



Triumphant Times

Green Country Triumphs

Monthly Newsletter for November 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

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

**Next Club Meeting
Tuesday December 2nd
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Home of
Mark Forsberg for the
Annual Christmas
Party**

Officers and Committees

Jim Murray – President

Rolf Blom – Vice President

Art Graves - Member at Large, Car
Shows, VTR Liaison, Club Contact

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Vacant - Activities

Jon Wood – Web Master

John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

President's Address by Jim Murray

The Good Ride

by Jim Murray

Many thanks to Jan and John for hosting
the annual Guy Fawkes party again this year.
Jan's Shepard's Pie was as delicious as ever.

The array of contributions of
desserts to the meal may
have caused a bit of concern
to those of us in the health
industry. Thankfully, I was
not in the health industry.
Club members expended
effort to make and bring
these fine selections. Naturally, I felt obligated to
sample as many as I thought I could without
serious regret. All were quite tasty! It was a fun
evening and it appeared that a good time was had
by all.



Adjustments

I was hoping to provide an update on the
progress of looking a little deeper into untangling
the under-dash antics of the electrical wiring on
my TR-3A. Sadly (or maybe gratefully!) life has
not provided any opportunity for me to spend a
few hours upside down with my head wedged
under the dash. Early in the month I was digging
through the boot to pull out the side curtains so I
could drive in some of the cooler temps. I
extracted them only to find one of the glue seals
on the lower part of the clear window vinyl had
failed, leaving that part of the window to flap in the
wind. Another new task to the list!

It has been nearly two years since I retired.
I imagined endless days of quickly knocking out
lingering house, yard, and car projects along with
an increase to our usual amount of recreational
travel, and getting my guitar skills back in shape.
Some of that has come to pass, but not as quickly
as I imagined. The remains of COVID stifled
some of our travel for 2021. The den got a make-



over, but it took months longer than expected. I spent a lot more time fixing dents and dings on the windows and door frame than I ever imagined – but I am really happy with the outcome. And the jump from a 31' to a 55" flatscreen has been nice. Makes me wonder how we got along with the 22" tube when we first moved in nearly two decades ago.

The ongoing days have filled up with more attention to my daughter's family and her kids. Friends call for an extra pair of hands on small projects and I get to say "Yes". I get to keep up with the yard just a little more. I get to work on failing components of the house and cars during the day instead of wedging it into the evening or weekend. I get to watch Rachael Rea cook something tasty and is sometimes an inspiration for me to test my culinary skills. I get to take a nap in the afternoon if needed.

I hear a couple of different basic stories from others my age and beyond. Some say they need to keep working to hold on to insurance for a younger spouse or kids still in college. Some say they do not know what they would do if they didn't work. I am definitely NOT in that category. It is a big world out there full of interesting experiences just waiting. Like most things, all it takes is time, money, or both. Some are happy to have the time to volunteer their skills in the community. The one I hear most is that they are busier than ever in retirement, and never knew how they ever had the time to work. This is the category I am in – at least for now. Not exactly how I expected, but good enough. Though, it has been an adjustment.

Vice President's Article by Rolf Blom



Minutes of the last meeting by Secretary Trish Lindsey

Green Country Triumph
Club Nov, 2022 minutes

The President called the meeting to order at 7:01 pm at Roka Restaurant in Tulsa.



Thirteen members were present.

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

Parts: John reported that he had been working on Charley Browns car and that he needs parts. John has purchased a new distributor hoping to solve his car's problems.

Shows: Art reported same as last month.

Activities: A Christmas Party is planned for Friday, Dec 2 at Mark Forsberg's home. Please RSVP and bring side dish and gift for exchange. February 12, 2023 is drive your Triumph day.

Old Business: John brought name tags to show. Jim M will bring them to next meeting.

New Business: none

Meeting adjourned at 7:21 pm.

