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riumphant Times

Green Country Triumphs Monthly Newsletter for January 2021

Recipient VTR Newsletter Award 2016 - 2018

http://greencountrytriumphs.org

Club Dues Are Due July 1st or before of each year to the club Treasurer.

Green Country Triumphs, C/O Jan Phillips

Next Club Meeting

Tuesday January 19th Dinner at 6:00PM Meeting at 7:00 PM **Location: Baxter's** Interurban 717 S Houston, Tulsa

Officers and **Committees**

Art Graves - President Al Garbart- Vice President John Phillips - Member at Large Jan Phillips – Treasurer Trish Lindsey – Secretary Kay Robinson - Activities Art Graves - Car Shows Jon Wood – Web Master John Phillips – Newsletter, Parts, Repairs, Appraisals, Membership topaztr6@gmail.com

From President Art **Graves**

I'd like to wish everyone a Happy New Year! With so many divisive issues in our world and lives, I think everyone is glad to say goodbye to the year 2020.



And even though nothing has really changed, advancing from December 31 to January 1 gives us hope.

Speaking of 'nothing has changed', club activities are still limited. Normally a planning meeting is held in January to schedule events for the year. We'll forgo that meeting for now and reschedule it later in the year. As I mentioned above, we have hope.

Car shows are slow to be organized and scheduled. Other than several national events (VTR National Convention, Triumphest, 6-Pack Trials and TRA National Meet) the local shows are missing in action. Again, we can hope that these shows will survive the disruption and will be scheduled soon.

Hopefully everyone remembers that February 10th is Drive Your Triumph Day. This is to celebrate Sir John Black's birthday, the man who organized Standard's purchase of Triumph after the war (the big one), and went on to make the cars we enjoy driving today. This world-wide event has been organized by Rye Livingston with the Triumph Travelers Sports Car Club in Northern California. The event is nothing more than taking your Triumph out of the garage, driving somewhere for a photo op and sending the picture to Rye. He will then post most of the pictures online. We can discuss this more at the January meeting.

Since returning from my Big Bend trip in November, the TR6 has sat in the garage. I took it out to run a few errands last week and upon returning home noticed a dribble of motor oil in the driveway. Further investigation revealed a pool of

oil under the car. What the hey! I restarted the car and sure enough, oil was squirting out on the floor. Several possibilities came to mind – oil pressure warning switch and oil pressure gauge pipe assembly to name a few. Looking at the engine from above I did not see anything suspicious, so up the car went on jack stands. I then started the car, crawled under it and found oil leaking from the oil filter canister. I tightened the oil filter attachment bolt, which stopped the leak. I'll need to keep my eye on that, but that seems to have fixed it.

I hope to see you at the January meeting. I suspect the turnout will be low, and that is understandable.

Cheers, Art

From Vice President Al Garbart

Wedgword

Bradly is officially a big brother as of December 15th. Evelyn had to spend a few days

extra at the hospital so Janice and I had Bradly to spoil. Evelyn is home and, as you can see, Bradly is very proud.

I don't have much car news other than with the warm weather we had last week I took the opportunity to drive the

wedge. I have a few projects I am attempting to complete this winter so she might not be on the road for the forceable future.

We had a quiet Christmas at home but were able to have Kaylee and her family come over with the baby.

The next meeting will be on Tuesday, January 19th. Baxter's Interurban has agreed to host us.

I hope to see you all there as conditions allow.



Αl

Secretary's Minutes of the Last Meeting by Trish Lindsey

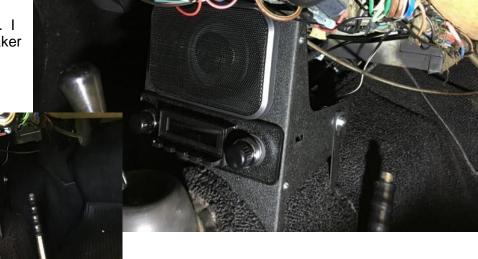
No meeting/party in December.



