



Triumphant Times

Monthly Newsletter for January 2023

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23
PAID
MEMB
ERS

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

**Next Club Meeting
Tuesday January 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: White Lion
Pub
6927 S. Canton Ave
Tulsa, OK 74133**

Officers and Committees

Jim Murray – President
Rolf Blom – Vice President
Art Graves - Member at Large, Car
Shows, VTR Liaison, Club Contact
Jan Phillips – Treasurer
Trish Lindsey – Secretary
Vacant - Activities
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

President's Address by Jim Murray

The Good Ride
by Jim Murray
Farewell 2022, Hello

2023!



In the December article I was discussing under dash electrical woes and flapping side curtains due to failed adhesive. The November and December holidays are a busy time. With that and the severe drop in temperatures for the past few weeks, I am sad to report there has been little progress on either of those fronts.

In the interest of keeping the batteries up to snuff over the sub-freezing temps, I charged up the batteries in the "hanger queens" with the intention of starting them and letting them run up to operating temperature. The VW fired up and ran just fine. The TR-3A was a different story. The last time it ran a month earlier, it was a little cold natured after starting, but did fine after a few minutes warming up. Multiple attempts to get it to fire failed. I pulled one of the air filters and shot some starter fluid into the carb. That seemed to get it to catch fire, but I had to nurse it for 3-4 minutes with a hand on the throttle and a quick shot of starter fluid every 5-10 seconds. Once it warmed up a bit it idled along just fine. So, yet another problem to delve into!

December 30 the weather was unusually warm with temperatures in the high 60's. Late in the afternoon, I went out to the garage to see if the engine was still having cold start problems. After a few turns of the crank, it was clear that Baby had no interest. So, I grabbed the can of starter fluid off the shelf and started work the issue as before. After about 6-8 squirts and cranks of the starter, there was still no fire. I was beginning to think the worst when I noticed I was holding a can of WD-40. I looked up and saw the can of starter fluid sitting on another part of the shelf. Just in case



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

there was any question, I would like to confirm that starter fluid combusts much more easily than WD-40. Once the engine warmed up a bit it was fine.

Debbie agreed to go out for a short run, so we took a tour downtown and then out along Riverside Drive for a few miles. It was just a tad brisk with the top down along Riverside, but the heater certainly helped keep the cockpit reasonably comfortable. We returned home just about the time the light was beginning to fade. It was a real end of December treat!

For the upcoming year, it looks like we have the usual array of annual regional and national events that provide opportunities for us to drive our LBCs. As of this writing, Mike Piggott extended an invitation from COVTR to meet them at Eskimo Joe's in Stillwater for lunch on Friday, January 6th. I look forward to future opportunities to join with COVTR, as well as the Green Country MG Register for some adventures on the road. Friday, February 10th is the VTR Drive Your Triumph Day honoring Sir John Black. More details on that can be found further on in the newsletter.

As for the monthly calendar for the club, hopefully we can fill in some of the open slots with suggestions from the membership as the year unfolds. I need to get some miles on my car!

<End>

John,

Below is the letter I found on Drive Your Triumph Day 2023. I thought we could reprint the entry in the newsletter. If not, edit the last line of the next-to-last paragraph of my entry to remove the reference to the details.

Save the date for Drive Your Triumph Day

Friday, February 10, 2023

Dear Fellow Triumph Owner,

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, arguably the longest active Triumph Club in the world, founded in 1958. In 2016 I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after WW II, and

went on to make the cars we enjoy driving today. Drive Your Triumph Day has gained momentum every year, and last year I received over 600 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA.

I'm hoping we can increase that number again this year! The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group with your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner or passenger, if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it in the garage. Have fun with it. Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country).

The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website:

<https://driveyourtriumphday.shutterfly.com>

Please feel free to send this on to other Triumph Owners and Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last couple of years some Standard Clubs joined in, which is great. Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive their Triumphs on February 10th.

Regards,

Rye Livingston

Activities Chairman

Triumph Travelers Sports Car Club

1960 Triumph TR3A

Mobile: 530-FIND-RYE

DriveYourTriumphDay@gmail.com

Vice President's Article by Rolf Blom

My First Summer in the TR3!