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



GREEN COUNTRY TRIUMPHS
Cordially Invites You to Our

ANNUAL CLUB CHRISTMAS PARTY

FRIDAY DECEMBER 2ND, 2022

At 6 O'clock in the evening

3118 East 68th Street
Tulsa, Ok

Hosted by Mark Forsberg

Please R.S.V.P. by November 28th to

Mark at phone number (775) 771-2525

Mark says to text your RSVP if he cannot answer his phone.

Like last year he will be serving BBQ. Sides should compliment BBQ or be one of the great desserts we have come to expect.



TR7 Trunk Small, Let's See

Hello to all. We all seem to complain that



Triumph trunk space is limited. Although with a little planning this is what I was able to put in the trunk after the drive with the Oklahoma City club last month.

- 1 Protective Tray
- 2 cases of 48 12oz bottles total of Yuengling beer
- 2 One-gallon bottles of water 4 Hats
- 1 Small cooler with 8 bottles of soda 1 Large umbrella (closed)
- 1 Bottle of oil
- 1 Flat tool box
- 1 Tool Bag
- 1 Bottle of STP oil treatment
- 1 Bottle of ethanal fuel conditioner
- 1 Bottle of octane booster
- 1 Bottle of STP fuel treatment
- 1 Triumph jack and tools

- 2 Full sized folding chairs
- 1 Full length tonneau cover
- 1 Repair Manual in binder
- 1 Medium sized First Aid kit

- 1 Flashlight
- 1 Small backpack (draw string) with cleaning supplies

- 1 Can Starting Fluid
- 1 Set Jumper Cables
- 1 Insta-boost Jump Starter
- 1 Bottle Rain-X and Paper Towels
- 1 Spare Tire
- 2 Jackets

Speaking of drive, I met the OKC club at Western Hills Lodge on Ft Gibson Lake. For the drive we had 2 Spitfires, 1 TR3, 1 TR7, 1 Ford Thunderbird convertible and a SUV (Toyota I think). The trip was led by Mike Piggott started through Hulbert around the lake and back to Hulbert again. We then drove to Ft. Gibson, the town, and stopped at the National Cemetery. It makes you think

and is somewhat awe inspiring. After the break we drove to Tahlequah for lunch at Buffalo Wild Wings. A good time was had by all. Back on the road again in the rain. We went down to the river and drove up highway 10. When we got to Highway 412, I made a right turn and drove over to Arkansas for a Yuengling run. Driving back to Broken arrow in the rain was not too bad. About halfway back the wiper stopped in the middle of a cycle. I stopped and touched the stuck wiper, and they went down. When I got back in the car and turned them on again, they worked fine. I guess they just got tired. Another winter project. Lots of thanks to Mike for a drive well planned out and for the great time.

Al Garbart

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

Scheduled Club Activities

WHEN	WHAT	WHO
11-5-22	Guy Fawkes	Jan
12-2-22	Christmas Party	Mark Forsberg

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



New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 26, 2022

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

VTR South Central Regional Convention

Location: Sugarland, Texas

Date: April 19-22, 2023

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

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

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: June 9 – 12, 2022

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

Web: EuMoEx.com

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: June 11, 2022

Web:

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

VTR National Convention

Location: Galena, Illinois

Date: August 29 – September 1, 2022

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

Triumphest

Location: San Diego, California

Date: September 8 – September 10, 2022

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

6-Pack Trials

Location: Lexington, Kentucky

Date: September 22 – 25, 2022

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

Rio Grande Valley Regional Rendezvous

Location: Eagle Nest, New Mexico

Date: September 22 – 25

Web: <https://baoa.clubexpress.com/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 22 – 24, 2022

