



Triumphant Times

Green Country Triumphs

Monthly Newsletter for June 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

<http://greencountrytriumphs.com>

Next Club Meeting

Tuesday June 21st

Dinner at 6:00PM

Meeting at 7:00 PM

Location: Emersumnice

Brewery

102 South Main Street

Suite E, Owasso, OK

918-330-3973

From President Al Garbart

Hello to all. It is June and the weather is hot. Just checked my front porch and the temperature is 102.30 not a great day to be driving with the top down. That said, I got the TR7 back from Bryant Auto Air March 31st. Then I had more fire extinguisher dirt to clean up from last year's problems. I got the dash installed around Doctor visits, Physical Therapy and VBS. The A/C blows cold and does its best (for a Triumph).

I just need to clean the car outside and inside and I should be as good as new.

I drove the Mustang GT to McPherson, KS last month for the car show. Art and Karen Graves and Mike and Judy Pigott were there also. The weather was great for the show however, I was told it got chilly for the Friday night cruise in.

The next meeting is scheduled for June 21st dinner 6:00 PM meeting 7:00

Vice President Position (Vacancy)



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

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

7-22
PAID
MEMB
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Officers and Committees

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

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

Secretary's Report by Trish Lindsey

Since the May business meeting was dismissed by concurrence of members present at the Steak dinner meeting, no business was conducted and no report was required. Editor



On a whim I joined Charlie Brown and his girls and grandkids at the Hogs and Hotrods car show in Collinsville. I lasted until 2 P.M. and then left for home to get out of the heat. At this writing no awards have been posted so if there is any hardware to come my way Charlie will take care of it. Thanks Charlie. John

Scheduled Club Activities

WHEN	WHAT	WHO

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New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 26, 2022

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

VTR South Central Regional Convention

Location: Boerne, Texas

Date: April 21 – 24, 2022

Web <http://sotxtriumphassn.org/2022-vtr-south-central-region-convention/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 1, 2022

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

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: June 9 – 12, 2022

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 10 – 11, 2022

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: June 11, 2022

Web:

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

TRA National Meet

Location: Gettysburg, Pennsylvania

Date: June 20 – 24, 2022

Web: <https://www.triumphregister.com>

VTR National Convention

Location: Galena, Illinois

Date: August 29 – September 1, 2022

Web: <https://www.vtr2022.org/>

Triumphest

Location: San Diego, California

Date: September 8 – September 10, 2022

Web: <http://www.triumphest2022.com/>

Texas All British Car Day

Location: Round Rock, Texas

Date: **No information for the 2022 show**

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

6-Pack Trials

Location: Lexington, Kentucky

Date: September 22 – 25, 2022

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 22 – 24, 2022

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



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The poster for the VTR National Convention 2022 features a central black rounded rectangle with a red border. Inside, the letters 'VTR' are in large yellow font. Below them, three vintage cars are shown racing on a winding white track. The text 'ROADSTERS RUN THE RIDGES' is written in white along the track, and '2022' is in large green and red numbers. At the bottom of the rectangle, 'GALENA, ILLINOIS' is written in red. Above the rectangle, it says 'VTR NATIONAL CONVENTION 2022' in red and 'HOSTED BY ILLINOIS SPORTS OWNERS ASSOCIATION' in black. On the left and right sides, the text 'SAVE THE DATE' is written vertically in black. At the bottom, it says 'AUGUST 29 - SEPTEMBER 1, 2022' in red and 'Visit VTR2022.ORG for details and registration' in black. There are two circular logos: one on the top left and one on the bottom right, both featuring 'ISOA' and a car wheel.

VTR NATIONAL CONVENTION 2022
HOSTED BY ILLINOIS SPORTS OWNERS ASSOCIATION

SAVE THE DATE

VTR
ROADSTERS RUN THE RIDGES
2022
GALENA, ILLINOIS

SAVE THE DATE

AUGUST 29 - SEPTEMBER 1, 2022
Visit VTR2022.ORG for details and registration

The Vintage Triumph Register (VTR) is a North American Triumph car club of over 2,800 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs. The 2022 convention will be hosted by the Illinois Sports Owner Association (ISOA), one of the largest and most active Triumph clubs in the country. Compete in an autocross challenge, participate in a funkhana event, drive in a road rallye on our carefully selected back roads, and even learn about your car in our expert-led technical sessions.

