



Triumphant Times

Green Country Triumphs

Monthly Newsletter for February 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

<http://greencountrytriumphs.org>

Next Club Meeting
Tuesday February 15th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Baxter's
Interurban Grill

717 S Houston Ave #100
Tulsa

From President Al Garbart **Wedgewood February**

The weather was beautiful, the sun was shining and a drive in the Wedge was called for. Janice and I drove for about 100 miles



Figure 1 January ended with a beautiful drive to Ft Gibson Lake and Western Hills State Park

through the country back roads and ended up at the lodge. After a pause to use the facilities and get a picture, we were off to Coweta and lunch at Roy's Chicken. While I was there, I posted the

picture and tagged my Cousin living in Connecticut. He responded as you would guess about the snow he was getting. I didn't tell him about what we were expecting. More fun that way. I did remind him he moved there from San Diego.

My back surgery is scheduled for Thursday, February 3rd at Oklahoma Surgical. I hope the snow does not change the plans.

Keep in mind we are still looking for a Vice-President.

The next meeting is scheduled for:

Baxter's Interurban Grill

717 S Houston Ave #100

Tuesday, February 15th

Who knows, I may see you there.

Al

Vice President Position (Vacancy)

Secretary's Minutes of **the Last Meeting by** **Janice and Al Garbart** **for Trish Lindsey**



The January Green Country Triumph Club meeting was held on January 18, 2022, at Andolini's in Jenks.

Janice Garbart volunteered to take minutes for the meeting. Members driving Triumphs to the meeting were Art Graves (TR6) and Al Garbart (TR7). The introduction of Mike and Judy Piggott who are members but tonight were representing the Oklahoma City club (COVTR). The Treasurer's report was given by John Phillips.

The donation to McPherson College was received and cashed. The Treasurer's report was accepted as read.

Car Shows: Art Graves spoke of upcoming 2022 car shows. The National Convention in Galena, Ill. Aug 29 – Sep, 1 2022, and Regional is planned for Boerne, TX for April 21 – 23, 2022.

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

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Officers and Committees

Al Garbart – President
Vacant– Vice President
Art Graves - Member at Large
Jan Phillips – Treasurer
Trish Lindsey – Secretary
Vacant - 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**

MINUTES CONTINUED

The Fayetteville, AR show was discussed. The date will be confirmed at a later date.

Membership: John reported that we now have 45 paid memberships.

Parts: John Phillips discussed the installation of the new engine in his TR8. Dale Smith is looking for a steel wheel for his Spitfire. Art has received the fender beads for Sam's TR3. Glen offered to help with the installation.

Old Business: Mike Piggott informed that COVTR, as has GCT, recently voted to donate the net proceeds from the VTR National Convention to a Scholarship fund of McPherson

Hi, John. Good to hear from you. Sorry we haven't been more involved with club activities. Still being cautious with the new covid strain going around. Car is still sitting where we left it. I go out and start it every now and then just to keep things lubricated. I'm going to call John Gauldin this afternoon and see where he stands on coming after it. He said soon after Christmas. He has a daughter in Tulsa, and said he'd bring his trailer when he came to visit her. I'll let you know what he said after I talk to him. Hope it's not too long. I haven't forgotten I still have you little magnetic tray I'll get to you. I was going to text you the other day to see if you could use me helping with your car. But I know too many hands can be as bad as not enough. Let me know if I can help out in any way.

Gary Moss

college Auto Restoration program. This will amount to \$7,300 to \$7,800; they will finalize soon.

Activities: Mike Piggott said he would like to begin arranging a PR opportunity with the presentation of the check. He would like for reps from GCT and COVTR to meet in McPherson, KS on Friday May 7th at the 22nd Annual Motoring Festival (see details on line www.mcpherson.edu/restoration/cars/) at the college for a brief presentation ceremony (maybe more) with college officials. We will plan to arrive on the 6th, enjoy the day's activities on the 7th, and return home on the 8th. Just a vision at this point. I have at least three local cars interested. Are you guys interested in sharing the moment? As a club we agreed to participate.