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 – 25, 2022

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

Red River European Car and Motorcycle Show

Location: TCC South Campus

5301 Campus Drive, Fort Worth, TX 76119

Date: October 1, 2022

Web: <https://redrivertriumphclub.org/euro-show/>



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

Open with ▼



VTR SOUTH CENTRAL REGIONALS
APRIL 19-22 , 2023

SUGAR LAND,
TEXAS

CELEBRATING
70 YEARS OF THE TR2



2023 South Central VTR Regionals Information

August 2022

Texas Triumph Register invites you to 2023 Regionals

The Texas Triumph Register is pleased to extend this advance invitation to all of you to the 2023 VTR South Central Regionals to be held April 19-22 in Sugar Land, Texas. The theme will be a 70th Anniversary Celebration of the introduction of the TR2. Our host hotel, the Sugar Land Hilton Garden Inn, is centrally located very near to all of the driving event venues and provides spacious meeting and dining room capacity for all of the onsite activities. The Farm Roads of west Harris and Ft Bend Counties offer plenty of non-freeway driving opportunities on which to enjoy unique sights and attractions while taking your Triumph on one or more of the planned driving tours.

Please visit our website at VTR South Central Regionals 2023 | Texas Triumph (www.texastriumphregister.org) for the soon-to-be-available early registration information and full schedule of events. The Hilton Garden Inn has a limited number of rooms reserved for us for \$89 per room per night, including a free breakfast. Hotel reservations can now be made at:

https://www.hilton.com/en/book/reservation/rooms/?cityhocr=HOUSLGI&arrivalDate=2023-04-19&departureDate=2023-04-23&groupCode=scvtr&room1NumAdults=1&displayCurrency=USD&brandCode=HH&inputModule=HOTEL_SEARCH&ohwDeepLinking=true&srpName=

(Discount code is SCVTR)

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

For general information contact Hal Sharp, TTR President and Regionals Chairperson - 832-423-7138

For registration specific information contact Mike Rouse, Regionals Registration Chairperson - 281-554-4878

We are looking forward to seeing you in Sugar Land in April 2023.

Best regards,



Hal Sharp

TTR President and 2023 VTR South Central Regionals Chairperson



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

Plan to Attend the Annual

2023 Euro Motor Extravaganza
Car show Event Benefiting
Sand Springs Animal Shelter

Sponsored By:



Welcoming all British and European Automobiles
On the Triangle in Lovely, Historic,
Downtown Sand Springs, Oklahoma

June 9 4:00 pm to 6:30 pm Registration at the Sand Springs Hampton Inn
6:30 pm Tailgate Party Hampton Inn Parking Lot

June 10 8:00 am to 10:00 am Late Registration at the Triangle
in Downtown Sand Springs

All day Silent Auction for the Sand Springs Animal Shelter
10:30 am to 1:30 pm Judging By the Participants
2:30 pm Award presentations

Complete information is available on the web at:

EuMoEx.com



6-Pack Car Club - www.6-Pack.org
Skip Gould ·

I just received one of Joe Alexander's new **armrests** for the TR6. Here are pictures of it in place in my TR4A, TR250 and TR6. I'll have it in my TR6 for British Car Day in Canada this month and also for TRials. Joe tells me they will be available at Alexander Racing and at Moss Motors. NFI, but I think these are welcome additions!
\$134



The Story Of My Car

By John Phillips

Why would a guy with a great TR6 want something better. Allergies and heat were taking their toll on the old man so a wandering eye was the result. I wanted another great Triumph but one with air conditioning.

Kent Clovis' car was for sale and in great shape (I thought). We struck a deal in June of 2015. I think it was Ted Dorton that went with me to Stroud to pick the car up. Maybe Jim Lindsey.

Having tried to get the carbs working previously with no success at getting them balanced, I ordered the current intake manifold and Holly carburetor. The Upgrade was indeed under way.

Bushings and gaskets and hoses were purchased in batches. A new top was acquired in August and a new exhaust in November along with a new front air dam.

In December all components of the air conditioner were replaced as was the carpet.

In January 2016 a new harmonic balancer was added along with new seat covers and some ceramic coating for the intake. Then the cam went flat.

February was disappointing because of an engine rebuild that resulted in a lot of engine noise and eventual engine replacement.



March saw the tires being replaced and the Stripe added to give the car some needed character.

In April the battery was replaced and about 30 other purchases of less than \$100.

May brought the first new alternator, and the second, along with new shocks on the back and some replacement decals for the exterior.

June was when the first TWS tachometer was purchased and the oil pressure gauge installed.