2021 Scheduled Club Activities					
WHEN	WHAT	WHO			
Feb 21 st	Drive Your Triumph Day				

A New Radio for the TR3 FROM GLENN:

had King's Kustoms install a RetroSound Longbeach radio & SiriusXM. He did a great job on installation at a reasonably price. I still have to come up with a speaker grill which is an odd size.



ALL DONE!

Nice job Glenn, looks good.



December 13th was not a good day for sportscars and there was a lot more to come after this picture was taken.



ARKANSAS CHAPTER

1200 W. Walnut Ste. 2406-08 Rogers, Arkansas 72756 (P)479-621-8700

September 5, 2020

Green Country Triumphs made this donation after the annual car show in Fayetteville was cancelled. Editor

Janet Phillips 5865 E 480 Road Claremore, OK 74019

Dear Janet:

Thank you for your generous \$500 sponsorship of the 2020 Brits in the Ozarks Virtual Car Event. Your continued support enables us to provide vital programs and services for the ALS patients and the families that we serve in our community.

Since Lou Gehrig's death from ALS in 1941, there is still no known cause or cure. The ALS Association is actively funding different and diverse research projects across the United States and around the world and continually and aggressively seeks cutting-edge ALS research.

For the past 15 years, the ALS Association of Arkansas has expanded our outreach efforts to people with ALS and their families across Arkansas. Your donation helps to provide them with services in their valiant struggle to live with this debilitating disease such as medical equipment loans, augmentative communication devices, support groups, transportation, advocacy and education.

Thank you again for your generous contribution. We appreciate your long-term partnership in our fight against ALS and hope we can count on your generous support in the future.

Kind regards,

Tépcoming 2021 Car Shows?

Many clubs/organizations have not committed to a 2021 car show, and I tried to indicate that on my list. Also, some of the web links do not work or are not quite accurate. Hopefully this will improve in the near future. Art

New Orleans All British Car Day

Location: TBA, New Orleans, Louisiana

Date: March ??, 2021

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas Date: No information for the 2021 show Web: http://www.allbritishcarday.com/

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: No information for the 2021 show Web: http://carthagecarshow.com/

The Wedge Shop Gathering

Location: West Dover, Vermont Date: June 10 – 13, 2021

https://www.facebook.com/events/25771800913

8021

TRA National Meet

Location: Lexington, Kentucky Date: June 14 - 18, 2021

Web: https://www.miamivalleytriumphs.org/tra-2021

Euro-Expo Car Show

Location: Sand Springs, Oklahoma
Date: No information for the 2021 show
Web: http://www.jaguarcluboftulsa.com/

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: No information for the 2021 show

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas Date: No information for the 2021 show Web: http://www.britishironnwa.org/

VTR National Convention

Location: Edmond, Oklahoma

Date: September 14 – September 18, 2021

Web: http://VTR2021.com

Triumphest

Location: Flagstaff, Arizona

Date: October 14 – October 16, 2021 Web: https://triumphest2021.com/

Texas All British Car Day

Location: Round Rock, Texas

Date: September 24 – September 26, 2021

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

6-Pack Trials

Location: Richmond, Virginia

Date: September 30 – October 3, 2020 Web: http://www.6-pack.org/vb5/



The Wedge Shop Gathering!

Come join us for a weekend of driving mountain roads, enjoying good company and British cars. June 10-13 2021 West Dover, VT

Register for the event now

The Kitzhof Inn located in West Dover, VT will be our HQ for the weekend. The event aims to be a casual weekend with numerous ride & drives, driving events and a special British themed dinner.







The Mother Road September 14 - 18 Edmond, OK

https://www.triumphsok

Something from the UK



These are the LAW:
SIX hand signals you should always use...

Road users! It is your responsibility—
to use these hand signals! Failure
to do so in an appropriate case is an
offence punishable by fine. Your neglect
may also affect your liability in the
wont of an accident.
Make your intentions clear, early . . .
give the CORRECT HAND SIGNALS
... BEFORE you act!

QUEENSLAND ROAD SAFETY COUNCIL

Coad Safety Laws
FOR YOUR OWN SAFETY
AND FOR OTHERS

Seen on a T shirt-

That is a terrible idea. When do we start?

