op.

No trip to the area would be complete without a visit to Fort Davis National Historic Site. Fort Davis is one of the best surviving examples of an Indian Wars' frontier military post in the Southwest. From 1854 to 1891, Fort Davis was strategically located to protect emigrants, mail coaches, and freight wagons on the Trans-Pecos portion of the San Antonio-El Paso Road. We spent several hours walking around the site, viewing the pre and post-civil war structures.

By late afternoon, we had had enough culture and history and headed back to the hotel for happy hour and dinner. We departed Alpine Wednesday morning for a non-eventful drive to Austin. I drove home to Tulsa Thursday and the disabled TR6 was picked up and trailered back to Austin for repairs. Just for the record, the clutch failed due to a broken fork and fork pin.

Oh, and did I mention that admittance to Big Bend and the Fort Davis Historical Site was free to those of us who had a National Parks pass? Which as you might expect, was all of us. What a deal. Is this a great country or what?

Wait – there's pictures!!!!!!!



Several Vintage aircraft at the Pioneer Flight Museum

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



Too many
'cooks' trying to
resolve a clutch
hydraulic problem
(not my car!) in hotel
parking lot



In Big Bend
National Park on the
way to the Boquillas
Canyon Overlook and
Rio Grande City

Wait – there's
more!!!!!!!!!!

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

TR6's in
beautiful Big
Bend National
Park



The Rio Grande river is the US / Mexico
Border



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

The
'Window' in
the Chisos
Basin. It is a
sheer drop-off
behind the guy
on the left. And
the rock
surface is
very slick!



The
sundial at
McDonald
Observatory
visitors
center



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

view of
Davis
Mountains
State Park



TR6's in Davis
Mountains State Park



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

Pre-Civil
War structure
foundations at
Fort Davis
National Historic
Site



TR6's
at Fort Davis

Okay,
that's all!!!!!!!



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

From Vice President Al Garbart

Wedgword

The picture is the car ready for autocross when we last held the regional here in Broken Arrow.

Let's see Regional,



Nationals, Carthage, Fayetteville and the Christmas party all canceled. Let's hope 2020 gets over and the new year brings a vaccination that works.

Last week my daughter, Christie, called about 8:30 one night saying her SUV was dead on the road.

I went up to investigate and found the right rear wheel would not move. With a little help from 4WD drive low, I was able to get it out of the middle of the road. The next day we found out that the rear brake pads were low enough the piston actually came out of the cylinder and wedged in the caliper. This caused all of the brake fluid to exit the master cylinder and the wheel to lock up. So new rotors, calipers, pads and hoses we were ready to go. Not so fast. The master was now unable to pump fluid to the calipers. New master and finally on the road again. Something new every day.

I haven't set up a location for January meeting yet but I will check with Baxter's first.

I hope everyone has a great and safe Christmas. We still can social distance and drive our cars on good days.

Al

Secretary's Minutes of the Last Meeting by Trish Lindsey

The November 17 meeting of the Green Country Triumph Club was called to order by past president Dennis Robinson at 7:16 pm. Seven members were present at Baxter's restaurant.

A vote to change the order of agenda as listed in the club bylaws will be discussed in old business.

Minutes were approved as reported in the newsletter. The treasurers report was given and approved.

Parts: There was nothing to report under parts.

Activities: Two parties have been held since the last meeting. Both were well attended and everyone enjoyed themselves. The Christmas party is coming in early December. A Dirty Santa gift exchange is planned.

Old Business: Art had suggested a change to the agenda as listed in the club bylaws. A draft of proposed changes was emailed to members with the changes listed for comment prior to approval.

John brought up additional changes to be made in the constitution to update the club address and point of contact for non-members. A motion was made by Jan to approve the proposed changes to the constitution and bylaws. Jim seconded the motion. The motion carried.

New Business: Dennis won a door prize of a tire gauge.

Meeting adjourned at 7:30



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

Hi John,

Thanks for the article. I know Canberra well, my late wife was from there, we married there and my son Trent was born there. My best man at our wedding had owned a TR3. He gave me a sweat shirt with the Australian Triumph Registry on it, which I still have. My son worked for the Australian Government in the Attorney Generals office for eight years, so we made several trips to Canberra to visit him and his grandmother who passes away this year at 100 years of age.