A rebuilt transmission was purchased in November 2016 followed by the second engine rebuild in December. It also failed.

Let's jump a lot more parts to April of 2018 when the differential was rebuilt and really

jump ahead to October 2021 again not mentioning many more parts. Finally, I was fed up with the old engine banging around in anticipation of a major failure at some point. I bit the bullet and ordered a new engine from TWS. It was delivered in mid December of last year and the installation work began then, the old engine being shipped to Massachusetts.

Of course, while running the engine in, the end of the heater core exploded and sent coolant steam all through the interior of the car, ruining some carpet and burning my eye.

Everything was moving forward but with the new engine in and running well I started chasing oil leaks. In the end I was fixing stuff that was not leaking. It turned out to be the steering rack that was recently written about.

Another big expense was to have the heater/air conditioner unit rebuilt along with the steering rack. This should be a one time thing since John Gauldin alerted me to the cause of the leaking steering rack and proceeded to eliminate it.

So, nearing the end of this story, the new engine would not rev over 4000 RPM and the tachometer was not working. The apparent reason the engine was under performing was traced to the Pertronix distributor.

A 123Ignition distributor replaced the Pertronix and the problem was eliminated. The new tachometer from TWS fixed that problem. At this point the car was declared finished and the story ends here. But we all know that the story will go on. It is a Triumph after all.

Obviously, the effort and money expended was because I love driving this car. It is so much more ergonomic than my Saturn Sky with more room and a general sense of being better built.

Being active in the local club also sees my wife and I in a crowd of people with like interests. We are of course aging and are unsure to some degree of future of the clubs but friendships will endure with or without the club.

Since this is Thanksgiving week, I will certainly add the club and today's completion of the TR8 to the things that I value.

We're over in Germany

again but this time we have had an opportunity to travel around by car. Some stereotypes seem to hold true. Among them are:

Germans drive very fast, very well and religiously obey traffic rules.

If you put your blinker on to change lanes. a German driver will actually let you in.

Germans gladly set up alternating merges when the road goes from four to two lanes.

French are just plain aggressive - kind of like pick-up trucks in Oklahoma.

Belgians are unpredictable, like random lotto number programs hooked up to a Tesla self-driving program.

People driving Mercedes seem to believe they are special everywhere!

All of theses countries are absolutely in love with roundabouts (known to us as traffic circles). You will often find then at two or three successive intersections on the same road.

You rarely see police cars on the highway until there is an accident.

And just like Oklahoma, there always seems to be road work going on -literally for years in exactly the same place.

Bob Avakian



John-

69 TR6 Engine and A type OD trans. Came out of 42k mile car.....still has yellow/black striped hoses attached. Gonna clean the whole thing up.....reseal/gasket and slip it in the TR250.

Chad



Greasy Hands Garage North Update

by John Phillips

9/28/2022 – One of the people that I visited with at the show was John Gauldin. I always enjoy our visits and as usual I learned something. John says we talked about this before but I do not remember the discussion.

He is aware that I had my steering rack rebuilt due to horrible leakage. One of the many things that he has learned about our cars is that too much pressure from the power steering pump can blow out the seals.

The pump is a GM design and is original equipment for a lot of their cars, trucks, etc. The pump as used by GM puts out as much as 2000 PSI to meet their performance spec.

John found information for the TR8 that shows pressure for this car is specified to be 750 to 850 PSI which I verified as listed in the shop manual. To reduce the pressure there is a shim kit available that when installed drops the PSI to the correct level.

The problem is common when the pump has been replaced with an off the shelf pump that is as specified for GM applications which is way too much pressure for our applications.

John has a test setup for testing the steering rack with the pump or just the pump. I think our application is to test the pump only and John agreed to do the test using his equipment.

I have a message into John to inquire as to how and when the test is to be made. I will remove the pump and get it to John as he has the time to do the test to ensure my newly rebuilt steering rack does not get the new seals blown out.

My plan failed when I had so much trouble getting the pump out of the car. It was blocked on top by the air conditioner compressor and below by a bracket that could not be removed without removing all of the pulleys which is something I never want to do again.

