



Triumphant Times

Monthly Newsletter for December 2023

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23
PAID
MEMB
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**Club Dues Are Due July 1st
or before of each year to the
club Treasurer. Send \$20 to:
Green Country Triumphs, C/O
Jan Phillips, 5865 E 480 RD.,
Claremore, OK 74019**

**Next Club Meeting
Tuesday January 16th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: TBD
THERE IS NO
MEETING NOR PARTY
IN DECEMBER 2023**

Officers and Committees

Rolf Blom – President

Pat Kendall– Vice President

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

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Vacant - Activities

Jon Wood – Web Master

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

President's Address by Rolf Blom

Rolf's Notes for the
December Newsletter.

My November newsletter contribution celebrated my independence from a small storage unit which was costing too much money; and was too dark and cramped to ever get anything done on the TR-3. I mentioned that the car runs splendidly when warm but it is difficult to start, and suspected that the choke was not adjusted properly. Now that the car has been liberated, I was able determine that the existing choke cable was unsatisfactory, as it was hard to move even when disconnected from the carburetors. I removed the offending cable and found that filling running penetrating oil through it helped only marginally. It was still quite stiff, the cable end in the engine compartment had numerous broken strands, and the cable pull on the dashboard moved in and out about a millimeter because the detent hole had become enlarged from wear. I ordered a new one from Moss Motors which turned out to be usable but disappointing. As I mentioned in the November meeting, if it is installed as is the "choke pull" label would not be vertical but instead would be tilted—somewhat like a clock face with 11 o'clock at the top! I don't choose to try another purchase since all of their stock may well have the same fault.

Apart from the cable problem, the carburetor's themselves are fairly difficult to choke by hand from under the hood. I think that the levers that move when the choke was pulled tend to get misaligned due to excessive wear on holes on the bronze lever arms. I have to remove the carbs anyway as a part of changing the exhaust manifold to the stock cast iron part. I don't care for the aftermarket manifold which is now there. I should be able to figure out my choke issues at that time.



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Vice President's Article by Pat Kendall



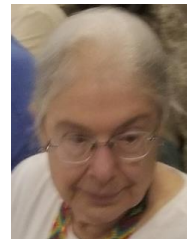
Work on the car is still proceeding slowly because it shares a space in the garage with my wife's Toyota Camry. You can see how this work from the two photographs included with this report. When both cars are "in" you can see work is quite difficult.

On the other hand, when the Camry is out, I can roll the TR into the empty space and work is much easier. As you can see all four wheels are on wheeled car dollies. If fair weather is in store, I can get a lot done!

I purchased a two-speed jack so that I can quickly get the car up on stands for working under the car which I am very pleased with. It is smaller and lighter than the one I have used for the last thirty years. The old one required me to use up twenty strokes of the lever before the thing even contacted the car; while the new one only requires one or two. Things are definitely looking up!

Minutes of the last meeting by Secretary Adele Blom

Minutes for the Green Country Triumphs Meeting of November 17, 2023



The November monthly meeting of GCT was again held in Big Whiskey's, 4532 East 51st Street, Tulsa. President Rolf Blom called the meeting to order exactly at 7:03 pm with 17 members present.

The September minutes as printed in the newsletter were accepted unanimously after a motion to approve them was made by Sam Clark and seconded by Dennis Robinson.

The Treasurer's Report was given by John Phillips. The only change in the month was a payment of \$175 for club insurance. This amount consists of a \$50 flat fee, plus a variable fee based on our active members.

John Phillips gave his usual parts report. He is expecting his newly repainted TR6 back from the painters soon, but alas it is not clear when. He will ask for help to get it on the trailer when he gets



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word from the painter. The radiator that will be used lacks a drain plug so he plans to install an inline petcock in the lower cooling hose to facilitate draining and replacing fluids. He purchased a box of several clamps from HCL Fasteners in Houston, Texas. These clamps turned out to be remarkably heavy! Rolf reported that he had acquired a new choke cable to replace an older one that was nearly broken at the carburetor connection and was difficult to move. Unfortunately, the new one had a misalignment causing the lettering on the dashboard pull to non-vertical. He plans to correct this himself by grinding away an existing crimp that holds prevent the interior wire to the sleeve, then re-crimping the sleeve in an improved position. Al Garbart reported that new front end bushings on his TR7 have corrected his "sloppy" steering.

