



Triumphant Times

Monthly Newsletter for February 2025

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 \$20 to: Green Country Triumphs, C/O Jan Phillips, 5865 E 480 RD., Claremore, OK 74019

**Next Club Meeting
Tuesday February 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Big Whiskey
4532 E. 51st
Tulsa**

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

The President & Adele will be out of town for several months. Meetings will be conducted by other attendees.



Vice President’s Article by Pat Kendall

Big Whiskey
4532 E. 51st
Tulsa



Minutes of the last meeting

by Secretary Adele Blom

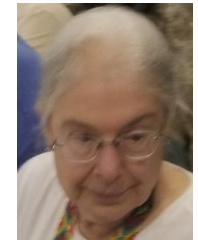
GCT Minutes for January 21, 2025

The January meeting of Green Country Triumphs was held at Brook Restaurant (3401 Peoria) in a very nice private room. There were 15 members present. Rolf Blom called the meeting to order about two minutes early at 6:58pm.

The November minutes were approved as published in the December newsletter.

John Phillips provided the Treasurer’s Report. He reported three cash disbursements since the prior meeting. First there was a payment of \$200.73 to Jon Wood to reimburse some payments he incurred, to maintain the website. (This matter had been discussed and approved in that meeting in November.)

There was also a payment of \$225.00 to the Vintage Triumph Register for our annual



insurance coverage 2025. Finally, Jim and Trish Lindsey were to cover the excellent filet mignons they had purchased for our Christmas party at the Lindsey's house in December. The steaks he cooked were very well received.

Both the club's checking account remains healthy, and savings account showed no change. Dues for one new club member, John O'Hara, were the only deposit. Both accounts will cover our needs for the year.

John Phillips reported for the Parts Committee. He obtained a new GPS speedometer for his TR6 and installed it on top of his dashboard. He showed around a photograph of the installation. The old speedometer in the dashboard could still be seen reading around ten mile per hour with the car parked.

Obviously, the new instrument will be a great improvement. Jim Murray had found instructions on how to adjust a speedometer when it is out of order; and will email the article to John. Rolf reported that his TR3 had a poorly damped speedometer which swings around a great deal and he generally has to rely on the tachometer to estimate his speed; so the possibility of a good alternative would be a great improvement! Maybe something needs oil because it has gotten gummy. Delightful discovery.

The only activity coming up in February is the "Drive your Triumph Day" on February 10. This worldwide event always occurs on Sir John Black's birthday. Art Graves reported that Mike Piggott told him the Oklahoma City Club would likely be traveling west this year so we probably would not be able to join them. Michael Burns offered to plan a short drive in the hope that our Triumphs would provide a decent turnout. Maybe Café 33 in Perkins.

Car Shows were spoken of by Art Graves who also maintains this report in the newsletter. On April 23 through 27 the Red River Triumph Club there will host the VTR Southwest Regionals in Waco, Texas.

New Orleans will host a car show the last week in March. We also discussed possible local events; none were specifically mentioned. Our members Charlie and Paula Brown attend several shows locally as he has many cars of different types he keeps in shape.

There was no old business from prior meetings discussed as the name tag distribution has occurred.

For new business Adele Blom reported that she and Rolf have been drafted to look after two grandchildren every Tuesday from January on to the end of her nursing school semester. This involves hospital training work from Noon to midnight each of these days unless there is a change of plans. Art Graves generously offered to run the monthly meetings during the interval, and Jim Murray was willing to help as well.

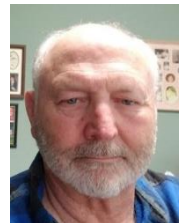
The meeting adjourned at about 7:18 thus having an elapsed time of only twenty minutes. Happily, many of the members stayed around for further conviviality for quite a while longer. The room at the front of the restaurant was popular with those present.

Five members then reconvened in the bar for another hour after many had left. Consider joining the post meeting group if you have time!

Editor's Corner by Editor John Phillips

The January meeting was attended by about 20 people. The location was the **Brook Restaurant, 3401 S. Peoria Ave.**

A show of hands after the meeting indicated attendees liked this location and is in favor of more meetings at this location.



On Drive Your Triumph Day, Art, Al & Janis, Michael Burns and I traveled to Guthrie to tour the Sottish Rite Temple Museum with members of COVTR. The Temple was well worth the visit. It was well presented, and it was interesting to learn that many scenes in the movie Reagan were filmed in the Temple. Of course, I had to come home and watch the Movie which was very enjoyable and well done. More later.





