



# Triumphant Times

## Monthly Newsletter for January 2024

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

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

**Next Club Meeting  
Tuesday January 16th  
Dinner at 6:00PM  
Meeting at 7:00 PM  
Location: Big  
Whiskey's.  
4532 E. 51st St  
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

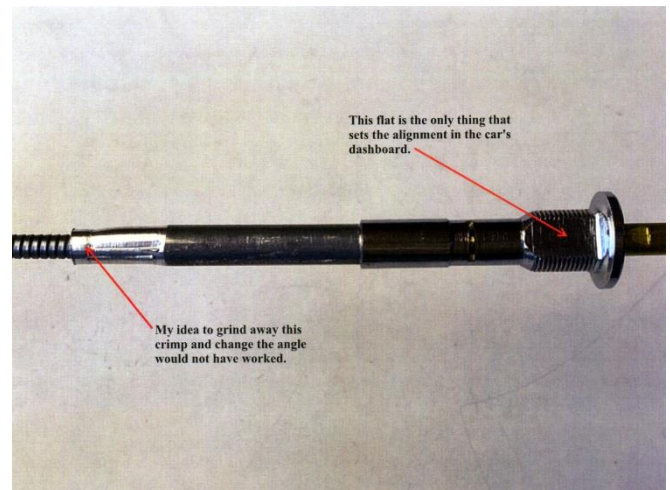
[topaztr6@gmail.com](mailto:topaztr6@gmail.com)

### President's Address by Rolf Blom

For the January 2024 Newsletter.

My notes for the November  
and December newsletter  
reviewed my efforts to close the  
storage unit I had been renting for  
far too long. In October I  
mentioned that the top could not be installed, and  
in November I discussed the poorly functioning  
choke cable, and the misaligned choke cable I  
received from Moss Motors and a plan I had to  
repair it.

I will now provide some follow up on the  
choke cable issue. I had planned to grind away  
the connection between the cable shield and the  
dashboard section for the part; then refasten it at  
the correct angle. Unfortunately on further  
consideration I noticed that this will not work at all!  
You can see why in this anotated photograph.



To put it bluntly the missalignment is  
caused only by the relation between the hex  
shaped knob holder on the cable and the  
machined flat on the cable holder. Once I realized  
that I got out my good old TR2 & TR3 Brooklands  
Spare Parts Catalog to see what their diagram for

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

the dashboard could tell me. The diagram looked exactly right with respect to the appearance of the part except that it shows two parts under "Choke Control!" The outer part is part number 400629 after commission number TS8637, while the inner part (again after commission number TS8637) is numbered 40628. This suggested that the parts were planned to be separable so that one could be able to replace the choke cable without disturbing the rest of the cable and other under the dash components. I decided to see if I could separate the parts enough to see if I could change something on the inner cable to reorient the knob holder portion. I found that with the outer portion clamped to a surface you can pull the inner cable out a short distance and twist it (in either direction) and when you let go it pops back to the center position. Of course, in my case it returned to the previous incorrect alignment.

I guess by now I should warn the reader that things did not turn out well! I tried the same experiment again, but this time with a more vigorous twist counterclockwise. To my surprise something inside the outer cable gave a little and when I let go the inner cable returned to a different position. At this point the situation was much the same as before; however instead of the text on the knob pointing to about one o'clock it was now pointing off to the left at 90 degrees.

Well as the British makers of the car sometimes say— "in for a Penny in for a Pound"— it was time to see what disassembling the cable would reveal. I was able to do so by first forcing the black retaining spring down and off the end of the cable. At that point the little spring inside that lets you select various slipped down into the cable interior. Then the interior cable could be pulled out and I took a picture of the parts on the counter. I noticed that Moss Motors had correctly made sure to include some graphite to lubricate the cable. I was not able to retrieve the above-mentioned interior spring so at that point I decided to buy a new one from The Roadster Factory.

So the next morning I spotted the real reason my project did not turn out well as the news broke that TRF had burned to the ground. This was always my favorite site for the best in parts. Their parts were not always the cheapest; but they were always reliable. I had also planned to see if

they could recover my sidescreens with a special material to match a new top I had purchased with gray sunfast material. Anyway, I am sure I am not the only one who will miss them. I suspect they will not be able to rebuild. I did reassemble the choke cable while I consider what to do next. A photo of the disassembled cable is included below.



I hope most of you are well and make it to the January 16th meeting.

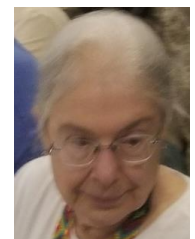
### **Vice President's Article by Pat Kendall**

Selection of the meeting location is Big Whiskey's.  
4532 E. 51st St



### **Minutes of the last meeting by Secretary Adele Blom**

There was no meeting in December.