In the summer of 1963, I got a summer job with Pan American Petroleum Company assisting with seismic work for oil exploration. The job offered was called "office computer" located in Corpus Christi. I had no idea what that was; but the pay was good and it offered adventure for a New Yorker who had never been anywhere south of Washington DC. The main duty was examining the paper printout of each seismic record and measuring the elapsed time from the start of the record to the time the seismometer at the shot point first recorded movement of the ground. This allowed every record to be slightly adjusted so the time for each record could have the same reference point. This was easy for the summer students from engineering schools and it gave the company an introduction to possible job candidates after graduation. For me it led to a career in the oil industry.



So after school ended I set off for Texas in my six month old TR3B. The route from New York to Corpus included twelve states, of including nine which were new to me. The route followed was US Hwy 11 from Harrisburg, Pennsylvania to Slidell, Louisiana; west to Houston on US190; then on to Corpus via Victoria, Texas. I learned a lot on the trip which I will mention very briefly:

1. It was much harder to follow US routes in those days. I got lost in the first town I went through in West Virginia. Route markers were often only a small sign with an arrow.
2. US-11 was mostly two lane often opening up to three lanes on occasion, and very rarely four lanes.
3. Skyline Drive in Virginia was lovely but so slow I had to give it up eventually.
4. Breakfast after my first stopover in Winchester included fried eggs which were fried totally to death and some strange white product that were called "grits."

5. The south was quite segregated and in a lot of turmoil that summer. I noticed this particularly in Georgia. US-11 just cuts through about 35 miles of the northwest and a state police pulled out and followed my New York registered car all the way to the Alabama border!

6. Birmingham, Alabama had a four lane segment of route 11, but the traffic was just terrible. There were some indications of the Interstate road the under construction.

7. Happily, on the second breakfast (probably in Mississippi) the waitress asked if I wanted my fried eggs over "regular or kind of easy like?" It became obvious that "grits" were a staple; but at least now I knew to order eggs over easy.

8. US-190 across Louisiana had very significant stretches of Interstate 10 and in Texas it was mostly complete to Houston.

9. My first night in Corpus Christi I drank a glass of the worst tasting tap water I have ever had.

I found a furnished apartment a few blocks away from the office where I was to work, moved in my suitcase, and found that if I boiled the water and then cooled it off it was palatable. The rent was \$70 per month which was going to become only \$35 when a friend from college who also had the same job was going to arrive. The apartment had no air conditioning but it did have a fan. It was great going to work as the office was air conditioned. The work mentioned was easy for the two summer students from an engineering school, and it gave the company an introduction to possible job candidates after graduation. Both us found it led to a career in the oil industry.

The first Saturday after starting work, I took the top down and drove around town. The apartment was near the harbor Marina and there were several areas of town which were beyond my means but were quite nice. I headed out toward the beach but after an hour or so I noticed that I was getting sunburned. This leads me to another point of my introduction to the south. The midday Sun in Texas is far more dangerous than in Upstate New York. I put the top back up immediately, including the sidescreens, and went back to the apartment as soon as I could after buying some various lotions and potions at a drug store. It was the worst sunburn I ever remember.

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

Fortunately, after around a week or so I got over the worst of it. By the way I never took the top down the rest of the summer.

After my friend Carl from college arrived, we got into a routine of going to the beach on the barrier island every weekend. At that time the only way to the island was to cross a lift bridge on a long two lane road. The bridge stopped traffic to let all the boat traffic through so quite often there was a long delay. After getting to the barrier islands, one could go south to the Padre Island national Seashore, or north to Mustang Island when a 26 mile road led to Aransas Pass. This road had three beach access roads where you could go right down to and along the Beach for as far as you wanted. There were no buildings of any kind. We got so used to this area that it felt crowded if there were more than one or two other cars visible. Sharks seemed to appear each afternoon generally swimming toward the south so vigilance was required. Some years later I was told that these were bull sharks of the kind you can see in the Tulsa Aquarium. They apparently tend to spend nights in Corpus Christi and during the day are spotted more in the ocean. Perhaps they go south to a different opening in the island in the evening and work their way up the intracoastal waterway in an endless daily routine?

On the way back in from one of these beach trips in July I noticed that my car had reached a 10,000 mile odometer reading. I got out and took this picture.



If you look in the background you can perhaps make out the bridge where the long wait on passing boats limited the island access.