Door Prizes: Art awarded unused plaques from the 2004 reginal to interested members. He also had some advertising brochures given out to interested members. A motion was made and seconded to adjourn the meeting. Being no discussion, a vote was taken and the meeting adjourned.

Respectfully submitted. Janice and Al Garbart

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The meeting at Andolini's on January 18th was pretty well attended considering all the Covid cases currently making the rounds in the area. The Robinson's missed the meeting because of testing positive. Get well quick, please.

It was good to see Mike and Judy Piggott who made a meeting since they were in town anyway to see Larry Young about some Triumph parts. They restated appreciation for GCT support at the VTR National/Edmond.



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Scheduled Club Activities

WHEN	WHAT	WHO
2 nd Saturday of each month	9:30 A. M. Monthly Breakfast Outing Crescent Café in Prattville / Sand Springs	John/Denny

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/>

May 7th: McPherson Car Show and Presentation

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TWS Gathering 2021 - June 9-12 - West Dover VT USA

Join us for the premier **Triumph** and **Land Rover** gathering in the Northeast!

Open to all marques with a focus on Triumph TR7/8 and 80's,90's & early 2000's Land Rovers

[Show Info & Registration \(it's free\)](#)

- Full schedule soon. Mix of back road drives, dinners, driving events and socializing!
- This year will see an on road driving event (race course, drag racing) for all the cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers
- Rover V8 Tech session by TWS founder Woody Cooper
- Free T-Shirts and other swag for all attendees



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UPCOMING EVENTS

Greetings Triumph Friends,

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/satbvd-the-bevy-hotel-boerne/>

Your Bevy/Hilton Host Hotel Link is: [HERE](#)

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. Link [HERE](#)

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.

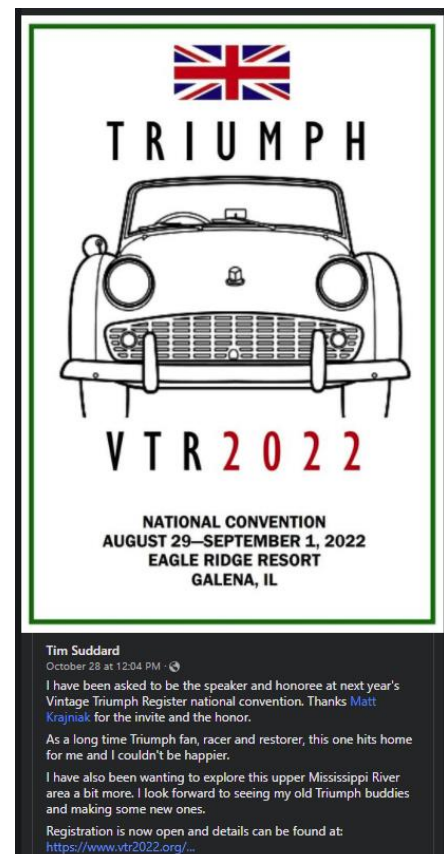
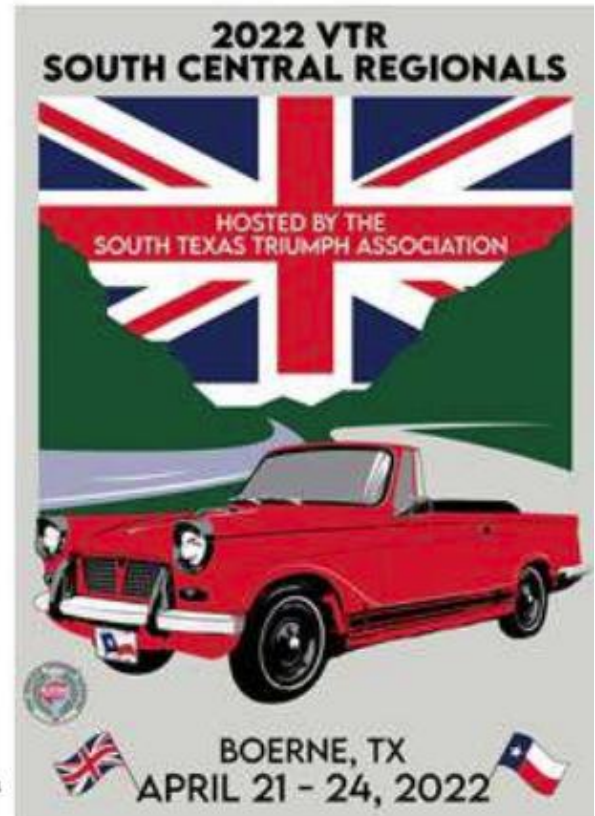
The Coordinators for this event are Joe Kboudi and Larry McDonald. Joe may be reached at 210-884-3036 or jmkboudi@gmail.com. Larry at 210-912-5545 or larry.mcdonald53@gmail.com

