



Triumphant Times

Green Country Triumphs

Monthly Newsletter for December 2021

Recipient VTR Newsletter Award 2016, 2018, 2021

<http://greencountrytriumphs.org>

Next Club Meeting

Annual Christmas Party

Friday December 3rd

Dinner at 6:00PM

Then Gift Exchange

**Location: Mark Forsberg's
Home, 3118 E. 68th Street,
Tulsa**

Officers and Committees

Al Garbart – President

Matthew Karibian– Vice President

Art Graves - 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

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

From President Al Garbart

Wedgeword December

The year is almost over. As far as the Green Country Triumph goes it was a good one. We had a good turnout for our meetings (considering COVID), and we made multiple drives and shows. The VTR show down in Edmond went off without many snags. The club was well represented with multiple cars taking home awards. Then came Fayetteville. We had great weather and fun country drives. Again multiple club members came home with awards. Next was Triumphfest in Flagstaff. The club was represented and Art came home again with an award. I want to thank everyone who attended meetings, drives, shows or parties. Without participation we are not a club.

As far as my TR7 is concerned she is fun to drive now that she is back together. I am now able to drive her the way I planned during my retirement. The only problem I am having now that it is getting cooler is that the carbs were set up when it was hot. Now I have to mess with the electric choke and two carbs with three idle settings. It is a process but coming along.

I hope to see you all at the Christmas party on December 3rd at Mark's house located 3113 E 68th Street, Tulsa 6:00 PM

Al



Note!

See secretary's minutes on page 18.

This was a beautiful day in Arkansas at the Brits in the Ozarks car show.

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

Christmas Cheer

JOIN US TO CELEBRATE THE HOLIDAYS
FRIDAY, DECEMBER 3rd
AT 6 O'CLOCK IN THE EVENING
HOSTED BY
MARK FORSBERG

3113 E. 68TH STREET
TULSA

rsvp to

775 771-2525

*@Greetings
ISLAND*

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Scheduled Club Activities

WHEN	WHAT	WHO



WHY SHOULD I JOIN VTR?

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

WE ALSO HOPE YOU'LL ATTEND EITHER THE NATIONAL OR REGIONAL GATHERINGS OF VTR MEMBERS. THESE CONVENTIONS ARE ALWAYS FUN FOR ATTENDEES, AND JOINING A VTR CHAPTER WILL INTRODUCE YOU TO OTHERS IN YOUR AREA WHO SHARE YOUR PASSION FOR TRIUMPHS. CAR SHOWS, RALLIES, AUTOCROSSES, TOURS, VINTAGE RACING, AND SOCIAL GATHERINGS ARE A REGULAR PART OF THE VTR SCENE.

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

YOUR DUES PROVIDE THE FOLLOWING:

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

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Upcoming 2022 Car Shows?

New Orleans All British Car Day

Location: TBA, New Orleans, Louisiana

Date: **March 26, 2022 TENTATIVE**

Web: <http://www.bmcno.org/Current-Car-Show>

VTR South Central Regional Convention

Location: Boerne, Texas

Date: April 21 – 24, 2022

Web <http://sotxtriumphassn.org/2022-vtr-south-central-region-convention/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: **May 1, 2022 TENTATIVE**

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

TRA National Meet

Location: TBA

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

Web: Not Available

The Wedge Shop Gathering

Location: West Dover, Vermont

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

<https://www.facebook.com/events/257718009138021>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

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

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

VTR National Convention

Location: Galena, Illinois

Date: August 29 – September 1, 2022

Web: <https://www.vtr2022.org/>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 3 – September 4, 2022

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

Triumphest

Location: San Diego, California

Date: September 8 – September 10, 2022

Web: <http://www.triumphest2022.com/>

Texas All British Car Day

Location: Round Rock, Texas

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

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

6-Pack Trials

Location: Richmond, Virginia

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

Web: **Not Available**

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

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

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



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The South Texas Triumph Association

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

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

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

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

Your Bevy/Hilton Host Hotel Link is: <http://doubletree.hilton.com/en/dt/groups/personalized/S/SATBVDT-STT-20220421/index.jhtml>

Additional Rooms are available at the Comfort Inn & Suites Texas Hill Country of Boerne at around \$129 per room night + tax & includes breakfast for each person. <https://www.choicehotels.com/texas/boerne/comfort-inn-hotels/txf05?mc=llgoxxpx>

