

7-23 PAID MEMB ERS

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45.

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

Next Club Meeting

Tuesday May 16th
Dinner at 6:00PM
Meeting at 7:00 PM
Location:
Emersumnice Brewery
102 South Main Street
Suite E
Owasso, OK 74055

Officers and Committees

Jim Murray - President

Rolf Blom – Vice President

Art Graves - Member at Large, Car
Shows, VTR Liaison, Club Contact

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Vacant - Activities

Jon Wood – Web Master

John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership

topaztr6@gmail.com

President's Address by Jim Murray

The Good Ride by Jim Murray This and That I am happy to report



that I was able to spend a little time on my TR-3A speedometer issue this month. I disconnected the instrument from the drive cable, pulled the backlighting and Main Beam (= USA High Beam) indicator light out, and removed the speedo from the instrument panel.

Once the instrument is out of the dash panel, the bezel, glass, housing, etc. components are easy to disassemble from the unit. The good news is that the magnetic roto-unit in the instrument seems to be operational and that the Return Spring on the speed indicator needle appears to be in working order. There was no evidence of shredded gears or debris. I spent a little time wiping the face down with water to remove some of the road grime that had found its way behind the glass. I also spent a little time rehydrating the two rubber seals with some silicone and applying a little polish on the chrome. At some point in the past 40 years, the little red dot lens for the Main Beam indicator disappeared. Lucky for me Art Graves has a line on a replacement.

The weather has been pretty cooperative for driving top-down lately, so I actually managed to get the car out a couple of times. As reported in previous installments, I have also been fighting some carburetor problems after my rebuild over a year ago. I have continued to make some minor tweaks here and there. I had the car out about three weeks ago and it was running pretty well after some minor adjustments. Last week before I went for a drive, I popped the hood and hit the fuel pump primer lever a few times. Baby fired up first time without hesitation! It has been a while since that happened! I drove around for about 20-30

minutes and the car performed to satisfaction at idle and at speed. We shall see if this behavior continues throughout the summer and into cold weather. I am hesitantly optimistic.

During the drive I noticed that the speedometer drive cable from the transmission was not turning. Next step will require some tight work underneath to disconnect the cable from the angle drive connector located on the transmission/overdrive assembly and inspect for damage. If that looks good, then the last component is the angle drive. I hope to get to that this coming week.

Debbie and I were driving down 21st Street past the Fairgrounds and noticed the signs for the Mecum Auction June 9-10. It made me remember years past when the club used to work the Leake Auction and the auction would pay the club for the hours worked. That was a lot of fun working with the other car clubs and some of the people who were part of the Leake organization. There were some real characters and some very car-savvy people.

The two jobs I had over the years were driving cars and working in the staging area before the auction platform. Driving cars was fun, but there was a lot of waiting around. I eventually preferred working in the staging area. A four-hour shift seemed to go by quickly. The two most memorable cars I drove across the auction block were a 1956 Cadillac Eldorado Convertible and a 1958 Chevrolet Impala Sport Coupe. They were two absolutely beautiful pieces of machinery. Fond memories of good times spending hours with old cars and making money for our club.

**

John continues to remind us that annual membership fees are due in July. I dropped my check in the mail on June 11. It is still not too late to send them in early!

-Jim

Vice President's Article by Rolf Blom

Two Items for the June Newsletter: **Meeting Location Item**

I started out working on the location for our June 20th promptly after the last meeting at Big

Whiskey. There were several ideas in the running. Down on Cherry Street I had wanted to



go to NOLA restaurant; but after all the emails and phone calls with no response it was decided we should just go and try it. The bottom line for that effort was an understanding why they didn't respond! They are so busy that they would want an unthinkable amount of

money. The food was decent, but a pale imitation of New Orleans) Louisiana fare.

Then Adele made a tentative reservation at the Brother's Hooligan on South Yale where they had a minimum of \$500 in for using the room, but told her they would "work with us." So we went back and found out that the minimum would include all we spent in total including food, drinks, tips and taxes! Including all that was a bit of a surprise — and if we came up short the phrase they could "work with us" meant we could also include a gift card purchase. We decided not to go there after all. We did not want that gift card!

The next day we went looking in Owasso where we absolutely loved "Mad Eats" on 2nd Street. This is a new American style dinner with great food and drinks, young and enthusiastic management and personnel who showed us around to an outdoor patio which could work on a nice fall day but had no air conditioning. We decided not to use it for June 20th but if you live anywhere near there you should go and try it.

