



# Triumphant Times

Monthly Newsletter for July 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 July 16th  
Dinner at 6:00PM  
Meeting at 7:00 PM  
Location: Ridge  
Cantina  
9999 S. Mingo  
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)

**This meeting's agenda will include election of President and Vice President of the club for the 2024 – 2025 fiscal year. Paid up members are eligible to vote and or be elected.**

### President's Address by Rolf Blom

Rolf and Adele are travelling so no article this month.



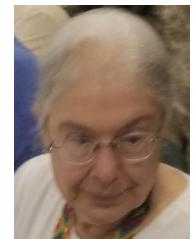
### Vice President's Article by Pat Kendall



### Minutes of the last meeting

#### by Secretary Adele Blom

Minutes for June 2024  
The June meeting of Green Country Triumphs was held at Big Whiskey's American Restaurant & Bar, 4532 E 51st Street, on Tuesday June 18. The meeting was called to order at 7:00pm by the President, with sixteen members present.



The minutes were unanimously approved after John Phillips made the motion and Matthew Karibian seconded.

The Treasurer's Report was given by John Phillips: \$260 dues were deposited since the May report. This amount represents the annual dues of

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thirteen members. John felt that the membership payments were becoming more timely. Both the checking account and the savings account are healthy. The Treasurer's Report was also approved.

The Parts Committee discussion was begun by John Phillips. In the main this concerned his TR6 project car, which is nearing completion at this point. He is expecting a new alternator which has been ordered. New a new interior kit came with the car, but the carpets are quite a stretch to fit and the vinyl wheel well covers were not included. The engine hood has proven difficult to fit correctly with misaligned hinges and other issues. His TR8 has also become a project as somehow the radio got destroyed his exact wording was it exploded

Art Graves pointed out that the Roadster Factory is slowly getting back into business. He welcomed their return because a transmission tunnel cover, he obtained from British Parts Northwest did not permit him to fit the rugs and shifter boot correctly, He ended up using duct tape in an effort not to roast himself on a trip to Saint Louis. He also found an incorrectly located muffler mount; it was two inches off.

Responding to a question about engine repair John mentioned Dale Smith who is now retired but may do some work. Midwestern Engine Rebuilders at 1117 East 4th street was mentioned as a reliable firm. Jack McGlumphy mentioned a shop on East third street between Utica and Lewis.

Steve Anagnost mentioned that he had a friend in Houston that could machine new parts if needed.

In response to a question from Rolf regarding custom-made interiors, a visit to Tuesday Night Cruise was suggested. There is a website with this name, and the cars are customized.

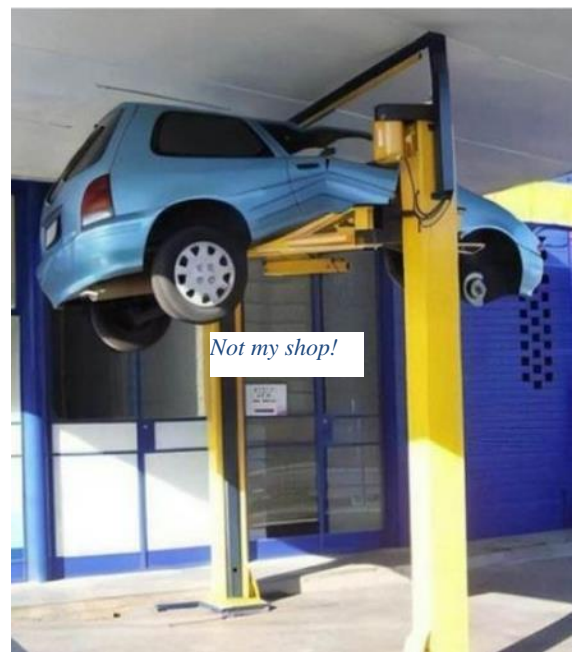
Recent activities discussed mentioned the TSD rally ready. Jim Murray will put an article in the newsletter on this. Jim Lindsey had generously offered to cook steaks, but back surgery and kitchen remodeling got in the way. We wish Jim and Trisha well: but for now, this event in in limbo. A possible cookout in Steven and Lee's backyard will be maybe in October or September when it gets a little cooler.

Art Graves has been working on Sam Clark's car but the project could use more volunteers or beer. John Phillips says put a part on a project car every day and in a year it will be done. Steven hopes to learn when someone is working on their car. Let him know so he can watch. We need a welder in the club.

Art Graves keeps track of shows and wins several of them. Springfield, Missouri June 28, 29 and Brits in the Ozarks in Fayetteville September 5, 7. The National Convention will be in Nashville, Indiana.