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

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

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

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

Funkhana & Autocross: Saturday, April 23rd, 2022

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

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

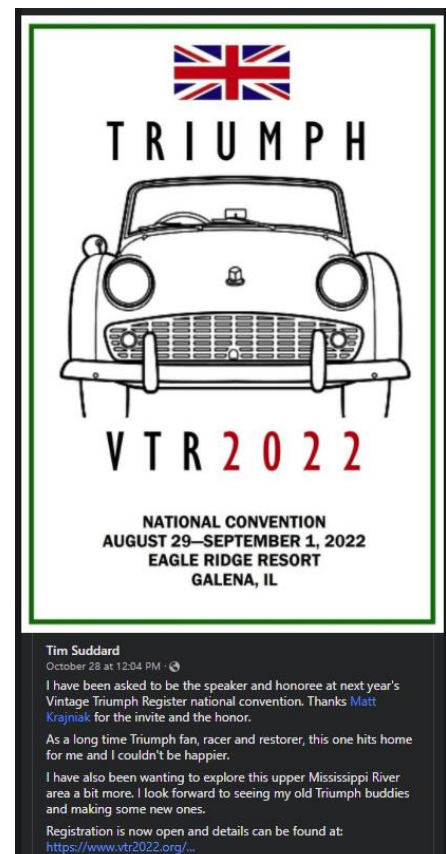
The Coordinators for this event are Joe Kboudi and Larry McDonald. Joe may be reached at 210-884-3036 or jmkboudi@gmail.com. Larry at 210-912-5545 or larry.mcdonald53@gmail.com

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

Best regards,

Joe Kboudi and Larry McDonald

2022 VTR South Central Regional Co-Chairpersons





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My 2,000-Mile Fall Journey

By Art Graves

It began with a visit to Fayetteville for the Brits in the Ozarks car show. This is always a fun time and the good weather made it even better. Five TR6's drove up from Austin to join in the fun. Wiley Crystal, Rip Torn in TR6s and Jack Land in a Triumph Support Vehicle, or TSV (truck and trailer), arrived Thursday to take advantage of the self-guided driving tours offered by the British Iron club. Jim Wells, Benson Tuttle and Mike McPhail drove up on Friday, as did I. Unfortunately, Benson had a front wheel bearing fail in Buffalo, Texas. If not for spare wheel bearings and a kind motorist, the delay would have been more than several hours. The wheel bearing fail proved to be a harbinger of things to come. This show has always had a party in the parking lot and this year was no exception. So, after a meal of BBQ chicken with all the sides and cold beer, all was right with the world, the wheel bearing was forgotten, and we were ready for the next adventure.

The Saturday show featured about 150 cars, all parked on the grassy field of Agra Park, part of the University of Arkansas campus. After the show, we visited several tap rooms to sample Arkansas craft beers. That evening was the banquet where almost all of us won an award, including Benson for the "Longest Distance Driven to Show" and Wiley for "Hard Luck" award. And no, the failed wheel bearing did not win the "Hard Luck"; a broken distributor rotor got more sympathy because Wiley was alone on IH35 and Benson had help.

Wiley and Jim headed back to Austin Sunday Morning. The rest of us had a leisurely breakfast at the hotel and headed for Tulsa. We took US412 and US412a, which is a nice drive through eastern Oklahoma. Plans were to rest up and prepare for the 1,100-mile drive to Flagstaff, Arizona. We arrived at my house around noon, just in time for lunch. After which, some car maintenance was called for. Benson checked both wheel bearings and deemed them okay. Benson

and Rip changed their thermostats to a 180 degree, anticipating the cold weather in Flagstaff.

With repairs complete, we visited, drank some more beers and made last preparations for the drive Monday. After a great fajita dinner prepared by Karen, we began to consider options for protecting the cars from the threatening hail storm. With a little bit of maneuvering, Benson's, Mike's and my TR6s, Sam's TR3 and Karen's Mini Cooper were tucked safely in the four-car garage, with Rip's TR6 and the Honda CR-V parked in the driveway. We placed a blanket over Rip's TR6 to try and keep it safe from any hail damage. Our worries were needless as we got some rain and wind, but no hail.

I have been looking forward to this trip all year. We drove almost exclusively on US and state highways, thus avoiding the semi-trucks and other traffic. I particularly enjoy driving US412 west through the Oklahoma Panhandle. It is much more scenic than you might think, and the small towns are quite nice to see. It is interesting to see the people and how they live and work in rural America. If only the chuckleheads in Washington (both parties) would visit and spend a little time with the people that really make this country work. Alas, that is too much to hope for. All I can do is hope that Washington doesn't destroy it. Well, enough of that.