Canberra is a very expensive place to live, high taxes, no free parking anywhere, you even have to pay to park in a grocery supermarket parking lot! I still have several friends that live in Canberra, one who has two WWII Jeeps that he restored. Australia is a great place to visit (expensive) and due to the long flight (17 hrs.) you are very jet lagged, so you need to spend at least three weeks there. I love Sydney, a truly beautiful city, great beer, food and scenery. I owned a Datsun 210 for several years, that we used while visiting there and my wife used while on a 12 month stay with her parents in 1979, while my daughter underwent medical tests and treatments for allergies. I was working in Saudi Arabia at the time.

Now that my son is now living in Kansas City, I will probably never visit Australia again. So many fond memories of friends, family and places, with all my trips and visits put together I have spent well over a year and a half in Australia. But my kids still have cousins living there so who knows??

Glenn

Mark Forsberg

Thu, Dec 3 - to All

**The party was
cancelled!**

**Bah! Humbug! But
happy holidays everyone!**



2021 Scheduled Club Activities

WHEN	WHAT	WHO

Upcoming 2021 Car Shows?

WHEN	WHAT	WHERE	WEB SITE
SEPT 14-18	VTR NATIONAL CONVENTION	EDMOND	
OCT 14-16	TRIUMPHEST	FLAGSTAFF, AZ	

Paula & Charlie Brown participating in a Carthage car show 10/17/2020



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



Good day in Charlie's shop. Randy Christian came over to help put re-chromed bumpers back on Paula Sammons-Brown Triumph TR6.



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

From the Triumph Forum on the web.

Re: Spitfire 1500 - operating temperature

 **clshore**  **Carter Shore**
Beverly Hills, FL, USA 
[Sign in to contact](#)

“ In reply to # [1477283](#) by Brad.Cogan

I'm going to be upgrading to an electric fan but I don't know what the best operating temperature is for our cars in order to set the thermostat.

My needle sits directly in the centre on the temperature gauge but I don't know what this equates to since there are no units or if it is even the best temperature.

An electric fan is a good upgrade, but a couple of points:

The fan is there to create airflow through the radiator when the car is idling or traveling slowly.
At speeds more than about 10-15 MPH, the fan is redundant.


Your engine is engineered to operate correctly at temperatures well in excess of 100 C. (212°F)

The hotter the coolant, the more efficiently the motor and cooling system operates.

That is why it features a pressure cap, as higher system pressure yields a higher boiling point.
Unless your coolant is boiling out the overflow, you are NOT overheating, it is working as designed.

The stock temperature gage is marked C and H, basically it is a mechanical idiot light.
Even if you take the time to calibrate the marks, accuracy and precision are likely no better than 20%.

Setting the operating temperature too cool degrades engine performance and increases engine wear.
The oil is also designed to operate above 85 C.

Sponsored Links. Become a  Supporting Member to hide this ad & support a small business

Words about Windwings

In August 2009 I purchased a set of TR6 windwings from Moss Motors. This after badgering them into actually finding a source and having some made. Since they had the rights to the product, no one else had been producing them.

In the last year I have noticed the beginning of some stress cracks telling me the life of the Plexiglas was about to expire.

Then chance smiled on me and came up with an answer. During the out and back to Lake Ft. Gibson I loaned the Pumpkin to Trish and Jim so they could participate in the activity. When the car was returned, the windwing on the driver's side was seriously cracked. I said to Jim that it was beginning to crack anyway and not to worry about it.

Well, as usual, he ignored what I said and his mind went to thinking about what to do about it. He thought about the stouter product he called Lexan and what it would take to make a new set using better material. This stuff was supposed to be what all the sneeze bars at restaurants are made from.

He located a material source, bought some, brought a test part to the last club meeting and I was ecstatic with the material but mostly the workmanship. It was better than original in appearance.

He took that one back to be completed but brought me the second part the next day. It looked even better than the first. I clamped the old part to the new and drilled the fastener holes in the new part.