Sounds like a standard work process here in the shop.



Top Tip from Facebook

Maybe everyone knew this but me? I've grown tired of wrestling with an old top (hood) on a cold day, so I use a ratchet strap hooked onto one the latching pins and hitched under the bumper. By ratcheting the strap, I pull the pin on one side until it drops into position, then I go to the other pin, push it down into the hole, and then I remove the strap, and latch the first pin. It has worked on the cantankerous tops on both my TR8 and TR6.







FROM THE INTERNET:

The best modification I've had done to my '72 TR6.

The addition of electric power steering, fitted in a totally reversible way, so that it can be returned to standard at any time.



The design, and all the engineering was thanks to Dale Reardon of West coast racing, who did all the machining and just left me to do the electrics. It has transformed the way the car drives, it now feels nimble and responsive. The amount of power assistance is adjustable with a control knob under the dash.

All I need now is some dry weather to enjoy it

Interesting upgrade.

CONVERTING POSITIVE GROUND TO NEGATIVE GROUND

The reason to do this conversion is convenience, not reliability – it allows you to use modern electrical accessories, especially radios.

There is an article in the April 1993 issue of British Car summarizing this conversion – the following is a summary of the important points, with additions based on the experience of VTR members.

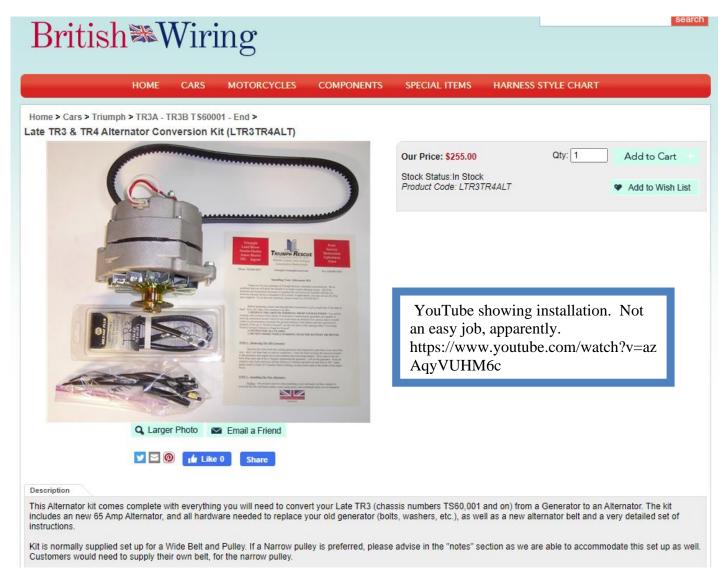
- 1. Remove the battery
- 2. If you have a radio, remove it.
- 3. Remove the central panel in dash and reverse the wires connected to the Ammeter. Replace panel.
- 4. If you have an electrical fuel pump (non-original on TR-4), and it's a late model SU with a diode across the points rather than a condenser, reverse the connections to the diode.
- 5. Connect the (-) post of the coil to the wire going to the distributor, the (+) post to the wire going to the ignition switch.
- 6. Replace the battery, with the terminals reversed. If you are using the car as a daily driver, I'd

- strongly recommend that you replace both the ground strap and the positive lead going to the starter solenoid with new cables. It's cheap, and will give you a better connection, which means more reliable starting.
- 7. Disconnect the two leads to the generator. Temporarily connect one end of a length of wire to the positive terminal of the battery. Touch the other end of the wire to the F terminal on the generator (the one the smaller lead is connected to; wire is brown with green stripe) several times briefly. This repolarizes the field windings so you get the proper output.
- 8. Reconnect the two leads to the generator.

That's it – all the electrical devices on the car will now work like normal. You can install a new negative-ground radio, or other electrical accessories. I put in an electric windshield washer pump – much better than pushing that stupid button! Feel free to ask the VTR mailing list if you have any questions.

By the way, if you have starting problems, check that the starter motor bolts are tight and that all connections are clean. Most electrical problems on my car have been caused by corrosion and bad grounds rather than component failure.