We spent the night in Clayton, New Mexico, which was a 450-mile trek from Tulsa. We had hotel reservations there, as we had at each stop. There is not much to Clayton and it was cold and windy, but there was a KFC and Godfather's Pizza at the Love's station across the street from the hotel. Oh, and bonus: a liquor store was next to the Love's. We were set for the night.

Along with US412, another road I looked forward to was US64 through northern New Mexico. It would take us through Angel Fire, Eagles Nest, Taos and then on to Farmington, our stop for Tuesday night. It was chilly that day and the sky was gray, but the mountain scenery was beautiful, especially around Angel Fire. We stopped in Taos for lunch. Our first choice was a

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bakery/sandwich shop, but the wait was over an hour. Luckily there was a burger place with craft beer just a few blocks away. After filling our stomachs, we filled the gas tanks hoping for an early arrival in Farmington. Best laid plans Once we left Taos and began climbing in altitude, it began to sprinkle and became increasingly colder. Jack's truck displayed the temperature on his dashboard and he would relay it to the rest of us via walkie-talkie. We started out in the fifties. Soon the rain turned to ice and then to snow. I knew that the snowstorm that passed through Flagstaff on Monday was now in New Mexico. There was probably two inches of snow on the highway. I could just barely see the yellow lane divider on the road. The windscreen was covered in ice and the wipers were of no use. My heater works pretty well and I thought the fan motor blew strong, but at 20 MPH there just wasn't enough air blowing through the heater to keep the windscreen or me from freezing.



All of the TR6s made it through the snowstorm



Ice accumulation on the TR6 on US64 west of Taos, New Mexico

At last, we reached the high point of the Canjilon Mountain, 10,313 feet, and began our decent. We pulled over at the first turnout to catch our breaths. Except for the cold we were all okay, including the cars. Thinking the worst was over we pressed on to Farmington. Then about sixty miles out of Farmington Jack tells us that his truck brakes are going out. Yikes! He pulled on ahead of us and somehow made it to Farmington. He thought the problem was with the front brakes, then I pointed out a pool of fluid by the right rear tire. Luckily parts were available locally and repairs were started.

It took all Wednesday morning to repair the truck brakes: a new wheel cylinder, shoes and drum. Meanwhile Benson suspected problems with his right front wheel. Turns out that wheel bearing was just about completely gone and the wheel hub got damaged in the process. His car was loaded onto the trailer and parts were ordered with repairs to be made in Flagstaff.

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By this time, it was noon and time to get back on the road. One of the sights I wanted to see is the Four Corners Monument where the state lines of Arizona, Colorado, New Mexico and Utah meet. To be honest, it's not much to see and it'll cost you five dollars to see it. Still, it was interesting to see and a nice diversion. From there we high-tailed it to Flagstaff and the Little America Hotel for Triumphest. After settling in, Joe and Gary Payne arrived from Austin. Now we had five TR6s from Austin! Since it was now dinner time, we drove downtown to the Beaver Street Brewery for dinner and beers.



The Four Corners Monument from a Utah point of view. Visitors line up to get their picture taken at the intersection of the four states

A view of the Grand Canyon from the south rim

We planned our trip giving us an extra day to visit Grand Canyon National Park. I've visited the park several times, but it is always fun to see again. And with my



National Parks Pass, admission is free! Rip rode with me because his battery was dead and Mike and Benson rode together. Joe and Gary took advantage of other sightseeing trips. It seemed to be business as usual at the park, except for the visitor center. It was outside and had limited offerings. You probably know why. Once back at Little America, I spent the afternoon walking around the parking lot and registration area. That night we went to the Lumberyard Brewing for dinner and beers.

Friday was autocross day. It was cold and windy that day and the event wasn't very well organized. But it was held in the hotel parking lot, so that was a bonus. The course used is a standard Jaguar autocross course. The cones are arranged so that you follow an hourglass, figure-eight and an oval outline. At first glance it seems very confusing, but it actually works well. That said, I didn't do very well and I'm not even sure I stayed on course. Friday night was the welcome party with plenty of finger foods and a cash bar.

Saturday was the Funcours. Cars are not arranged by model, which is quite different from most shows. The cars are judged on a 100-point scale with a five-point bonus for a display. You can earn a Gold, Silver or Bronze award. Failing that, you will still get a Participation award. Just like Kindergarten!! Most cars get a Gold award because, let's face it, most cars deserve it. If your car is clean, neat and put together well, Bingo – Gold award.