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



Roadster Factory Fire on Christmas Day  
ARMAGH, Pa. – More than a dozen fire companies from two counties were called out around 1 a.m. Monday for what officials described as a total-loss commercial structure fire at The Roadster Factory in Indiana County.

Nearly 12 hours later, crews were still at the scene, dousing the rubble of The Roadster Factory in the 300 block of Killen Road, between Dilltown and Armagh.

"I would think we're going to be here for 20 hours," Armagh and East Wheatfield Township fire Chief Tom Fry said on Monday afternoon, "and then we're probably going to get called back."

The state police fire marshal was contacted to investigate the cause of the fire, Fry said. The fire marshal could not be reached for comment on Tuesday.

The roughly 48,000-square-foot facility was engulfed in flames throughout the early hours of Christmas morning while more than 100 firefighters tried to contain the blaze. As the sun rose, all that was left was a gutted brick structure at the front of the business and smoldering ruins behind.

Firefighters attack the back side of The Roadster Factory with water on Monday, Dec. 25, 2023.

The Roadster Factory manufactured and supplied parts for classic British sports cars. It was a British Motor Heritage Approved Supplier that

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provided enthusiasts with access to original and reproduction parts, and it made custom components as closely as possible to the original specifications, according to its website.

"It is the goal of The Roadster Factory to make it as easy as possible for our customers to drive, maintain and restore classic British sports cars for fun, for transportation, for racing, or for show as they desire," the company's website says.

Firefighters managed to pull a few antique cars from the showroom. The vehicles later sat on the lawn in front of the building, but the full extent of the loss was unknown.

Fry said he didn't know how many vehicles were lost in the blaze. A survey of the property revealed at least two cars burned and under rubble near the back of the building, several destroyed engine blocks, and numerous fire-damaged parts boxes, catalogs, and manuals.

Many people stood watching the fire, including The Roadster Factory employees and

the owner, Albert Runyan, who declined to comment.

Once the flames were under control and just billowing smoke remained, excavators were called in to move sections of metal roof and other debris to reveal hot spots and allow firefighters to continue dousing the debris.

In addition to the fire-caused destruction, the firefighters faced issues of their own in battling the blaze. Fry said hoses were springing leaks, and trucks were running low on fuel after hours of idling, with few options to replenish their tanks. Water was also a dwindling resource, and several firefighters had to leave the scene for work and other responsibilities.

Only minor injuries were reported from firefighters working with the debris.

## WHY SHOULD I JOIN VTR?

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

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

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

Your dues provide the following:

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

## **2023 CAR SHOW LIST** **by Art Graves**

### **New Orleans All British Car Day**

Location: Metairie, Louisiana

Date: March 25, 2023

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

### **VTR South Central Regional Convention**

Location: St. Louis, Missouri

Date: 30 May to June 1, 2024

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

### **Dallas All British & European Car Day**

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

### **The Wedge Shop Gathering**

Location: Stowe, Vermont

Date: September 14 – 17, 2023

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

### **Euro-Expo Car Show**

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

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

### **TRA National Meet**

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

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

### **Greater Ozarks British Motoring Club Car Show**

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

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

### **Kansas City All British Car Day**

Location: Merriam, Kansas

Date: September 2 – 4, 2023

Web:

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

### **Triumphest**

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

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

### **Britts on the Bluff**

Location: Natchez, Mississippi

Date: September 15 - 16, 2023

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

### **6-Pack Trials**

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

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

### **VTR National Convention**

Location: Dillard, Georgia

Date: September 27 – October 1, 2023

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

### **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

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

### **Texas All British Car Day**

Location: Austin, Texas

Date: October 13 – October 15, 2023

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





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

### Scheduled Club Activities

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

### VTR 2024 Regionals - South Central Region

30 May - 1 June 2024 in Saint Louis, MO

#### "A Confluence of Triumphs"

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

#### Registration Forms

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

[www.sltoa.org/vtr24info.htm](http://www.sltoa.org/vtr24info.htm)

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

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

(T-Shirt Design Previews: Coming soon.)

#### Events

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

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





#### Hotel Information

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

- Website: <https://www.marriott.com/en-us/hotels/stls-sheraton-westport-chalet-hotel-st-louis/overview.mi>
- Phone: (314)-878-1500
- Address: 191 Westport Plaza Drive, Saint Louis, Missouri 63146
- Map: <https://goo.gl/maps/4P8Kvun81SgCTKQa7>

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

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

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



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# TR7. IT'S OUT TO STEAL THE AMERICAN ROAD

ENGINE: 4 cylinder, over head cam, electronic ignition.  
STEERING: Rack and pinion. Race type 13" steering wheel.  
BRAKES: Power assisted, front disc.  
PRICE: \$5,649 manufacturer's suggested retail price P.D.E. Inland transportation, local taxes and preparation charges extra.  
OPTIONS: Air conditioning, AM, AM/FM, or AM/FM stereo cassette.