Old Business: Jim Murray took control of nametags. Maybe magnetic would be good.

With no new business brought up the meeting was adjourned at around 7:30pm.



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## The June meeting

at Big Whiskey was well attended. Michael Burns, a prospective new member joined us for dinner in advance of receiving his "new" TR8 from California. Art was late so he is not in the pictures.

The next meeting was discussed since Adele and Rolf will not be present. They beat me into submission to preside next month at the annual election of officers. If anyone feels a call to

serve as an officer please let me know as the future of the club depends on members taking on a little more responsibility at times to keep things going.

The office of President is not a difficult one but attendance is important. The Vice President takes on the task of finding a location for upcoming meetings and that is the most difficult thing for that position. The secretary position is important as the minutes are a part of the monthly newsletter.



## Scheduled Club Activities

WHEN	WHAT	WHO
March	St. Patrick's Day Dinner	Jan
October 5th	Anagnost Cookout (Tentative)	Steve
November	Guy Fawkes	Jan

## 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

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## **2024 CAR SHOW LIST** **by Art Graves**



### **New Orleans British Motoring Festival**

Location: Covington, Louisiana

Date: March 23, 2024

Web: [2024 British Motoring Festival - BMCNO](#)

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

Location: White Rock Lake Park, Dallas, Texas

Date: April 21, 2024

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

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

Location: St. Louis, Missouri

Date: May 30 – June 1, 2024

Web: [SCVTR 2024 Information \(sltoa.org\)](#)

### **The Wedge Shop Gathering**

Location: ??

Date: ??, 2024

<https://www.thewedgeshop.com>

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

Location: Sand Springs, Oklahoma

Date: June 1, 2024

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

### **TRA National Meet**

Location: Mohican State Park, Ohio

Date: June 17 – June 21, 2024

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

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

Location: Springfield, Missouri

Date: June 28 – June 29, 2024

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

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

Location: Merriam, Kansas

Date: August 31 – September 1, 2024

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

### **Triumphest**

Location: TBA

Date: 2025

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

### **Britts on the Bluff**

Location: Natchez, Mississippi

Date: September ??, 2024

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

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

Location: Agri Park, Fayetteville, Arkansas

Date: September 5 – September 7, 2024

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

### **VTR National Convention**

Location: Nashville, Indiana

Date: September 8 – September 12, 2024

Web: <https://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention>

### **6-Pack Trials**

Location: Corning, New York

Date: September 18 – 21, 2024

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

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

Location: Austin, Texas

Date: October 11 - October 12, 2024

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

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## **CHARLIE BROWN VISITING WITH RICHARD RAWLINGS OF THE GAS MONKEY SHOW**



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# 22nd BRITIS in the OZARKS

**ALL BRITISH CAR & CYCLE SHOW**  
*Benefiting the ALS ASSOCIATION*  
*"Fighting Lou Gehrig's disease"*



**SPONSORED BY**  
**BRITISH IRON TOURING CLUB OF**  
**NORTHWEST ARKANSAS**

**PRESENTED BY**  
**Jeff & Lisa**  
**Kellogg**

**University of Arkansas Agripark**  
**Fayetteville, Arkansas**

**September 5-7, 2024**

**Thursday, Sept 5**  
Driving Tour

**Friday, Sept 6**  
Driving Tour  
Parking Lot Party

**Saturday, Sept 7**  
Car Show  
Banquet

**SPECIAL GUEST**  
**Dick Lunney**

*Executive Editor of Classic MG Magazine*

**Car Display • People's Choice Judging • Concessions Available**

**Host Hotel**  
**Holiday Inn Convention Center of Northwest Arkansas**  
**I-49 and Highway 412, Springdale, AR**

FOR REGISTRATION INFORMATION CONTACT

**BILL WATKINS**  
479-636-2168  
[www.Britishironnwa.org](http://www.Britishironnwa.org)

OR

**DOUG SCHRANTZ**  
479-531-2783  
[dougschranzt@gmail.com](mailto:dougschranzt@gmail.com)



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

GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT regardless of number of cars) FREE T-SHIRT FOR EARLY REGISTRATION IF **RECEIVED ON OR BEFORE AUGUST 9, 2024**

Additional t-shirts may be purchased below or, if available, at the Friday cook-out or at the show) PLEASE COMPLETE THE FOLLOWING.

Name(s): Phone:

Address: City:

State/Zip: E-mail:

Registration **RECEIVED ON OR BEFORE AUGUST 9, 2024** (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for each additional car or bike

Registration **RECEIVED AFTER AUGUST 9, 2024** (no free t-shirt ): \$30.00 for 1st car or bike, \$10.00 for each additional car or bike.

PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH CAR OR BIKE!!!

Car / Motorcycle: PLEASE SEE LIST ON BACK FOR CLASSES.

Marque: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \$

Additional Cars / Motorcycles

carried over from additional registration forms @ \$10.00 each: \$ Awards dinner,

\$40.00 per person: Number: x \$40 ea = Dinner total \$

T-shirt size (free if received on or before 08/09/24- **MUST** Circle one: S M L XL  
XXL (If you don't circle a size the default is a large!)

Additional T-shirts - **MUST** Circle when ordering: S M L XL XXL (\$20.00 each) x = \$

TOTAL (Make checks payable to British Iron) \$ MAIL TO: Dr. Hessel Kooistra, 10975

Rocky Creek Rd., Fayetteville, AR 72701

Please check for Thursday driving tour (no charge, head count only) or dinner gathering (Dutch)

Please check for Friday driving tour to on a different route through the Ozarks (again, no charge)

HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, AR Specify Brish Iron Car Show, rate includes ALS donaon by the hotel, 479-751-8300 Ask for Brish Car Show rate before 08/05/24 Informaon or qesons: Email Hess Kooistra [britsintheozarks@gmail.com](mailto:britsintheozarks@gmail.com) Or Bill Watkins at [bwatkins@watkinslawoffice.com](mailto:bwatkins@watkinslawoffice.com) See also [www.britshironnwa.org](http://www.britshironnwa.org)

JUDGING CLASSES 2024 Revised 04/11/23

- A- Austin-Healey Sprite – Mk1 (Bugeye)
- B- Austin-Healey 100-4, 100-6, 3000
- C- Classic Minis
- CM - Modern Minis

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

- D- Empire (catch-all: cars not otherwise assigned a class 1950-1979)  
E- Lotus  
F- Luxury Saloon (Bentley, Rolls, Daimler limo, Austin Princess, etc. through 2010)  
G- Jaguar - Modern Sports (XK8 and later)  
H- Jaguar XK120/140/150  
I- Jaguar XKE  
J- Jaguar Saloon, Early (Mk1&2, S', Mk7/8/9/10, 420,420G, etc. and Daimlers sharing same body shell)  
K- Jaguar Saloon, Late XJ 6 & XJ 12 and newer cars through 2011 (all models and Daimlers sharing same body shell)  
L- Jaguar XJS  
M- MG T' Series (all "T" series standard factory body cars)  
MN- Morgan  
N- MGA  
O- MG Midget/A-H box Sprite  
P- MGB/C chrome bumper  
Q- MGB/C rubber bumper  
QT- MGB GT  
R- Modern British sedans and sports cars (catch all 1980 through 2010 not otherwise classed.)  
RA- Revered Ancients - all cars built before 1950 (open to all makes if not otherwise classed or at owner's option)  
S- Showroom Class (year 2010 on, catchall class for all post-2010 cars not otherwise classed.)  
SV- British 4 x 4 and related special interest (i.e., Mini Moke, etc)  
T- Standard Sedan (common small family cars, i.e. Austin, Morris, Ford, Hillman, small Riley, etc., pre-1979)  
U- Triumph TR2/3  
V- Triumph TR4/4A/250  
W- Triumph TR6 all  
X- Jaguar F-Type  
Y- Triumph TR7, TR8 and Stag  
Z- Triumph Spitfire, GT6  
AA - Racing/modified  
BB - Restoration in Progress (trailed cars, not generally driveable)  
CC - Survivor (Original, unrestored and driveable. Pre-1975)
- CYCLE CLASSES:  
M/C 1 British, all years  
M/C 2 Other
- SPECIAL AWARDS: To be announced
- NOTE: Any who wishes to park away from their designated class will be accommodated, but will have their plaques marked "Display Only" (not judged)

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## VTR National Convention 2024



**September 8 - 12, 2024**

**Nashville, Indiana**

*Hosted by Indiana Triumph Cars*

**Celebrating 50 Years of "The Shape"**



Join us in Nashville, Indiana for the 2024 VTR National Convention. The event will be based at the Abe Martin Lodge in Brown County State Park, just outside Nashville. Brown County, the "Little Smokies" of Indiana, has amazing topography and great driving roads for you to explore. Between Columbus and Bloomington, Nashville's downtown is home to many artists, tasting rooms, distilleries, and restaurants.



**Registration is OPEN now!**

**Seats for Banquet are limited. Register Early!**

[indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention](http://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention)





## Greasy Hands Garage North Update by John Phillips

**3/13/2024** – Last month, or yesterday to me, I was faced with figuring out the next step. I started prepping for startup. I went to O'Reilly's to pick up some stuff like gear oil for the dif and tranny. Also picked up 6 quarts of Royal Purple break-in oil and a couple of oil filters and oil for after break-in. John Gauldin recommends only 4 hours with the break-in oil.