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There is no distinction between stock and modified. That's what makes it fun – no 'rules'. Mike and Benson spent the Funcours replacing Benson's right front wheel hub and bearings.

A poker rallye was offered Saturday afternoon. The rallye took us to several interesting areas of Flagstaff, including the Arizona Snowbowl, a ski resort at 11,500 feet. After the rallye, we found Rip and Jack replacing a front wheel bearing on his truck. Luckily parts were available for the Triumph Support Vehicle.

Saturday night was the awards banquet. Along with the Funcours awards, Triumphest has a number of the own awards, much like VTR and our own regional conventions. Except for Benson, we all received a Gold Award. Benson didn't even get the Triumphest version of the hard luck award.

Sunday morning, we met at the gas station for a 7:00 AM departure. Unlike the ride to Flagstaff, the trip home was uneventful. We drove IH40 from Flagstaff to Holbrook, where we exited and drove US180 to St Johns, US191 to Springerville and US60 to New Mexico and eventually Socorro. On US60 is a VLA (Very Large Array), which is a series of large satellite dishes looking for signals from outer space. Personally, I think we (earth) should keep a very low profile. Normally this open for tours but is temporarily closed to the public. Also, on US60 is a little place named Pie Town. One of these days we'll stop there for lunch. A few miles south on IH25 to US380 which took us to Ruidoso, New Mexico, our stop for the night.



Not much traffic on US60 in New Mexico

After checking into the hotel, we found a pizza place with craft beers and stayed there until it closed at 9:00 PM.

Not much going on in Ruidoso in the off season.

Monday morning, I parted company with the Austinites. I headed to El Paso and the rest headed for Austin. In El Paso I visited with my mom and sister and brother-in-law, who also happened to be in town. My mom lives in assisted living and I got several compliments on the TR6. For some reason, you just don't see TR6s in that setting.

By Tuesday I had been on the road for eleven days and was ready to head home. I was on the road by 6:00 AM MST, heading north on US54 through New Mexico. US54 meets IH40 in Santa Rosa, which I took to Oklahoma City. I then hopped on IH44 and on to Tulsa. That day's trip was 800 miles in 12 ½ hours, including three stops.

Chalk up one more successful trip in the TR6!



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Well, there it is. A gas generator being used to charge the dead battery in an electric car. My day is complete. 👍



Out of the corner of my eye I catch our newest lube tech checking a tire for a leak...



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Greasy Hands Garage North Update by John Phillips

10/22/2021 – Today an order was placed for a **replacement engine** for Tinkerbell. The engine will be a 3.9 Liter (238 CI) long block, stock heads, a TWS cam, with rockers installed. .

The engine was ordered from the Roadster Factory because all other suppliers were a no bid. The shipping date was estimated at three weeks from today. It appears I will have quite a winter project in the shop.

The old engine will be removed and stripped of all the parts needed to complete the replacement engine. The core will be returned to TWS for a significant core charge refund.

10/24/2021 - In answer to a call for assistance to get a newly purchased TR6 running, I drove the Sky to the 36th & Yale area to do a little trouble shooting. Since the distributor cap and rotor had recently been replaced the rotor was instantly suspect.

I had grabbed a new rotor from Advanced Distributor to take with me in case my guess was right for a change.

I met the new owner (Renato L. Pichilingue) and a friend with his wife. Nice guys, they said they would join the club so they were invited to the Guy Fawkes affair on the 6th of November.

They were interested in locating someone to work on the car should it be needed so I threw out names like Chad Jester, Mike Piggott, John Gauldin. The previous owner, Kip Miles, checked in to offer assistance. He suggested that the rotor he had installed would be ok after the car rested for a bit before restarting. Vapor lock? I changed the rotor before restart was tried so I do not know whether this was the case or not. He certainly knows the car much better than I.

10/27/2021 – Another housekeeping issue in the shop. I accidentally shut the fridge door on a carton of beer and it did not close completely. Yesterday the fridge was not cooling and needed defrosting.

I removed the visible ice then left the door open to let the ice that I could not see also thaw out. Today it was turned back on and the door shut. I am hopeful that it will



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pick back up and cool/freeze as needed.

I will hope that by the time Guy Fawkes is celebrated that I will have cold beer to offer guests should they arrive empty handed.

10/31/2021 – In preparation for the TR8 engine swap to come in a few weeks, the engine hoist and engine stand were pulled from under the work bench and reassembled.



The car lift will be used to do some of the engine lifting and lowering because the hoist does not reach the back of the engine where the lifting lugs are located.