TR8 Repairs: Alternator Replacement

By Michael Burns

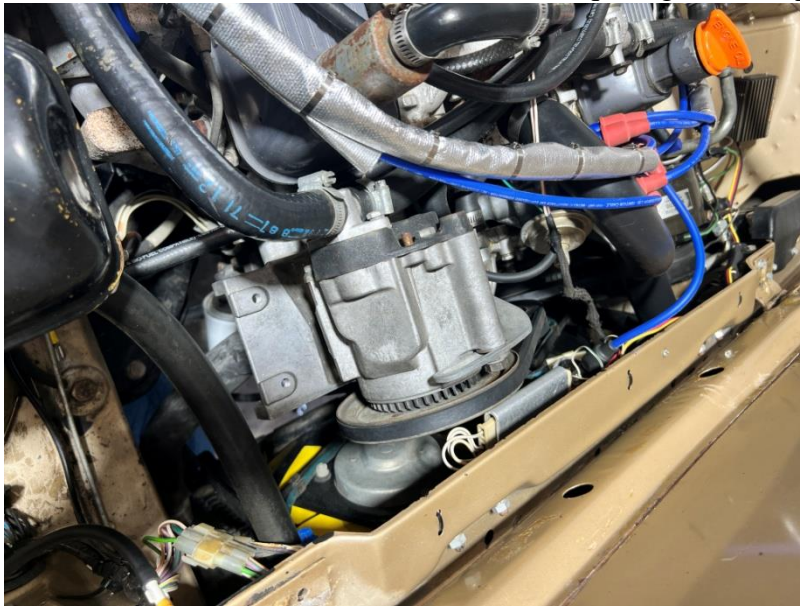
Recently, I undertook a pretty significant repair (for me) on my 1980 Triumph TR8—replacing the alternator. This is not the only repair I have been up to this season, just one I had time to document, and this will be the *short version* of the story, believe me - lol.



After fixing the air conditioning system due to a bad hose, I noticed someone had put a 43amp alternator on it, which pretty much explains why the last owner didn't bother to fix the AC - the 43 AMP alternator couldn't handle running the car with the AC on at all. The power drain was too much, so an upgrade was necessary.

I found a 100 AMP replacement kit on The Wedge Shop's website (<https://thewedgeshopstore.com/tws-gm-alternator-conversion-kit-w-bracket-tr8-rover-v8/>) and ordered it at the end of August.

Now, \$400 is a lot to me, so I hoped for the best. It took a long time to come to me (and many calls to TWS). The custom bracket in the kit pushed the ship date until November to arrive, and it came scratched, requiring some re-polishing before installation (see pics). The kit



lacked detailed instructions, which added to the challenge, so I postponed the installation until winter when I had more time.

The new bracket didn't include a connection for the air pump that injects air into the exhaust.

Since the air pump didn't seem to be working effectively anyway due to the carburetor being swapped with a Holley, I decided to remove it. Advice from the Triumph Forums, (<https://www.triumphexp.com>) particularly from a nice fellow in Canada who had installed the same kit, proved invaluable. I also learned (too late as I had already bought

the kit) that a Saturn CS120 alternator could be a simpler and cheaper alternative, fitting the original bracket. Found a site on eBAY if you're ever in that situation (<https://www.ebay.com/itm/New-Alternator-Saturn-SC-SL-SW-1-9L-21020854-21021310-21021447-210-5100-8107/281060129161>).

Installing the new alternator presented a tight fit, with the alternator touching against the lower radiator hose.



The kit had too short of a belt. So, finding the correct belt size was crucial, and after two attempts, I sourced the right size from NAPA. The part #25-7453 worked perfectly, unlike the shorter belt provided by The Wedge Shop.

After installation, the alternator tested fine, but the coolant light kept coming on. Drove me crazy trying to troubleshoot that. The issue was a disconnected wire on the reservoir, a tiny tab which was hard to spot but easy to fix once identified. Seriously it took me two days to find it (Thanks John Phillips!)

That fixed, the saga continues. Even before the change out, I have noticed a persistent battery drain, hopefully only hinting at the need for a new battery. This is just another reminder that there's always something that needs attention. Replacing the alternator on my TR8 was not supposed to be challenging - but ultimately it was rewarding, and educating, and I hope my experience offers helpful insights for anyone considering a similar repair.