Next was checking the fluid levels in the differential and transmission, both full. The brake master and clutch master were filled. Then I tightened a couple of leaks where connections had not been tight enough.

The steering wheel was installed next along with the horn button. This is the first time that I realized the way things are set up from the knuckle at the steering rack with the positioning of the pinch bolt on the shaft flat section. The next pinch bolt at the rubber donut positions the shaft at that point. When everything is properly positioned and aligned the turn-signal trip clip can be seen at the 9 o'clock position while looking prior to placing the steering wheel on the shaft. The entire shaft is

properly aligned and placing the wheel on is a piece of cake. The only trick now is to get the road wheel alignment to match the premade settings of the steering shaft and wheel.

I fiddled with the horn wiring trying to find out if all was working well but the relay in the system kept me from understanding the readings I was getting from the conductivity tester I was using. Guess I need to buy a battery soon.

I also need to figure out what tires I am going to use. I am getting ready to start this puppy, so the next thing was to install the gas pedal and shaft. I tried a new way, for me that is, used by Mike McPhail down in Texas in lieu of using the original shaft bushings. It takes some modification to some standard fluid fittings to mock it up, but they should last forever. Nice system.

Tomorrow I will set the height of the gas pedal first (clamp ruler to all 3 pedals to establish the gas pedal height) and the lever on the shaft that opens the carbs second.

**3/15/2024** – Ok, that is done. 2 Bushings, lever, carb connection, throttle shaft.

There was a screw missing from the clamp that holds the linkage to the carb throttle shaft, but I had a replacement in the shop stash. The clamps

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were loosened and repositioned to work better. The linkage was then attached to the lever on the shaft that is part of the gas pedal part, and the lever bolt was tightened. Should work great.

Anti-freeze was added to the radiator and left to settle a little. The oil filter was filled with break-in oil and spun onto the fitting. Oil was then poured liberally over the rocker shaft and valve springs to reduce the likelihood of bending a pushrod.

I stopped there to order a radiator shroud and pick up some brake fluid and maybe buy a battery and some tires.

Bought Falken tires from Discount Tire and a shroud from British Northwest, brake fluid from O'Reilly's (Peak, no water).

**3/16/2024** – This is the day we celebrate St. Patrick's Day. I ran some errands for Jan then went to the shop to piddle a little. I tightened clamps on one radiator hose then topped off the coolant, no water, just full strength Peak anti-freeze.

Next, the Royal Purple break-in oil was added to the crankcase. The valve cover seeped a little, so it was tightened down some more. Came in around noon and worked on some potatoes for Jan. Guess that is enough for today.

**3/17/2024** – As discussed last night at the St. Pat's party, the jobs today were to bleed the clutch cylinder and the brake system. But first there were wet spots on the hood of the truck and on the floor. I found a hose clamp that had failed on a heater hose near the firewall. With that replaced the leak was eliminated.

For the clutch master, with the cylinder full of brake fluid, the bleeder valve at the slave was opened. I counted to 5 seconds approximately and closed the bleeder.

A look at the master showed that the level of fluid was lower, so it was refilled, and I did that again. After another 5 count the cylinder was



again refilled. It took 3 counts for the fluid to get to the bleeder valve by gravity flow. Until I know different, the clutch is bled.

Bleeding the brakes was next so the rear wheels were removed to get the fluid to the furthest point in the system first.

I decided to look at the wheel cylinders even though I was told at purchase that the brakes and dif were already addressed and were ready to



use. Trust but verify. I was greeted with this.

It looks great and the other side as well. This started off on the right foot. I proceeded to gravity bleed both back brakes. Just loosened the bleeder and gravity did the rest. Easy peasy.

Then I moved to the front. Looks bad. The right front did not gravity feed. I broke the line at several joints to find the problem. Turns out the rubber brake line is swollen shut. I know the brake lines on the front need replacement, but I won't know about the calipers until the brake lines are replaced. I may have to rebuild the calipers later.

I also bought a battery today. They have really gone up in price. It cost me \$236.

Since I had antifreeze on the hood of the truck this morning, I went out to check if it was still leaking and it was. After re-cleaning the hood, I covered it for protection until I can figure out why coolant is leaking from one of the heater ducts. I am not happy. The heater was put in first because of where it is and access being difficult. We shall see.