The lift will take the weight of the engine while the sub frame is removed. The engine and transmission will then be set on a couple of car dollies so they can be moved around while being worked on.

I may start on the removal process in a day or two so that the parts needed to reinstall on the new engine can be removed, checked and any needed parts obtained to support reassembly.

11/1/2021 – As of the first of November the engine swap has officially begun. The bonnet is off and stored on a work bench until needed to



reinstall after all the other work is done.

I asked Jim Lindsey to spend 10 minutes finishing up the fastener removal and moving the bonnet to the bench. He obliged so the work is

done. Tomorrow the car will be placed on the lift to drain fluids and go forward with other steps.

11/3/2021 – After taking Jan to the kidney doctor this morning, I returned to the shop to start working on the engine swap.

The first 3 steps were to disconnect the battery, drain the coolant and remove the bonnet. Jim and I had already removed the bonnet.

The oil was also drained and filter removed. This is step 25 but it was easier now than later. Not feeling particularly perky today.

11/4/2021 – Today started out ok. I got busy and completed steps 4 through 26. The parts removed from the car is beginning to pile up.



At that point I had difficulty not falling. I felt fine but had no balance. Very strange.

I decided to call it a day and try again tomorrow. I think I can complete all tasks up to actually connecting to the engine and starting the lifting process, after which the sub-frame will be removed and the engine/transmission lowered from the car.

By that time, it will have been two weeks since the order for the new engine was placed. They estimated the new one would ship within three weeks so if that works out, I will have a week to remove all the needed components from the old engine and have time to clean, paint, repair, replace as needed in preparation for reassembly.

11/5/2021 – Steps 27 through 36 were completed today. Tasks included:

- Disconnect exhaust system
- Disconnect drive shaft
- Disconnect speedometer cable
- Disconnect slave cylinder pipe
- Remove pinch bolts lower steering column
- Remove road wheels

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- Remove two bolts from calipers

Since the Guy Fawkes celebration is tomorrow work on the car may resume on Sunday.

I did not get as far as anticipated yesterday. I got to step 36 completed but thought I would be at step 41. 5 steps short of projection.

11/6/2021 – Next day, ¼ to 10 and steps 37 through 40 are complete. Step 41 is to lower the rear of the car leaving the front 3' up making room for the engine/tranny to be removed from under the car after lowering. Getting close.

- Remove brake calipers
- Remove nuts securing dampers and springs
- Remove power steering bracket
- Drain power steering fluid
- Lower the back of the car leaving 3' up in front.

The engine/tranny should be on the floor tomorrow.

11/7/2021 – Jan pulled off another great Guy Fawkes celebration last night. Her Shepherd's Pie was as good as it always is and the sides and desserts were also excellent. We had a nice size group join in the festivities.

Charlie Brown and Jack McGlumphy joined me in the shop today to help get the engine and transmission out of the TR8.

Using the lift, a jack and jack stands, the sub-frame was supported, the engine lifted, sub-frame with front suspension removed, engine and transmission lowered, car raised, engine and transmission withdrawn from the car.

The transmission and clutch were then removed from the engine and the engine mounted on an engine stand. Several other parts and assemblies were removed from the engine before. One really bright spot in the day was seeing that



Figure 3 The car with the suspension and engine/transmission out.



Figure 1 Charlie Brown working on removal of the slave cylinder and related pipes.



Figure 2 A very empty engine bay.

the clutch components were in top shape. The clutch in this car works great and I did not want to risk putting in parts that were perhaps not as good as the ones removed. Especially after my last experience with a Borg & Beck pressure plate. It failed after 3 months in my TR6. Not cool.

we called it a day after about four hours of fast work.

I was really glad Charlie offered to assist while at the party last night. I would have tackled it alone otherwise and it turned out there were a couple of tasks that were definitely a two person job. Thanks Charlie you saved my bacon. Jack arrived after these particular tasks were completed so I appreciated Jack coming prepared to jump in and assist but by then the dire need had been met. He did send some neat photos though. Thanks to both good friends for the assist.

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Figure 4 Charlie and I were doing out thing.



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11/9/2021 – I did nothing yesterday but update the computer and finish up the newsletter. Today I was back in the shop to finish undressing the old engine. The work was a little tedious because of how it was assembled to begin with. Components overlapped in some areas so for instance I started to take off the power steering bracket and found that a pulley interfered with removing one of the bolts.