Scheduled Club Activities

WHEN	WHAT	WHO
February 10th	Guthrie tour of the Scottish Rite Temple	Art/John
March 15th 2025	St Patrick's Day Party at Phillips Home	Jan
November 5th	Guy Fawkes at Phillips Home	Jan
December 6th	Christmas Party at Phillips Home	Jan

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



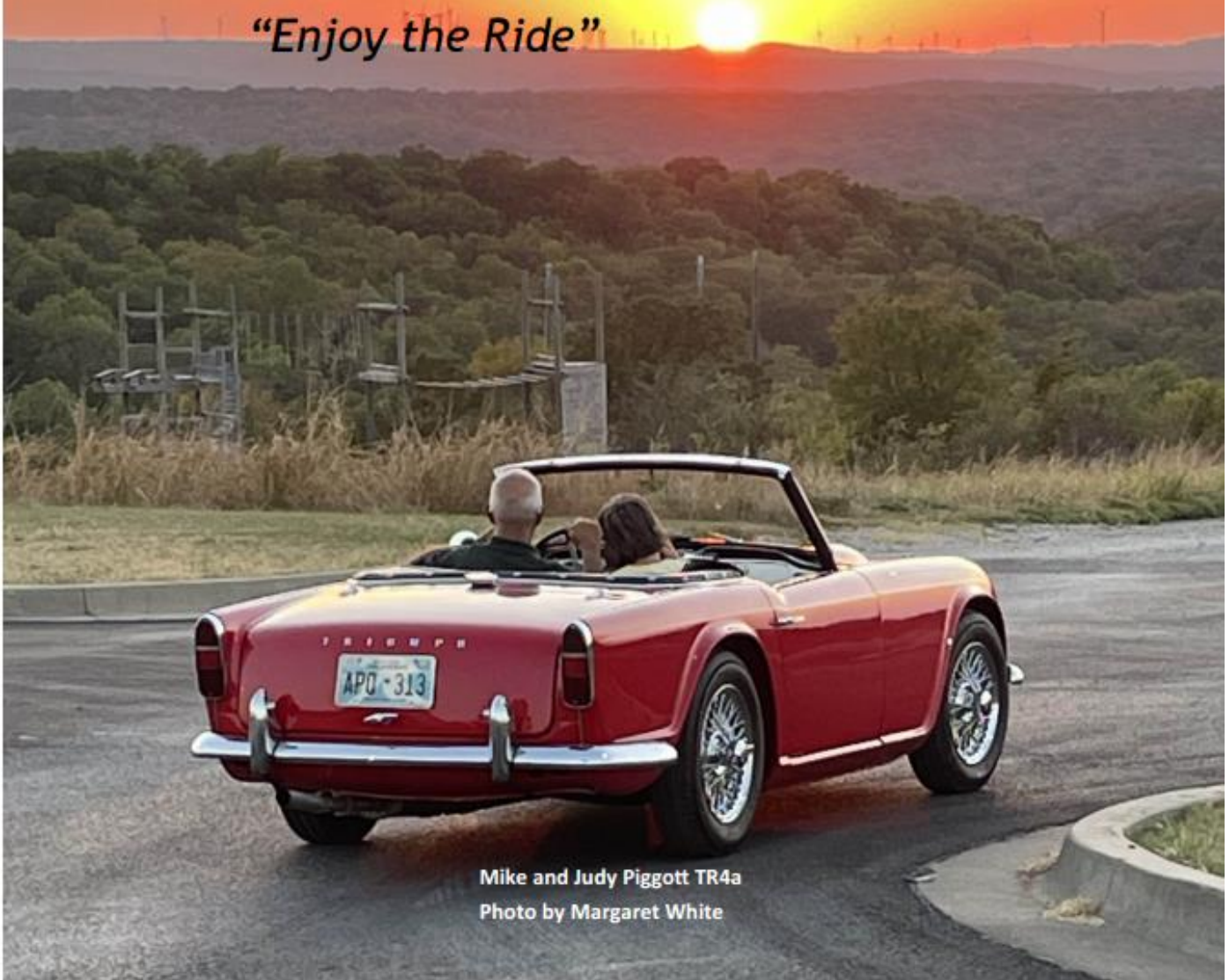
Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

Triumph Trails



Central Oklahoma VTR Newsletter November 2024

“Enjoy the Ride”



Mike and Judy Piggott TR4a
Photo by Margaret White

Worth seeing again!

2025 CAR SHOW LIST **by Art Graves**

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 29, 2025

Web: <https://www.bmcno.org/2025-british-motoring-festival/>

VTR South Central Regional Convention

Location: Bellmead, Texas

Date: April 23 – April 26, 2025

Web: <https://redrivertriumphclub.org/2025-scvtr-regionals/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 11, 2025

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

The Wedge Shop Gathering

Location: ??