First consider what you see: a bold, slashing wedge taken from the Grand Prix racetracks of the world; the dashing shape of things to come.

Now consider what you don't see: the edge of the wedge knives through the wind, forcing the front down for solid control. The slippery silhouette cuts drag. Enhances power. Adds miles to the gallon. (Our E.P.A. estimates are 29.9 mpg on the road, 20.7 in city streets. Your mileage will vary depending on the type of driving you do, your driving habits,

your car's condition, and optional equipment you have.)

Consider sensation: a swift, nimble, taut two-seater that holds the road as if it had hands.

Consider comfort: shut your eyes and you're riding a luxury sedan (sports cars were never like this). You enter the cockpit without acrobatics, sit and stretch in voluptuous space.

Consider the overriding sense of it: unlike the new breed of complex, fragile sports cars, TR7 emerges a beautifully simple and simply beautiful

machine; a triumph of dependability priced at only \$5,649. It's a steal.

For the name of your nearest Triumph dealer call 800-447-4700. In Illinois call 800-322-4400. British Leyland Motors Inc., Leonia, New Jersey 07605. From the land of British Racing Green.



**TRIUMPH**

THE SHAPE OF THINGS TO COME  
**TR7**





**12/16/2023** - The paint job is done, reassembly begins today. Doug Campbell is leaning on the wall of his paint booth, admiring his work. From August 1 to December 15<sup>th</sup> at a cost of \$7500 total. Job well done for a reasonable cost.

*Gary Moss was on hand to help with the loading and unloading of the car. He appears happy the job is done, and the car is back at my shop. Thank You Gary.*



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





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



### **Greasy Hands Garage North Update** by John Phillips

**9/17/2023** - When we left off last month the passenger seat had been stripped and the back straps shortened. Then the support straps were added to the bottom of the seat frame, followed by the factory diaphragms. I am confident that no one will have trouble with failed diaphragms in the future.

I plan to start putting the seat foams together tomorrow. Since I have never redone seats from an early TR6 before, I may try to find some guidance somewhere online.

**9/18/2023** – Ok, the early 6 seats are a lot more complicated than the late models I am used to. I did indeed find a very detailed video on the process, but it runs so fast that it is hard to discern any details about the assembly. If interested, it is here.

<https://www.youtube.com/watch?v=BD7jO5tZsEw>

I got up wondering where I might find seat belt strapping for the diaphragm support plus foam to replace what had rotted during storage, plus

some rivets the correct size and last but not least upholstery glue. I got ready to go out shopping to find the materials needed but then the light came on. Check Amazon, and I did. I found everything needed except a piece of metal from which to make hold down clips for the seat belt material. Free delivery so no shopping. The foam will take the longest delivery time, October 2<sup>nd</sup>. The rest, tomorrow.

The video shows significant sub-assembly work prior to gluing anything to the frame so that will be my focus for now, building the seat cushions, back support and headrests. This will most likely be slow going to get right.

I went to the shop after lunch and took the covers and pads off the driver's seat. The other set went in the trash. I kept these around to have a visual guide to show how they should go back together. May start tomorrow, enough for today.

**9/20/2023** – I started the day by running some errands then went to the shop. The rivets and strapping I had ordered had arrived, so the obvious job was to work on the Driver's seat by installing the support strapping followed by the standard seat diaphragm. Before starting that I worked on the seat back supports.



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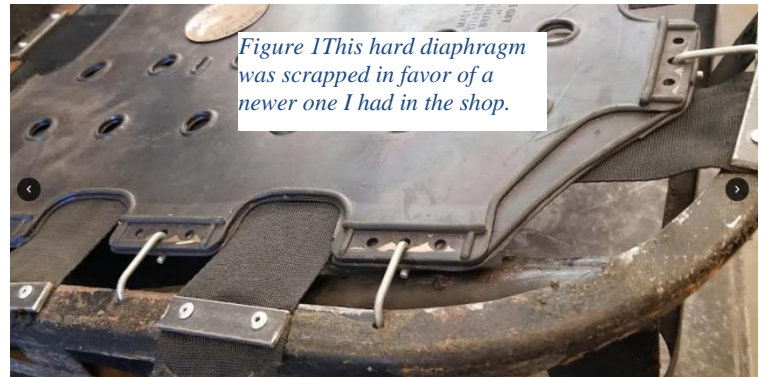
If you recall, the straps stretch over time and finally get so bad that the panel on the back of the seat gets pushed off and will not stay on. This is a great time to tighten them up.