**3/18/2024** – This morning, I tightened the hose clamps that connect the heater to water at the firewall. Now I wait to see if anymore coolant leaks out. If not, I am happy. If it leaks, the heater



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will have to come out and the new core becomes suspect and will have to be pressure tested. Fingers crossed.

Then a trip to the drug store for prescriptions for Jan and me gave me an opportunity to stop at Home Depot for a 3/8ths drive 9/16ths and 5/8ths socket to replace the ones that disappeared in the shop. After a little lunch I will head back to the shop to see what needs to be done.

The first thing I selected was to put the battery in place secured by one of the tie-downs from the attic. The positive cable was connected but the negative will remain detached until it is time to actually put power to the various systems.

The old tires and wheels are off the car to facilitate work on bleeding the brakes and replacing needed parts like the new brake hoses on the front. The new wheels are on hand and the tires are due for installation by tomorrow so I doubt the old wheels or tires will ever be used again with the possible exception of serving as a spare tire.

As of 2 p.m. the leak from the heater persists. It appears that removing it is the only option. Maybe tomorrow.

**3/19/2024** – The coolant is back in the original containers and all of the hood bolts are loose. I have two problem areas that need some thought then action. The positioning of the hood and sizing of the gaps is so far eluding me.

The leak at the heater is maybe fixed, maybe not. My radiator test kit is of little value. So far it will not hold pressure. So, I have to figure out what to do and what not to do. Hmmm.

**3/21/2024** – I had lunch with my daughter & Granddaughter then stopped by Charlie's house on the way home. I stomped on the brake pedal while he opened and closed the bleeder valve to let the air out. Sometimes using a vacuum pump just does not work. The manual method did, and the brake adjustment is complete.

**3/22/2024** – It seems like I am having trouble finding time to work on the Tart. After running errands and Dr. appointments I got home just as the new brake lines for the front of the Tart (my TR6 project) were delivered.

I decided to install the hoses today instead of waiting for another day. Saturday is the funeral for Dorothy so I doubt much work will get done then.

The hoses were disconnected from the metal brake lines and the retaining brackets. The new lines were then replaced in reverse order of the above. It took simple wrenching with 5/8ths, 9/16ths, 1/2 inch and 7/16ths end wrenches. A crowsfoot socket was used to reach one retainer nut on the driver's side.

It was tiresome and messy, but it is done, and the brake pedal stands high. It appears the clutch is also disengaging so both systems appear to be bled and operational. Tomorrow the heater leak get attention.

**3/24/2024** – Today I was back in the shop and ready to tackle the coolant leak at the heater. I assumed the best (that the heater core was no leaking) and started working on the hose connections.

One clamp was not as far onto the rubber hose as well as the other hoses so to get to it easier the ductwork on the passenger side and brace for the dash were removed.

The clamp was loosened, then worked closer to the heater box then retightened. The other three connections were tightened more.

A drip pan was dried and placed under the hoses to check for more leaks. The coolant was then put back into the radiator and left to seek its own level throughout the system. If the drip pan is still dry tomorrow, I will consider the leak repaired.

The top was then placed on the worktable to get it ready to install. Some plastic snaps were placed along the back edge holding the stiffener in place. The underside of the top was discolored so it was painted black.

The vinyl edge across the back needed to be glued down to the metal of the stiffener so gorilla glue was used for that, and the top was left to dry.

**3/25/2024** – Yesterday's work on the top paid benefits, it looks pretty good. Today Snaps were added, and it was time to get the straps sewn across each end at the back. Jan never got

around to sewing a loop, 2 inches wide and a 1/2 inch deep on the end of each strap so I took the job to a seamstress in Owasso. She did the work for \$10, and I was on my way back to the shop.

At the shop, the hardware package that came with the car had the two pins that prevent the straps from pulling out. The pins were put in place and the strap pulled through the metal hold down strap over the gas tank.

With snaps and straps in place the rear retainer bar was fastened to the body of the car over the gas tank, so it was time to install the top bows temporarily. The top needs to be in place when the car goes back to the painter to finish the bodywork and paint work. When the car comes home it will be time to put the interior in.

The back of the top is fastened in place, tomorrow I will work on snaps, the front and straps.