Date: ??, 2025

<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 7, 2025

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

TRA National Meet

Location: Kalamazoo, Michigan

Date: June 16 – June 20, 2025

Web: <https://www.triumphregister.com/national-meet>



Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 27 – June 28, 2025

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

VTR National Convention

Location: La Crosse, Wisconsin

Date: July 15 – July 18, 2025

Web: <https://www.mntriumphs.org/vtr2025/>

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 7 – September 8, 2025

Web:

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

Brits on the Bluff

Location: Natchez, Mississippi

Date: September ??, 2025

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 25 – September 27, 2025

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

6-Pack Trials

Location: Fontana Dam, North Carolina

Date: October 2 – October 5, 2025

Web: <https://jimholewka.wixsite.com/trials2025>

Triumphest

Location: Buellton, California

Date: October 5 – October 8, 2025

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

Texas All British Car Day

Location: Austin, Texas

Date: October 10 – October 12, 2025

Web:

<https://www.hillcountrytriumphclub.org/txabcd/>

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

DATE: SATURDAY, MARCH 29, 2025

Save the
Date!

British Motoring Festival

Covington Trailhead

March 29, 2025



British Motoring Festival March 29, 2025

BMCNO invites you to our British Motoring Festival on Saturday, March 29, 2025 at the Tammany Trace Covington Trailhead and Firehouse Events Center in Covington, Louisiana! British Motoring Club New Orleans celebrates the interest, ownership, restoration and driving of British cars and motorcycles. We hope you'll be a part of our 33rd annual show by entering your British car or bike, or come by to visit! Info and registration coming soon at bmcno.org.

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



**2025 SOUTH CENTRAL
TR REGIONALS
APRIL 23-26, 2025
BELLMEAD, TEXAS**



Red River Triumphs invites you to 2025 Regionals

The Red River Triumph Club is pleased to invite you to the 2025 South Central VTR Regionals to be held April 23 -26, 2025 in Bellmead, Texas. The theme will be the 60th Anniversary of the Spitfire MK2. Our host hotel, The Holiday Inn & Suites, is located just 10 miles north of Waco, Texas on I-35. The hotel is central to all of the driving activities and other planned events and provides spacious meeting and dining room spaces for all of our onsite activities.

[Register HERE](#)



Our Featured Marque,

Celebrating the 60th Anniversary of the Spitfire MK2, the second in the series of Spitfires. It was styled for Standard-Triumph in 1957 by Italian designer Giovanni Michelotti and the Spitfire was introduced at the London Motor Show in 1962. It was manufactured at the Standard-Triumph Canley works, with approximately 37,409 MK2 being produced between December of 1964 to January 1967

Where to stay

The Holiday Inn Express & Suites has a limited number of rooms reserved for us. You can use the below QR code to book a room in our reserved block and pricing.

Or call them directly at **Front desk:** 1-254-799-9997

Holiday Inn & Suites Waco Northwest

1801 Development Boulevard Waco, Texas



Tentative Schedule of Events

Wednesday—23 April

12:00pm-8:00pm Registration/Hospitality
12:00pm-5:00pm Self-guided tours

Thursday—24 April

7:00am-9:00pm Breakfast Runs*
9:00am-6:00pm Registration/Hospitality
9:00am-6:00pm Silent Auction
9:00am-3:00pm Gimmick Rally*
9:00am-11:00am Autocross Tech Session
2:00pm-5:00pm Autocross Tech Session
6:00pm-8:00pm Welcome Reception

Friday—25 April

8:00am-5:00pm Registration/Hospitality
8:00am-5:00pm Silent Auction
10:00am-3:00pm Autocross*

Friday—25 April Cont..

11:00am-2:00pm Funkhana*
1:00pm-6:00pm Car Wash
6:00pm-8:00pm Dinner Runs*

Saturday—24 April

7:00am-8:00am Judge's Breakfast
9:00am-6:00pm Registration/Hospitality
9:00am-1:00pm Concourse
6:00pm Silent Auction closes
6:00pm-7:00pm Happy Hour
7:00pm-10:00pm Awards Banquet

Sunday-27 April

7:00am-11:00am Farewell / Checkout

NOTE: Activities marker with an * are counted as driving events, for concourse.

Schedule subject to change.

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

Dallas All British &
40TH ANNUAL EXPOSITION
SUNDAY, MAY 11TH, 2025
BATH HOUSE CULTURAL CENTER, WHITE ROCK LAKE
PARK



TRIUMPH REGISTER OF AMERICA
Formed to preserve the Triumph marque
ESTABLISHED 1974

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[Membership](#) [Tech](#) [National Meet](#)
[Members Only](#)



[Register](#)



**CRUISE INTO KALAMAZOO AND LET
YOUR TRIUMPH TRULY 'ZOOM'!**

2025 VTR National Convention Information

2025 Vintage Triumph Register National Convention

The Minnesota Triumphs Sports Car Club is excited to be your host for the 2025 North American Triumph Challenge!