Also, in July someone at the office told us about an all you can eat cafeteria so life was good!

Misadventures in Broken Arrow

— or why we are meeting in the White Lion on January 17th.

Adele and I spend a significant part of our time in Oklahoma City where two of our grandchildren live. This is both entertaining and sometimes rather exhausting. The time spent there also tends to cause us to forget about matters coming up in Tulsa. This year we came back to Tulsa a few days after Christmas. In the evening of the December 30th I realized that our clubs monthly meeting was on the seventeenth of January which was then less than three weeks away and John would want information for the newsletter soon. The moral of this story is to never forget the perils of procrastination.

One of my ambitions for locating our meeting was to try to find locations close to where some members who attend less often would hopefully see it was close enough for them to attend. At the November meeting I mentioned that I hope to make the next meeting in Broken Arrow, perhaps in the Fox and Hound on South Memorial. Somewhat ominously Sam Clark remarked that that place was not there any longer! That turned out to be quite true.

So, I got busy looking for restaurants in Broken Arrow that had a meeting room. A drive along the South Memorial corridor did not turn up any likely candidates; but thanks to the internet I identified two candidates with reviews stating they had good meeting rooms. I called the first and was given a number to call for information about reserving the meeting room. I called the number and left a message for a call back, feeling pretty confident. Time passed and later that afternoon we ate supper early and went to Broken Arrow to look for ourselves. By that time, it was rush hour so we set out east on 71st street to avoid the Broken Arrow expressway. That took longer than expected, and it was getting dark. I missed the right turn onto South Main Street and eventually turned south on a street near where 71st street crosses over the Broken Arrow expressway. Making our way back to South Main, we

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immediately spotted our first objective—The Main Street Tavern. Main Street was really active with Christmas lights everywhere and lots of people but no parking spaces nearby. We found a “parking space” in an alley near the restaurant.

By that time, we were asking ourselves “who decided we don’t need coats?” so I went to the tavern by myself. It looked just the “place to be” in Broken Arrow—all the tables were full with probably well over a hundred people and several people waiting at the front. I managed to find someone who knew about the private room but she was not able to let me see it as it was in use. I had somehow thought the room had a capacity for up to 40 people, so I was surprised to learn the room occupied the entire upper floor of the restaurant which would make it about 120 feet long by perhaps 25 feet wide. I thought that it was not likely a site that they would want to let us have for at about twenty people. I will check it out when and if the person I called gets back to me; but I could not assume it was possible for January.

The next choice was Apple Barrel Café. I used my car’s navigation and set out on a strange route chosen by the car, probably because the car was in the alley to start with, and eventually we were going south on South Elm. By this time Adele was saying “this is too far off the beaten path — nobody will find the place.” We got close to the café but there as a lot of construction unknown to the car’s navigation so I decided to get around the construction on my own. Finally getting that accomplished I immediately passed a shopping center and soon figured out I had gone too far.

By this time Adele thought we would never find the café, neither would anyone else, and besides it was too far away from civilization to be useful, etc. I was determined, so back we went into the shopping center and I drove right by it. Happily, Adele noticed it. We went in and found a very nice restaurant with many customers and helpful people. The manager took us to their little meeting room which was out of the main area, quiet, and very nicely decorated. I was quite pleased and Adele did a “complete 180.” Before I said a word, she said -this is perfect can we reserve this for the January 17th ?

The manager looked in her calendar and found we could, there would be no charge or minimums so we gave a sigh of relief made the reservation and decided to have some more to eat. We ordered stuffed jalapenos which were superb. Then our bubble burst when Adele asked if they serve beer ... maybe if we have a meeting during Lent?

So, our quest for a perfect Broken Arrow location will have to wait another month. Instead, we reserved the main dining room at the White Lion Pub. I believe most of our usual attendees have been there; but for anyone who has not it is really the perfect spot for a cold January evening. Warm and cozy with several good beers on tap.

Minutes of the last meeting by Secretary Trish Lindsey

In lieu of a Secretary’s report I will offer this:

2022

Christmas Party

12/2/2022 – Mark Forsberg hosted this year’s party for the second year in a row. He opened his lovely home to members and arranged for them to be fed BBQ and all the delicious accoutrements

The party started at 6 and ended around 9:30. The attendance was not as large as last year but there were some schedule conflicts. Attendees included Jim Murray, Rolf and Adele Blom, Jim and Trish Lindsey, Al and Janis Garbart, Frank and Louise Wood, Glenn and Carol Larson, Jan and John Phillips and of course Mark and Dirty Santa.