The opportunity to visit with John about testing the pump made going to the show worth the money and the minor aggravation



that it cost. I guess if I had listened better when he first mentioned the issue it could have been resolved by now. I was probably distracted by a different problem with this car. There were a few.

10/20/2022 – I contacted John in hopes of arranging a time to check the pressure on the power steering pump. We agreed on Monday the 10th. That day came but when I retrieved the trailer, I found it in terrible condition and not safe to use.

That day I took it to a shop to have it repaired which included a new floor, new brakes and a new 7 pin electrical connection for the lights and brakes. Another delay and expense. I passed the bad news on to John

The next Monday, the 17th, I got a call that the trailer was ready. It needed a tire so on Tuesday a tire was purchased and mounted.

Back at the shop the tire was replaced on the trailer after which the car was loaded on the trailer and tied down for the trip to Edmond.

When I called John, the window had closed to get the work done this week so the plan now is to call him on the 25th to find out when to take Tinkerbell down. There goes ½ of October weather which is prime for driving in my opinion. Just another little chug hole in the road of life.

The car will stay on the trailer until it is delivered to John but work may continue. The installation and testing of the Tach Adapt unit can be done with the car where it is, I think.

10/21/2022 – I finally pulled myself away from the TV and installed the new Tach Adapt component in hopes of getting the tach to work over 4000 RPM.

The first wire to get connected was the ground wire. The connections had been made earlier so it just required pushing the two connectors together.

Next were the connectors for the wires that send the signal to the tach. All that

required was separating the signal wire and running both ends to the component, one in, one out.

The last wire was the power wire so I checked to make sure the white wire made power with the ignition on and it did. There was an existing 4 way connector available so a bullet connector was attached to the component wire and it was just plugged in.

After all wires were connected, the engine was started to see if the tach worked and it did so no further set up was required. I turned the car off and went to the next step.

All that was left was fastening the component to the car and for that a 1/8 x 3/8 rivet was used in one of the existing 1/8 holes in the sheet metal behind the right headlight.

Since the car is on the trailer ready to



travel, no real test was taken to confirm the fix was successful but there will be plenty of time for that after the power steering pump work is complete.

10/26/2022 – Yesterday I contacted John Gauldin to find out when I should take the car to him to pressure check the power steering pump. He said tomorrow so on the 27th I pulled the trailered car out of the shop and headed for Lindsey's house. I asked if he was interested in riding down with me and he said yes.

We left his house at 8:00 and drove down the turnpike to Wellston then exited and took 66 the rest of the way to 35, then north to John's turnoff.

The car was rolled off the trailer and it was time for lunch. John took us to a close by



BBQ place for the lunch special, then back to his place for a little visiting before we were back in the truck and on the way home via 33.

33 was followed to the Turnpike junction then we followed that to 244 then 75 then right on 86th to the Casey's General Store for gas.

Then Mingo north to 136th, right to East 145th then into Jim's neighborhood for the drop off, then home.

John said he should have something to report by Monday. If the pressure is good (800 PSI), I can probably go get the car like maybe Tuesday. We shall see.

10/28/2022 – With Tinkerbelle visiting John, I decided to do what Andy told me to do when he aligned the wheels on the Sky. He told me the brake fluid needed to be changed. Today was the day.

I went to O'Reilly's and picked up their brand of silicone DOT 3 brake fluid. I thought one might do it but got two small containers just in case intending to take one back if unused.

I used my newly purchased vacuum pump to pull the old fluid out of the reservoir and put it in a can until I decided what to do with it. The reservoir was then filled with the clean fluid.

Nothing mysterious here, removed the wheels/tires, found the bleeder valves, used a #10 metric wrench to loosen the closest one first, vacuumed the old fluid out until the color changed to clear then tightened them back down. The covers then went back on the valves to keep them clean.

Before the wheels/tires were put back on, the brake pedal was tested to make sure they were properly bled and I found no issues.