<u>If you wish to upgrade from a distributor</u> to an alternator see next page.



I am sure there are other sources for these items but these folks should have a lot of experience with this type of conversion.

Presenting this information was prompted by my having watched a new episode of Wheeler Dealers where this conversion was performed on a TR4. Even if you watched it, perhaps your memory is like mine and not able to capture all the information needed for the conversion.

In this episode they showed some neat stuff like replacing a door skin so it was a good episode in my opinion, however they did not do much on paint. The passenger door had many garage dings from the cars parked to close for easy exit. It certainly was not up to their usual standards. They chose to preserve the patina on this rust free one owner car. It needs paint and dent work in my opinion.

My weak memory says the car sold for around \$8600.



Greasy Hands Garage North Update by John Phillips Continued from last month:

12/4/2020 – Yesterday we cancelled the Christmas party. Today the sun is out and I got a touch of cabin fever so I went to the shop to see what I could mess up.

This time of year, is the time I set aside to provide any maintenance needed for both the TR6 and the TR8. My inclination was to start on the TR6 but I have more projects to do on it than on the TR8. Since Mark said he may come to the shop tomorrow I chose to work on the TR8 so the lift will for sure be available for Mark if he does decide to work on his Spit.

The TR8 list of things to do under maintenance is mind boggling so some of the things that were most likely not an issue, were weeded out of the list of things to actually be addressed.

First up was the oil. PennGrade 1 racing oil was successful in eliminating the most annoying banging noise from the engine

that has been there since the rebuild. With this oil the engine when cold sounds like it should all the time. When the engine is warmed up it sounds like a TR6 with valves adjusted a little loose. I don't like it but it is so much better I live with it. The car runs so well that I hate to mess with it.

So, the old oil was checked and was ½ qt. low. During the year I had added ½ qt. so over the year 1 qt. of oil was used/leaked. The oil pan appeared to be leaking at the back so the bolts were tightened to hopefully stop the leak. We shall see.

The old oil was drained and the filter removed. The new Wix 51515 filter was installed. The transmission was verified as full as was the differential. Since there is nothing to grease under the TR8, it was lowered and the 5 ½ quarts of new PennGrade 1 added to refill the sump.

The brake fluid, clutch fluid, coolant, and power steering fluid were checked and found to be at proper levels. The oil catch can which separates out oil from crank case vapors as it is drawn into the carburetor was

checked, and a small amount of oil emptied out. It was then cleaned and reinstalled.

The spark plugs were removed and checked to see if the carb was set about right on richness.

The Haynes manual is my reference for reading spark plugs for proper settings. It appears the plugs from my car



Typical condition of plugs.



are just a tad rich so they were leaned out 1/16th of a turn on both sides.

The gap on the plugs had also widened a little so they were set back to .035" which is .005" more than called for in the specs. The increase is consistent with the addition of my Pertronix electronic ignition system so all is well.

The car was started to confirm presence of oil pressure and to look for leaks. While it was running, the timing was verified as having retained the setting of 5°BTDC. Normal setting is 10°. Since I am no expert at tuning anything but for sure not a TR8 I don't know if that is the best timing setting or not. All I know is that the car runs like stink so if it isn't broke, don't mess with it. Another reason to not mess with the timing is that the idle speed increases while there is no more adjustment available at the idle screw.

The next thing was to check the pressures in the tires. I let the air pressures

down to 24 PSI which is correct for the front. The rear calls for 28 but I stayed with the 24 for ride quality. The performance suspension does not ride nearly as well as Jack's TR8 that is stock.

12/6/2020 – It is Sunday, the sun is out and I needed to drive somewhere. I backed Tinkerbell out of the shop and headed toward Claremore. My routine drive was old 88 to Oologah, on to Collinsville and back home. Today I drove old 88 to Oologah but then moved to the new 88 and back to Claremore and back home just for a smidgeon of variety.

The cleaned and regapped plugs actually made a difference. There was no evidence of stumbling upon takeoff from a stop. I keep the idle speed up around 1200 RPM to prevent the stumbling but perhaps it stumbled because the plug gap was too wide.