However you choose to spend your week, you'll get to enjoy it in the company of

great people who are just as Triumph-crazy as you are. See you in Galena!

Host Hotel: Eagle Ridge Resort and Spa

Tucked among The Galena Territory's 6,800 rolling acres of pristine woodlands and open countryside, the world-class Eagle Ridge Resort & Spa offers "country elegant" hotel accommodations and villas amid breathtaking scenery, championship golf courses, and miles of hiking trails--all just minutes from the quaint shopping and dining of Galena, Illinois.

Eagle Ridge has numerous luxuriously appointed hotel-style rooms and suites available in the main lodge. In addition, there are plenty of villas available located on the

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resort property, close to the main lodge. These spacious villas come with full kitchens, an outdoor patio complete with a grill, and free shuttle service to the main lodge. Importantly, the single bed villas are available at the same low negotiated rate as the hotel rooms. Additionally, there are two bedroom, two bath villas available for sharing.

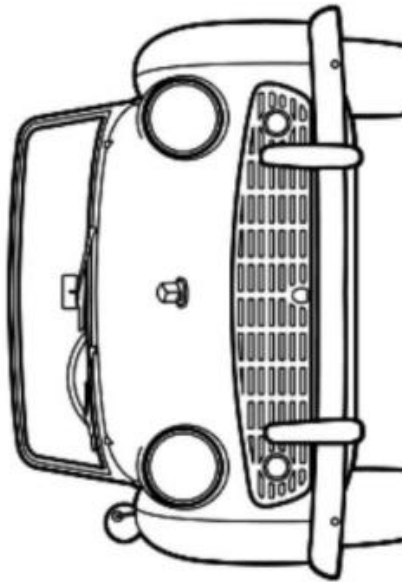
All of these accommodations on the resort property will go quickly, so please don't

delay in making your reservations and registering for VTR 2022. Those who book accommodations and register for the convention before April 1 will receive \$25 worth of "Eagle Ridge Bucks" to spend at the resort.

Room Block Code: 69570B
Reservation Phone: (800) 892-2269
Open from 8am-6pm (until 9pm on Tuesday/Wednesday



TRIUMPH



VTR 2022

NATIONAL CONVENTION
AUGUST 29—SEPTEMBER 1, 2022
EAGLE RIDGE RESORT
GALENA, IL

Tim Suddard

October 28 at 12:04 PM - 📍

I have been asked to be the speaker and honoree at next year's Vintage Triumph Register national convention. Thanks [Matt Krajnak](#) for the invite and the honor.

As a long time Triumph fan, racer and restorer, this one hits home for me and I couldn't be happier.

I have also been wanting to explore this upper Mississippi River area a bit more. I look forward to seeing my old Triumph buddies and making some new ones.

Registration is now open and details can be found at:
[https://www.vtr2022.org/...](https://www.vtr2022.org/)



McPherson College Show & Presentation

By Art Graves

Green Country Triumphs Club and Central Oklahoma Vintage Triumph Register have both made donations to McPherson College for their Automobile Restoration program. This past May McPherson College held a car show on their campus, which included a car show with over 400 vehicles and tours of their facilities.

I must say that their program is impressive. Every bit of it. From the facilities, the students and the finished product. I'll let pictures tell the rest of the story.



A whole row of old Fords.



There were quite a few tractors, some old some new. You don't see many clean tractors.



The work shops were fully equipped with the right tool for the right job.



A lot of motor bikes too – of all sorts



The students designed and built all the trophies. Very clever!

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As a prelude to the awards ceremony, a group of six students assembled this Ford Model T in about six minutes.



More trophies.