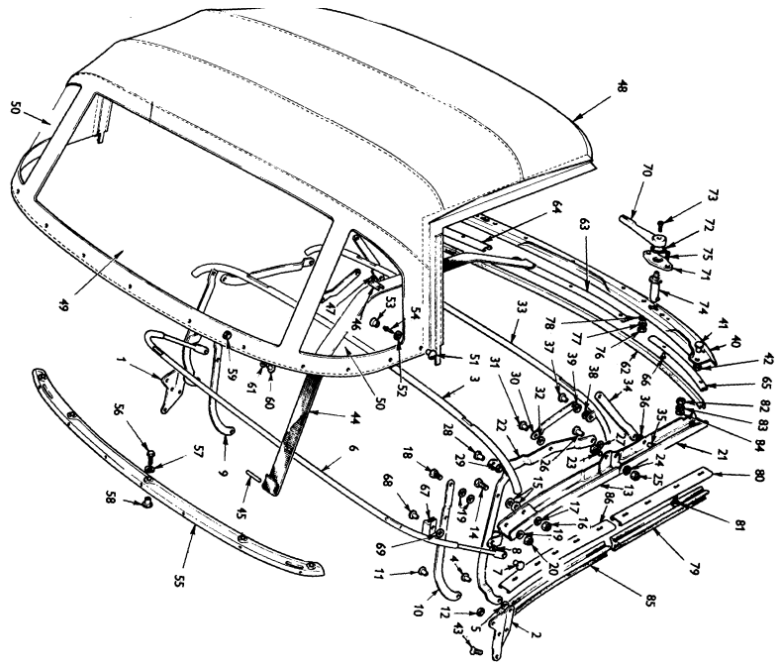
**3/26/2024** – Work continued on snaps for the top. I started with the plastic snaps but my installer broke the male side of the snaps, so I made the switch to metal. Of course, that meant that the snaps installed yesterday had to be replaced. I had plenty of snaps and it did not take too long, so it was ok. The look did not change much since yesterday.

The plastic snaps were black and gave good contrast against the white paint which is why I selected them. Fortunately, the part of the metal snaps that shows are for the most part also black.

The radiator was also topped off and the overflow bottle received about 1/2 a bottle.

A little time was spent getting some overspray off the plug wires then I called it a day.

**3/27/2024** – As of yesterday, the snaps around the back edge were in place. The straps (44) were held in place by the retainer pins (45). It was time to secure the straps to the top bows (3) and the header bar (40).



The situation I had is that the top had been used previously so the rivet holes along the front edge were punched and the vinyl trimmed at the front, no adjustment. The other issue is that the top has shrunk over the years so I could not fasten it to the header bar at the front pending a hot day to heat the vinyl so it will stretch.

The rivet holes in the vinyl were reused to prevent having to buy a new top. Channels (63, 64, and 65) are held in by the rivets on top of the vinyl and hold down the vinyl which helps when the glue is drying. The channels are also the



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retainer for the rubber seal (62) that keeps rain from entering the car over the glass.

The bigger jobs are complete but dotting the I's and crossing the T's will still take a long work session, but it is getting there. I just hope the old thing stays together after the work is done. I may have to buy a new one.

**3/29/2024** – Today I added the proper coating beneath the doors. I need to practice my skill at applying masking tape. I left a gap between the paint and the stainless-steel trim strip.



**3/30/2024** – Today yesterday's mistake was corrected by doing the job over and applying the masking tape to the trim in lieu of the body. Now the coating goes right up to the trim.

Next was the seal between the header rail and the windshield frame trim piece. If I had a list of tasks that I don't like, this one would be on it. The small channel is inconvenient when placing the flange on the seal into the channel. Push one side of the flange in with fingers, the other side with a plastic tool. At this point the top is fully installed except for the rivets that hold the straps to the bows. The top needs to be fastened down tight before the last fasteners are installed.



*This seal replaced on 4/4*

The bad news is that the leak from the heater has returned. Next time, I will drain the coolant again and pull the heater out of the car.

**3/31/2024** – To get the heater out, the instructions say to remove the dash fascia. I followed the instructions.



A lot of work was undone resulting from removal of the heater for matrix repair or replacement. Repair means taking it to Vinita and leaving it for a day or two or three. Putting everything back in the car will take at least one day, maybe more. It is frustrating to get this stuff like you want it than have to take it all out to deal with bad aftermarket BS. Not happy.



**4/2/2024** – I got a call from Steve at Vinita Muffler & Radiator around 1 P.M. today who had bad news and good news.

The good news was that the pressure test was complete. The bad news (sort of) was that there were no leaks in the heater core.

Steve speculated that the issue was a leak at the rubber hose due to not so good clamps and not enough clamps. His process is to use two band clamps at each connection, I had used only one and used different styles of clamps.

The heater is back together and ready for reinstallation. I am also going to use new hoses which I happen to have anyway. More after everything is back together.

**4/3/2024** – Busy day, took dogs to groomer, checked on status of lawn mower safety recall, got gas in Jan's car then back to the house.

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

In the shop I put pickup bed liner on the white overspray in the wheel wells to cover the white, then put the new wheels & tires on the car.