We finally decided go back to the Emersumnice Brewery, located at 102 South Main Street Owasso, OK 74055. I hope to see you there.

Garage Activities Item

Last month I reported that I found my TR-3B "unresponsive with a dead battery from unknown causes." The reason for my uncertainty at that time was my battery maintainer refused to initiate a recharge and instead gave a flashing red light saying that something was wrong. I was able to return to the garage for further investigation on Memorial Day weekend after finding my long lost voltmeter and purchasing a lithium battery jumper which my son-in-law had used to rejuvenate a

similar lead acid car battery. Apparently, inattention to batteries is a family trait, as his gone to zero volts after a winter in his garage.

Armed with these new toys I returned to the garage on a bright enough day to see what I was doing. Turning the key again brought the instruments to life but again the starter did not turn the engine. The voltmeter showed twelve volts which was encouraging. I decided to disconnect the battery so that I could read the cars resistance with the ignition off. I did that because the horns on the car can sound even with the ignition turned off. (I had learned of this from experience one bitterly cold winter night in New York.) The resistance of the car showed an open circuit which was the correct reading. At that point I remembered that the TR-3 came from the factory with a positive ground electrical system. I had run the car with a negative ground system for a while and then reverted back to the original plan because the battery terminals are closer to the firewall. That way and the engine bay look better! I rechecked the voltage (this time paying attention to polarity) and confirmed the diagnosis.

Reconnecting the leads, I again tried my battery charger/maintainer this time with the positive lead clipped to the chassis and the negative lead to the hot terminal of the battery. Happily, the dreaded flashing red light was now replaced by the flashing yellow light followed by a steady yellow after the charger unit had checked that the battery had passed its qualification exam and was now being recharged. I decide to skip the lithium battery jumper step and see how the charger had progressed the following morning so I could go watch the Eastern Conference NHL final playoff game and be disappointed with the result as usual.

Next afternoon I returned to find the charger had not gotten to the green light stage signifying a full charge but I was able to get the car started. I left it running at about 1200 rpm until it was at full temperature and the switched it off. To my great delight it restarted with only the slightest touch on the starter and ran at smoothly at 750 rpm! A miracle! I then had to shut down the car and return home in the Mercedes as I was expected for a dinner and was much in need of a shower to be presentable.

Adele and I are now in Oklahoma City where we are doing some baby-sitting to help my daughter. My grandson had to have his tonsils removed and has been quite under the weather with the resultant sore throat. While here I am planning to bleed the clutch on the Morgan after some fluid leaked out last winter. The car is up on blocks and so far, I have not located where the leak is; however, my main suspect is in a pretty inaccessible spot. I have cleaned up under the car and will be looking for the telltale drop when it appears on the floor! The only bright spot on this is Ethan perked up enough to want to come in the garage with me. He was delighted to get to try sliding under the car on the creeper!

I hope to get back to Tulsa and find the battery in the TR is still cranking so that we can bring the car to our June meeting.

Minutes of the last meeting by Secretary Trish Lindsev

May 16, 2023 Minutes
Meeting was held at Big
Whiskey in Tulsa. Rolf called the
meeting to order at 7:11 pm. We
had 20 members present. Three
drove their Triumphs to the meeting.



Minutes were approved as printed in the newsletter. Treasurers report was approved. Dues are due next month.

Car Shows: Art reported that shows are listed in the newsletter. In June a car show in Sand Springs at the city park is coming. Also in June is a Car show in Springfield, MO.

Parts: John said not much is going on in the Greasy Hands Garage. He is working on a few projects on his TR8.

Activities: A trip to the Cord/Duesenberg shop in BA is being planned. A BBQ or Chili cookoff was suggested.

Old Business: It was discussed about changing constitution and bylaws with regard to meeting night. Nothing was decided.

New Business: Discussion about a joint English car club meeting was brought up. No decisions were made.

Adjourned at 7:48

Scheduled Club Activities				
WHEN	WHAT	WHO		
Saturday, September 9, (Time TBD)2023	MG Club picnic – Joint Function Schedule and Triumph participation tentative	Matthew Karibian 918-625-7531		
?Friday 3:30 PM	Auburn, Cord, Duesenberg Co. Tour	Jim Lindsey		
Feb 10	Drive your Triumph Day w/COVTR-Cushing	Art		
	St. Patrick's Day Dinner	Jan		
5 November?	Guy Fawkes	Jan		
December	Christmas Party			

WHY SHOULD I JOIN VTR?