A registration option was to have your car judged, which I did. They explained that there is no way they could be knowledgeable about every single car. As best I could tell, judging was based on cleanliness and workmanship. Not every car opted to be judged, which explains why I won a third place in the 1970 – 1989 Foreign Car category.



Club members posed for a photo op with college representatives. I apologize for not getting the college rep names, but club members, left to right are: Al Garbart, Roger Harms, John Gauldin, two McPherson College reps, Mike Piggott, Art Graves and Dennis Eckout.

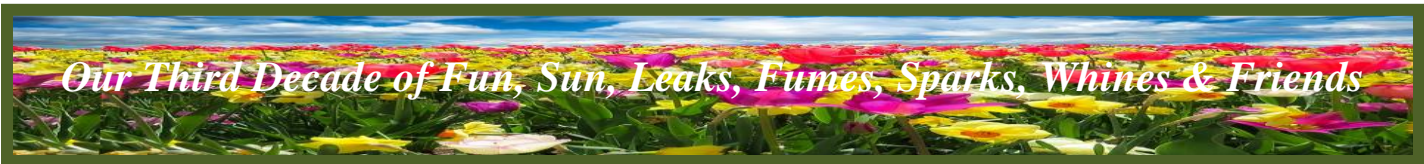
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Triumph cars in various stages of manufacture, location not known.

When she says "Oops hit a curb"
but you heard a human scream





Time To Eat

The May Dinner/Meeting took place on May 21st at the home of Trish and Jim Lindsey. Somehow the meeting part of the evening slipped off the agenda so no club business was undertaken. Instead, the dinner, conversation, and fellowship went on undisturbed by a meeting.

Sometime after 8:30 I drifted out the door and headed for home. I missed my nap today.

Many thanks to Trish & Jim for sharing their home with us last night and thanks for those items furnished by the attendees.



Figure 1 Jim and Denny outside trying to get the charcoal to burn. The steaks were worth the wait.



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Greasy Hands Garage North Update by John Phillips

3/15/2022 – I asked the members of the TWOA Facebook page for recommendations to source a new timing cover. One suggestion was



TA Performance who makes these castings and machines them to very tight tolerances.

I damaged the old one when a screw broke and my repair was not effective at all. TA Performance makes replacements for old Buick engines. The cost was ½ of the Rimmer cost and the shipping is from AZ in lieu of UK.

I am excited again and looking forward to getting this project finished, finally. Not the first time. Of course, this is happening in March so I should be driving the car by June.

3/16/2022 – Removal of components to accommodate installation of the new timing cover began today. The coolant was drained via the newly installed petcock integrated into the lower radiator hose. It was completed easily with no spillage.

Removing all belts was next and no roadblocks encountered there. The most effort was in raising and lowering the car several times.

The pulleys were next. They are difficult for me. There are three bolts that hold them all together that come out first. Since the radiator & fans were left in place, having wrenches that can access the heads of the bolts and the nuts on the back side, well I just don't.

About every tool I own was tried at one point or another but they were eventually removed

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just by force of will. That got me down to the last pulley which is behind the harmonic balancer which is attached via the crank shaft bolt which was torqued to 200 foot pounds. That is very tight.

The repair manual says to put the car in gear and apply the hand brake to keep the engine from turning while loosening the bolt. This probably works fine if a highly rated impact wrench is used to remove the bolt. Again, the radiator is in the way.

3/17/2022 – Today I rested during the morning then had lunch with my special daughter. After lunch I had a nap then went to the shop for a while.

I lowered the car and left the rear tires on the floor but raised the front to provide work space. Hand brake on, in gear, rear tires on the floor, this combination of applied resistance kept the engine from turning when reverse torque was applied to the crank bolt and it broke loose.

The harmonic balancer and last pulley were removed from the crank. The bolts securing the power steering pump were removed with difficulty. The upper radiator hose was released from the timing cover, the distributor was removed, again, and the next step is to remove the bolts holding the water pump which will happen tomorrow.

The charge for the new timing cover hit my card today so I assume it has been shipped. I should be ready for it when it arrives.

FelPro gaskets from eBay arrived today. The new cover comes with a front seal preinstalled.