We had a terrific event hosting VTR in 2018, so we're heading back to the same great location and host, with even more fun to fill your week.



<https://www.mntriumphs.org/vtr2025/>



Event Dates: July 15-18, 2025

Location: Radisson Hotel, La Crosse, Wisconsin

Event registration will be available before January 1, 2025.

La Crosse is near the center of the Driftless Area of Wisconsin right on the Mississippi River. This region is well known for its rolling hills, beautiful views along the river bluffs, and excellent back roads. You can pick about any direction and find scenic, winding roads with friendly small towns to visit.

VTR 2025 Accommodations

Both hotels below have opened the room blocks with our special event rate, so you can reserve your hotel room now.

Host hotel: Radisson Hotel La Crosse

- Book your room online: **VTR Booking**
<https://radissonhotellacrosse.reservationstays.com/>
- Or by phone: (608) 784-6680, let them know it's for Vintage Triumph Register 2025
- Rates: \$135 king city view, and \$145 double queen river view

Hotel Reservations now Open!

Backup hotel: Home 2 Suites

- Book your room online: **VTR Booking**
<https://home2suiteslacrosse.guestreservations.com/>
- Phone: 608.881.6666
- Rates: \$144 for the King Studio suite

Home 2 Suites is less than 3 blocks from the Radisson, so you're close to the action at either place, and there are several other options nearby to choose from if you wish.

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

Paula and Charlie Brown and Floyd, his dad, are getting set up for the Daryl Starbird show.



This beautiful blue convertible is, I think, the latest one added to the stable. Big power under the hood.

Another oil option messed up.

I recently found out that the motor oil of preference here had a change in formulation. Mobil1 changed their 20 W 50 weight high performance oil to eliminate the ZDDP needed for flat tappet cam applications.

One good option that I found and eventually accepted is Maxima Racing Oil, 20 W 50 that includes the needed ZDDP. It arrives in a 5 gallon pail and there is no shipping charge.

Since I have not been using oil in bulk some other stuff was needed to make the job efficient and effective.



not work).

Of course, a suitable container is needed to support getting the new oil into the engine so an opaque oil dispenser with visible measures for quarts is handy for making sure 5 quarts is measured out and added to the engine at each oil change. (**This worked well**)



Lisle Corporation 19732 Oil Dispenser, 6 Quart, Translucent White
Part #: 21219732
Qty: 1 @ \$ 22.99 each



Maxima Racing Oils 39-35505B Semi-Synthetic, 20W50, 5 Gallons
Part #: 22915505
Qty: 1 @ \$ 168.95 each

So now that the system is supported with proper equipment and products, high quality oil can be purchased in bulk and available when needed. The cost of the high quality bulk oil is a little more cost effective than buying quart bottles.

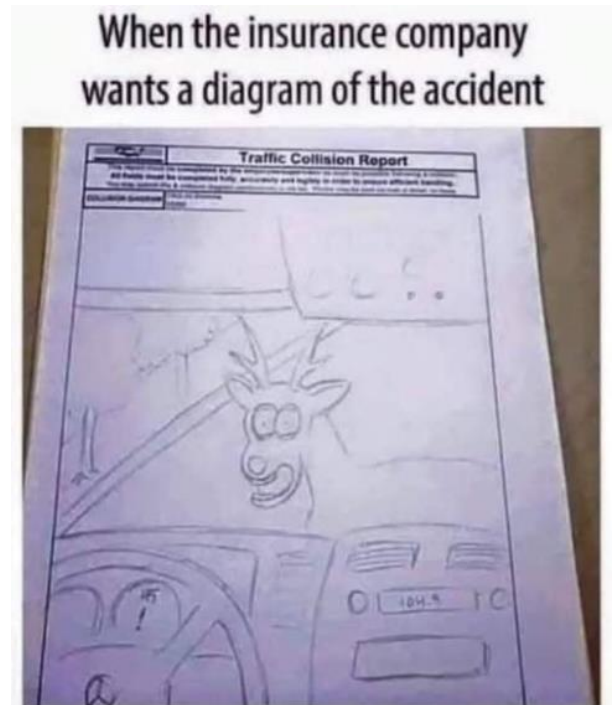
The only other products needed are the oil filters, Wix 51515 for the TR8, 51516 for the TR6. All is well here in Triumph land.

This is an opinion offered by the editor and you process is probably different and works well for you. Is this a great country or what?