VTR WORKS TO MAXIMIZE THE ENJOYMENT ALL OF US HAVE WHEN DRIVING A TRIUMPH AND EMPHASIZES

CAMARADERIE AND SOCIAL INTERACTION AMONG TRIUMPH OWNERS. AS THE ONLY NORTH AMERICAN

ORGANIZATION WHICH RECOGNIZES EACH AND EVERY TRIUMPH MODEL, WE HOPE YOU'LL WANT TO JOIN US AS

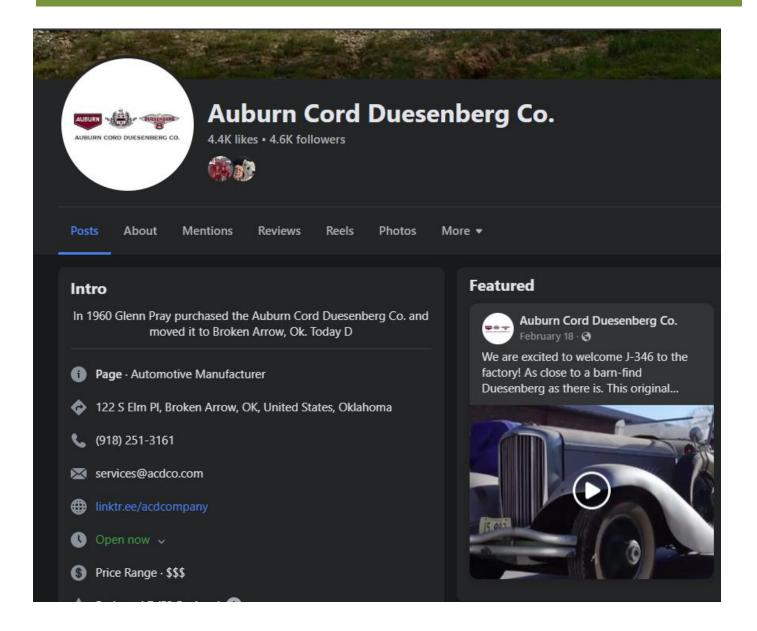
WE STRIVE TO ACHIEVE THESE GOALS.

WE ALSO HOPE YOU'LL ATTEND EITHER THE NATIONAL OR REGIONAL GATHERINGS OF VTR MEMBERS. THESE CONVENTIONS ARE ALWAYS FUN FOR ATTENDEES, AND JOINING A VTR CHAPTER WILL INTRODUCE YOU TO OTHERS IN YOUR AREA WHO SHARE YOUR PASSION FOR TRIUMPHS. CAR SHOWS, RALLIES, AUTOCROSSES, TOURS, VINTAGE RACING, AND SOCIAL GATHERINGS ARE A REGULAR PART OF THE VTR SCENE.

WON'T YOU JOIN US? ? HTTPS://VINTAGETRIUMPHREGISTER.ORG/

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



Jim Lindsey is setting up a club visit to this business for club members that are interested in seeing the facility and the cars in work currently. Apparently, the business is supporting several full time employees so they are restoring and building cars full time. All of the contact information is listed above. **A date has yet to be established**, hopefully at the next meeting. The time will be 3:30 PM on a selected Friday to be determined.

2023 CAR SHOW LIST by Art Graves

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

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

VTR South Central Regional Convention

Location: Sugar Land, Texas Date: April 19 – 23, 2023

Web

http://www.texastriumphregister.org/regionals_2023

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 - 10, 2023

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

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

2023

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri Date: June 23 – June 24, 2023

Web: https://gobmccarshow.com/

Kansas City All British Car Day

Location: Merriam, Kansas Date: September 2 – 4, 2023

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

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to the club Treasurer.