The wheels/tires were put back on with effort. Those things are really heavy. I finally found the lug nut torque values on Google which turned out to be 100 LB/FT. All of the nuts were torqued

The last thing to do was update the maintenance list to show that all the proper actions have been completed.

Since it was still early sans exhaustion, I decided to wash the car. I traveled to a car wash and started with the foam brush to give the car a good scrubbing. It has been a while since the last wash job and it needed one pretty badly.

I used the soap/spray for the top, scrubbing it just seems like making it wear too quickly. The spray rinse was used last to get the soap off. Following that it was pulled outside to an area that would not let overspray from the wash bay hit the car. The chamois made quick work of drying the car.

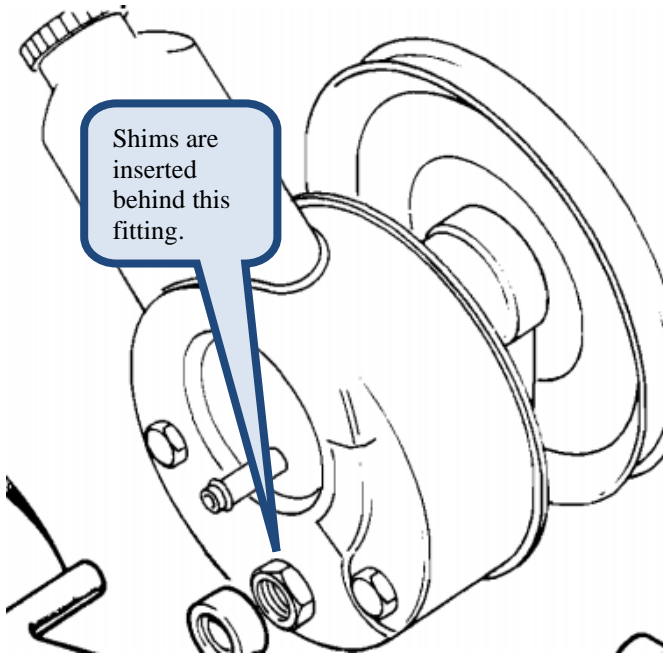
Tomorrow I may wax the car. It needs that also. So does Tinkerbelle. A winter project perhaps?

11/1/2022 – Yesterday was a very good day. It was just one of those days that went my way. I won't bore you with the details related to other matters, but on the tale of Tinkerbelle I will.

We left off previously with me dropping the car off at John Gauldin's home to check the power steering pump pressure to see if it was within specifications (750 to 850 PSI).

John called last night with the first PSI test result which was much higher than it should be. He said he pegged the gauge which has a 1000 PSI limit. He seemed to think that was bad news but to my thinking he had alerted me to the potential problem that could again destroy the seals in the newly rebuilt steering rack.

Now that we know that the problem does indeed exist, he will purchase a shim kit from NAPA that is used to shim a fitting that is a pressure connection point at the pump. The shim has the effect of lowering the pressure by installing the proper shim(s) as needed to set the correct pressure for the pump.



I am very pleased that John made me aware of the problem and was willing to do the test and make the needed corrections.

Since selection of the appropriate shim(s) is a trial and error process it can take several attempts to get the correct selection and installation completed.

It involves draining the fluid, removing the fitting, installing the shims, replacing the fitting, fluid, and doing a test. When the test is positive the fluid is drained to remove the test equipment, connections remade and fluid added again. Depending on how many tests are negative, this can really be a tedious task.

My favorite driving month is October. This year that is past. I hope to have a few more good ones before my car days are over.

11/4/2022 – John called today around 2. With a tornado watch in effect I was able to quell my urge to jump in the car and drive to Edmond to pick up the TR8 and drive it home.

With the Guy Fawkes party looming tomorrow night Jan lovingly requested that I not drive down tomorrow so I guess it will be Sunday morning before leaving to get the car.

Perhaps her request was less loving than I recall. Anyway, my plans for picking up the car are a little up in the air at the moment.

The calibration of the power steering pump required placing all five of the NAPA shims behind the fitting to achieve a pressure between

750 and 800 PSI.