Today I went to Atwoods for stainless steel hardware to reassemble the windwings. They had

what I wanted so this afternoon the passenger side windwing was reassembled and reinstalled on the pinch weld for the windshield. The driver's side assembly was installed a couple of days later. It looks great so if you need some replacements for damaged Plexiglas windwings, see if you can get Jim to make them for you. He does great work.



John



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



Greasy Hands Garage North Update by John Phillips

Continued from last month:

10/12/2020 – While we wait for new gaskets, filters and seals for the working overdrive transmission from the old parts car, Jim is going to see if the old engine is worth saving. He plans to put a starter on it and see if it will fire up while still sitting on the old chassis. He turned it over yesterday but it was so easy there is a question as to whether or not the engine has any compression. We shall see.

10/14/2020 – Jim worked on the parts car engine to see if by some chance it would start. Even though the plugs appeared to be in pretty good condition except for #2, there was no sign that the engine was about to start. A compression check resulted in consistent values of about 40 PSI.

10/17/2020 – Jim's parts are still not here for installation so I busied myself with something else. I drove Tinkerbell in to town for dinner last evening and noticed the volt meter was not working, again. This has

happened periodically but not often enough for me to address it before this time.

The first thing that Al taught me about the gauges was how to access them. Remove the cowl, seven screws. Remove the plastic cover over the gauges, 3 screws. Remove the black cover with the gauge names embossed thereon. Remove the screws holding the gauge in place, two. Pull the gauge from the spring loaded connections in the cluster.

With the gauge removed it was moved to the work bench and connected to the 12 V power supply. I keep an old printed circuit handy to make sure I had properly identified the power and ground posts.



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

After doing a little straightening of the pointer the gauge worked as it should. The next step was to use some contact cleaner to clean both the spring loaded connections in the cluster and the posts on the back of the gauge. With the gauge working and the connections now clean, the gauge was pushed back into its location in the cluster and the retaining screws installed.

The last step of course was to reverse disassembly by replacing parts and retaining them with screws.

As for now the gauge is working as it should. How long will that last? Who knows, it is a Triumph you know.

10/18/2020 – Jim has been having trouble with his hip but felt like coming over today to clean the transmission in advance of installing all the new gaskets and seal. It was so dirty that he took it with him so it could be cleaned at a carwash with a high pressure spray.

He is expected back tomorrow to install the new parts and finalize the parts need for the back engine mount. I expect one more order which will slow the completion date.

10/19/2020 – Jim called this morning and said he had found a source for Lexan material to use to replace the plexiglass panels used on my original windwings. The Plexiglas is beginning to crack out around the mounting holes as shown.

The left hand part is cracked much



worse than the right which is shown. Jim is going to get some material and make some replacement panels for me. One change is to eliminate the countersinks at the holes, in theory to keep as much integrity in that area as possible and eliminate the need to make

parts either left or right. They will now be interchangeable.

It appears that Jim has the transmission clean and will bring it back for installation of the seal and gaskets today.

That did happen so the front seal is in, the top gasket is in, the O/D filters and gasket are in. It is basically back together but Jim wants to experiment with the cover prior to installation.

Tomorrow we need to get the cradle for the rear engine mount out of the old chassis, clean it up, paint it and get it ready to put into his 4A.



10/20/2020 – Today I retrieved the rear transmission mount cradle from the old chassis to use on the 4A. The 4A set up is for the standard 4 speed but the overdrive has a different mounting set up.

The cradle assembly and two spacers were attached to the TR6 frame with four 3/8ths diameter bolts. Removal was not difficult using a 3/8ths inch ratchet.

The old rubber mounts were removed and the cradle was cleaned via the grinder wire wheel and a scraper. When clean the parts were sprayed with rust fix to stop the rust action and improve the appearance of the parts.

Jim can, if he wishes, spray them with black paint to make them look even better. I would not bother. The other rusty components were similarly protected.

The wiring from the parts car was cleaned and modified to accommodate the TR4A installation. Only one switch on the

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

transmission is needed for the overdrive unit and no others. The 4A has no backup lights. Power simply flows through the green circuit to the O/D switch, then directly to the transmission switch, then to the solenoid. Simple.