Steven Anagnost mentioned that he had more transmissions than he needed for his car and wondered whether the club had a common storage locker for such things. Rolf had a similar problem with a TR3 transmission on which he had bid for at a silent auction, and was surprised to not be out-bid! John has an attic which he volunteered as a

clearing house for these parts. Rolf also has an overdrive unit which John hopes to use.

Art Graves reported on upcoming shows, including the SW regional of the VTR near St. Louis on May 30-June 1, 2024, the 6-pack event in Corning, New York, and the VTR Nationals from September 8-12 in Nashville, Pennsylvania.

There was old or new business discussed.

Activities discussion, focused only on the usual Christmas party, had been tabled until the last part of the meeting so that we had time to collect our thoughts.

There were three possible member for the Christmas

party; but in the end it was decided to not hold a party this year. The history and tradition of this party has been to hold it early in the month in lieu of the regular meeting on the third Tuesday. It was thought that this was necessary to avoid conflicting with office parties. One of the options was to hold the party on December 19, which would be the usual date for a club meeting. A show of hands of those present showed a turnout of 10 or 11 able to attend. Several members are leaving town. Rolf pointed out that it was not necessarily office parties that brought about the problems in scheduling, but also other factors such as family needs, completion for meeting spaces at club venues, and the heavy schedule of cultural events in the season. In the end it was decided not to hold any meeting at all this December and consider what to do in the regular January meeting.

With no further business Al Garbart made a motion to adjourn, which was seconded by Dennis Robinson and the meeting ended around 7:55 pm.

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I want to wish the merriest of Christmas's to all our club members families. It is a heartfelt wish I assure you.

John

Scheduled Club Activities

WHEN	WHAT	WHO
Feb 10	Drive your Triumph Day w/COVTR-Cushing	Art
March?	St. Patrick's Day Dinner	Jan
November	Guy Fawkes	Jan

WHY SHOULD I JOIN VTR?

VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours, vintage racing, and social gatherings are a regular part of the VTR scene.

Won't you join us? ? <https://vintagetriumphregister.org/>

Your dues provide the following:

- our award winning, bi-monthly, color-cover magazine, *The Vintage Triumph*
- free classified advertising in the magazine
- technical assistance from our [vehicle consultants](#)
- VTR membership card and windshield decal

2024 CAR SHOW LIST **by Art Graves**

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

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

VTR South Central Regional Convention

Location: St. Louis, Mo.

Date: May 30-June 1, 2024

Web <http://www.sltoa.org/vtr24info.htm>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

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

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

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

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 2 – 4, 2023

Web:

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

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

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

Britts on the Bluff

Location: Natchez, Mississippi

Date: September 15 - 16, 2023

Web: <https://www.msemc.org/events/>

6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

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

VTR National Convention

Location: Dillard, Georgia

Date: September 27 –October 1, 2023

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

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

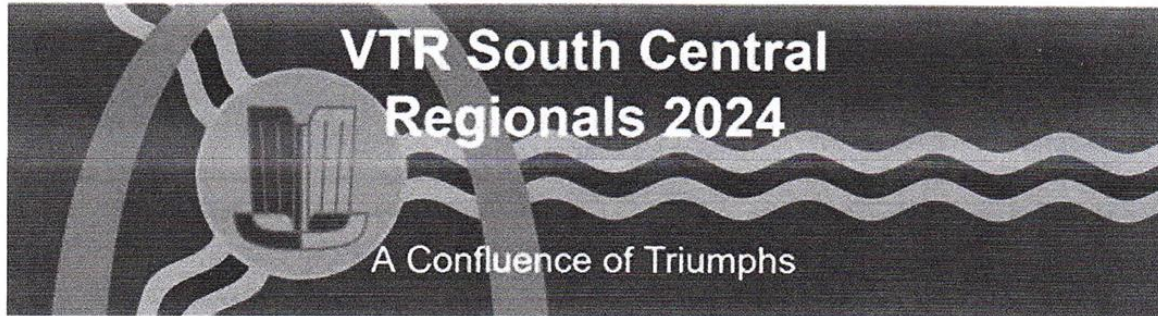
Texas All British Car Day

Location: Austin, Texas

Date: October 13 – October 15, 2023

Web: [Texas All British Car Day - Car Show Pro](#)

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VTR 2024 Regionals - South Central Region

30 May - 1 June 2024 in Saint Louis, MO

"A Confluence of Triumphs"

Planning is currently underway for the 2024 South Central region VTR convention. More information will be added to this page over time. If you wish to register early, a mail-in registration form is currently available below. Online registration will also open shortly. We hope to see you and your Triumphs in Saint Louis next year!