Send to: Green Country
Triumphs, C/O Jan
Phillips, 5865 E 480 RD.,
Claremore, OK 74019

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

http://www.triumphest.org/Triumphest2023/tfest2023ad

.php

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

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

6-Pack Trials

Location: Indiana, Pennsylvania Date: September 21 – 23, 2023 Web: https://forums.6-pack.org/

VTR National Convention

Location: Dillard, Georgia

Date: September 27 –October 1, 2023 Web: https://www.vtr2023.org/

Texas All British Car Day

Location: Round Rock, Texas
Date: October 2023 - Tentative
Web: http://www.txabcd.org/

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 - 7, 2023

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

Plan to Attend the Annual

2023 Euro Motor Extravaganza Car show Event Benefiting Sand Springs Animal Shelter Sponsored By:

















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

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

June 10 8:00 am to 10:00 am

Late Registration at the Triangle in Downtown Sand Springs

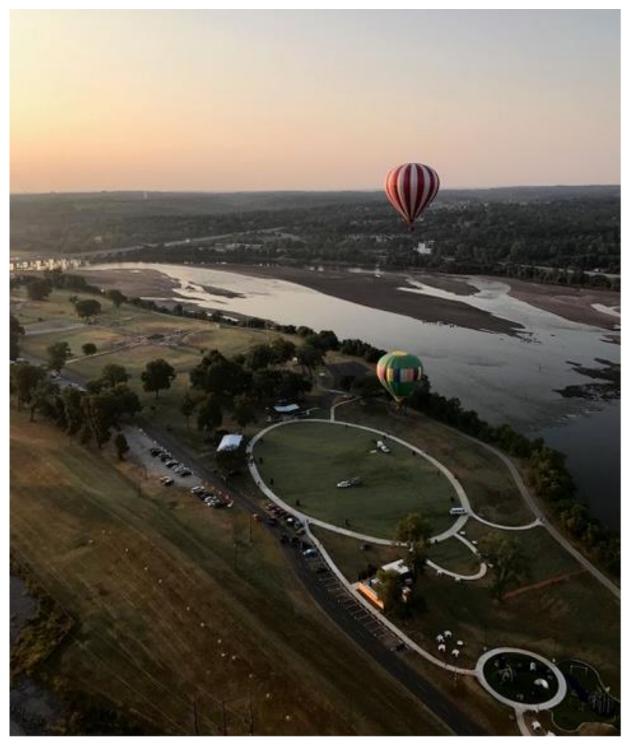
All day Silent Auction for the Sand Springs Animal Shelter 10:30 am to 1:30 pm Judging By the Participants 2:30 pm Award presentations

Complete information is available on the web at:

EuMoEx.com

Hi John, this is a photo of the park where the car show will be held, Info on the Show and registration forms can be found at Eumoex.com or. jaguarcluboftulsa.com. We are hoping that the Green Country Triumph Club will join us.

Glenn



Greater Ozarks British Motoring Club CAR SHOW

HOME SHOW DETAILS SCHEDULE REGISTRATION HOST HOTEL VENUE FACEBOOK



Brits at the Barn

21st annual British Car and Cycle Show June 23-24, 2023

The website has the rest of the information https://gobmccarshow.com/



Will take place

September 7 through September 10

at

The Embassy Suites

Set aside the dates, a block of rooms have been reserved and will be available to those that have registered.

San Rafael, CA

Just north of the Golden Gate bridge in beautiful Marin County, conveniently located near coastal roads, wineries, historic sites and fine restaurants.

Join us for guided tours, traditional welcome party, funcours, Saturday banquet, and tech sessions.











TWS Gathering 2023 - Sept 14 - 17 - Stowe, VT USA

Join us for the premier British Car gathering in the Northeast!

Our event will be alongside the British Invasion show in Stowe, VT.

Show Info & Registration

- · Full schedule and host hotel info soon.
- · Mix of back road drives, car show, dinners, driving events and socializing!
- Driving events (auto-x, dyno day) for all the on road cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers.
- · Rover V8 Tech session by TWS (Clint & Woody Cooper).
- · Free T-Shirts and other swag for all attendees.







WHEN A SINGLE WASHER COSTS .8 CENTS



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Celebrating the Vision of Giovanni Michelotti

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a

German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

HOSTED BY THE GEORGIA TRIUMPH ASSOCIATION AND THE BRITISH AUTO OWNERS GROUP





INFORMATION VISIT



VTR2023.ORG

Editorial by John

Switches on the transmission cover.

I feel as if the overdrive and reverse correction could use a little more explanation.