3/18/2022 – It is 12:30 on Friday and the old timing cover is off. When the water pump came off a fair amount of coolant hit the floor so more of the cat litter was used to soak it up.

Now the old cover can be undresses and

reusable parts cleaned and prepared for reinstallation.

The new cover is scheduled to be here on Tuesday. One concern is that the illustration does not include all of the holes that the old one has. If some are missing, I hope there is sufficient material available to drill all holes needed and thread the ones where applicable.

3/19/2022 – As another month is ½ over and the project is not done, I await the arrival of the new timing cover. This was a time to clean up the mess made in the shop as shown from yesterday.

It was also a day to replace the seal around the front door of the house. Easy job really, pull the old one out, push the new one in.

The sky needs a wash job but it is cool enough to make me wait for a little more warmth or less wind.

3/20/2022 – Chad responded to my request to borrow his oil pressure spin up tool. I picked it up today to use before the distributor goes back in. Thanks Chad.

Coolant is still dripping on the floor so I need to redo the seal on the new in line petcock. It leaks around the threads.

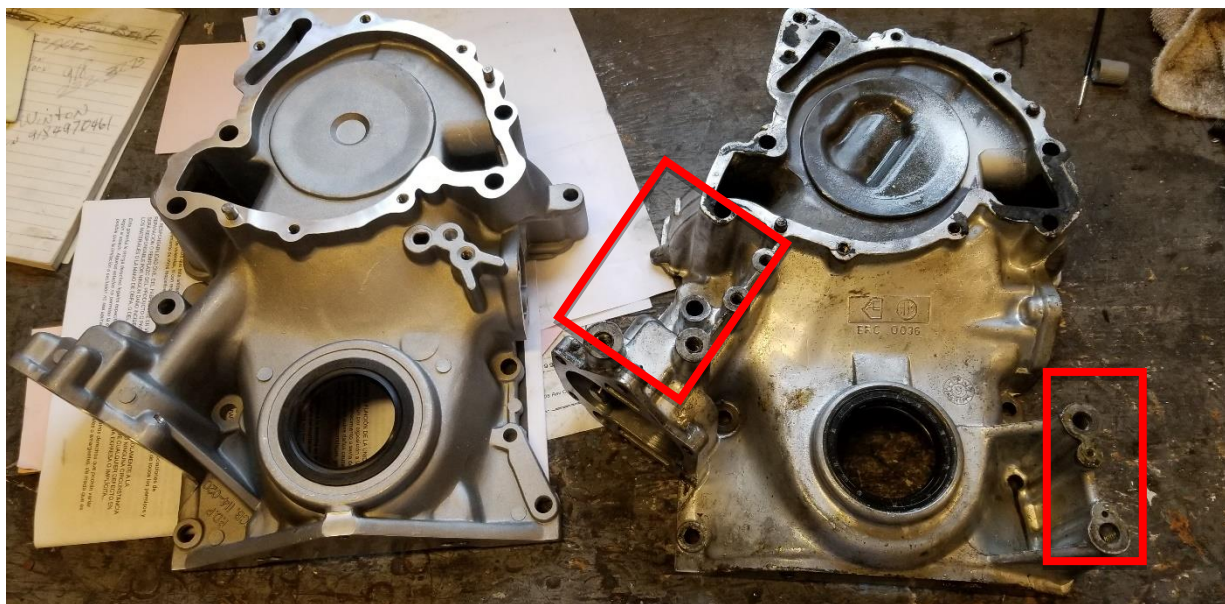
3/21/2022 – Sadly, the timing cover made and sold by TA Performance turned out to be a generic cover that had nothing unique to the TR8. I specifically said when ordering that the cover was to be installed on a 1980 TR8. I was not told and any attachments would require making alternative methods for attaching them to the generic cover.

The end result was that it was repackaged in the box in which received and taken back to a UPS center to be shipped back to sender.



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This of course was disappointing but I have more leads on where I can get the cover that is needed. If that should fail another repair process may be tried on the one I have. The picture illustrates the differences in the covers.