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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Not for sale. I'm gonna fix it up one day.



So a friend of mine works at a car dealership, a young person came in with an older car and wanted to know why his iPhone charging port is scratching his screen and not charging!



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Greasy Hands Garage North Update by John Phillips

12/21/2021 – Jim from TWS called to let me know the new 3.9L engine had shipped. When will it get here, nobody knows at this date? I hope about a week, or New Years Day. That would be a great way to start the new year.

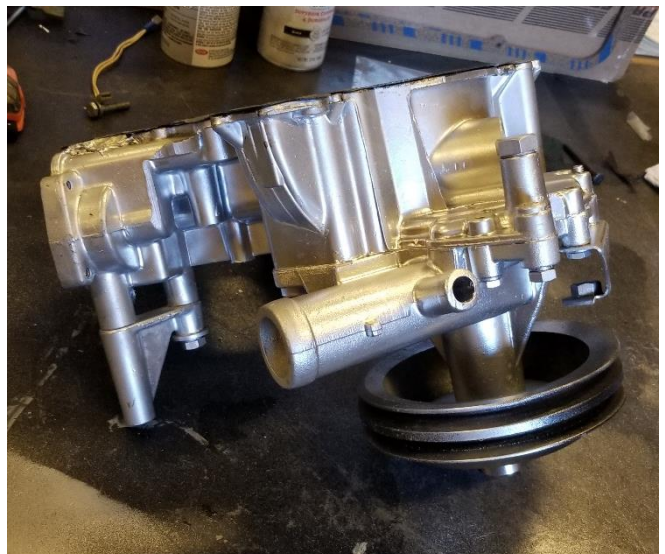
12/26/2021 – The parts box is due today so time will be spent making sure parts are properly separated, cleaned and matched to appropriate hardware where applicable. The big question is which belt goes where? They need to be right the first time. Changing them around is a big job.

The front crank seal will be the first part out of the shipment and will be installed in the chain cover. That assembly will be placed in box #1 for placement on the engine when ready.

After the entry above was in place FedEx delivered the parts box to my next door neighbor. I noticed him and walked over and retrieved my parts.

The first things opened were the gaskets. The repainted oil pan was close by so I grabbed that first and used the new sealant to put the gasket in place and set it aside to dry.

12/27/2021 – The oil seal for the front of the crank was oiled and pushed into the retainer built into the timing cover. While I was working on it my focus remained there and the gasket between the cover and the engine was put in place. I am using an upgraded gasket sealant now. It is similar to the red sealant used previously but the new one is for use in the aviation industry for improved leak protection. Hopefully it will perform as advertised.



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On the other side of the cover is where the water pump mounts so that seal was installed followed by the new water pump.

A little paint was squirted on the assembly to make it look a little cleaner and it was set aside to dry.

Tomorrow the oil pump will be added to the assembly and it will be ready to install on the engine.

With paint drying, some other parts were removed cleaned and painted. Work is proceeding slowly which is just fine with me. The engine is due tomorrow.

12/28/2021 – With the timing cover off access to the oil pump is great. Petroleum jelly was used to fill the space for the oil pump gears then the gears were pressed down into the jelly.

Gasket sealant was brushed onto the timing cover and oil pump cover where they meet. Sealant was brushed onto both sides of the gasket and they were allowed to dry for a few minutes.

They were then joined together and fasteners put in place to hold everything. It has been very handy to install as many components as possible onto the timing cover prior to installation since the access is so simple. Now I am just waiting for the engine to arrive.