"The picture above is how the wiring was attached when the car got here. The fix was to disconnect the yellow wires on the left switch. The green reverse light wires on the right were moved to the left. That is it."

The problem Truman was having was that the reverse lights were on when the overdrive was engaged. Since the yellow wires are for operation of the overdrive only, it is easy to see that power was sent to the lights when the O/D switch was closed or on. With the column switch open or off neither would work.

The yellow wires have two sets of O/D harness connections because most transmission covers have a switch for 3rd gear and a switch for 4th gear. This transmission has one switch that serves both 3rd and 4th. This is the first such configuration that I have seen and it is very interesting.

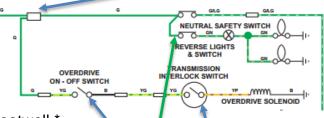
With the one switch configuration only one set of connectors is needed so the other set are attached to nothing. Power activated by the closed column switch flows to the common cover switch and on to the solenoid to engage the O/D.

The green wires shown on the right side of the transmission are for the reverse lights. They were re-attached to the left side switch and connected to the harness under the dash near the heater.*

Attachment to the wrong side is an easy mistake to make because to engage reverse in the transmission the lever is moved to the right and back. It is easy to assume the switch in that position would operate the reverse lights.

Remember that the lever does not bend, it is straight. When the lever is moved right at the top, the bottom moves left where the reverse light switch should be and is.

The wiring diagram is correct but can be misleading. The power for the column switch comes from here, passenger side



footwell.*

It travels from the connection to the left of the tunnel under the dash*, back to the open/off column switch. When closed/on it flows like water back to the transmission.

The green wires show the flow for the reverse lights. Put the transmission in reverse, to activate the switch, power flows back to the harness* and on to the lights.

Keep the flow of water in the back of your mind and you will see that electricity flows exactly the same way. An open switch does not make contact to allow the power to flow. A closed switch makes contact and provides a path for the power to flow.

The need for the neutral safety switch disappeared when the seatbelt module was bypassed so that switch is not used.

If this confuses you that is ok. It confuses me too. Directions to wiring harnesses are on the tips page and on the club web site.



Greasy Hands Garage North Update by John Phillips

3/16/2023 – Rucker Project: A new tunnel cover is scheduled for arrival tomorrow. That is the last scheduled step in correcting a few things that were needed.

At this point it appears there is more risk than reward involved in putting power on the courtesy light circuit. It appears that the harness issue has been resolved and bulbs is all that is needed to make it functional. I don't have the nerve to risk burning another harness.

At this point it appears that Saturday will be the day the car can go home. The tunnel cover should be the last big step in the process.

3/17/2023 – The tunnel arrived an hour or so ago so it was unpackaged and work started. There was a little less to do than anticipated, the parts I had planned to transfer from old to new just did not fit the new tunnel. That is ok because since the back half can be removed everything is accessible anyway.



The preparation for install included gluing the seal material to the firewall edge of the bell housing cover end. As for the sides, the seal material was glued to the floor pan.



The irregular surface of the seal area made clamps a necessary support tool. I hope they do not slip over night while the

adhesive dries. Or at least I hope it dries. That was \$20 for this little can that is supposed to be great stuff. We shall see.

If things go well tomorrow, I may finish reinstalling the interior and have it ready for Truman to pick up at his convenience.

3/18/2023 – Fortunately The glue appears to be holding well and things are moving along at a good pace. It is noon and the carpet is going back in. Here is a shot of



the glue holding the seal to the floor and the wiring from the transmission to the connect point hanging from the wiring harness above. The OD switch wire had not yet been routed over the heater to drop down where the green feed wire is hanging.

The next thing in was the shifter cover components. They are always difficult to put in but it is done.

Once the tunnel carpet was in place, the dash support was moved into place. The passenger side was not too difficult, the driver's side required a small floor jack to lift the dash a little to get the support under it.

The seat tracks had been raised a little to get the carpet from under them. Putting it back as it was meant putting bolts through 4 layers of carpet to find the mounting hole. I don't put carpet in that way but this is not my car. I put it back the way it was.

At 2:00 everything was complete that had been discussed except for four things. The courtesy lights might work if the bulbs were put in the sockets. Not taking that risk. Don't trust the harness wiring.

The oil pressure switch tests bad. It keeps the light on the dash on constantly. Not good.

The change out of the locks did not happen because a special tool is needed that I do not have.