Tomorrow the options will be considered and the availability of replacements researched. This is no longer fun.

3/22/2022 – Back in the shop this morning it was time to double check everything I knew about this problem and try to learn something about those things I did not know.

First up was to check the threads in the area that I had repaired by oversizing the hole from 1/4 to 5/16 inch. A bolt was inserted and I tried to pull it out but could not. Ok, the threads are still intact. I did the same with the other 1/4 inch holes and all the threads were good.

Next, I made sure there was no JB Weld on the sealing surface around the repaired area.



A little more cleaning was done and I believe if the part was used again it would seal.

The next thing I double checked was the torque values for the bolts holding the oil pump cover to the timing cover. The value is 9 foot

pounds. That is little more than finger tight. To say that another way, there is not a lot of torque on the bolt and the minimum of threads should be more than adequate to keep the leak free

cover in place. I am beginning to wonder why it was leaking oil in the first place. New gasket, all bolts in place. Perhaps the gasket failed while I was working on the oil pressure gauge hook up.

So, I am working with one guy in PA that thinks he has a couple of timing covers on a shelf. If he does and we can agree on price I will get a replacement. If not I am thinking there is no problem with using the one I have based on the condition of the threads, a new gasket, and a good sealing surface. We shall see.

3/23/2022 – The guy in PA did not follow thru so either he could not find the cover or did not want to mess with it. I don't blame him.

At this point after some research and overnight consideration, I decided to use the old cover. I believe it to be functionally correct. My leak was, I believe, caused by my trying to work on the oil pressure gauge connection with too heavy a hand. I must have gotten too rough with it when tightening the retaining nut.

When it is time to install the oil pump cover the subject tube/retaining nut will be attached prior to attaching the cover to the pump, avoiding possibly moving the cover and causing a leak.

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Today the timing cover and water pump were put back in place. The aviation grade sealant was used on both gaskets and all bolt threads. Maybe there will be no leaks here.

3/24/2022 – Work continued today on the reassembly of Tinkerbell after the oil leak. The oil pump housing was filled with petroleum jelly as is the standard practice as the best process for ensuring oil system pressurization at startup. The pump gears were pressed into the jelly and the excess put back in the container for future use.

Now it was time for the cap which is assumed to be the primary location of the leak that started the latest timing cover episode. The cap was put in place over the gasket and a couple of screws inserted to hold it in place while the oil pressure gauge pipe was connected. I was very careful to not put any twist on any component that might stress the installation of the assembly and cause another leak.

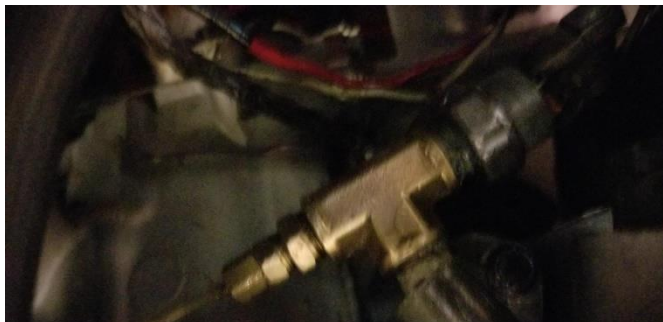


Figure 2 Left is the oil pressure gauge pipe connection. Right is the oil pressure switch and connections

The rest of the attachment screws were prepared by applying sealant to the screw threads. No sealant was applied to the gasket/surfaces.

The next task was to install the bolts that hold the power steering bracket to the engine block. Lots of stuff in the way for this operation so it took a while and a little imagination on what tool to use and how to get into that small space around all the obstacles.

All of the coolant hoses were then reconnected and tightened down. Next was to start replacing the pulleys. First was the power steering pulley followed by the harmonic balancer. The crank bolt was next and it was snugged up finger tight. Tomorrow a 200 foot pound torque wrench will be borrowed from O'Reilly's to torque

the crank bolt. After that the remaining pulleys will be put back in place.