The engine arrived around 2 p.m. strapped to a pallet, wrapped in cellophane with a cardboard box on top. No visible damage.



I had very little time to do much other than use the hoist to lift it off the pallet and get it bolted to Denny's engine stand. I did rotate the engine on the stand to make sure the position would allow it to turn easily without violence.

The oil pan was placed on the bottom of the engine to keep the dust out. Install will, I expect, be tomorrow after paint.

12/29/2021 – The bottom of the engine is all dressed out. The oil pickup tube, cover and oil pan are in place. The timing cover is also in place which includes the water and oil pumps.

I hit a snag when it came time to install the pulleys on the crank. There are a damper and 3 pulleys that stack up on the crank but so far, I have not been able to orient them properly. Must be time to quit for the day.

12/30/2021 – When I woke up this morning, my mind went directly to the pulleys and a way to put them together. It worked and the pulleys are back on the new engine. The only thing left on that task is to torque the crank bolt to 200 pounds feet, for which borrowing a torque wrench from O'Really's is necessary because my torque wrench only goes to 140.



Before the pulleys go on, the power steering bracket had to be installed along with the appropriate belt.

Next the bracket for the air conditioner compressor goes on and you can see the two belts loosely installed on the pulleys.

All of the bolts are now installed on the timing cover. Next the pulley for the water pump will be attached then the alternator goes on followed by the common belt.



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Figure 2 This is the way I keep the pulleys from turning as the crank bolt is torqued to 200 ft lb. It takes a big boy to make the torque wrench click at 200.

I think the intake manifold deserves fresh paint before going on. The list of tasks to be accomplished prior to raising the engine/transmission back into the car is getting shorter.

12/31/2021 – Today the crank bolt was torqued and some parts were painted including the intake manifold, water pump pulley, transmission and motor mounts.

The old engine was put on the pallet that brought the new engine to me and it

was covered with IKEA shopping bags made from tarp material. It was held together with tape and a tie down strap. Cardboard covered it all so now it can be shipped back to TWS.

1/2/2022 – The valley cover is on, the intake manifold is on, the motor mounts are on, the valve covers are on.

The only hiccup was that one of the valley



pan bolt holes was smaller than on the old engine. It took me a minute, maybe more,

to figure out that the bolt was too big for the new engine. Apparently at some point the old bolt hole

had been messed up, drilled and re-tapped to one size over normal. I would have preferred a thread insert but not my work. It was oversize when I got the car. I just had to put the smaller size bolt in to fix the issue.

Tomorrow the marriage of the engine to the transmission will begin and the rest of the parts like clutch, flywheel, exhaust manifolds, starter, slave cylinder, etc. will be reinstalled.

A lot has been done but there is still plenty to do. That is ok, this is supposed to be a hobby. As long as it is running sometime in January that will be ok with me.

After a beer and a nap, I got my second wind and went back to the shop. The exhaust manifolds were moved from where they were stored to the work bench where they were painted. That paint dries quickly so the gaskets, bolts and keepers to prevent the bolts from turning out were moved to the engine.

One by one the manifolds were moved to the engine and installed. They were heavy and a little hard to handle but they are installed so tomorrow the engine will come off the stand and onto the hoist after it is used to lift the transmission onto a work bench. More on this tomorrow.



1/4/2022 – The big plans for today vanished after the flywheel was fully installed. I dropped the clutch plate and it broke. No more work until a new clutch plate can be obtained.



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1/6/2022 – Although there were no clutch discs found available in the USA, TWS ordered one from the UK. Part number GCP242 shows available at multiple sources but no one actually has one in stock.

I have no ETA on the clutch plate so breaking the one I had was a really bad deal time wise.

Tom Harris was here when it broke. He had helped me lift the transmission onto a work bench for easy alignment between the transmission and the engine to facilitate joining the two. Just put that on hold for a couple of weeks.

Today I returned Denny's engine stand since the engine is now on the hoist. I also bought a replacement transmission for the Sky.

1/8/2022 – The drive to breakfast this morning took about 30 minutes in the Honda Ridgeline. Great driving vehicle but missed the TR8 and the Sky. The tranny on the Sky is going out so only driving it minimally until the new transmission is installed.