Registration Forms

- Mail-in Registration: Click the link below to download a printable form. Follow instructions and mail the form to the provided address with payment enclosed in order to complete registration.

www.sltoa.org/vtr24info.htm

- Online Registration: Click the link below, and you will be directed to a secure online form hosted through RegFox where you can complete your registration virtually. Please note that online registrations are subject to a small additional processing fee over mail-in pricing.

<https://sltoa.regfox.com/south-central-vtr-2024-regionals>

(T-Shirt Design Previews: Coming soon.)

Events

We are currently planning a number of driving and enthusiast events to take place during the VTR Convention. Details are subject to change.

- Self-Guided Drives, "Confluence Tour"
- "Gearhead Drive" to Local Destinations
- Winery Tour / Poker Run
- Daily Tech Sessions
- Breakfast and Dinner Runs
- Time, Speed, Distance Rally (Self-Guided, using Richta Rally)
- Driving Events: Autocross, Le Mans Start, Funkhana





Hotel Information

Arrangements have been made with the Sheraton Westport Chalet Hotel in Saint Louis to secure a block of rooms for the duration of the VTR event. The following is some basic information about the hotel.

- Website: <https://www.marriott.com/en-us/hotels/slsn-sheraton-westport-chalet-hotel-st-louis/overview>
- Phone: (314)-678-1500
- Address: 191 Westport Plaza Drive, Saint Louis, Missouri 63146
- Map: <https://goo.gl/maps/4hF7K9m81SxGTXQ61>