One interesting thing, one of the old tires was an original. I compared the diameter of the original tire to the new 205/70 R15 and they are the same. The remaining tires that came with the car are all different sizes and brands. One wheel was badly bent, the others are pretty good. I like the new look.

Next, the reassembled heater was put back in the car. Connecting everything back on the heater can wait until tomorrow along with replacing the wood dash fascia, gauges, switches, wires, fluid connection, etc. Another day or two and I will be back to where I was two weeks ago.

**4/4/2024** – Today was stop and think day at the shop. I thought about the heater connections and ordered new hose clamps so tomorrow I can install as recommended by Steve at the radiator shop.

I thought about the controls and decided the switch plinth was not fastened in place well enough, so the old hardware was discarded, and new hardware installed for a more stable installation.



I thought about the shop-worn seal between the top header bar and the top of the windshield and decided to use the new one I found in my stash so out with the ugly and in with the new.

As I seemed to be winding down for the day, I decided to put up all the loose tools that needed to go somewhere that I can locate them when needed. The shop is neater but tomorrow I must get back to

work on the car and finish the heater reinstall and put the dash back together.

The only other thing I followed up on was torquing the new lug nuts to 70 ft. lbs. on the new wheels.

**4/5/2024** – First thing up today was to finish up the heater connections on the driver's side. The cable that controls the main flap at the floor was reconnected to the lever controlled by the directional cable on the plinth shown below.

A ground cable was made up to connect to the steering column and the heater ground cable as spelled out on the wiring instructions. The heater switch connections are not yet made.

Next replacing the wood fascia was begun. I made it past the gauges in the center and moved on to the wiper switch and washer switch. Then I hit a snag.

The new hazard switch connections had been removed but the terminal on the top left ended up stuck in the wiring connector. To say that another way, I just scrapped a new switch and ordered a new one at the cost of \$82.

I have met the enemy, and he is me.

Next, I pushed the 6 outside in the sun to see if I could heat up the top enough to fasten to the windshield and it did.

Then the Sky was put on the lift to check the dif fluid and it was fine. The 6 was then pushed back onto the lift and raised enough to get the Sky in the shop in lieu of the garage. Some good stuff to go along with the broken connector tab.



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

Tomorrow I will finish up the heater, replace the coolant and be ready to start the car.

**4/6/2024** – The heater is indeed finished including wiring to the switch. The coolant has been put back in the radiator.

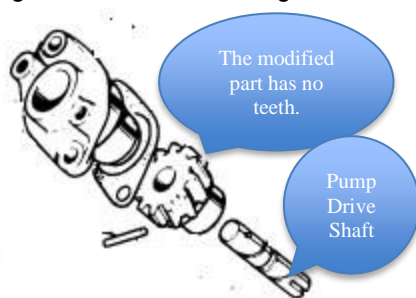
The only thing needed to start the car now is to finish the wiring of the dashboard, which can't happen until the new hazard switch arrives.

I think while I am waiting it may be time to spin up the oil pump and see if pressure appears on the gauge. I now have a new tool to try out so if I can get Jan to watch the oil pressure gauge, I can spin the pump with my drill motor and see if we get a reading.

**4/7/2024** – Today I got the distributor out of the car and removed the pedestal to get at and remove the gear that the cam drives to spin the oil pump and distributor. The modified “gear” was put in place without gear teeth so the cam would be left idle but by spinning an old distributor the oil pump would turn to build pressure and test the oil delivery system.

I then made a call to Lindsey to see if he was available to watch the gauge and look for leaks but no. He returned my call and we agreed to meet tomorrow to spin the new tool on my car and later tighten a clutch plate on his car.

I then removed clips from the top of the door in preparation for installing the vinyl caps on top of the doors. That was it for the day but tomorrow I have to get gas for the TR6 and Sky.



the oil pressure test is positive, I expect Jim will try to talk me into starting the car. Too bad the dash is still apart, and the wiring is a no go.

**4/8/2024** – As planned Jim came over and we tried to spin up the oil pump to ensure proper lubrication at startup. I saw evidence of pressure buildup but not at the gauge as hoped. We decided to just start the car and see what happens.

The new hazard switch is due on Wednesday so if all goes well Friday or Saturday will be startup day.

After Jim (who was feeling poorly) headed for home I drove the Sky into Collinsville to Casey's General Store for some 91 Octane fuel. A 5-gallon gas can was also filled and is intended for use in the TR6. Back at the house the couch was beckoning.

**4/9/2024** – Today was a mixed bag. The hood was attached at the front when the car came home. I took it off so the car could be put back together, engine, tranny, etc. My efforts to reinstall it have been quite bad up until today when things were going well, up to a point.