So, we live and learn. Perhaps the manual was closer to correct when it stipulated .030". Whatever it is, it runs better so good for me. I like better.

Later today Jim drove his truck into the shop to complete the installation of a new receiver hitch. We struggled with that job for a while but finally finished it after which we loaded his transmission and new clutch stuff and moved them to his house. I am on call for the next activity on this project.

12/7/2020 – Today I am going to get the parts car frame ready for transport to Jim's house. He is determined to start the old engine if possible and sell it if it runs.

The differential is out of the frame but not the ½ shafts so they might need to be stabilized or removed prior to the move. Jim plans on raising the front wheels to the truck bumper, looping a chain connected to each side of the frame around the trailer ball and pulling the frame with the rear wheels on the road. Sounds possible.

12/10/2020 – Time to start on Pumkin annual maintenance and improvements. Lots

to do. The most obvious thing was done first, oil and filter.

The oil is Mobil 1, 15W50 with extra zinc. Filter is Wix 51516. With most of the leaks fixed the car did not use oil this year. It was drained and the filter removed. Naturally new oil was put in the pan and the new filter put in place.

The differential and transmission were checked and needed no topping off. The trunnions were topped off with the proper oil. The bad news was that when greasing the upper ball joints and tie rod ends came up, they were both in bad shape. I have no idea when they were last changed but it could have been over two decades. Time to order parts.

I had tie rod ends and one ball joint in the shop stuff so the order will be for ball joints only. They are sold in pairs so there will still be a spare in the shop.

Next on the list was spark plugs. Since I had so much good luck with cleaning and adjusting the plugs on the TR8 I decided to do the same on the TR6.

All plugs were removed. Two plugs for each carburetor. The front two plugs were terribly rich. I have not touched them for a year but I have no idea how the air fuel mixture got so rich. It has run well all year.

The other four were well adjusted for air / fuel so they were all cleaned and the gap checked. They needed no changes to gaps, unlike the TR8.

With anti-seize applied to the threads, the plugs were put back in place. Wires were in good shape but a little silicone lubricant was applied to the tops of the plugs to make it easier to install or remove wires.

The rotor was cleaned and replaced. The cap shows a little wear but I decided to use it a little longer anyway. The cap and wires were put back in place. The tips section shows how.

The next job was to install the new water pipe from the pump to the radiator. This

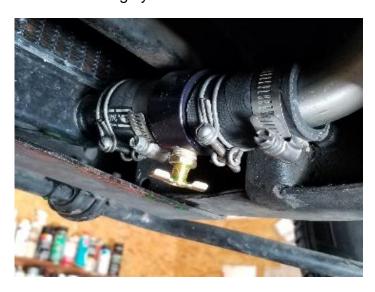
new stainless pipe will not rust and houses the temperature sending unit for turning on the fan when the engine is getting warm.

The coolant (Peak full strength antifreeze, no water) was drained from the system so the old steel pipe could be removed. As expected, the coolant was clean and green. I support using straight anti-freeze without any water. The engine runs warmer but the water causes so many problems that I have better luck not adding water to the cooling system.

Make sure your cooling system is in top condition if you decide to try this on your car. It has worked very well on my TR6. I use the Evans waterless coolant in the TR8 and love both results.



With the coolant removed the modified new system was put in place. I did modify the stainless pipe because I wanted to add a drain to the cooling system.





The new drain was too long to fit between the new pipe and the radiator so I cut off some of the stainless tube. Unfortunately, my tubing cutter was not big enough to use so it was hacksaw time. Some grinding was needed to clean up the slanted cut.

New rubber tube was cut to fit between the radiator and the drain as well as between the drain and the stainless tube. The assembly was then put back in the car.

The new sending unit is located upward of the bend in the pipe and has plenty of room for wiring which is on the agenda for tomorrow.

New Peak anti-freeze was added to the revised cooling system and some time was spent trying to get air out of the system by squeezing the upper radiator hose. This process produces a lot of bubbles when squeezed and does help prevent having an air blockage after refilling a radiator.