<https://sltoa.regfox.com/south-central-vtr-2024-regionals>

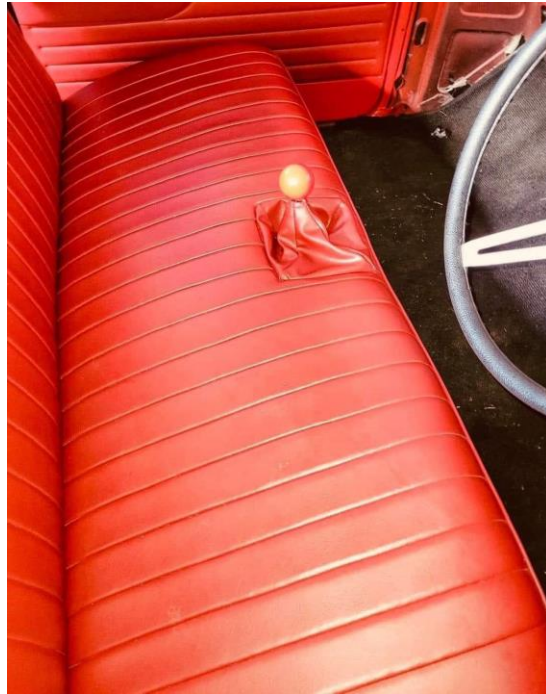
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		VTR South Central Regionals 2024 "A Confluence of Triumphs" 30 May – 1 June 2024 in Saint Louis, MO Event Registration Form		
Personal Information (for Badges)				
Name of Driver #1 (First & Last Name as they will appear on badge)		Name of Driver #2 (First & Last Name as they will appear on badge)		
Address		Home Phone		Cell Phone
City	State	ZIP	Country	E-mail address
Club Affiliation:				
List additional attendees below (Family members, First & Last Name)		Number of welcome party attendees:		Number attending banquet:
1.				
2.				
3.				
4.				
<input type="checkbox"/> Check if you want to be a Concours judge (Training on Thursday)		<input type="checkbox"/> Check if you will require parking for a trailer		
Car 1 - Vehicle Information		Car 2 - Vehicle Information		
Year	Model	Color	VIN	
Car Show		Car Show		
Event (select only one) <input type="radio"/> Concours <input type="radio"/> Concours Senior <input type="radio"/> Concours Preservation <input type="radio"/> Participants Choice		Class (select only one) <input type="radio"/> Showroom Stock <input type="radio"/> Modified Touring <input type="radio"/> Modified Prepared <input type="radio"/> Survivor		
Driving Events (check the event(s) Driver 1 will participate in): <input type="radio"/> Autocross <input type="radio"/> TSD Rally (Self-Guided) <input type="radio"/> Funkhana <input type="radio"/> Le Mans Start If running Autocross, select class if known: <input type="radio"/> Stock <input type="radio"/> Modified <input type="radio"/> Prepared		Driving Events (check the event(s) Driver 2 will participate in): <input type="radio"/> Autocross <input type="radio"/> TSD Rally (Self-Guided) <input type="radio"/> Funkhana <input type="radio"/> Le Mans Start If running Autocross, select class if known: <input type="radio"/> Stock <input type="radio"/> Modified <input type="radio"/> Prepared		
Other Driving Events Check the events you'll participate in: # of Attendees <input type="radio"/> Breakfast Run Drive – Thursday, 30 May _____ <input type="radio"/> Gearhead Tour – Thursday, 30 May (+\$10 for Lunch) _____ <input type="radio"/> Winery Tour / Poker Run – Thursday, 30 May _____ <input type="radio"/> Breakfast Run Drive – Friday, 31 May _____ <input type="radio"/> Dinner Drive – Friday, 31 May _____		*Refer to https://vintagetrumphregister.org/competition-rules/ for concours judging criteria and autocross guidelines. Terms & Conditions Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Saint Louis Triumph Owner's Association and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guest while participating in this convention. I understand that the Saint Louis Triumph Owner's Association reserves the right to revoke my registration and retain my registration fee. Cancellation policy: A full refund of the registration fee if you cancel on or before April 30, 2024. No Refund will be granted after April 30, 2024. However, special circumstances may be considered. Hotel/Lodging: You are responsible for making your own room reservations. The Saint Louis Triumph Owner's Association has reserved a block of rooms at the Sheraton Westport Plaza. Please call 314 - 378 - 1500 to make a reservation, mention discount code 8CVTR. Signature and date: Driver A _____ Driver B _____		
Registration Fees and Regalia				
Item and Quantity				Subtotal
Registration: Early \$130, fee \$155 after 30 April 2024				\$
Additional Car: \$25				\$
Gearhead Tour (Lunch): \$10				\$
Banquet: \$65 per person				\$
<input type="checkbox"/> Special Dietary Needs (Detail below if applicable) _____				
T-Shirts S/M/L/XL: \$22 XXL/XXXL: \$27		Design 1: Triumph Sports Car Lineup S _____ M _____ L _____ XL _____ XXL _____ XXXL _____		\$
www.sltoa.org				
				Total
				\$
Send signed form and check to: Saint Louis Triumph Owner's Association 4200 Weatherton Place St. Charles, Missouri 63304				

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NOTE! I received notification from the Roadster Factory that they have shipped parts. I don't know what it is, but logic would dictate that previously back ordered part(s) are due to be received.

NOTE! The Rimmer order placed on November 20 was received December 7th. Three weeks, not too bad for them actually.



Internet Oddities

I kind of like the Volkswagen



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Greasy Hands Garage North Update by John Phillips

8/31/2023 When we left off yesterday, the engine rebuild was wrapping up, only a few details to finish when the parts arrive. The biggest tasks left are to rebuild the carbs and select a transmission from the pile and get it ready for installation on the engine. After that the biggest space saver would be to rebuild the seats so onward and upward.

First thing on the agenda was to take the hood donated by Chad Jester and my door handles out to the painter.

The parts received today included the bolts for the water pump attachment. I found the gasket and bolts and started the task of putting the first bolt through the water pump housing, adding the gasket to the bolt and trying to start the bolt while holding everything.

With a couple of bolts started it was time to try to figure out the brackets for the alternator. The top right pump bolt is the anchor point for the alternator bracket. Spacers are needed for the main bracket under the alternator. I made a trip to Ace, bought a 5 inch grade 8 bolt, nut, and

washers for the bottom. Also bought some steel tube to make a spacer.

Ok, I will shorten this up. The water pump and alternator are installed, and the old but good fan belt is installed.

The fan will be added after the engine is in the car.

9/1/2023 – A copper washer is finally available for sealing the top bolt on the crankshaft cover which is prone to leaking if not well sealed. With the cover in place, it was time to move on to the flywheel.

I got it installed then noticed that the pilot bushing was not installed. Jim had taken it out and it had not gone back in, so I took the flywheel back out and put the bushing in place then reinstalled it a second time.