3/25/2022 – Yesterday afternoon was spent running errands one of which was the rental of a torque wrench with enough range to accommodate the crank bolt holding the pulleys in place.

Preparation for the torquing process included setting up the wrench/extension/socket so it could reach the bolt but not be so long that it would not fit between the bolt and the radiator.

I had the right length of extension but it was a 3/8 drive and I needed a 1/2 inch drive. I drove in to Harbor Freight and found what I needed in the impact wrench accessories. I had to buy the kit of 4 extensions but I needed that extension.

It was put to use this morning and with the rear wheels on the floor, the hand brake on and the transmission in gear I attempted to tighten the bolt. All of that was not enough to keep the engine from turning under the heavy torque value of 200 foot pounds.

I remembered something I saw Charlie Brown do. He used a fan belt around a pulley gripped in one hand while he pulled on the torque wrench with the other. What the heck, why not give it a try.

Well, I did give it a try but I wrapped the belt around the harmonic balancer which worked just fine. The extra drag on the balancer along with the other measures was enough to get the torque values up to 190 foot pounds which is the bottom of the acceptable range. Thanks Charlie.

Assembly of the remaining crank pulleys was next followed by installing the belts from under the car. The power steering belt was tightened. Since the other belts needed some prep work from under the bonnet and I had spent 4 hours in the shop I stopped for the day. The pulley for the water pump will be installed tomorrow then the belt. Then the air conditioner belt followed by the distributor. With a little good luck, it will be running tomorrow.

3/26/2022 – There was no luck today which yesterday was tomorrow. I did get the water pump pulley back on and all the belts on and all are tight. The coolant has been put back in the car and all was going well until there was a drop of

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oil on the floor. Naturally I looked for the source and immediately was disappointed. I think that the pan bolts were not tightened when the engine was first started for break-in. It appears that oil pressure pushed the pan gasket out in a couple of places, one of which was broken.



What that means is the pan gasket has to be replaced. I ordered one from O'Reilly's and will pick it up on Tuesday. The engine must be raised 2 inches to get the pan off, no simple task as on a TR6. Another delay I fear, certainly the car will not run today. Sad.

Removing the sump on a TR8 is a 20 step process because the sump will not clear the crank shaft due to the sub-frame being so close to the sump.

Dale stopped by the shop and we visited a little while I tightened the upper air conditioner belt with the lift. As it stands, today's tasks were completed except for spinning up the oil pressure and installing the distributor, both on hold until the new pan gasket is in place.

3/27/2022 – Being in no particular hurry since the gasket is due for pickup at O'Reilly's on Tuesday, the only things done on the car today were drain the oil and reinstall the pointer for the timing marks on the harmonic balancer.

The other thing for today is to wash the Sky. I actually got caught out in the rain last week



so I know of once that it has been wet other than for car washes.

3/28/2022 – This month is nearly gone and the TR8 is still not on the road. I started November 1, 2021 but delays mostly caused by my own ignorance and/or bad memory have slowed the project to an unacceptably long time span.

After discovering the broken pan gasket, I ordered one due tomorrow morning by 10. The pan and gasket came off this morning and sealing surfaces on the pan and engine are ready for reinstallation.

The process included raising the car and putting it on jack stands. Then the lift was rigged with chain to raise the engine by the rear lifting rings higher above the sub-frame to make room for removal of the pan.



When the engine was raised enough to take weight off the engine mounts the bolts were removed and the engine raised to the correct height for removal of the pan.

The pan bolts were removed and finally the fluid pipe for the clutch slave cylinder was in the way so it was removed from the cylinder and pushed aside.

The pan was maneuvered out and cleaned. Everything is ready for reinstallation. After the pan is dealt with, installation of the distributor and engine timing are next. Again, I think I am getting close barring any stupid mistakes or just forgetting to do something.

3/29/2022 – Today the oil pan gasket was picked up at O'Reilly's about 9:30. Back at the shop the gasket went on the pan with Permatex Aviation grade sealant. The same sealant was applied to the engine block.