The way you do that is to remove the bottom on or in my case the one next to the bottom. You could go through a process of shortening the strap by moving the pins to another set of holes, or you can just move the strap above down to the next level. Since it is shorter, it will be tighter.

Then move the strap above down to the next level and so on until the last strap you have must be shortened because it is now way too long.

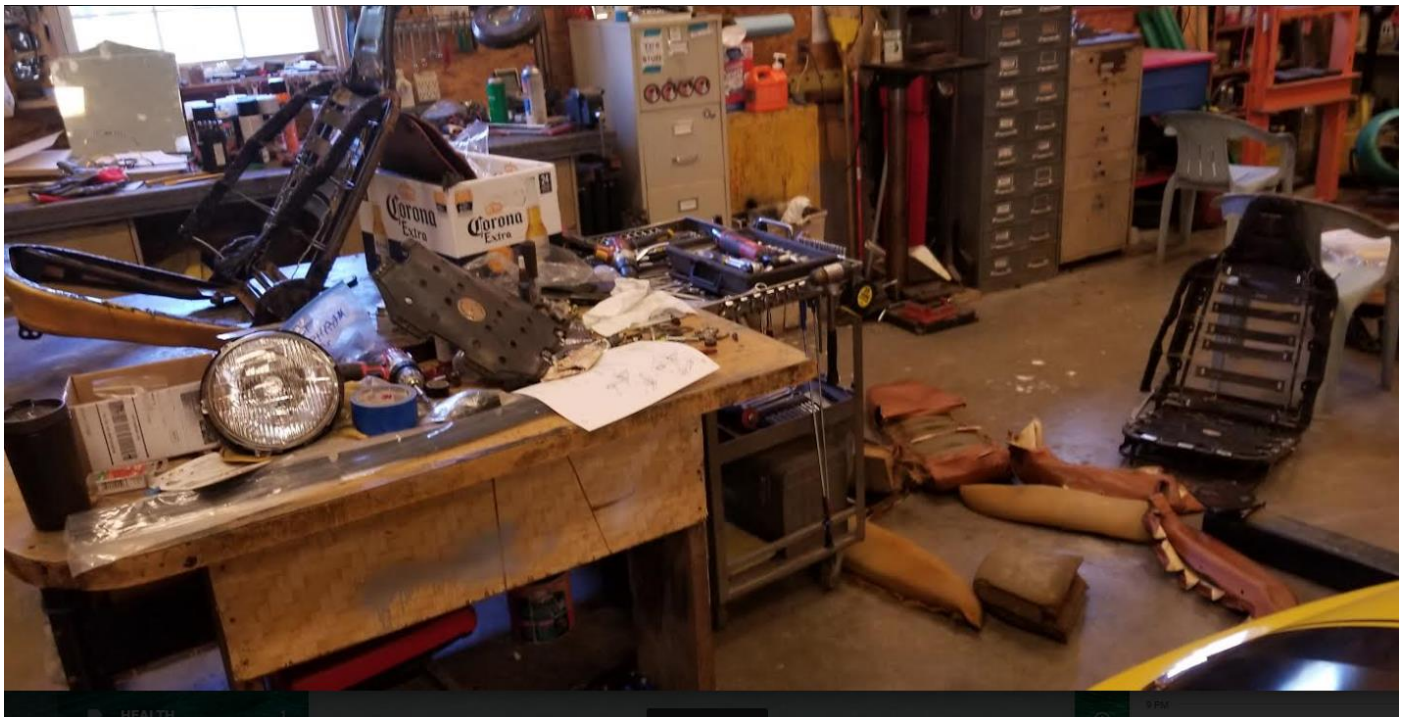


Now for the seat cushion. I bought some seat belt strapping for this job since my stash had been depleted while doing the passenger seat. I also purchased some 1/2 inch wide x 1/10" steel flat stock about 3 feet long to make the strap retainers. The retainers were made by cutting 12 pieces that were two inches long. Two 1/8" holes were drilled in each piece for installation of 1/2 "long rivets to hold the strapping in place. The holes actually need to be a little larger than 1/8 inch for the rivet to go through.



*Figure 1 This hard diaphragm was scrapped in favor of a newer one I had in the shop.*

The picture shows the strapping installed first, followed by the rubber diaphragm. Pulling those hooks into place will make an old man grunt, I promise.





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Tomorrow I may start placing the foam pieces on the seat bottoms.

Interestingly, I ran across the invoice for the seat foams and diaphragms. They were purchased in July of 1993, coincidentally that is the same time that Sam and Carol were starting our club. I can only assume that this car has been apart and stored for 30 years.