Figure 1 Gary's new lift is functional

Galaxy A15 5G



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



Greasy Hands Garage North Update by John Phillips

10/13/2024 – If you recall, new points and condenser are on order from TRF, so this was a good day to clear the no longer needed clutter from the shop. Things like 3 wheels/tires that are not needed but just can't throw away, remaining upholstery supplies, tools, etc. Looks better and there is more room to walk around. Parts are due tomorrow.

10/18/2024 – The new points and condenser had no effect on the problem. Jim Lindsey was here yesterday to help try to figure out why there is no spark at the coil.

We spent about 3 hours testing various components and trying ideas to figure out the cause. One thing Jim did was to test the coil to see if it was good. The resistance was checked on all 3 of the coils in the shop and they all tested good with the one given to me by Sam tested the best. According to the workshop manual the designed range is 3.0 to 3.5 Ohms. Sam's coil was in the correct range, the other two were a smidgeon low.

By the time we finished for the day the battery was only showing about 9 volts so today the battery will be charged and maybe some more investigation, but to be honest, I don't know what else can be done. It is a mystery. Full 12 volts of power to an acceptable coil but no spark from the coil that passes the only known test. Any ideas out there?

"Make sure the new points are not grounded, but the breaker plate and distributor IS grounded. The coil won't give up it's spark if the points set is grounded. I've found brand new points sets to be faulty on more than one occasion. Also had a case where the distributor itself had a very poor ground to the block and defied troubleshooting." John Gauldin

So, I have my orders for tomorrow. Thanks John, I really appreciate your help.

Steve stopped by on his way home today. We had a good visit, but we made no progress on my problem.

10/20/2024 – Ok, I followed John's instructions to the letter. I found no problems and the lack of spark at the plugs persists. The search for an answer goes on.

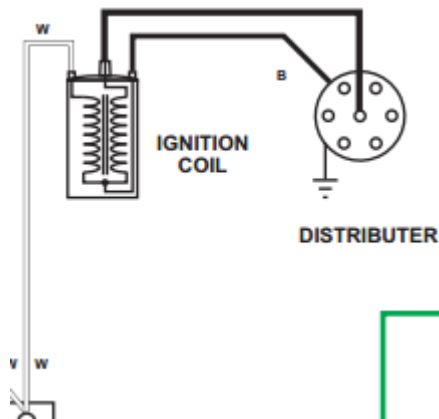
10/23/2024- Disassembled one brake caliper on the TR8 to update the rubber seals. It had been updated previously so it was put back together and put back in service.

Jim Lindsey used the rack yesterday to change his transmission fluid in his Toyota Sienna. New upgraded brake pads have been



Brake Pads TRW Ceramic MGB HD, TR8, Stag \$56.99
GDB340
Brand: TRW

ordered for the TR8 in an attempt to improve front brake effectiveness. *(Editor, much better now.)*



10/24/2024 - The guessing and testing of the TR6 will continue. The coil tests ok (donated by Sam Clark off his old 72 TR6) and is currently a part of all tests being done to resolve the “no spark” problem.

As you can see by the diagram, power is via white wire from the fuse block to the + terminal of the coil. The problem is that there is no power past that point to the plugs. **There is power to the points. Why not the plugs?**

10/27/2024 – On Friday Jim and I (Gemini?) pulled the distributor out of his 76 TR6 parts car to see if my 72 would run with a different distributor. Today I hope to find out.

Using a different distributor did not help. Testing the parts car unit resulted in spark but not in the car. There has to be a short between the distributor and ground where it should not be.

10/30/2024 – Another day of testing and retesting which verified my previous results but

came no closer to an answer, maybe. I plan to test a few more theories.

10/31/2024 – Today I went to Jim’s house to lend a hand with the installation of the J type o/d transmission in his TR4. After the throwout bearing was installed and the tranny was mated to the engine it was down to looking for washers and bolts, so I excused myself while Jim and another helper finished up connecting the two.

11/3/2024 – This is the really rainy weekend so instead of putting the Sky outside, to work on the TR6, I worked on the TR8 since it was inside and accessible. This time the brake pads were changed in hopes of increasing the effectiveness of the stopping power.

I used a small trolley jack on one side then the other. This job should be super easy, but it is not. The new pads do not go in easily. The spring retainers held in by two long split pins do not line up easily with the holes in the calipers.

I wrestled with them for a couple of hours before they were installed appropriately. Easy use meaning no emergency stops for 150 miles is required by the instructions.

11/4/2024 – Today I took another run at the TR6 but made no progress toward getting it to start. After that I texted Chad to visit the shop to give me a hand. Jim and Sam had been here to help but the problem persists. I am hoping Chad can figure it out.