The big bolt that holds the pulleys to the crank had to be removed. My old impact wrench did not have enough muscle to get it to turn. I made a trip to Harbor Freight and spent \$200 on a new impact and some metric ratchet wrenches. The new impact whizzed the bolt right out. Heavy duty stuff, here.

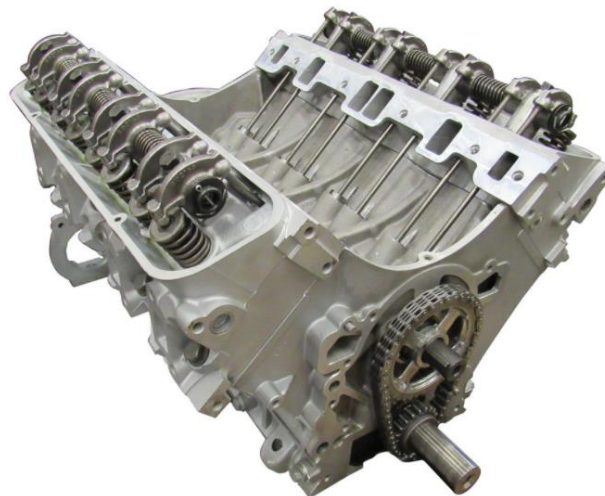


The housing to which the water pump is attached is a busy little thing. It also houses the oil pump and distributor. Also belts only go on at certain times and come off in the same order. I don't know how I can figure out which belt goes where. It is a nightmare.

There are lots of bolts and lots of different lengths and diameters. I am going to have to go very slow and make sure of each attachment or I will end up with a mess.

I don't think there is anything left on the back of the engine to remove. I need to compare the new engine with the old to make very sure I keep everything off the old engine that is needed.

By looking at the picture taken from the Wedge Shop web sight, you can see that there are lots of parts that have to go back on the engine prior to being lifted back into the engine bay with the transmission attached. Charlie is standing by to lend a needed hand for the hard parts.



11/10/2021 – I should have stayed out of the shop today. The goal was to deal with a couple of broken off fasteners, one a stud for one of the exhaust headers, the other for an attach bolt for the oil pump cover.

The manifold was a partial success. No luck extracting the old stud but I was able to drill it out enough to rethread the hole and replace the stud albeit the wrong thread. The point is, it will function as designed.

The timing belt cover issue did not work out so well. The broken bolt was drilled out. The process was tedious and time consuming. It was actually pretty successful.

The next step chosen was the wrong one. I could have drilled the hole slightly oversize and re-threaded it to use a different fastener.

The process chosen was to try to use a tool used to remove broken fasteners that have been drilled. The small tool which is fluted in reverse is placed in the hole and turned to back the broken bolt from the hole. I have bad luck with these tools and typically break the tool off in the broken fastener, which I did.

Hole, on the back side of the oil pump cover attach point, now has a broken screw and broken tool in a very small hole. Everything is wedged in and will not move. The last decision I made today was to open a tall beer and go in the house. Best decision all day.

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11/11/2021 –

Today it was time to tackle the broken bolt with a hole containing a broken 'broken bolt remover'. The end product was an enlarged, re-tapped 5/16-24 hole. It is not as designed, 1/4-20 NC, but is fully functional. It is an acceptable alternative.

The "as cast" hole was closed on the thread end and to get the broken tool out access to that end was needed. A Dremel tool was used to open the thread end of the bolt hole and a nail set was used to punch out the broken tool.



After that a 7/32s bit was used to drill out the remnants of the original broken bolt. The thread tap then used to make new threads for the up sized bolt.

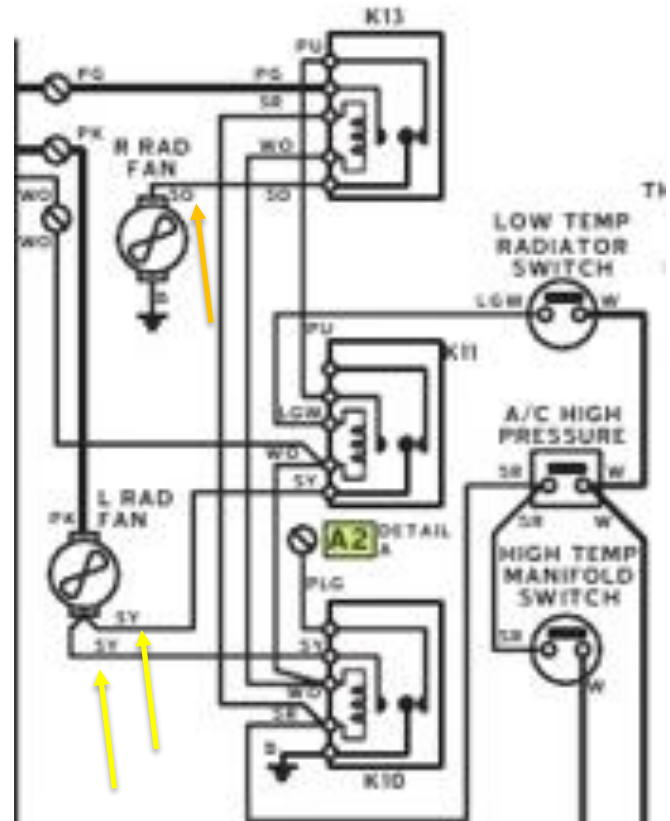
How appropriate. A reminder just popped up telling me that today is the original projected ship date for the new engine. They have not asked for more money yet (1/2 down when ordered, 1/2 when shipped) so I know it has not shipped as projected. No worries. I am in no hurry. But I am ready.