**9/21/2023** – Some time was spent in the shop today trying to not mess up the seat foam/cover installation. It did not work. The passenger seat cushion did not get glued to the foam underneath. Since that area is no longer accessible, I am wondering whether to try and rework the assembly or leave it the way it is. It won't hurt anything; it just doesn't look right. Kind of like sitting on an air bubble.

I think I will do the other side and see what the difference is. If I do it right, and they look the same, I am home free.

Some work was also done on the back of the seat. If it looks strange to you, I understand, it looks strange to me as well. This is the first set of early seats for me. They will look fine when finished. More tomorrow.

**9/22/2023** – Today I reviewed what I know versus how the old seats were assembled. Things are ok so far. No gluing today, just planning.

Jim and I visited with Doug Campbell, the painter, again today. I took



him some parts he needed to ensure fit of mating parts. Jim picked up the remainder of the hood that came from his old parts car. Work on my car seems to be going quite slowly at this point.

So far, the age of the interior parts has been ok except for two items. The seat diaphragms do not stretch easily. I pulled one of the tabs off and had to replace it with a diaphragm

I had purchased a few years ago. It stretched easily and was much easier to install as a result.

The second item was a foam pad that is attached around the front edge of the seat. The old foam had completely deteriorated and turned to dust. The new foam is due today.

**9/24/2023** – On the previous page is a picture of the seat diaphragm that came with the car. Very old and not very pliable. I decided to replace it with one that is newer so both seats have updated diaphragms now.



After that task, I installed one of the bolsters on the passenger seat. It actually looks pretty good, no bulges or wrinkles. It needs a little more trimming in a couple of areas. Since I am in no hurry, it seemed a good time to finish up for the day.



It is Sunday and I am still waiting for the foam to arrive via UPS. They have missed three receipt days already.

**9/25/2023** – No foam yet. I went ahead with assembly knowing the missing foam can be installed later. Everything was fine until the back was put in between the bolsters. Not happy. If someone else did work this poorly it would not go well.

I have to make some changes somehow. It just looks awful. The bolster vinyl must come up a half inch or more to close gaps at the headrest.

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Some space has to be made between the bolsters to relieve pressure on the back. That might even help the headrest. Not happy. Not happy.

**9/26/2023** –

Gave up on foam order and re-ordered. Since I am waiting for the foam, I think I will start to

source someone to service the radiator and fuel tank. New tank cost (\$279.95), New radiator cost (\$349.99) at British Parts Northwest. The radiator from TRF is (\$369.95), the tank is (price is of day ordered). Moss is (\$279.99) for a tank, (\$359.99) for a radiator. I think I will check the service industry.



Part Number	Description	D Option	Core	Status	Price	Quantity	Total
211060	UKC8677 SUPPLIED UKC8677/TRW SUPPLIED		\$0.00	SUP	59.95	1	\$59.95
154933	154933/TRW SUPPLIED T56 CYLINDER, MASTER, CLUTCH		\$0.00	SUP	46.95	1	\$46.95
						2	\$106.90
Shipping -- UPS Ground or Parcel Post							\$20.00
<b>TOTAL</b>							<b>\$126.90</b>

I just visited with Steve Smith at Vinita Muffler and Radiator to ask if he was still doing radiators and the response was yes. I asked if he also works on fuel tanks, and he said yes. I will be taking mine up for IRAN (inspect and repair as necessary) first thing in the morning. Back in the old days we had a program with the Air Force that they called IRAN.

I did do a little more work on the seat trying to improve the appearance with small success not worth messing with so the seat will remain as is unless the sun can help me out. **Dan Short said "the sun is the interior's best friend".**

**9/27/2023** – This morning I made the 45.5 mile drive up route 66 to Vinita Muffler and Radiator. Assuming the tanks on the radiator are in good condition, the core will most likely require replacement. That will make the original looking radiator like new. I did ask that a drain valve be installed on the bottom tank.

Even though the gas tank has a lot of gunk and some rust inside, Steve said his sand blaster will make cleaning a very manageable task. No other repair work is anticipated.

Of course, the goal is to save money versus purchase of new parts. I hope it works out.

Later I decided to order the wiring harnesses needed.

Code	Item	Qty	Price	Grand Total
873	1971 - 1972 TR6 Body Harness (873)	1	\$145.00	\$145.00
892	1971-1972 TR6 Main Harness (892)	1	\$560.00	\$560.00
BC55	1971-72 Triumph TR6 Battery to Solenoid Cable (BC55)	1	\$32.00	\$32.00
BC58	TR6 / TR250 Battery Grounding Cable (BC58)	1	\$50.00	\$50.00
				Subtotal: \$787.00
				Tax: \$0.00
				Shipping Cost: \$36.00
				Grand Total: \$823.00

The only harness that got here with the car is the reverse light harness that runs from the back of the transmission to under the dash at the right of the tunnel. Well, there was a worn out and broken grounding cable. Trash.