As for the 8, waiting on a clutch plate.

Breakfast attendance was sparse today. The Robinsons joined Sharon, the Garbarts, the Larsons, Jack and me at the Crescent Café.

We visited about cars, Covid, old friends, etc. The eggs were a little over cooked for my taste but the waffle was very good.

We will continue to monitor attendance at the breakfasts to evaluate the level of interest in continuing. If you have comments on this activity, location, times, etc. please let me know so they may be addressed.

1/11/2022 – Yesterday TWS sent a message letting me know that the new clutch plate will be here on Thursday. It seemed prudent to check everything in the shop again to see if any left over work needed completion before starting on the clutch.

On top of the transmission is an electrical connection that showed some wear. The insulation at two points was not covering the copper wires.

Jim Lindsey had told me about a product called liquid tape intended just for this type of issue. It was used to paint the wires a couple of times to provide strength and insulation to the wires. I like this product. It was actually applied a couple of days ago.

As for today, there a couple bolts installed that needed to be switched. One on the alternator bracket, one on a compressor support. Length being the issue.

The next bit of housekeeping was to tighten the power steering belt while access was at maximum. Next was tightening the belt from crank pulley to the idler pulley.



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A little grease was placed in the pilot bushing and I called it a day.

1/13/2022 – Having been cautioned by Woody at TWS, the oil pump cover will be removed and the sealant applied earlier removed. The new gasket arriving with the clutch plate will be put on dry and the fasteners reinstalled.

This is done to ensure that absolutely no silicone will get into the engine and cause damage. The sealant that I had used was a light liquid so the chance of it migrating into the oil system was very slight but at Woody's insistence, the gasket will be changed and sealant removed. He is the expert so he gets to dictate. The only silicone sealant used on the engine was on the valley pan.

The parts arrived around 11:30 and I got busy. The first order of business was to remove the sealant from the oil pump cover as advised by Woody (TWS). The new clean gasket was put in place and the fasteners replaced.

The clutch went in next and that went smoothly. Not so lucky with the transmission.

I had the transmission on the table and the engine on the hoist. The transmission was leveled on the table, the engine leveled on the hoist. The hoist was move to the transmission and the height mated for both.

I did not anticipate problems because the last time I used this process it was the easiest mating I have ever done. On this day it seemed the pilot bushing was right at the minimum tolerance making for a very tight fit.

I worked at it for a couple of hours before everything aligned and slowly was pulled together while keeping everything aligned.

The starter was installed and work started on the inspection plate that attaches to the bell housing bottom.

By this time, I started dropping things and having to redo stuff installed out of order. Good day but enough. In the morning I drive to Bartlesville to the Honda dealership for an annual oil/filter change on my truck. After that, back to the shop to get the engine/tranny ready to reinstall.

1/14/2022 – This was pretty much a day of rest after yesterday. I took the truck to Bartlesville for service and bought a screw needed for the oil pump cover on the way home. The plan is to install it tomorrow and then go on with the assembly that I can do before installing it all in the car. I should finish tomorrow.

1/15/2022 – The first order of business today was to shorten and install the last oil pump cover fastener. I found a Phillips head screw



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version pretty easily at Ace Hardware but no 12 point head versions. I went with what they had which was 2 inches long. Since I needed one 1 9/16s inches long I cut some off and then chased the threads so it would install easily. A little thread lock was added before installation.

The access plate to the bell housing and throwout bearing was next. Very hard to install the retaining screws due to a lack of room to maneuver. This also contained the mounting hole for the slave cylinder so that went in next followed by the fluid pipe that installs between the bell housing and transmission.

Next was a thorough examination for any empty bolt holes. I found 5 and installed the correct fasteners. Hope I got them all.

The completed assembly was then lowered onto a car dolly so it could be pushed under the car to facilitate lifting them into their position in the car. And suddenly it is ready to install.

1/16/2022 – Today was a good, long day in the shop. Jack McGlumphy showed up first followed by Tom Harris then Glenn Larson. The goal for the day was to have the engine, transmission and sub-frame secure in the car.