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The pan was put in place and fasteners installed. The engine was lowered so that the support bolts could be installed in the motor mounts. The car was then raised and the clutch slave fluid tube connected.

Tomorrow the oil pump will be twisted to make sure the system will pressurize when the engine is started. After that, the distributor will be installed, timed and a road test performed.

3/30/2022 – The first thing up today was to replace the fluid in the clutch system. It had all drained out when the fluid pipe was disconnected to make room for the oil pan to slide out. I had to bleed it 4 times to get some resistance on the pedal but I think it will be fine.

Next up the mirror I keep in the shop was cleaned and placed in the driver's seat with the shop light above it shining on the oil pressure gauge. This work around lets me see the gauge when spinning up the oil pump to see if the system will pressurize.



Chad's spin up tool was placed in the distributor position and the drill motor tightened down on the shaft. When power was applied it was easy to see that the system did indeed pressurize so that step is completed.

The distributor was put in place after trying 1/2 dozen times to engage the shaft so that the rotor would point at the #1 plug wire.

When it did drop in place the hold down clamp and bolt had to be installed finger tight so that the final timing of the engine could be done. I would like to blame the difficulty of this step on British engineering but this is a Buick based engine so GM is to blame. At least they Mickey Moused a funky tool to allow final tightening of the bolt one flat at a time. Be patient.

The distributor wires were attached to the coil, the plug wires were reattached and the cap

was put in place. The car is ready to start and set the timing.

I spent 2 hours in the shop doing all of the above but when it came time to turn the key I decided to think about the whole project and double check all the different tasks in the process to see if something was left undone or 1/2 done. I am almost fearful of doing something that will cause another delay and having the car in good enough shape to get in some driving. Not a good feeling. I think I will wait until tomorrow. It is cold and rainy anyway.

3/31/2022 – Very disappointing start to the day. I started the TR8 and ran it long enough to set the timing. There was some vapor rising from the engine bay so the engine was turned off and I took a look under the bonnet.

I cleaned a small amount of oil from the left exhaust manifold and restarted the engine. I looked under the car and saw a puddle. Turned it off again and raised the car.

There was one large puddle of oil and two very small spots of coolant. With the car up in the air I searched for the source of the oil leak but found nothing. There was no oil on the engine that I could see.

Everything around the oil pump cover was dry as was the area around the sump. Nothing visible from the valve covers or the front main seal. Rear main seal possible????

Art is coming up in the morning to help me pin down the location of the leak(s). Hoping for the best, girding for the worst.

4/1/2022 – Well fate played an April Fools joke on me today. The pan gasket just installed is leaking like crazy. Art came up and found the leak as I sat in the car while it was up on the lift. He also found leaking power steering fluid so we attempted to tighten those connections as well.

Jim advised me to look for a gasket made from something other than cork. I think that may be good advice however the only material that I found was cork so I ordered another one.

4/2/2022 – Today the pan was removed again. The current gasket had shifted when installed back on the engine. About 1/3 of the left side was hanging into the pan and sealing nothing but leaving an open gap to the outside. I have

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learned another lesson, make sure the gasket stays where you put it on the pan.

The new gasket was received the next day at 7:05 P.M. Days better than having it sent to the store and picked up there. I hope to have the car on the road tomorrow.

4/3/2022 – Today the new gasket was installed with the same sealant, Permatex Aircraft formula, but with more care on my part. I made sure the gasket did not slip out of place on the pan as the bolts were installed.

Reinstallation of the motor mount bolts and nuts was next and that went pretty smoothly by using the lift to raise and lower the engine as needed to get the mount flanges to align as before.

The oil was put back in the car and the coolant topped off a little.

When it was time for a test ride it started right up. First short drive was to the drug store for Jan's latest prescription. The temp gauge went to about $\frac{3}{4}$ and I think the air in the system finally belched out and the temp dropped back to mid point on the gauge. Nothing else out of the ordinary was observed.

The next drive took me to Claremore to Harbor Freight. My old brake bleed tool sort of fell apart while using it to bleed the clutch so I bought one that is actually metal in lieu of plastic. It should last as long as I do in the shop.