The food was ready soon after the party started so everyone settled into filling their bellies with all the good stuff while working in some conversation around bites.

As the food disappeared, the conversation was continued until someone suggested it was time to open some gifts. All settled into a place from which to watch and have easy access to the pile of gifts to select.



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I can only remember one grab of an opened gift all through the process but it was a fun process and none of the gifts were left behind.

As we left Jim M's coat was discovered after he had left so Jan and I put it in our car and we headed for home. Jim called when we were about a mile and a half from Mark's house so we pulled into a parking lot and Jim found us and retrieved his coat. Then it was on to the Wood's house to drop them off on our way home.

It was a very pleasant evening as usual and our appreciation to Mark I hope was adequately expressed. I should note that the members that were not at the meeting were certainly missed. Wish you had been there Dorothy.

Editor

John Gauldin's New Year's Triumphant Lunch Run

On January 6th Glenn Larson, Larry Young and John Phillips joined John and a host of COVTR members for lunch at Eskimo Joe's to celebrate the beginning of 2023.

Tinkerbell performed very well on the 80 MPH both ways trip since we were on a tight schedule. Glenn played navigator since my brain was taking a holiday.

The visiting with the OKC group was interesting as usual and we look forward to the next opportunity to meet up with these folks.

Happy 70th Birthday Jack McGlumphy

The next event for the day was to attend a birthday party for Jack McGlumphy. His family had arranged a great party for Jack and was kind enough to invite some club members. Jim & Trish Lindsey, Denny & Kay Robinson, Al & Janis Garbart & I were in attendance for the festivities. Jan had planned to attend but did not feel well enough to enjoy the evening.

With the short time span between the two functions we ended up leaving late for Stillwater and arrived 4 minutes later than planned. I arrived at the Spudder a couple of minutes before scheduled. There was a wait for the start

of both functions so the schedule was less important than planned but we arrived pretty much as requested.

Thanks to John and Keith for the invitation to the two functions.



Scheduled Club Activities

WHEN	WHAT	WHO
11-4-23	Guy Fawkes	Jan
12-2-23	Christmas Party	

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

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

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

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

VTR South Central Regional Convention

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web:

http://www.texastriumphregister.org/regionals_2023

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: **No information for the 2023 show**

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: June 10, 2023

Web:

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

Web:

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



Triumphest

Location: San Diego, California

Date: August 31 – September 3, 2023

Web:

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

6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 24, 2023

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

VTR National Convention

Location: Galena, Illinois

Date: September 27 – October 1, 2023

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

Texas All British Car Day

Location: Round Rock, Texas

Date: **No information for the 2023 show**

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: **No information for the 2023 show**

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

Plan to Attend the Annual
2023 Euro Motor Extravaganza
Car show Event Benefiting
Sand Springs Animal Shelter
Sponsored By:

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

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

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

All day Silent Auction for the Sand Springs Animal Shelter
10:30 am to 1:30 pm Judging By the Participants
2:30 pm Award presentations
Complete information is available on the web at:

EuMoEx.com

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

BMCNO

British Motoring Club - New Orleans

OUR CAR SHOW



Our signature event is the New Orleans British Car Day, our annual car show. This show has been held every spring (except 2020) since 1984. Over a hundred British cars and motorcycles from around the country gather for this event. We have had entries from as far as Canada! Cars are judged by popular vote and trophies awarded in around two dozen different classes by marque and model.

BRITISH CAR DAY

When Sat, March 25, 2023, 9am – 4pm
Where St. Mary Magdalen School, 8421 W Metairie Ave, Metairie, LA 70003, USA ([map](#))
Description Registration 9-noon
Show noon - 3

[more details»](#) [copy to my calendar»](#)



Triumphest 2023

Hosted by the Triumph Travelers Sports Car Club in Palo Alto

September 7-10, 2023, Marin County, CA

Hotel is the newly remodeled Embassy Suites in San Rafael

Preliminary info at www.triumphest2022.com
and www.triumphest.org/Triumphest2023/tfest2023ad.php

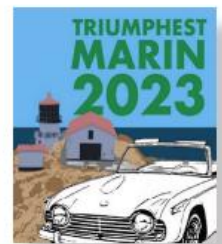


Figure 1 Figure 2 Glenn taking a Jan 1, 2023 outing in 70degree weather.