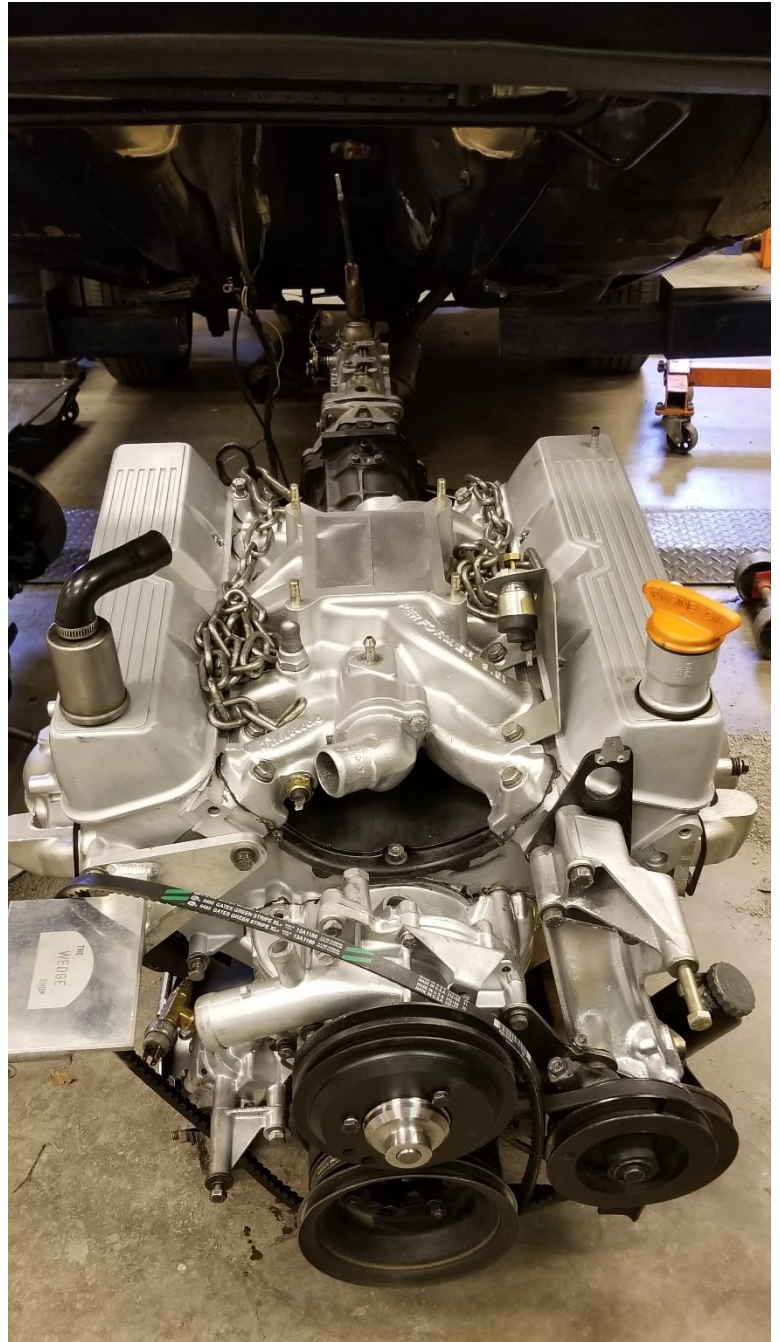
Before that was started, the bolt holes for the valve covers needed to be cleaned out so that was completed before anyone else arrived.

The preparation for lifting the engine was in progress when Jack arrived. We got the lift in position with chains hanging from both front arms to accommodate lifting the engine/transmission. We proceeded with lifting until the transmission could be bolted into position which it was.

Additional lifting raised the engine high enough to roll the sub-frame under the engine. Using a jack, Jack and Tom lifted the sub-frame enough to attach the two struts to the towers. The sub-frame was then bolted to the frame using all assorted bushings, spacers, washers and bolts/nuts.

I went to the shop at 9 and left about 4. That is a long day for me and I could tell that my helpers were ready to call it a day as well. I would not have achieved my goal for the day without their help.