I also did not get the fog lights working. No wiring instructions to tell me how. Everything is in place for the system but don't know what wire connects to what.

Truman brought the car out February 6th and it was completed March 18th. I have to say it seemed like a lot longer. A month and ½ is probably going to help my average a lot. I have had cars here for 2 years but that was pretty much for a full restoration.

3/19/2023 – Truman arrived around 1:30 to pick up his car. He brought a new oil pressure switch with him and I changed it out before he left. It was nice to see that the light on the dash was no longer glowing, a sign that this switch was working.

When you find one that works it seems to last pretty well but many of them seem bad out of the box new. Good luck if you ever need one.

Truman made a generous donation to the shop so the cost of the harness I purchased was covered and more. We got rid of several demons so hopefully he can now enjoy his car when the weather is good.

3/26/2023 – Truman's car went home, the TR8 has been serviced so the only rolling stock in need of service is the 2008 Saturn Sky. It has been a year since the oil/filter were changed so to keep contaminants from attacking that neat little engine I change it annually in spite of low mileage.

I did put 3000 miles on it in the past year. Mostly milk runs to Braum's and back. I normally head for the Triumph but try to put enough miles on the Sky to keep it running great. I have confidence in both but when it comes time to sell one, it will be the Sky.

I bought the oil & filter off the internet while it was on sale. The Turbo engine really does require only one version of Mobil 1 oil in the 5W30 weight.

Of course, the first task was to drain the sump. With car on the lift, the plug was removed and the oil drained into the waste container. Back on the floor the filter was the next task and the only difficult one.

The filter is on top of the back of the engine next to the firewall. The filter has a hex formed into the top of the filter size 1 5/16th, for which I have a 3/4 inch drive socket connected to a ½ inch reducer.

A long ½ inch extension is added to the reducer and a breakover bar on top of those pieces fed through a small opening between a bracket and the



engine provides just enough access to turn the filter. The filter then lifts out and the process is reversed to install the new filter.

Naturally after this picture was taken the socket and reducer were dropped into the rabbit hole to disappear. When finally located it took a while to get it out.

With all the fluids checked the hood was lowered and plans were made. It is time for the tires to be rotated and the coolant changed. More later, maybe. I just needed some filler here. It is after all a Triumph newsletter, not some other sports car whose company is now history and parts are getting more scarce. But I still like that beautiful little orphan.

3/28/2023 – Last year when the heater core solder failed and the end blew off, the carpet under the dash next to the firewall was destroyed by the hot steaming coolant that flooded out. The piece under the console and the floor pieces on each side were badly discolored.

This has since then been a task that was to be accomplished when the time was right. Right now, it seems that it is right.

Today I visited a repair shop in Claremore who advertises that they do interior work. I drove Tinkerbell in to see if they were interested in making some replacement parts for my carpet set.

I bought the set from TRF but they no longer list carpet sets for my car. I really did not want to replace the whole set anyway because I did that only a few years ago. A check of the Moss web site did not show that they had anything that would help.

So as of now, my task is to remove the console from Tinkerbell followed by the damaged carpet and take it to the shop to be replaced. His concern of course is getting carpet that matches what I have. More later as this little project progresses.

3/29/2023 – Today Jan had a Dr. appointment so I went to the shop to see if I could get anything done on the carpet project.

A page from the repair manual was printed out and taped to the steering wheel to keep me on track with the way the process should be done.

The second thing on the list was to remove the grip from the handbrake handle. Well, skip that one, it won't come off.

The other steps were removing screws and lifting parts of the console out of the way. Not too difficult.

Removing the carpet sections for replacement was another story. The seat tracks were holding down the carpet to be

removed so the seats had to be removed. This is a much harder task than on a TR6.

A long handled hex key was needed to removed the screws but they did come out. The seat belts are held in place the better to manage them. I was able to set the seats near the car so the seat belts could remain attached. Should work well on installation.



The tape on the narrow pieces is where the piece was cut to facilitate drying the carpet of coolant. I taped them back together to provide a good pattern of what I expected of the new carpet pieces.



I went back to the shop I visited yesterday about the carpet. He called his cousin who is the carpet guy. After they visited, I was told that the carpet guy wanted to see what all was available for my car. He wanted to pursue the possibility of a formed piece of carpet as was in the car from the factory. I am anxious to hear what he comes up with.