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Next was the clutch and pressure plate. The tool for centering the pilot bushing and clutch plate was put in place then the pressure plate was added. That was enough for the day so this weekend the fuel pump will go on and the valves will be adjusted. After that the transmission will be selected and cleaned up, filled with fresh lubricant, and maybe mounted on the back of the engine followed by the starter and slave cylinder. We shall see.

9/3/2023 – With company coming today, I went 'shopping' early. The new fuel pump was installed, and the valves were adjusted. I am sure this will be redone shortly after engine startup but for now they meet specifications..



9/4/2023 – My transmission selection was made after I moved everything in front of them for access. I tried to peek into each box of parts to see what was in it and had a little success. Some sorting was also accomplished.

With everything touched and moved things now take up more room than before but I have a plan. I did select a transmission with which to start so tomorrow I hope to load it on the truck and take it to a car wash. Maybe a high-pressure wash will take off some of the grime.

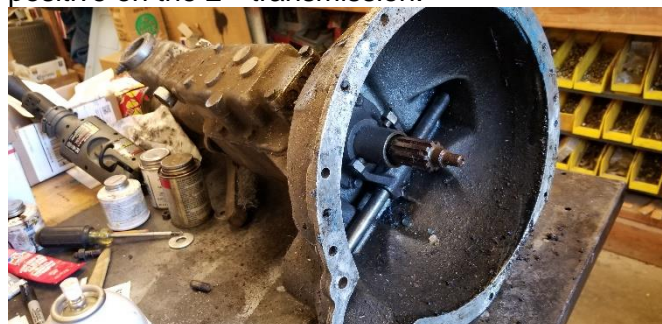
When clean and back at the shop, the big drill motor will be used to spin the transmission internals to see if each gear will turn the tail shaft.

If the gears turn the shaft without making any funny noises, it will be the one I put in the car and test first. If it tests out ok, the interior of the car will be installed and everybody will be happy. If it has problems, I will visit the car wash again with a different transmission, swap them out and try again.

9/5/2023 – I selected the cleanest transmission in the pile so I could limit the amount

of cleaning needed if it worked. It did not work. It was difficult to change gears and when I got to third, it would not shift out of gear.

Ok, this one goes back under the bench and a dirtier one was brought over to the test bench. The test is to put the transmission in each of the 5 gears and see if my big drill motor spins the tail shaft as it is supposed to. The test was positive on the 2nd transmission.



There is still risk because the synchronizers have not been verified that they are in good condition, only the 1st, 2nd, 3rd, 4th, and reverse gears themselves. I am crossing my fingers on the synchros.

I am considering the various methods of cleaning this thing. It is super nasty.

This configuration has two light switches, one for the reverse lights and one for the seat belt warning light. I think that if there are switches for the light I can use the second switch on the transmission. If not, so long seat belt warning light. Don't need it anyway.

I used the original strength of GUNK to clean the tranny.

You can see the dramatic difference by looking at the next picture. That GUNK worked well but I may need one more cleaning. It is a lot better but still needs a little more cleaning.



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I think I have new seals for this thing in the drawer so perhaps I can make it leak proof. Then some aluminum-colored paint and it should even look better.

9/6/2023 – The tranny was cleaned one more time and wiped down with lacquer thinner to promote adhesion of primer.

A trip to O'Reilly's while the drying process completed, and I had a new can of primer. Back at the shop the primer was applied and now drying. It will probably get painted later today.



The remnants of a can of 'Aluminum' colored paint were enough for the first coat.

Chances are that will also be the final coat. Fumes ran me back in the house until tomorrow. Kind of have a headache.

9/7/2023 – Today's process was to join the engine with the transmission in preparation for storage until needed to install in the newly painted car.

I used a process that I had good luck with in the past. The transmission was moved to the end of the workbench and leveled, well almost.

Then the engine and hoist were moved to the transmission. When close the engine was raised to the same level of the tranny and put on the same plain. The hoist was just pushed into the tranny and with a little raising and lowering and aligning it slipped right together with no trouble. Not even a sweat.



Fasteners were added from Jim's hardware he brought to the shop several years ago. The starter is installed on the other side. The only change was that in lieu of 3 studs at the tope I used bolts because I had no studs. Studs available locally are fine thread on one end and course on the other. Not good so in lieu of the wrong studs, the wrong bolts were used.