Tomorrow the job continues with attaching the drive shaft, buying new bolts for the motor



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mounts, new nuts for the strut towers, new water hose and clamps for the cooling system, etc.

The irritating thing about the TR8 is that most of the fasteners are metric so my supplies do me no good.



1/17/2022 – Charlie had borrowed the trailer to move some cars to and from car shows and picked today to bring it home. He picked me up and dropped Paula off at the house so she could visit with Jan.

The trailer was taken back to Karl's house for storage until needed again.

Back at the house Charlie offered to help putting Christmas stuff back in the attic. I deftly rerouted that offer to the shop. There was some remaining work needed to complete.

We made a run up to Ace Hardware to buy new bolts for the motor mount installation, then we got everything properly located and new fasteners installed. Done.

Now the chains from the lift arms to the engine have been put away. After Charlie and Paula departed, I went back to the shop to do a little straightening up. The drips from the power steering and cooling systems caught my attention



so the power steering hoses were connected to stop the mess on the floor.

The lower radiator hose was put back on next to stop the drips of coolant. Now maybe I can work with less mess.

My next task was to put the brake calipers back on which took a while on one due to pilot error. The other went on easily. Next were the tires and wheels, put on prematurely.

I forgot to fasten the brake pipes to the struts so the wheels will come off tomorrow to make that correction. Then on to thirty-three other things to redo everything that was undone needed to complete the task

1/18/2022 – Meeting night. First order of business today was to clean and organize the shop.

The jacks, jack stands, wheel movers, engine hoist, blocks of wood, etc. were put in their storage places. The floor is now empty from the car



to the door. I even swept up. Much better

All of the steps shown are complete. Since this is the only project currently in work the rest of the project will continued next month.

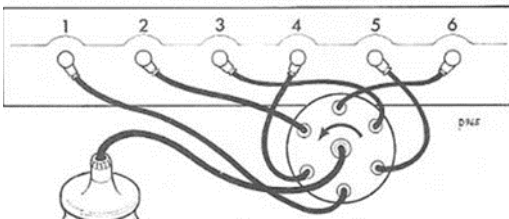
- 29 Mark the position of the propeller shaft and gearbox drive flanges.
- 30 Remove the four bolts and Nyloc nuts securing the propeller shaft drive flange to the gearbox drive flange.
- 31 Remove the speedometer cable clamp bolt and remove the cable.
- 32 Disconnect the clutch slave cylinder hydraulic pipe from the clutch hydraulic hose.
- 33 Remove the bolt securing the clutch hose bracket to the bell housing.
- 34 Remove the intermediate steering shaft lower two pinch-bolts.
- 35 Slacken the locknuts securing the brake hoses to the front suspension struts.
- 36 Slacken the steering arm front bolt and remove the rear steering-arm/lower caliper bolt, both sides.
- 37 Remove the remaining bolts securing the brake calipers to the stub axle assemblies, detach and support the calipers.
- 38 Remove the Nyloc nuts, three each side, securing the damper and spring assemblies to the inner wing valances.
- 39 Remove the bolt securing the power steering pipe bracket to the sub-frame.
- 40 Drain the power steering fluid into a suitable receptacle and seal all pipes and housing ports.
- 41 Lower the rear of the vehicle.
- 42 Position a jack under the sub-frame and raise to take the weight.
- 43 Fit an engine lifting harness to the lifting hooks and attach to a mobile crane.
- 44 Raise the hoist to support the weight of the engine.
- 45 Remove the engine mounting nuts and bolts.
- 46 Remove the sub-frame nuts, lower rubber bushes and spacers.
- 47 Lower the sub-frame and suspension assemblies, withdraw from the vehicle.
- 48 Remove the steering intermediate shaft.
- 49 Position a jack under the gearbox, support the weight, remove the nuts securing the engine rear mounting cross-member to the body.
- 50 Lower the engine and gearbox assembly, withdraw from underneath the vehicle.

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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.



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.



Gasket Sealant
Grade

Aviation

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

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

Land's End Merchandise & Club Logos

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

GCT Merchandise

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

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



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**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.¶**