Leaving there I took the road to Oologah via highway 88. From there I took back roads and reconnected with 169 north of Collinsville then back home.

It was thoroughly satisfying in every way. If I can get the air conditioner working for the summer it will see a lot more driving than the Sky. I put on about 35 miles added to the 10 driven to get Jan's stuff.



While driving today the new engine surpassed 200 miles at the same time the car turned over 70,000 actual miles from new. I love my car again.

I have been promising to assist Tom Harris with the oil leak in his TR6 so I guess it is time to do so. I am embarrassed that the engine swap took so long but it just did. It might be good to get back to something with which I am more familiar.

4/5/2022 – Yesterday I changed the oil & filter in the Sky. Today the shop was swept and oil spots kind of removed. I hope they stay gone but I suspect there will be a few small spots.

Drove Tinkerbell to a car wash and washed the engine bay, under the car and the outside of the car. It looks a lot better. It has not been this clean in several months.

Everything seems to be working so far, all the gauges and lights. Maybe I will get to use it this year. Hope so.

I decided to take a second drive. It seemed a good time to return Chad's oil spin up tool so I put it in the boot and headed south via secondary roads.

From 20 the route was west to 177th Street, then south to the Port Road, then a right at Redbud Valley turn. I don't recall seeing any redbuds in the valley however.

From there it was south on 193rd to New Orleans street and east to Chad's house. I dropped the tool off at the same place he left it for me to pick up and sent a text letting him know.

The route home was via Turnpike. I was a little apprehensive about speed but the car is only turning 2500 RPM at 75 MPH. I was able to put over 100 miles on the car today so 700 more to the 1000 mile oil change.

Perfect weather, great drive in a car that is absolutely one of my favorites in spite of a frustrating work history on the thing. I just love the car. Yes, more than the Sky but it is not hot yet.

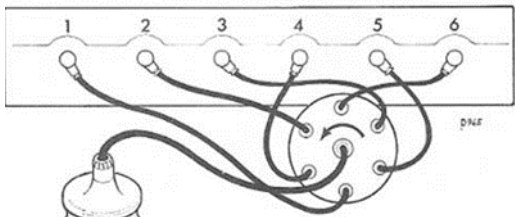
Editor's Note: 6/8/2022, Tinkerbell hit the 1000 mile mark with the new engine. This feels like a significant milestone.

Our Third 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 side window



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



<http://www.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.



Classified Section



Sam Clark

wants to sell his trailer. He no longer uses it and says it is in good shape. The trailer can be purchased very reasonably. Call him at (918) 625-6798

Location: Broken Arrow, OK.



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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

Mark 1 & 2 Spitfire Parts 1964 & 1966

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

deugenerobinson@icloud.com



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

**TWO CHOICES
– VISIT BOTH**

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,



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



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

Greasy Hands Garage North Has Used **FREE TR6 Parts If You Need Something**
Structural parts for suspension and steering
Transmissions and a Differential
Windscreen Frames, Some with Glass
Lots of other stuff so if you need something for your TR6 contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017

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

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

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

PEOPLE-STUFFα	MEMBER-INFOα	CAR-MODELα	YEARα	COMMISSION#α
MEMBER-NAMEα	α	α	α	α
CO-MEMBER-NAMEα	α	α	α	α
MAILING-ADDRESSα	α	α	α	α
PHONE-NUMBERα	α	α	α	α
E-MAIL-ADDRESSα	α	α	α	α
V.T.R-MEMBER?α	.....YES□ → → NO□α	α	α	α
6-PACK-Member?α	.....YES□ → → NO□α	α	α	α
TRA-MEMBER?α	.....YES□ → → NO□α	α	α	α
ANOTHER-CLUB?α	α	α	α	α

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

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

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

Dues are payable by July-1st each year. · If you join(ed) between Jan. 1st and Jul. 1st, next dues are payable July-1st in the year following the year in which you join(ed). · **Newsletters are discontinued Oct. 1st following the date dues were due.¶**