Actually, I did some sorting to find out what was needed. There was a new brake master cylinder on the shelf in the shop. A new clutch master and slave are still needed.

**9/29/2023** – Today I decided that parts are not getting cheaper, the prices are going up so as of now I will buy what I need before the costs of parts and shipping go up again.

As previously stated, I found the new brake master cylinder on the shelf in the shop. The clutch slave and master cylinders were ordered to finish up the hydraulic needs.



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Next up was the exhaust system. I had a pretty good head start of about \$200 with parts in the drawer and attic. The muffler off my first TR6 was still there. I had installed Sam's old stainless muffler and stuck my old one in the attic. It is in perfect shape so no expense there. The attic storage had to be around 25 years. I had some clamps and brackets and hardware, so the purchase ended up as shown.

Part Number	Description	D	Option	Core	Status	Price	Quantity	Total
GEX1255	FSTH47 SUPPLIED T46 DOWNPIPE, DOUBLE, S.S.	L		\$0.00	SUP	94.95	1	\$94.95
GEX7506	T46S35G12 CLIP, EXHAUST	L		\$0.00	CUR	2.45	3	\$7.35
148875	T6 BRACKET, EXHAUST HANGER	E		\$0.00	CUR	16.95	1	\$16.95
GEX1270	T6 LH PIPE, EXHAUST, INTERM.	E		\$0.00	CUR	49.95	1	\$49.95
GEX1269	T6 RH PIPE, EXHAUST, INTERM.	E		\$0.00	CUR	49.95	1	\$49.95
GEX1612	T6 PIPE, EXHAUST, INTERM.	E		\$0.00	BACK ORDER	49.95	2	\$99.90
GEX1271	T6 PIPE, EXHAUST, REAR	L		\$0.00	CUR	49.95	2	\$99.90
148871	T6 BRACKET, EXHAUST, HANGER	E		\$0.00	CUR	9.95	1	\$9.95
155249	T56S45G3 SLEEVE, EXHAUST HANGER	C		\$0.00	CUR	0.95	2	\$1.90
601663	T46 BUFFER, STAY ROD BRACKET	C		\$0.00	CUR	1.25	1	\$1.25
							15	\$432.05
Shipping -- UPS Ground or Parcel Post								\$30.00
TOTAL								\$462.05

I think the next thing to do is to start testing the lights intended for installation when the car comes home. I don't want to buy another harness.

This is going to be a nice car.

**10/2/2023** – Not much time to work on the car on Sunday but I did account for all of the exterior lights. I also cleaned the wiring contacts, replaced bulbs, and retrieved one light from the attic since the one that came with the car was in such bad shape.

The lights are hardly pretty, they have been boxed and shuffled around who knows how many times. I may have to purchase some lenses for the



taillights.



There is continuity everywhere it is needed which indicates the lights will burn when the switch is activated. I still have not checked for short circuits but hope to tomorrow.

Today, Jim Murray brought his TR3 to the shop for a change of oil, filter and coolant hoses and of course coolant.

We had what I define as three major spills.

The first was the result of an oil filter canister that was a little crooked over the gasket. It leaked out about 2 or 3 quarts of oil.

The filter canister was removed and refitted correctly and there were no more leaks from that location.

We made a trip to O'Reilly's for more oil and a bag of stuff to soak up spills. It is good that we got it because there were a couple more spills to come.



Next the small valve on the bottom of the radiator was opened to drain the coolant. The catch pan was under the car but not where the coolant landed when it was expelled. Spill number 2 resulted.

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When the bottom radiator hose was removed, the third spill occurred. We spread the cleanup material around the spill to dam it up and keep it from making a larger puddle.

We spent some time cleaning up the spills using dust pans and a scoop shovel. The wet nasty waste was put in an empty dog food bag and set in the trash can.

The bottom radiator hose from the pump consists of metal pipe and two rubber connectors, one on each end. The metal pipe had significant rust so it was cleaned and coated with rust fix.



While that dried, Jim changed the last hose.

By then the metal pipe was dry so the rubber connectors were installed on the pipe and the assembly was attached to the pump and the radiator

The engine in the car was started to look for oil pressure and any leaks and there were none. Actually, there was oil pressure. The lift arms were removed from under the car and the car moved rearward so we could have access to the rest of the spill mess that needed tidying up. Again, with the scoop shovel.