The specification states 750 to 850 PSI so the shims put us right in the proper range.

John said he enjoyed the test drive to ensure the steering was behaving well. In fact, he was very complimentary of the drive but appreciated ingress and egress less.

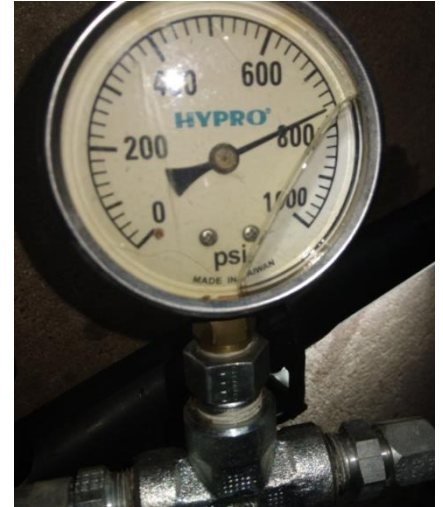
11/5/2022 – It is 1:00 and Karl and I are back from Triumphworld Inc. We left home at 8:00 A.M. for John Gauldin's home to pick up the TR8.

Naturally the drive down the Turnpike was fast. We got off at Wellston to shorten the drive a little, shorter but slower.

John had the car waiting for us so we concluded our business, visited a little, saddled up and left for a gas station. There is one close to John's home that sells 91 octane no ethanol fuel so I filled up and used the facilities.

Back in the cars we headed to Guthrie then East on 33, North through Ripley then 51 East. Then North to 412, up 75 to 116th and East to home.

The car ran great and I was unafraid of too much pressure in the PS system.





Remaining issues include problems with the radio, a noisy exhaust pipe rattle and the 4K RPM issue is not resolved.

11/7/2022 – Work has been started on reassembly of Paula's freshly painted TR6. I am happy to assist Charlie Brown even if it means making house calls where I can't find a darn thing.

Not really. Charlie's shop is very well organized I have just not been nosy enough to go look for everything.



The first couple of days resulted in big stuff going back on. We started with the windshield, then moved on to bumpers.

Currently working on the tag lights, rear tail light assemblies, wipers and washers. With the back done we will probably start on the front next.

Also, putting down a fence line dog run for Ruby and Winnie. My back is not liking this. Ten feet done, 55 to go.

This morning I also ordered a different distributor for Tinkerbell. I am tired of messing with the Pertronix unit. I like



123 Ignition Distributor - TR6 / Pre Serp Rover V8
123ignition 550 123TuneChaos
Availability: Usually ships within 2-3 business days
\$669.00
100% Positive (You save \$20.00)
★★★★★ (7 reviews) [Write a Review](#)

WIKI:
★ None
○ No
○ Yes

CRUISE:
★ None
○ Black
○ Red

FUEL SETUP:
○ 4 Barrel
○ Stock Carburetor

them but there is no satisfaction with performance.

11/8 2022 – It is 4 P.M. and I am beat. Never did get to Charlie's today. Sorry Charlie.

The day started when I accidentally deleted the Christmas invitation while trying to get the newsletter out. That created more work and delay but I finally got it out with the correct information, I hope.

After that a little exercise then run down to vote. Had to do my part to save the country. Then it was drive into town to get gas in Jan's car followed by going to the drug store to get her prescriptions.

Long wait, lots of excuses but I got them and returned to the house where Jan was waiting for me to take her to the poles to also save the country.

Then back to town in the truck to gas it up and go to the lumber yard to get 20 more paving blocks for a dog run in progress.



Figure 2 before



Figure 1 After



After digging and placing the phase 2 blocks I was worn out. 40 blocks down, 90 to go. This helps Jan keep the mud level down in the house.

11/9/2022 – Bought 40 more blocks, put 20 down then went to Charlie's house to help out on the TR6.



The headlights are now in place as is the grill, grill finisher and grill seal.

I would rather be working on the TR6 than the dog run but I want to get it done before the weather gets nasty. I don't work outside in the cold anymore.