3/30/2023 – It occurred to me this morning that I really have no idea how long it

will be before replacement carpet is available for installation to replace the damaged stuff. In order to keep the car in service the seats were reinstalled and the cocoa matts are covering the front floors at least partially. I would rather have it to drive in this condition than not have it to drive at all. Should work out ok.

4/3/2023 – This morning I followed up on getting new pieces of carpet for Tinkerbell. Since the first guy never called me like he said he would, I started looking for other options.

There was one guy listed in Owasso so I drove to his shop location and the store was empty. No longer in business.

Charlie gave me a source named Buddy Pruitt at 529 N Detroit in Tulsa. Since I was in Owasso already, I decided to drive there and visit with Buddy.

Unfortunately, I never located his shop. If it was there, it was invisible, never saw it. The only other source that I knew of was SEAT, Southeast Auto Trim.

I visited with a nice guy but he had no source for the carpet I needed. He did find a source for a kit and recommended the kit as the way I should go. He could not help me.

I got back home and used another of Charlie's options, Classic Carpets on line. They typically form carpets for their car customers but if that option was available I did not see it. What I did see was this.



I was pleased with the price as well as Charlie's recommendation so I ordered the kit. There will be some cutting to be done for bolt holes and edge trimming to fit but at least it will all match. At least the car is still on the

road and usable until the carpet arrives and I can get it installed.

4/5/2023 – While waiting for the delivery of the carpet set, I decided to do a little repair on the center console. The back of the plastic console has two screw holes. Two metal screws install through the holes and attach to the bulkhead behind the seats.

Repair is needed because the plastic holes had broken out to a much bigger hole so the screw heads would not hold any material to the bulkhead.

A piece of wood about 1 ½ inches by 2 ¼ inches by ½ inch thick was cut to fill the space between the plastic at the end of the console. A piece of aluminum with holes properly spaced was placed over the wood and the wood, plastic and aluminum were glued together using a lot of J B Weld.



After the glue dries, holes will be drilled through the aluminum, the wood and the plastic. Countersunk bolts will hold that all together with lock nuts on the inside of the box. Or I may use ¼ inch rivets with backing plates.



Attachment screws can then be put through the holes from the inside of the console and tightened into the bulkhead holes to finish the job.

4/6/2023 –
The console was finished today. As you can see the decision was to use bolts and locknuts, partly because the rivets were too short

This is what it looks like from inside the console. An obvious repair but not unsightly.

to do the iob.

The backside that sits against the bulkhead is shown next. The tape is temporary and is



holding the screws in place for safekeeping.

At the end of the day a lot of structural integrity has been added to the broken 40 year old plastic box that makes up the body of the console. Perhaps it will last another 40 years. Next month, carpet installation.







Video Proof: Here's the Massive Electrical Fire That Caused Ford to Stop F-150 Lightning Production

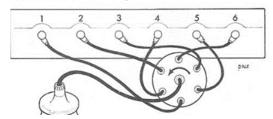
by Tara Hurlin 04/21/2023



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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil PennGrade 1, 20W-50



http://www.classiccarmotoroil.com

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

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

http://www.evanscooling.com/

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

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

Differential: Red Line Heavy Shockproof Gear



Oil

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6



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

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

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

TR6 contact:

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

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





For Sale

Set of four, 15" x 4" - 48 spoke wire wheels. They are original equipment for many 1950s/1960s British sports cars including Triumph TR2 through TR4. Very original, stamped on the interior with:

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



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





Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

TWO CHOICES

GCT Merchandise

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

https://www.cafepress.com/greencountrytriumphs

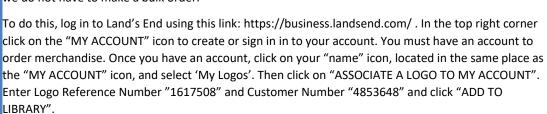
Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the

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.



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,



GREEN COUNTY 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	RINFO
MEMBER NAME	escond for	
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS	900	
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#
	. 6	
	-	
-		
	i i	

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 (leave message) maudipp@gmail.com

Dues are payable on 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). Membership is discontinued Oct. 1st following the date dues were due.

Andy Wilmes

Admiral Alignment

+1 (918) 232-3273 Mobile andy@admiralalignment.com

13503 N 155th East Ave. Collinsville, OK 74021

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