The engine was started and coolant added to the radiator as the level dropped. A

quick check for oil leaks under the car was made but all was ok.

Time to adjust the front carb. The dashpot was removed and the air valve checked to ensure the needle was still attached to the valve and it was. The needle was lowered to reduce the amount of fuel entering the carb. All 3 carbs were readjusted and hopefully will remain that way until future adjustments are needed.

The temperature gauge / radiator cap told me the engine temperature was fine after sitting at idle in the shop during the radiator filling and carb adjustments. I am pleased with the result but I will keep an eye on that front carb air/fuel mixture.

Still work to do tomorrow.

12/11/2020 – The first thing was to remove the radiator shroud to gain access to the air filters which are mounted in front of the radiator via the Good Parts conversion to a cold air intake system.

The duct from the fresh air box to filter mount was removed then the shroud. The wing nut holding the two filters in place was removed then the filters.

An inspection showed the lack of much driving this year, they were not yet dirty so cleaning was skipped and the filters reinstalled as is. Washing and respraying with oil is a time consuming process because of air drying the reusable filters for a day before reoiling and installation. Yippee, the air collector was reattached to the carbs with the heat shield under the carbs and unless I can think of something that I forgot, the job is done for another year.

When the new upper ball joints arrive the rework on the suspension can be completed and the car will again be in top shape, at least as far as I know.

Later in the day Jim came over to move the parts car frame/engine to his house. He had the idea of using a short chain to hook to each side of the frame and loop around the

trailer hitch on his truck bumper. I saw no reason to think it would not work so the frame was moved from the side of the shop to the approach pad.

The front end was jacked up and the tires were removed. The chain was attached and the front raised more so the chain would loop around the hitch ball. The truck was backed up and the chain looped around the ball. With the jack removed this looked like it might work.

The back tires were flat so about 20 psi of air was added. The right tire was in really bad shape but we decided to try it anyway.

Jim pulled out on the road while I got my truck ready to follow him the few miles to his house.

There was no trouble turning corners which was our main concern. We took a small trolley jack in case the bad tire blew. The trek was on.

With hazard flashers on we proceeded at about 30 MPH up highway 20 about 2 ½ miles and turned north to get off the highway and away from the rush hour traffic.

The bad tire had been throwing chunks of rubber, some of which were hitting my truck but we proceeded on. One more mile and turn and we were at the edge of his

subdivision but by then the bad tire had given up and gone flat.

The wheel was not hitting the road so it was on to his house where the frame was backed in the spot where Jim wanted it. We unhooked everything, I had

a beer and called it a night.

His idea was good and worked well but we were lucky as well. He wants it there to play with the old engine, I wanted it out of my yard, we are both happy. Now we have to get the O/D tranny in his 4A.

12/22/2020 – Finally got all the honeydos caught up and needed some shop time to de-pressurize.

It seemed like a good time to replace the tie rod ends and upper ball joints on the Pumkin. I worked my way through all the tools and trash that I had not take the time to address to find and separate what was needed to do the job.

This really is not a very hard job and I had plenty of time so I tried something new. Historically I always heard that when replacing tie rod ends to count the revolutions coming off and replace the new one using the same number of revolutions to ensure the front end alignment would not be adversely affected. I did not have very good luck using this system so with the wheel off I measured the distance from the nut on the lower suspension arm to the edge of the brake disc, because it would be static and not change, a point of reference if you wish.



The measurement was 10 9/16ths inches. The old tie rod end was removed and the new one installed. The adjustment was to get the same distance from the disk to the hard point nut. The new part definitely travelled further onto the inner tie rod assembly than the old part to achieve the desired distance. It was locked down and I moved on to the other side.

When the other side was measured, I was very surprised to see the measurement was exactly the same. One would expect some variation because of the orientation of the nut used as a static point of reference. It seems strange that the flats on the nut were in the same orientation on both sides but they were which resulted in unexpected consistency in the measurement.