I decided to fasten the hood at the firewall in lieu of at the front. I removed the hood and put it upside down on the worktable covered with a couple of towels. Threaded components were cleaned out using thread die.

I took careful measurements to locate the latch components on the firewall and hood. By doing this I actually got the hood to fit on the car. None of the bolts at the hinges were installed, all positioning was done by hand. The gaps were way off and still are but adjusting the latch spring and catch pin full towards the back and to the right that gave the best location. I think the latch catch on the firewall will require some shimming to help move everything to the left to improve the gaps.

The height pins at the corners are just about right. The adjustments are getting there.

Now the bad stuff. The hood is shut, and I have not yet figured out how to open it. The latch has been pulled down, but the spring did not push the hood up. Some gentle prying with plastic tools

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has not helped yet. So, I have to figure out a way to get the hood open.

**4/10/2024** – Well, I worked with the hood today. The hinge bolts were removed so the hood could move around some. It moved around but the latch held fast.

I considered trying to unscrew the mounting screws from the back side, but it did not make sense to even try.

As of yet the spring has not pushed the pin out of the latch as hoped. The pin could be too far into the latch, the height adjustments at each corner could be too high, the pin could be off center and catching one side of the latch. Whatever it is it is not open yet. Yes, the latch appears open but the hood is still closed.

**4/11/2024** – The last thing I said yesterday (the latch is open, but the hood is still closed) did not prove true. Jim came over and brought my recharged scope that Jack McGlumphy gave me several years ago. With it we could see the hood latch a little but not enough to know why it would not open.

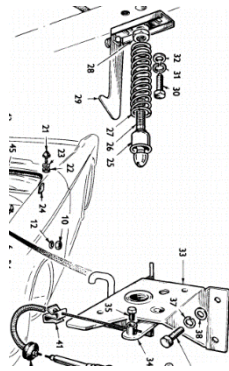
The primary hood release did not work. The backup release did not work. The only way we could think of to get to it was to remove the exhaust down pipe and the starter. At this point Jim left and I got to work.

Removing them was not fun but they are out. A piece of 3/8 copper tubing was long enough and strong enough to reach up from under

the car and release the hood and the spring

pushed it up as it should.

When I was able to see the backup release lever it was obvious that the lever was now off the release.



I put the lever back where it belongs and tightened the attach screw a little to take out the slack.

With the hood now off the car, I plan to start taking some more accurate measurements so that trimming and or shimming can be made as needed to make everything work as designed.



I am also replacing the original hood release so that if the backup fails again, I will be able to raise the hood.

**4/12/2024** – Better day today. I started by reinstalling the starter. Two bolts, two nuts. The top one is hard to reach but a vise-grip holding the bolt from inside the car and the nut being added from under the car one guy can do it.

The exhaust was next, and it went reasonably well. It is all back together and looks as good as before.

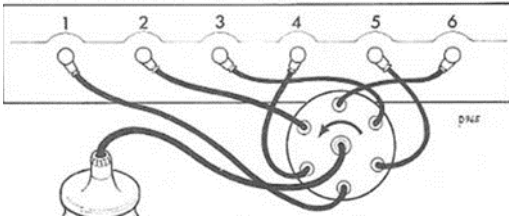
Then I added a screw as a stop to the distance the backup hood release can travel. There has to be a reason that the alternative release failed as shown at left. I hope this prevents to much travel that could allow the small end of the lever to slip off the release. That is not good.

The next thing was to install the new hazard switch. I was very careful not to break another one. With the wood fascia back in place the wiring was connected to the new switch, the speedometer, and the tachometer. That ended up at about 2 p.m. That made 5 hours of work on the car, more than usual. Tomorrow maybe the hood.

**JOHN'S QUICK TIPS**

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

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



**TR6 Soft Top Folding**

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



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



**2. Fold top forward without folding back window**



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

[https://www.youtube.com/watch?v=IS2FhnWK6\\_o&feature=youtu.be](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



## 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.



## 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



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)



## 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*



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

**GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL**

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

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

PEOPLE STUFF	MEMBER INFO	
MEMBER NAME		
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#


SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To GREEN COUNTRY TRIUMPHS	
Check #	Check Date

GCT C/O JAN PHILLIPS  
 5885 E. 480 RD  
 CLAREMORE, OK 74019  
 (918) 283-7017 (leave message)  
 maudjpp@gmail.com

Dues are payable on July 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



**TRIUMPHWORLD SERVICES, Inc.**  
 Specializing in restoration, repair and parts for the English sportscar  
**TRIUMPH**  
 John R. Gauldin (405) 250-0903  
 Edmond, Oklahoma trdr@cox.net