11/12/2021 – Another repair item that I need to address is the mess made by Custom Auto Specialist in Claremore. They modified the wire connections for the cooling fans.

I had some assistance to get them going in Edmond but the connections keep coming apart. I believe the reason to be the wires are cut too short and vibrations allows them to separate at the connections.

I know the fix is to solder on some additional wire but I do not have the correct color of wire so the next guy will think the wiring is wrong based on the color.

As you can see above the wires that power the fan that comes on when the heat sensor in the



radiator says it is time are (**slate & yellow**). The wire that turns the other fan on when the air conditioner is running is (**slate and orange**).

What is not shown is the couplings where the wires from the fan connect to the wiring harness. These are the connections to be worked on tomorrow.

Fortunately, the fans work well when powered up. The issue has been keeping the powered up. I plan to fix that whether I can find the correct color of wire or not.

Update: I did find a source for the Slate/Yellow wire appropriate to my cooling fan application. British Wire offers most colors for our cars in a 'by the meter' quantity. I purchased 2 meters for \$1.90 and paid \$9.50 for handling and shipping.

11/16/2021 – Yesterday was the three week mark since the new ordered. I sent and email message to TWS to see if the ship schedule had changed.

Jim at TWS checked with the machine shop and the response was that they were having

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trouble getting parts. No surprise, they are probably sitting on some ship somewhere. The machine shop estimated it would be another two weeks before they would be finished with the engine.

On Mon, Nov 15, 2021 at 2:28 PM Jim Lecesce <jim@thewedgeshop.com> wrote:

Hi John, I got your email for the update. I just reached out to the machine shop, it sounds like they're about two weeks behind, unfortunately. It's been a nightmare getting parts these days and I imagine that is what's been holding them up. So as soon as the machine shop is finished with the components, I'll be picking everything up and bringing them here for assembly, which should go fairly quickly.

Thank you

Jim Lecesce - Operations Manager

o:508-880-5448

www.thewedgeshop.com

Fast. British. Reliable.

After that it will go back to TWS for assembly prior to shipment to me. I expect it will be at least another month before it is shipped and then who knows how long it will take to get it here from Taunton, Mass. It's ok, I just don't have access to the lift until the engine is back in.

11/18/2021 – Yesterday I was back in the shop to resume cleanup and repair of parts to go back on the engine prior to installation.

The idler pulley for the air conditioner was the first thing I came to so it was picked up and carried to the parts washer for cleaning. It came clean with normal degree of difficulty then was dried and set aside for installation later.

The next thing up was the exhaust manifold from which a stud was twisted off during removal. A replacement stud had been modified to replace the broken one but I decided I might as well just get the proper stud instead of having one nut with a different thread configuration.

Jan wanted to go with me to Atwoods so we went. They did not stock the stud needed (1/4x28x1 5/8ths long) so when Jan finished checking out every item on every shelf, we went across the street to Lowes. Jan then wanted to stop at Aldi so she could do her "check everything while there" process.

Lowes did not have the stud either so the next stop was O'Reilly's, same result so on to Ace Hardware. No help anywhere so today the plan is to drive to Tulsa to the Rule Co. and hope to find one there.

11/19/2021 – Rule did not have a stud but did have a set screw the correct length and full threads. It will work fine. The thread is actually not the same as the other studs but it is fully functional. I later determined that the part of the stud that sticks through the exhaust pipe flange is 8mm diameter x 1.25 thread, whatever that means.

While cleaning and fixing parts I started a wish list on the TWS web site for parts needed to complete the work.