Using the transmission jack for the first time, the left suspension was raised enough to take weight off the ball joint. A hammer and pickle fork were used to separate the ball joint from the vertical link then the bolts holding the joint in the upper wishbone were removed taking note of the orientation of the bolts to ensure replacement in the same direction.

The outside bolt installs from the rear, the inside bolt from the front.

The new ball joints were easily installed however the ball did turn when the nut was put on the tapered pin so pressure was applied to the top of the ball joint to force it to tighten a little on the tapered hole on the vertical link. This held the pin so the nut could be tightened.

I ended up with two tie rod ends and one ball joint that had grease zerks so a little grease was added to the components before the wheels were put back on.

The wheels were put back on and some tire gel used to make them look better. Job done. Car lowered to the floor so lug nuts could be torqued to 60 PSI and since the car was used to go into town last night the coolant and oil were checked for the first time since the car was serviced. All is well.

Tomorrow I plan to remove a spark plug from the front carb to see if it is still running rich if so, some more adjustment may be necessary. The other task is to change the wiring on the temperature sensor to the new sensor in the pipe running from the pump to the radiator. Not sure exactly how I want to do that yet so will write about the solution later.

This month has not seen much activity in the shop. I have no idea how much input will be received or dreamed up for next month so stop sitting in front of the TV and work on your car. I will be waiting for your next article so I can read it and print it.

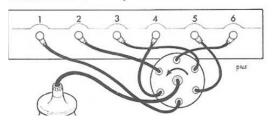
Best wishes to all in the new year and I hope your Christmas was a very merry one.



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.



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

 $\underline{https://www.youtube.com/watch?v=IS2FhnWK6_o\&feature=youtu.be}$

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 highperformance 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



JOHN'S QUICK TIPS

Starting Page



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'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

AIR PRESSURE VIDEO

LESSONS LEARNED

- When using an electronic ignition system byp the ballast resistor is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag the plugs.
 - <u>Coolant hoses get loose over time.</u> 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.

Spark plugs for TR6 – NGK BP6ES Spark plugs for TR8 – Champion RN12YC

GCT Merchandise

SEE NEXT TO LAST PAGE

Classified Section



Sam Clark is selling

his truck and trailer. He no longer uses them and says they are in great shape. The truck is an early 99 model with all the bells and whistles and a diesel engine. The truck and trailer can be purchased for \$15,000. Call him at (918) 625-6798 Location: Broken Arrow, OK.



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

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

The club still has about seven (7) stainless steel grill badges left if anyone wants one. Remaining stock goes for \$10.00 each.



Land's End Merchandise & Club Log

Inbox

Art Graves

to me, Rob, Dennis

TWO CHOICES

Hi John, Rob & Denny,

GCT Merchandise

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

https://www.cafepress.com/greencountrytriumphs

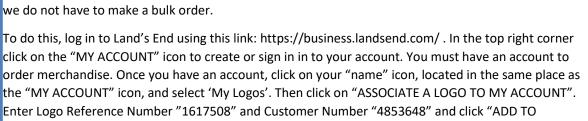
Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the

Thanks, Art

club.

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.



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,

LIBRARY".





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) 283-7O17

GREEN·COUNRY·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, extrahands to accomplish labor and a full activities calendar to enjoy club-fellowship.

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PEOPLE-STUFF¤	MEMBER-INFO¤	101	CAR· MODEL¤	YEAR¤	COMMISSION#¤	x	
MEMBER·NAME¤	α	n	α	n	α	¤	
CO-MEMBER·NAME¤	π	n	¤	n	α	¤	
MAILING·ADDRESS¤	α	n	n	¤	n	n	
PHONE:NUMBER¤	n	n	¤	n	n	n	
E-MAIL·ADDRESS¤	n	n	n	n	n	n	
V.T.R·MEMBER?¤	YES□ → → NO□¤	n	¤	¤	α	x	
6-PACK·Member?	YES□ → → NO□¤	¤	α	¤	α	¤	
TRA·MEMBER?¤	YES□ → → NO□¤	¤	¤	¤	α	¤	
ANOTHER-CLUB?¤	α	n	n	n	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.·1**st-following-the-date-dues-were-due.¶