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

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VTR SOUTH CENTRAL REGIONALS
APRIL 19-22 , 2023

SUGAR LAND,
TEXAS

CELEBRATING
70 YEARS OF THE TR2



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

2023 South Central VTR Regionals Information

August 2022

Texas Triumph Register invites you to 2023 Regionals

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

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

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

(Discount code is SCVTR)

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

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

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

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

Best regards,



Hal Sharp

TTR President and 2023 VTR South Central Regionals Chairperson



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VTR 2023 Dillard, GA



Triumph
by design

Celebrating the Vision of *Giovanni Michelotti*

VTR NATIONAL CONVENTION 2023

HOSTED BY: THE GEORGIA TRIUMPH ASSOCIATION
THE BRITISH AUTO OWNERS GROUP
SEPTEMBER 28 - OCTOBER 1ST 2023



VISIT VTR2023.ORG FOR DETAILS AND REGISTRATION

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

THE LONGER YOU LOOK

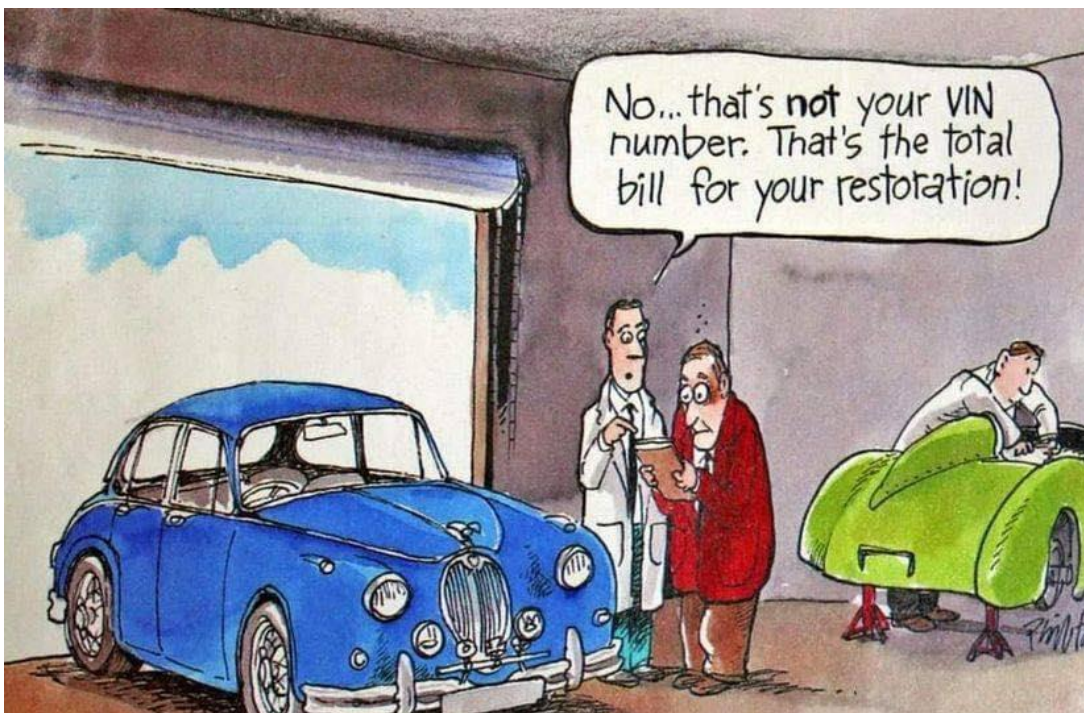


THE WORSE IT GETS

ifunny.co



Figure 2 Penrose Triangle



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

LOOKS LIKE DENNY HAS AN UPDATE GOING ON!