Jim arrived this morning at 9:30 and he left at 4:30. A full day that ended up successful. The oil and filter were changed. The new radiator hoses were installed, and new anti-freeze installed.

Email from Jim:

John,

Thanks for all of your assistance, expertise, tools, etc.. this past Monday. It never occurred to me that the oil filter leakage would be that monumental! As I tightened it down from the front sided it looked good and felt good. Clearly, I should have checked from the back side as it was

clearly not seated properly. Senior Moment? (Sigh)... Maybe? Maybe just my usual screw-up? Maybe both. Hard to say.

The way home was unremarkable, with the exception that it was without incident! Oil pressure and engine temps looked good. Speedo was still acting up a bit. I am going to hit the instrument with ONE drop of 3-in-1 Oil because it has not been lubed in the past 40 years, but I think the problem may still be with the cable routing or the angle drive. Right front suspension still squeaking, with no change.

After arriving home, I popped the bonnet to have a look-see. All of the replaced cooling hose connections looked dry. A little oil drippage, but hard to tell if it was from the filter, or aftermath of the oil change disaster. Front oil seal may be leaking slightly. But overall, the drips were minimal. So, that is a reason for concern... . Will need to dig deeper tomorrow.

Thanks, again!

-Jim

**10/3/2023** – Today I finished checking the exterior lights for short circuits to the best of my ability. One light was found to be quite rusty when it was opened up so I found a replacement in the attic that is rust free.

Some lights had wires with missing connectors, so connectors were replaced. I think they are ready for installation.

One of the orders for foam finally produced a shipment of material. However, I think this foam is more dense than what is used on original equipment. I may wait and see what arrives next.

Yesterday the wiring harnesses arrived and will remain stored in my office until it is time to install them. The only big-ticket item to be received is the exhaust system, part of which is on back order, and to a lesser degree the clutch hydraulics. I am ready for a car to put everything in.

**10/5/2023** – Yesterday the second shipment of foam arrived late. It is usable but not



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exactly what I want. Another shipment is due by Monday so to make sure I will wait.

Now that all the lights are functioning properly, it is time to get them cleaned up, polished and broken lenses replaced. Time to lean on the attic stash again.

Ok, they are all clean and functional but there are a couple of lenses with minor cracks. Since they cost about \$65 each, I think I can use them as they are unless I can find some more lying around.

Several parts and assemblies were also cleaned and when needed painted. I made a new list of parts that I need and placed an order with TRF for them.

Parts needed but not ordered were horns. I am sure there are some horns around here somewhere, unless I gave them all to Art. So, horns and lenses are awaiting a decision.

Productive day. I am actually getting close to the end of maintenance and repair of things to reassemble on the car. A few more days of easy work and I will need the car.

**10/6/2023** – Another day of cleaning and painting. Braces, steel fluid lines, brackets, etc. Boring but at least I am running out of that stuff to work on.

The third order of foam is due today and I hope this is the right foam for the job. If so I can get back to work on recovering the seats and get them finished up.

**10/8/2023** - No foam yet. Today I found the horns and tested to see if they work. They did not. They were disassembled and cleaned up enough to get one working. They are not worth the trouble to rebuild so I bought a couple of aftermarket cheapies for \$20. I have used them before, and they work fine but I did not have the right brackets for them.

The ones I ordered from British Parts Northwest come with the brackets attached so that problem should not repeat.

The exhaust system minus the two intermediate pipes were received in good condition. All new hangers and clamps were also

received. Wiring harnesses are also here so when the car comes home there will be plenty to do.

**10/10/2023** – UPS keeps sending notices that my shipments are out for delivery but no sign of either of them yet. I am expecting a shipment from the Roadster Factory and one from a foam shop.

I would really like to have the foam so I can finish the seat upholstery. I set the passenger seat out in the sun a couple of days ago and it looks more settled in. I think it may work out ok.

Jan just brought the TRF shipment in but these parts are for after the car comes home. No help for today. Need foam.



To while away the hours, I have been trying to improve the looks of the coolant overflow bottle and the windshield wiper cleaning fluid bottle. They both looked pretty bad with paint, grease and stains from age. They are far from looking new, but they look much better than when I started. They are fully functional so I will use them as they are. The tubes are broken off the wiper/washer pump and I probably won't try to make them functional, but they won't look too bad.

The foam finally arrived. It is going to work out just fine. The density is good, and the amount of material is more than adequate. All in all, I have waited for this foam for about a month. Nothing has been harmed by the delay in finishing the seat upholstery, but I hate a delay that is unnecessary. Tomorrow I will make some progress by finishing the passenger seat and being able to make some progress on the driver's seat.