11/5/2024 – Since the top was off and the passenger seat belt was out, as was some of the carpet out as well as the passenger seat to accommodate installation of the wheel arch covers, and since I have no plans to drive it anywhere with no top until Spring, I put it all back on the car.

The top requires the side bolts to be installed but I got tired and decided to come in and start watching the election results. *(My guy won)*

11/6/2024 – The bolts went in the side brackets for the top bows pretty easily since I was fresh and not



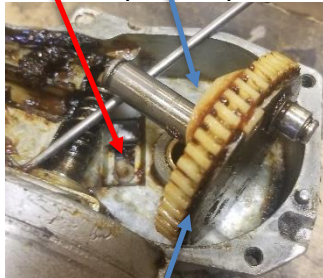
tired. I moved the car outside in the sun to soften the vinyl and help with stretching it into place to fasten it down.

I decided to work on the wiper system while the vinyl warmed up. The issue is that they do not park in the proper position.

I stopped for a minute to go ahead and fasten the top to the windshield frame. The heat worked great to relax the vinyl.

You have to read the instructions.

On the underside of the molded gearwheel is a raised section that pushes the parking switch trigger down to shut off the aux power to stop the wipers.

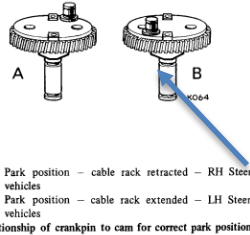


The plate and wheel were separated, the plate was rotated 180° and reconnected with the wheel. **This puts the pin in the proper attitude for a LH drive car. This motor was set up for a RH drive car when received.**

This was my first time dealing with this issue.

assembly. Normally the crankpin mounting plate is not separated from the moulded gearwheel. If they should become parted assemble so that the relationship of the crankpin to the cam is as shown.

Naturally I lost the retainer clip for the wheel when it sprung across the shop. I used tie wire that fits in the groove to hold the shaft in place.



A Park position - cable rack retracted - RH Steer vehicles
B Park position - cable rack extended - LH Steer vehicles
Relationship of crankpin to cam for correct park position



Figure 2 Wheel pin position as received with car.

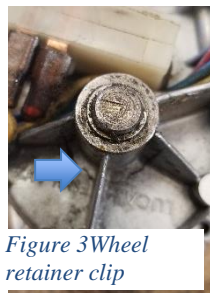


Figure 3 Wheel retainer clip

EVERYTHING HAPPENS FOR A REASON. BUT SOMETIMES THE REASON IS THAT YOU'RE STUPID AND YOU MAKE BAD DECISIONS.

Well, this little project was another learning experience for me. Every time I get to thinking I have done about everything that can be done to these cars' reality furnishes a fresh supply of humility to set me straight again.

I am still looking forward to Chad's visit to teach me why this darn car won't run.

11/12/2024 - Today I fiddled with the distributor in the 6. After a while I started looking for an old distributor from which to steal a part. That became unnecessary when I found a distributor hidden away in one of my parts drawers.

I ended up shelving the original for this nice-looking replacement. It did not fix the problem. I guess my best asset at this time is a visit by Chad.

I found a wiper gear retaining clip lost earlier so tomorrow I will see if I can install it and not lose it. There are a couple of other things I want to take care of on the wipers anyway.

11/13/2024 - Today the wiper motor was removed one more time to ensure all components were properly lubricated and to install the proper retainer for the gear wheel assembly. I think that is finally complete.

Jim Beasley came to the shop to borrow my carb adjustment tool for air/fuel mixture. He is having work done on his Strombergs and borrowed instead of purchasing the tool.

Chad came to the shop tonight to find the fault causing the car to not start. He did find it. The replacement distributor installed yesterday had new points, but one wire was not where it should be. He put it in the right place and the car started.

I was on the right track changing distributors, but I should have checked the wire connections. So now I have a running car again

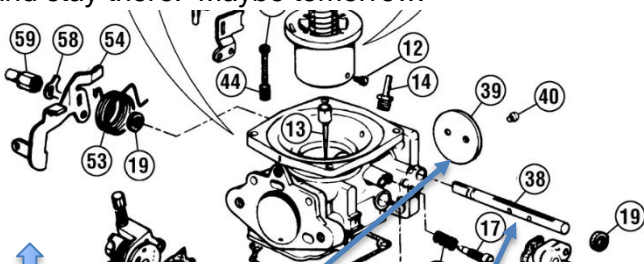
Maybe I will send the original distributor off for a rebuild. Maybe not. Tomorrow, I will set the timing and go driving, I hope.