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Greasy Hands Garage North Update by John Phillips

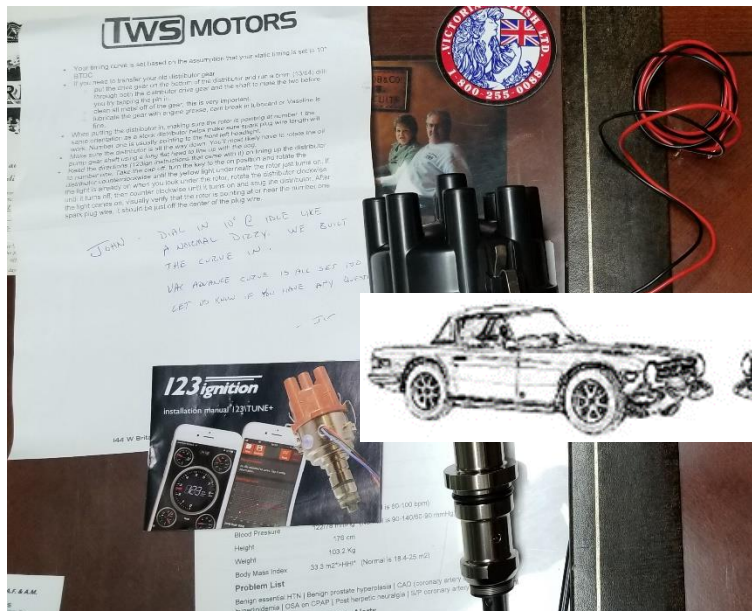
11/15/2022 – Today I hope to finish up assisting Charlie and Paula with reassembly of their TR6 after a new paint job.

Yesterday the new distributor for the TR8 was delivered so I am looking forward to getting that installed next. I can only hope that is the fix for the failure to go past 4000 RPM. We shall see.

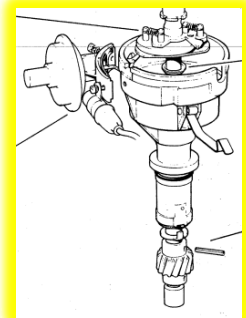
I was not able to finish the reassembly due to the lack of clips for the inside window scrapers. They are on order.

The wind wings are not installed yet and after installing the new LED lights in the dash more hardware was needed to attach the tach to the dash. I think that will do it.

11/19/2022 –
Installation of the new



distributor had some hiccups. First was moving the gear from the old distributor to the new one but it worked out.



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As usual getting the distributor to align with the oil pump flange took forever.



It took a long time for me to figure out the clocking of the bottom of the distributor is different on the 123Ignition unit than on the Pertronix. From that point on the process was more precise but still difficult to align the flange with the slot in the bottom of the distributor. It took about 3 hours trying to get the unit properly installed.

The next step was to replace the hold down clamp/bolt. That is also a difficult task but does not take nearly as much time as I used to stab the dizzy.

It is now after 3 P.M. and my neck is very tired so switching the plug wires attaching the vacuum line, connecting the coil wires and setting the timing will have to wait until tomorrow.

11/20/2022 – This morning I finished up the distributor installation. By looking at the timing marks on the harmonic balancer I made sure the timing was set at 10° before top dead center.

The wires were cut to length and the proper terminals were added to connect the distributor wires to the coil. The red wire was connected to the (+) terminal. The ignition was turned on and the distributor turned until the static timing indicator built into the distributor lit up.

The distributor clamp bolt was installed and tightened as much as I could get it using a special wrench that worked with the GM designed worst possible access process known to man.

Next the spark plug wires were transferred from the old cap to the new cap aligning the #1 wire with the location of the #1 position of the rotor under the cap.

With the bolt tight, the black wire was connected to the (-) terminal of the coil. A couple of wire ties were added to better place the wires visually and functionally.

After a test drive I was pleased to know that the engine will indeed exceed 4K RPM. Unfortunately, I do not know by how much because so far, the tachometer still stops at about 4K RPM so there is some more work to do but the new distributor is doing its part. That is positive progress.

11/21/2022 – While things are going well it seemed a good time to keep going with trying to resolve the issue with the inaccurate Tachometer.

They say try the easiest thing first so since I had another tach, I swapped them out. The replacement was less accurate than the one I have been using. At least it was accurate up to 4000 RPM.

I consulted the experts. A message was sent to TWS to see how they would fix the problem if it was theirs. We will see what kind of answer I get back.

Well, I did not wait for a response. I went to their web site and found a listing for a modified tachometer specifically for the TR7/TR8. It was an easy decision to plop down the \$150 considering the other costs to this point.

The order is placed so it is now just a waiting game.