**10/12/2023** – Yesterday was run errands and help Jan with carpets. Never unlocked the shop.

Today the housekeepers are here so I am free to work in the shop. First up was to make the pads for the front of the seats using the new foam. That took a while.

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Then the pads were glued to the front of the seats and the covers pulled into place and secured with clips. Now it is noon and time for lunch. That took longer than expected.

Next is the assembly of the back of the seat and the bolsters.

The bolster foams did get glued to the frame.

I didn't get much further. I just was not in the mood to work any longer. Maybe I just needed a nap. Guess I will give it a try.



The radiator core was replaced (100% American Made Brass & Copper I was told). This one will last as long as the car does.



The original thought was to save some money over buying new parts. That did not work out. The radiator cost was \$458, the tank cost was \$350. I figure the total cost over and above new parts plus shipping to be about \$100.

Back on the seats bolsters tomorrow.

**10/14/2023** – I went to the shop earlier than normal for me. It was not even 8 yet.

With all the enthusiasm I could work up, I attacked the driver's seat upholstery work. The bolsters are a trouble spot for most people. I say that because it is typical to see space between the top of the bolster vinyl and the seat back. Very tacky looking.

I encountered that on the passenger seat and added some scrap material under the bolster vinyl to cover the gap. Also tacky, but not as obvious.

Today I pulled and tugged on the bolster vinyl until the vinyl of the headrest/back assembly covered the top of the bolster vinyl. I can understand why the design was changed to a much simpler assembly process. Big difference.

The backs and the dreaded seat release handles are still to be installed but I wanted a break from the seats.

I started thinking about what should be next. I decided to finish up the assembly work on the fuel tank. Not much there but the sending unit for the fuel gauge was tested to see if it was working and in spite of the rust on the cover, it worked.



**10/13/2023** – I

finally made it to the shop a little after 12 today. The vinyl for the seat bolsters was winning the wrestling match when I got a call to go pick up the refurbished radiator and gas tank.

I jumped in the truck and headed North for the 1-hour drive to Vinita Muffler & Radiator. We visited for a little while then I got the bill. Sticker shock was the thing of the moment. The cost of the fuel tank

cleaning was \$350. Getting the failed tank coating out took a lot of labor but the tank turned out to be in good shape.



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**10/15/2023**

– To finish up with the seats, today the hardware that stops the seat from going forward unintentionally was added and the seat backs were put in place.

Some rework is called for to eliminate issues found during the work done today. I need to move some vinyl around at the back of the seat. That can wait until tomorrow so right now I will concentrate on my beer.

A spray of rust fix, apply the gasket, insert the float into the tank. Now to find the attachment screws and fiber washers to hold it in place. Found the rusty little buggers and the new fiber washers. I used all of the screws except one that was deemed too rusty for use, so it was replaced.

The filler hose with clamps was found and loosely added to the tank neck to be used when needed and that preparation work was done.

The only thing I did to the radiator was find an old cap and put it on to keep stuff out of the new core.

I had asked for a drain in the radiator, but that request had been forgotten unfortunately, no drain.

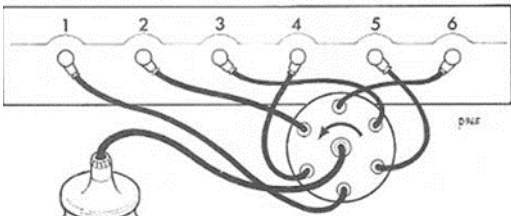


## Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

### JOHN'S QUICK TIPS

#### Plug Lead Positions (Fig. 55)

Ensure that the plug leads are attached to the sparking plugs as shown. Firing order is 1, 5, 3, 6, 2, 4, taken in anti-clockwise order, as viewed from the top of the rotor arm.



### TR6 Soft Top Folding

To prevent window damage when top is down fold TR6 top as shown.



Unsnap the top from the rear bow and beneath each side window. Spread over boot lid.



2. Fold top forward without folding back window



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

[https://www.youtube.com/watch?v=IS2FhnWK6\\_o&feature=youtu.be](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](mailto: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](mailto: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  
Sway Bar  
1200cc Engine Complete except exhaust & carburetor  
1200cc Engine Block, Head and Oil Pan

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



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



## GCT Merchandise

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

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

### Land's End Merchandise & Club Log

Inbox



**Art Graves**

to me, Rob, Dennis

Hi John, Rob & Denny,

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

Thanks,  
Art

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

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

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

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

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

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

Cheers,

*TWO CHOICES  
- VISIT BOTH*



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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.

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

#### Andy Wilmes

Admiral Alignment

+1 (918) 232-3273 Mobile  
[andy@admiralalignment.com](mailto:andy@admiralalignment.com)

13503 N 155th East Ave.  
Collinsville, OK 74021



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