This is an easy change to make in the future if needed. *They were changed later.*

Upon examination it was obvious that the transmission had been carefully updated to seal everything so that there were no leaks and there



are not. I did not mess with anything on the tranny. I greased the input shaft spline and the place where the throwout bearing sits.

With everything ready to install, the oil will be drained from the tranny and replaced with better new stuff. This is a major milestone, so I am having a beer. Tomorrow, I will store it out of the way so preparation can continue.

9/9/2023 – The only 'shopping' done was to put up some of the supplies related to engine/tranny preparation for installation. I am trying to figure out what needs to be done next to facilitate the most practical assembly process when the painted car is returned.

9/10/2023 – And the winner is carburetors.

Why, because I had the kits, and I am not ready to do the seats. They will end up being difficult to store properly because of their size.

I grabbed a carb, the front as it turns out, and took it apart. I once had a set that were so bad that I gave up on them. These are just super nasty. The grub screw in the air valve had to be drilled out. The metering needle was pushed out with a small punch. All of the screws were tight and difficult to remove.

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The rubber components were as hard as a rock but crumbled a little easier. The worst were the throttle shaft seals. The choke was stuck solid with fuel varnish.

When all of the components were clean via a can of carb cleaner backed up by the parts washer it was time to begin reassembly. Working with clean and new parts is much nicer than what I started with.



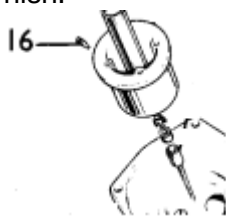
I probably have another hour to finish up reassembly and then start on the back carb. Same song, second verse.

I would like to reference my old Carb Rebuild instructions, but my new computer did not consider them important. Sorry about that. I don't know if they are still on the website or not. It is broken again also.

9/11/2023 – Well it took more than an hour, but the first carb is finished and on the intake manifold. Since storage space is at a premium right now that seemed the best place to keep them until they need to be installed for real.

The 2nd one is disassembled (mostly) and soaking in mineral spirits overnight. The metering needle is still stuck in the air valve by fuel varnish. It is held in place by the grubscrew (16) which will not move because of the varnish.

The brass grubscrew in the first carb was damaged when I tried to remove it with a screwdriver. It was drilled out and the hole enlarged which worked out ok because the one I salvaged out of my old carbs is bigger than the one damaged. The hole



was drilled and tapped to 10-32 UNF which is what the replacement grubscrew has.

In an effort to save this one it was cleaned with carb cleaner and soaked in penetrating oil followed by soaking in the mineral spirits. Tomorrow the results will be known.

9/12/2023 – Carb 2 was much more



difficult than carb 1. The cleaning took almost all day. The fuel varnish looked like hardened molasses. The air valve would not even move up and down and that was when I thought I was finished.

The grub screw had to be drilled out and the hole re-tapped to size 10-32 as was carb 1. The metering needle and retaining screw were damaged during removal and the needle portion was replaced from the stash drawer. All parts were eventually cleaned, all gaskets and seals replaced, all moving parts now working as they should. The carb, as the first, is now installed on the intake manifold.

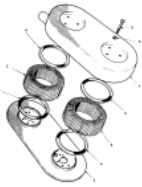


Tomorrow, paint the air cleaner.

9/13/2023 – After a bunch of home chores I did get to work on the air cleaner. I found bolts and washers for the air cleaner and cleaned the threads in the carbs to accept the bolts.

A DPO painted it previously and did a worse job than I would have done. The old paint was scraped, and wire brushed off with a lot of effort. The parts were wiped down with lacquer thinner to get all the oil and any remaining dirt off. They were then primed and left to dry.

I have found that when working on a long project that if you only work on or install one part every day it eventually gets done. After the paint is completed, I like to put on big parts first, bumpers, etc. In this case the hard to get to stuff goes in the car first like heater, wipers, stuff under the dash. Also probably wiring. Lots to do.



Just do something every day.

9/14/2023 – Gaskets were glued to the back of the air cleaner, and filters put in place. The new filters were on a shelf in the shop, and I have no memory of where they came from, but I am not surprised they were here. Actually, there

are 3 more on the shelf. The finished air cleaner looks just fine. Bolts provided by Jim Lindsey.

9/15/2023 – Planning ahead a little, the first thing up today is the wiper system. It goes in first under the dashboard due to available workspace. The only complexity in this system is the motor. I won't know if it works or not until there is power on the new wiring harness and I turn the switch. After the wipers, the heater will be installed next.