11/22/2022 – A fresh reading of the instructions for the radio eliminated the issues that had me believing it was broken. Why does everything have to be so hard.

The last thing on my fix list is now only the tach which is on order and will take less than an hour or two to install and I hope eliminate that problem. Some trim screws are

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needed to replace some that were previously lost so it is off to Ace Hardware to see if they have them.

While in Claremore a stop at Harbor Freight is in order to pick up some plastic tools to work on prying trim clips out or removing panels, etc. The Sky has a crack in the console that I want to repair from the backside with J B Weld and a metal stiffener. Using plastic tools should prevent scratches and gouges when the console is removed.

11/23/2022 – The clips for the window scrapers needed to finish the reassembly of the TR6 arrived at Charlie & Paula's house yesterday. Today we finished the job on the doors by installing the scraper using the clips after which we modified the new fuzzy door seals to accept the windwings.

Of course, I lost several clips in the doors while attempting to place them on the flanges to accept the inside seals on the windows. We did eventually finish the installation.

We then measured out the cut locations on the door seals needed to fit the hinges for the wind wings. Charlie then used a Dremel tool to do some precision cutting remove the fuzzy section but be careful to leave the rubber sealing bulbs that seal the weather out at the door.

The wings were installed and the seals pushed into place on the A pillar flange making sure the sealing bulb was intact and in place against the glass to seal properly.

This was the last component that completed the reassembly activity. With time to spare we decided to start on the tuning on the car since the engine had not run in a year.

We decided to start the car and see what kind result we would see. The fuel pump decided to interrupt our attempt to start the car so Charlie is ordering one. I expect the car to start with a new fuel pump in place.

We did try a pump that I had in the shop but was not the right configuration so that one is going in the trash.



Looking back to Tinkerbell and efforts to actually complete that project, the new tachometer ordered from TWS is scheduled for delivery on Monday the 28th.

I am beginning to consider options to improve the looks of the transmission tunnel carpet ruined when the heater core blew up and soaked everything in the car with waterless coolant steam. I have a couple of ideas but have not decided on a course of action as of yet.

11/25/2022 – Meanwhile, piddling in the shop to kill some rats was the order of part of the day. There were a few screws missing from the TR8 dash that were needed to finish the installation of the new tach.

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I found the screws at ACE but they were colored as stainless steel and I needed black. I mounted the screws in a block of wood then scuffed up the surface of the head in hopes the primer & paint would hold better. I applied a coat of primer and let it dry.

Well, what is there to do while the primer is drying? Maybe repair the console in the SKY. The design of the car makes it normal to rest your elbow on the console while maneuvering your legs into the footwell. A previous owner must have been as heavy as me to crack the console in three places.

I looked to see if I had any JB Weld and there was a little left. A piece of sheet metal very thin was found, trimmed, flattened and coated with the JB Weld. That was applied down the center of the console where the flexing cover would hit a stud which was making a hole in the cover.



Hopefully the metal will provide enough strength to prevent more damage to that area. The other two damaged areas are at the back of the cover and were also caused by too much pressure during ingress. There was enough JB Weld to cover the cracked console and hopefully add strength to those areas.

I hope this console is not too far gone because they are not cheap. If the JB weld adheres well to the plastic and the metal, perhaps I can avoid that expense.

With the console set aside to dry, it was time to paint the screw heads for the dash. I

unwisely chose gloss black when flat would have been a better choice. Oh well, maybe no one will notice.

I think that is all I will need to finish the tach installation on Monday.

11/27/2022 – Yesterday a lot of Jan's side of the family were here to celebrate Jan's birthday and enjoy Thanksgiving late with dinner, football and conversation, some about the TR8 and the SKY. During dinner, USPS showed up with my new Tach.

Today after skipping through the Sooner loss to Texas Tech and watching a few early episodes of Harry's Law I decided to install the new tach.

By removing 9 screws one can have access to the gauges. Since the gauges are powered via a printed circuit board the gauges are just pushed in to the board and contact is made. I previously found on Ebay a new gauge cluster so the printed circuit board works as designed.

The 3 screws holding the gauge in place were removed, the old gauge pulled out and the new gauge pushed in. The 3 hold down screws were replaced, the gauge cover put in place, the cowl replaced and the job was done in about 30 minutes.