Some surprises were parts replaced 6 years ago that have failed like the water pump. Parts to be replaced are the pilot bushing, throwout bearing, slave cylinder, crank seal in the timing cover plus a short shifter to improve the shifting process. I am sure the list will grow before the new engine is fully outfitted.

11/21/2021 – The cleaning process continued today with the sub-frame, steering and front suspension. The assembly was set on a car



dolly and moved outside. It was then liberally sprayed with Castrol cleaner, brushed in those

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areas accessible and hosed off. It was then dried with compressed air and left to finish drying.

When drying is complete the areas needing paint will be lightly sanded and wiped with lacquer thinner prior to squiring on some fresh paint.

Chances are the paint will not stick unless areas are primed first so if there is some primer in the shop it will probably be used.

11/22/2021 – The paint is now on the subframe, steering, suspension and ready to be lifted back into place after the engine is raised up into the engine bay. When the subframe is reattached, the engine will be cradled down on the subframe.

The transmission will be reattached to the car and the steering column piece will be reinstalled to connect the steering column to the rack. But that is after a whole lot of work is done to re-dress the new engine with all the attachments.

11/23/2021 – Yesterday a visit was paid to the Robinsons to borrow a second engine stand. Since the oil pan and probably oil pick up on the bottom of the engine will need to be removed and placed on the new engine a way was needed to rotate both engines at the same time.

I missed Denny but Kay let me in the shop and the stand was easily found and taken to my truck for transport. Kay and I gossiped about Denny for a little while then I headed for home. Thanks Denny.

The Slate/Yellow pieces of wire were received yesterday intended for repairing the wiring harness section that powers one of the cooling fans. Getting it properly installed is probably next on the get ready agenda.

11/24/2021 – The wiring was next and it is done. My soldering is hardly the best in the world but I am hopeful that the wires will hold and not leave me stranded far from home.

More cleaning to do but still no sight of my new engine.



Continued from Page 1.

From Vice President Matthew Karibian



Secretary's Minutes of the Last Meeting by Trish Lindsey



The November Green Country Triumph Club meeting was held on Nov. 16, 2021, at Emersomnice Brewery in Owasso. Minutes were approved as printed in the newsletter. The Treasures report was given by Jan and it was accepted as read.

Car Shows: Art reported about Triumph Fest in Flagstaff, which he attended. Next years list of Car Shows has been published. The National Convention in Galena, Ill., and regional is planned for Boerne, Tx.

Parts: John is working on his TR8. He has ordered a new engine for his car. Art has a broken bonnet clasp and had to purchase a new one. Jim Murray chose to go with Charley's to do his chrome work. He will keep us posted as his project goes on. Art is getting organized to do Sam's car. Art has been getting parts from The Roadster Factory in 2 days time.

Old Business: A discussion was held about the proceeds from Nationals Funkhana and the car wash. The donation will be made to the scholarship fund at McPherson College in Kansas. A motion was made about our club making a donation of \$2000.00 to the Red Wrench Club at McPherson College. Dennis visited the college and shared information about their program. Motion carried. Dennis will make arrangements for us to deliver the check to McPherson, Kansas.

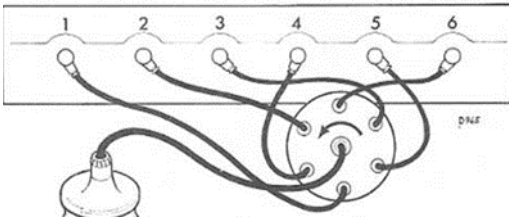
Activities: The Christmas party is December 3, at 6:00 pm at Mark Forsberg's home: 3118 E 68th Street, Tulsa.

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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>

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.

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.

GCT Merchandise

SEE NEXT TO LAST PAGE

Classified Section

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

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



Jim Lindsey has invested a lot of time into refinishing this TR4 wood dash. He says I cannot give it away but can sell it. Any takers?
Topaztr6@gmail.com



Sam Clark has sold his truck and still wants to sell the trailer. He no longer uses it and says it is in good shape. The trailer can be purchased very reasonably. Call him at (918) 625-6798 Location: Broken Arrow, OK.

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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



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

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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 Logos

Inbox

Art Graves

to me, Rob, Dennis

TWO CHOICES
- VISIT BOTH

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,



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

**FREE
FOB
GHGN**



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

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

GREEN-COUNTRY-TRIUMPH-CLUB-MEMBERSHIP-APPLICATION-&-RENEWAL¶

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

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

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

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

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

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

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