9/17/2023 – Yesterday I worked on the passenger seat and got it stripped down for the most part. I ran into what appears to be a lot of ugly mold and stopped for the day.

Today the moldy seat was moved outside, and the mold scraped and ground off. I finally opened the seat kit and was pleased to see that everything needed was there. One piece of old foam had failed and needs to be replaced.



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Before foam and fabric can be glued in place the straps across the back needed to be shortened to take up the slack from stretching over the years. Common practice in my shop.

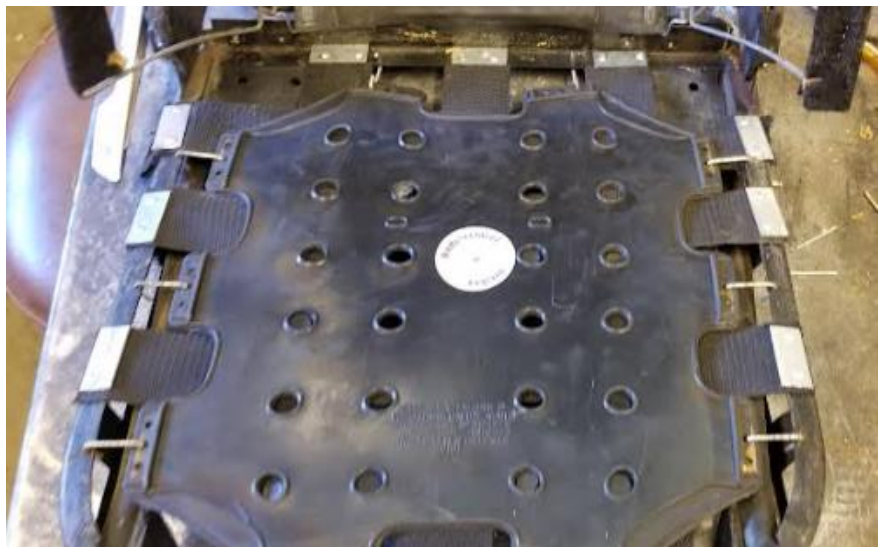
After that was done, I found some 2-inch-wide strapping to use as support for the lower seat cushion. The rubber diaphragms just fail and leave the vinyl as the only support holding us 200

pound plus guys up. The heavy fabric webbing under the diaphragms does support the weight and will greatly

prolong the life of the seats.

The picture to the right shows the back straps and the diaphragms. Maybe I will remember to take a picture of the webbing before the diaphragms go in. Nope!

Now the diaphragms are installed over the webbing. Nice and strong.

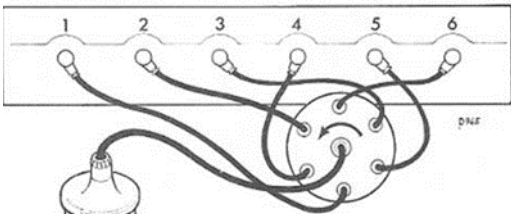


Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

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.

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

This web site is terrific for selecting a tire size that will work with your speedometer.

<https://www.tacomaworld.com/tirecalc?tires=215-65r15-205-70r15>

Classic Car Motor Oil

PennGrade 1, 20W-50



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

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

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles.

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

Coolant: Option 2; Peak anti-freeze, no water.

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

Differential: Red Line Heavy Shockproof Gear



Oil

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent.

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

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

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

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

Find paint codes at PaintRef.com

Early TR6 Seat Backs Won't Stay On

Cause: Straps in seat back are stretched. Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

So far found only at NAPA and considered best for gasket sealing. Does not harden.



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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

(918) 346-0900

deugenerobinson@icloud.com

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](mailto:cartravel@po.box.com)
[box.com](mailto:cartravel@po.box.com)**



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 Log

Inbox



Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,

*TWO CHOICES
- VISIT BOTH*



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

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

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

PEOPLE STUFF	MEMBER INFO	
MEMBER NAME		
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To GREEN COUNTRY TRIUMPHS
Check # Check Date

GCT C/O JAN PHILLIPS
5885 E. 480 RD
CLAREMORE, OK 74019
(918) 283-7017 (leave message)
maudjpp@gmail.com

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

Andy Wilmes

Admiral Alignment

+1 (918) 232-3273 Mobile
andy@admiralalignment.com

13503 N 155th East Ave.
Collinsville, OK 74021



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