A test drive was in order to see if the tach would rev as high as the engine. To warm it up I made a trip to Casey's in Claremore and on the way home the old highway near the house was chosen to test out the tach.

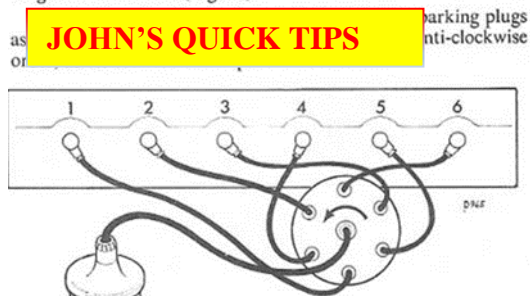
Using 2nd gear the engine speed was raised up to what the tach said was 5500 RPM. Remember 4000 was the limit on the old tach. The new tach performed just like new so I am happy.

At this point projects taken on to change the car from as purchased to meeting my expectations are complete.

There are still a couple of things for me to work on but the car is done. The end.

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Plug Lead Positions (Fig. 55)



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 down behind seats, add cover.

https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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

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

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

Differential: Red Line Heavy Shockproof Gear



Oil

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent.

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

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

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

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

Find paint codes at PaintRef.com

Early TR6 Seat Backs Won't Stay On

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

Gasket Sealant Aviation Grade

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



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Classified Section

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

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

Mark 1 & 2 Spitfire Parts 1964 & 1966

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



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

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



For Sale

Set of four, 15" x 4" - 48 spoke wire wheels. They are original equipment for many 1950s/1960s British sports cars including Triumph TR2 through TR4. Very original, stamped on the interior with: **DRC4JH15PT- Made in England- G.** The wheels have been used for "show purposes only" for approximately six years. Driven sparingly but function well, rarely over 45 mph. They have never had balance weights in that period. The splines are in good shape and there are no broken spokes. Wheels are "rattle can" painted silver and the car has never taken a deduction for them, but they have aged and yellowed. With some tender loving care and elbow grease, these wheels can be restored to their original glory or continue in their present state as "show" wheels. Asking \$100 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or Mike_Piggott@Hotmail.com. If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Convention this year.



Set of four, Minilite Style Knockoff Wheels, 15" x 5.5" silver. See details at Moss website catalog as part number 455-385. Current retail price \$2119.96 plus tax and shipping. These wheels come with four tubeless Goodyear Eagle LS₂ P195/65R15 tires; Date code 0709, with 5/32" to 7/32" tread remaining. Three wheels are pristine with one wheel having minor road rash that can be touched up. (See Photo). Wheel nuts are not included. Asking \$1000.00 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or Mike_Piggott@Hotmail.com. If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Conv



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Land's End Merchandise & Club Logo

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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GREEN-COUNTRY-TRIUMPH-CLUB-MEMBERSHIP-APPLICATION-&-RENEWAL¶

Please complete information for each member in the household. · Membership \$20 Dues = maximum TWO voting members in family. · Common information needs to be listed only one time for family members. · Form not required for renewals but changes to information may be communicated using the form.¶

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

PEOPLE STUFF¶	MEMBER INFO¶	CAR MODEL¶	YEAR¶	COMMISSION#¶
MEMBER NAME¶	¶	¶	¶	¶
CO-MEMBER NAME¶	¶	¶	¶	¶
MAILING ADDRESS¶	¶	¶	¶	¶
PHONE NUMBER¶	¶	¶	¶	¶
E-MAIL ADDRESS¶	¶	¶	¶	¶
V.T.R-MEMBER?¶YES¶ → → NO¶	¶	¶	¶
6-PACK-Member?¶YES¶ → → NO¶	¶	¶	¶
TRA-MEMBER?¶YES¶ → → NO¶	¶	¶	¶
ANOTHER CLUB?¶	¶	¶	¶	¶

SEND YOUR DUES TO THE CLUB TREASURER: · \$20

→

GCT-C/O-JAN PHILLIPS ¶
5865 E. 480 RD ¶
CLAREMORE, OK 74019 ¶
(918) 283-7017 ¶
maudjpp@gmail.com ¶

Make Checks Payable to **GREEN-COUNTRY-TRIUMPHS¶**
Check # → → → Check Date¶

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.**¶



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parts for the English sportscar

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