11/10/2022 – Today the remaining 48 concrete patio stones were purchased and brought home. Since rain is coming later today, I did not take time to bed them in, I just put them down over the mud, which is what the primary intent was in the beginning.

The last 30 are not as finished looking but will be in time when the weather is good. Now I can get back to working on Triumphs.

11/11/2022 – More things done on Paula's TR6. Front light and horn wiring complete. Horn installation, fuzzy door seals and caps also installed.

Under the bonnet the radiator shroud was added then removed since Randy and I did not know there was a new one yet packaged. Same with the body to bonnet seal. Old one installed and removed, new one installed.

Getting tired at this point so the top was put in place and the center screw on each B post attached to get Randy started on putting in the rest of the screws. I left for home about

3 P.M. for some couch time and a nap. The week of dog run installation and TR6 work took more of toll than I thought it would.

Taking Saturday off to rest and watch football.

11/13/2022 – Today I spent about 6 hours working on Charlie and Paula's TR6. First up was finishing jobs started but not completed like nutplates and screws for the radiator shroud. There was one bolt that needed to be put in place for the rear of the soft top bracket so that was finished. The top was raised and pulled into place so it could be attached at the windshield. Four snaps were added on the sides.



The doors were started by attaching the handles on the exterior. The pads were glued to the tops of the doors. The license plate was put on and the boot was dressed with panels and the seal around the top.

The doors have to be finished and the LED lights have to be installed in the dash. I think we are getting pretty close to being finished with reassembly.

11/14/2022 – The first thing up this morning was a visit to the dermatologist to get 3 more places frozen. Then home to work on the newsletter, reminders, etc.

I then made to Charlie's to work on the 6 and started by plugging in the wiper motor which was forgotten earlier.

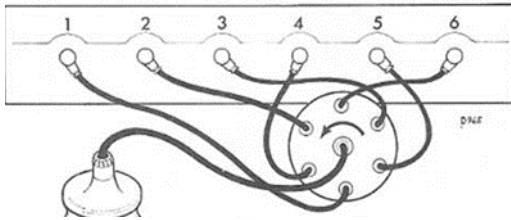
I then removed one door handle and installed a better one. The door cards were then installed using some clips from the shop.

The window cranks and door handles were installed with great effort to get the pins inserted. Window scrapers tomorrow.

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



What's on the [Web Site](#)

Seat Belt Refurbish
 Service After Storage
 Rear Wheel Bearing End Float
 Speaker Box Install
 TR6 Wind wings
 Rear Sway Bar Installation
 Triumph Rain Cover
 Flywheel Ring gear rework
 Rebuilding Triumph TR Trans/Overdrive
 Rebuilding Stromberg Carburetors
 TR6 Wiring Diagrams

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

What is your car worth? Hagerty Valuation Tool

<https://www.hagerty.com/valuationtools>

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs. All 12 V are needed. Exception: Leave Tach wiring if applicable.

When diff seals leak, clean the vent.

Cleaning the vent releases pressure in the diff and many times stops leaks.

Coolant hoses get loose over time. Be sure to tighten them periodically.

The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.

Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

Find paint codes at PaintRef.com

Early TR6 Seat Backs Won't Stay On
Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

So far found only at NAPA and considered better than Permatex. Does not harden.



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

Classified Section

**Greasy Hands Garage
North Has Used **FREE** TR6
Parts If You Need
Something
Structural parts for
suspension and steering
Transmissions and a
Differential
Windscreen Frames, Some
with Glass
Lots of other stuff so if you
need something for your
TR6 contact:**

**John Phillips at
topaztr6@gmail.com or
phone (918 527-2629**

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

Mark 1 & 2 Spitfire Parts 1964 & 1966

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



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

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

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. It 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,

GCT Merchandise

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

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



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□ → → NO□¶	¶	¶	¶
6-PACK-Member?¶YES□ → → NO□¶	¶	¶	¶
TRA-MEMBER?¶YES□ → → NO□¶	¶	¶	¶
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.**¶