11/14/2024 - Today I set the carburetor adjustment, adjusted the timing, checked the timing and the dwell. Ready for a drive. Oh wait,

Adele just called and said she and Rolf were bringing something to Jan.

We received an application today from John O'Hara of Sand Springs who has a Spitfire so instead of driving I am processing his application. It feels like a conspiracy to me.

Well, it was finally time to drive the car. I started it up and the throttle shaft on the front carb was sticking causing the engine to rev pretty high and stay there. Maybe tomorrow.



11/15/2024 – This morning the front carb was removed for another inspection and repair.

All of the details on the left were removed first, then the 39 butterfly and the 38 throttle shaft. The first problem was that one of the 19 rubber seals was slightly cut and dragging on the shaft. The 19 seals were both replaced with new parts.

Some red grease for use on rubber was applied to the 19 seals and the 38 shaft then the parts were reassembled. Never forget to punch the 40 screws to displace some metal so the screws will not work themselves out and down into the engine.

Another part replaced was the 53 spring. I wanted as much down force on the lever as possible to ensure the butterfly 39 would close appropriately.

The first test drive was less than ideal. Back at the shop I noticed a lot of slop in the linkage and started making adjustments to minimize it. After that I messed with the carb again and finally got all the needed adjustments completed. The second test drive proved the linkage and carb problems were gone.

Next, I plan to work on an oil leak and hood hinge replacement. In the meantime, the pressure on the hood latch was relaxed some to ease the closing process. There will be a lot more articles

needed to document the resolution of things found that require work and parts.

11/16/2024 – The oil leak. I tried the easy stuff first. The bolt in the stripped out threads was heavily wrapped with Teflon tape and reinserted. I had hoped to do a Helicoil repair on the hole, but my drill and 21/64 bit would not fit to allow drilling a straight hole. Amazon had a 12-inch-long bit, so I ordered it for delivery tomorrow. The Helicoil fix will happen then. The neat thing about this fix is that the oil pan does not have to come off. The bit will go through the pan with ease and drill the needed hole.

If any resulting leak is bad enough the timing chain cover will have to come off and have that seal replaced. Big job.



After the bolt was addressed, I applied silicone engine seal to the areas where the timing chain cover and oil pan attach to the block. I have had some good luck with this if the silicone actually covers the leak.



11/17/2024 – The 12-inch drill bit ordered from Amazon arrived today about a quarter to 4. Work on the 6 will resume tomorrow.

11/18/2024 – The long bit was just what I needed to drill the hole for the Helicoil. The tap that came in the kit was used to thread the hole. The Helicoil was twisted into the hole to create the correct thread for the standard bolt. Teflon tape was used to fill the thread area, so oil did not leak around the threads.

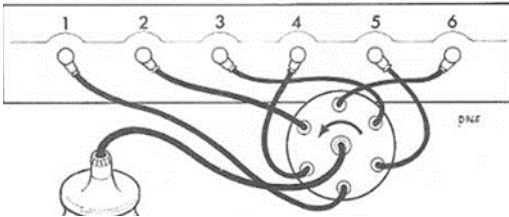
The bolt was inserted and tightened to the torque values and that job was done. I expect there should be no leaks from the seal at the bottom of the timing chain cover or the front edge of the oil pan.

If the seal around the harmonic balancer is doing its job the leaks should be eliminated but I am not holding my breath. I do not do well with fixing leaks normally. Wish me luck.

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.classicarmotoroil.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.



For TR8

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 best for gasket sealing. Does not harden.



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

Classified Section

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North Has Used **FREE** TR6
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Structural parts for
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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

(918) 346-0900
deugenerobinson@icloud.com

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
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1200cc Engine Block, Head and Oil Pan

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Triumphs apparel and
merchandise

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

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



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



Bits of Triumph

*Embroidery Inspired by
Triumphs & their Drivers*

Wynnell Gorman
wynnell@bitsoftriumph.com



To explore website:
Scan here

<https://bitsoftriumph.com>
Mobile: 469-383-2009
4610 Jakes Way, Midlothian, TX 76065



2008 Saturn Sky Redline (Turbo), \$12,000 Excellent condition. John Phillips
topaztr6@gmail.com

Land's End Merchandise & Club Logo

Inbox



Art Graves

to me, Rob, Dennis

**TWO CHOICES
- VISIT BOTH**

Hi John, Rob & Denny,

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

Thanks,
Art

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



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

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

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

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

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

Cheers,

Our 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

NEW EMAIL ADDRESS awilmes@atlasok.com

13503 N 155th East Ave.
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