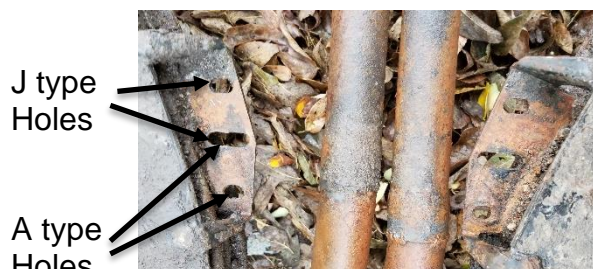
I think everything I can do to speed up the process has been done so time for a shower in preparation for the meeting tonight.

10/21/2020 – Yesterday I bet Jim a steak dinner that the J type O/D would fit in the TR4A. The reason I believed this is a long story so I will simply state that it appears that my assumptions may not be correct.

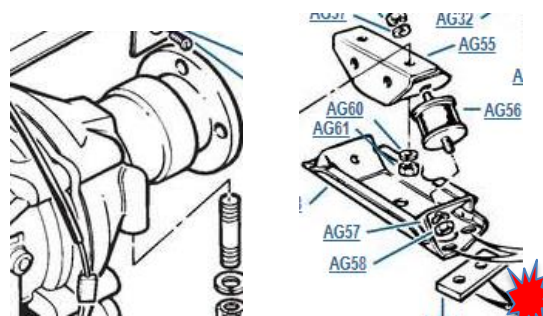
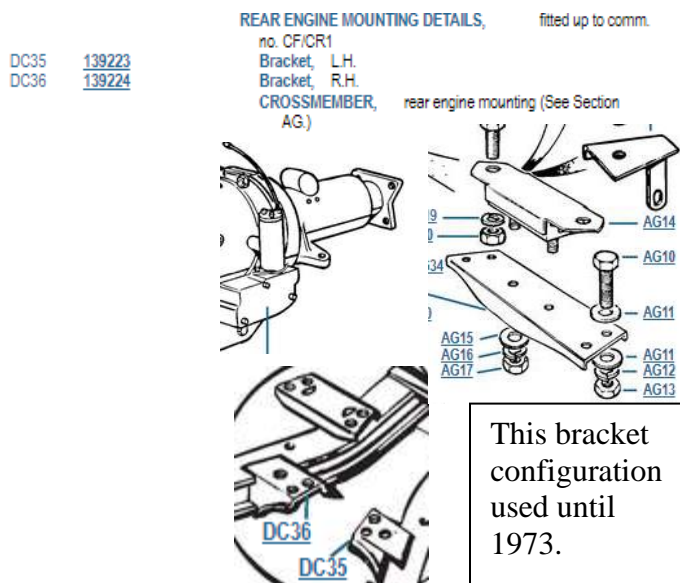
The frame bracket holes for mounting the 4 speed transmission are 1.5 inches forward of the holes for mounting the O/D transmission. If the TR4A frame brackets have two sets of holes like a TR6 I get a steak. If not, I buy.



I am buying the steak dinner. The mount holes in the frame to accommodate a J type overdrive were introduced in 1973 along with the J type O/D. The existing holes in the TR4A will work for the A type set of holes only which ran up to 1972. Additional bracketry is needed to support the J type rear mount holes.



74 TR6 frame



So now we have these options. Trade the J type for an A type (not preferred by me) or alter the bracket system. Notice the shim

If a 4" long, .3" thick shim was fabricated for each side with 3 holes to match the J type mount, the forward hole would be bolted to the frame bracket, the other holes would accommodate the J type bracket configuration.

10/26/2020 – An unwelcome visitor arrived today. Fall has been completely lovely until today even with a couple of chilly days but today is ridiculous. I woke up to a cold windy rainy day and it is not a nice day. Maybe this coming weekend will be nice.

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

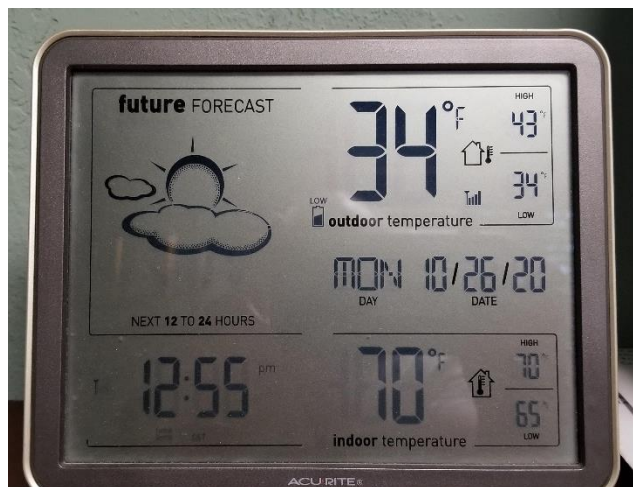


Figure 1 Why yes that is a greasy fingerprint from the camera lens. They do call this Greasy Hands Garage you know.

10/28/2020 – Yesterday Jim sent a text telling me he had new motor mounts (rear), clutch shaft & fork. I am ready. We need to wrap this job up. Sam awaits.

Art found a source for an adapter to support installation of the J type tranny in the TR4A. Jim is checking it out.

Today I cut the old fork shaft out of the tranny. The fork had been welded on which worked ok but the bushings needed to be replaced so we cut it out. Bushings were ordered from IBT on Pine street at Garnett Road.

The new clutch plate and pressure plate have been received in as well. The pressure plate is Borg and Beck, the clutch plate is made in the UK. We could start work on the car but the water pump has failed and is not received yet. As soon as it is received and installed, the car will be back in the shop to swap out the transys.

On another note, Art let us know that John Esposito at Quantum Mechanics can

provide an adapter to accommodate installation of a J type O/D tranny in a TR4A frame.

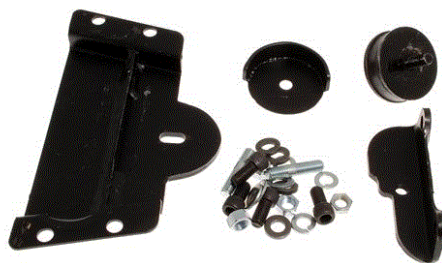
11/2/2020 – Yesterday Jim called to let me know that the new water pump had arrived. That was the good news. The bad news is that the old water pump was good but the pulley had failed. He now has a new pulley on order and again we get to wait.

Another issue is that Jim is having a bad time with his hip due to chronic pain. Here is hoping he gets better between now and the arrival of his new pulley.

Another issue is that Rimmer lists a kit to support installation of a J type tranny in a TR4A. I do not know if that kit has or has not been purchased. It includes an altered primary support bracket with an additional hole that locates a modified rubber mount and additional bracket to attach to the tranny plus all the hardware.

Crossmember Conversion Assembly - 211361X

Part No.: 211361X



Prices displayed in: ☐ GB Pound ☐ Euro ☒ US Dollar ☐ AUD ☐ NZD
See [here](#) for info on VAT & Exchange Rates.
[Rate It](#)

\$167.99
In stock
Quantity
[Add To Cart](#)
[Move to Wish List](#)
[Price Match](#)

[Email this Page to a Friend](#)

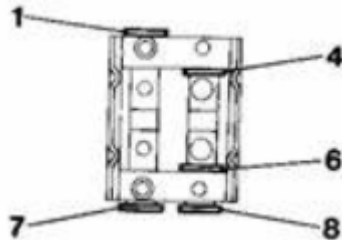
[Twitter](#) [Pinterest](#) [Facebook](#) [Google Plus](#)

11/8/2020 – Today after church I joined Jim at his garage to make a little headway on his car. He had a new wiper switch to install and needed a little assistance installing the choke cable. We then cleaned up the wiring issue on the tail lights.

The switch was first. The old switch had the #1 terminal broken off so instructions for making it work were sketchy at best. I happened onto some accurate instructions on the web using my phone. Not my best tool for web work.

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

The instructions were clear and correct. They simply said attach the **black wire to post #1, the Red / Light Green to the post marked as #4, the Brown / Light Green to the post marked #6.** Easy and it worked.



Then we tightened the nut on the back of the choke cable to secure it to the dash. Not technical but hard enough to reach with a wrench.

The problem with the tail lights was that someone before me wired the left tail light incorrectly. The turn signal was on the bottom, the brake was on the top. The wires had to be switched to properly locate the appropriate bulbs. They were working fine when I left.

Since Sam missed this year's Guy Fawkes party, I took him some of Jan's Shepherd's Pie, milk, cokes and fig newtons. Jim rode down with me in the Pumkin to make the delivery.

Back at Jim's he was dropped off and I proceeded to home. Not a bad afternoon.

11/16/2020 – Well, I think I have found my next purchase by surfing a Facebook page of a group that I joined. I will have to locate a



trim shop to make it but I don't think I can live without it. If you want one, I will try to order in quantity.

This wind break was produced for a Miata but fits a TR6. Naturally the manufacturer has no stock and no current orders to fill.

It will fit under the top so very little fiddling needed to use it. Any recommendations for a new source????

11/18/2020 – Denny visited the shop today for some upholstery work. His bonnet cover had some damaged snaps so we replaced the plastic ones with metal. The cover shows a lot of wear but the new snaps will extend the useful life of the cover.

All of the plastic snaps were drilled out and no I did not put a drill bit through my thumb again. There were plenty of snaps and rivets in shop supplies to do the job. The tools needed were the rivet installation tool and the snap installation tool as well as a drill, bit and pliers.

The job was pretty straight forward except that one rivet was needed behind the bonnet frame where it attaches to the driver's side B pillar. The bonnet bows were disconnected to get access and the rivet was installed.

The cover had not been used in quite a while, I suspect, because a heat gun was needed to warm the vinyl so it would stretch enough to snap it in place.

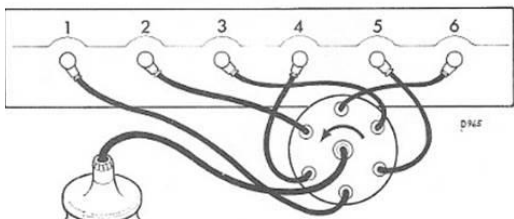
Denny and I visited a bit before he headed south to Sapulpa. That was the first time I can remember doing anything shop related for Denny but it was a pleasure to help out a little.



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.



2. Fold top forward without folding back



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



2

JOHN'S QUICK TIPS

Starting Page



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'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

LESSONS LEARNED

- When using an electronic ignition system by the **ballast resistor** is highly recommended. The resistor is for protection of ignition points (which is no longer part of the system) and lowers voltage to 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).
- 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.

Spark plugs for TR6 – NGK BP6ES
Spark plugs for TR8 – Champion RN12YC

GCT Merchandise

SEE NEXT TO LAST PAGE

Classified Section



Sam Clark is selling his truck and trailer. He no longer uses them and says they are in great shape. The truck is an early 99 model with all the bells and whistles and a diesel engine. The truck and trailer can be purchased for \$15,000. Call him at (918) 625-6798 Location: Broken Arrow, OK.

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

Mark 1 & 2 Spitfire Parts 1964 & 1966

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

deugenerobinson@icloud.com

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

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



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

GCT Merchandise

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

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

Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

*TWO CHOICES
- VISIT BOTH*

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,
Art

Green Country Triumph Club Members,
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,



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

**FREE
FOB
GHGN**



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

**Greasy Hands Garage North Has
Used **FREE** TR6 Parts If You
Need Something
Structural parts for suspension
and steering
Transmissions and a Differential
Windscreen Frames, Some with
Glass
Lots of other stuff so if you need
something for your TR6 contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017**

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members. Form not required for renewals but changes to information may be communicated using the form.

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

PEOPLE STUFF	MEMBER INFO	CAR MODEL	YEAR	COMMISSION#
MEMBER NAME				
CO-MEMBER NAME				
MAILING ADDRESS				
PHONE NUMBER				
E-MAIL ADDRESS				
V.T.R. MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
6-PACK Member?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
TRA MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
ANOTHER CLUB?				

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

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

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