



Triumphant Times

Green Country Triumphs

Monthly Newsletter for March 2021

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

Have you paid your dues?

Club Dues Are Due July 1st
or before of each year to the
club Treasurer.

Green Country Triumphs, C/O Jan
Phillips

Next Club Meeting

Tuesday March 16th

Dinner at 6:00PM

Meeting at 7:00 PM

Location: Baxter's

Interurban

717 S Houston, Tulsa

2020/21
DUES
METER

100%

PAID

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Officers and Committees

Art Graves – President

Al Garbart– Vice President

John Phillips - Member at Large

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

Jon Wood – Web Master

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

topaztr6@gmail.com

From President Art Graves

Hopefully everyone survived the blast of cold air that hit Tulsa a few weeks ago. Our biggest concern was the icy driveway which is sloped with a very unforgiving rock wall on each side. Even though we had no plans to leave the house, you never know what can happen, and so I first shoveled the snow from the sloped part and then, since I just couldn't leave it alone, shoveled the rest of the driveway. My logic was that the snow melt would run down the driveway and ice the sloped part at night. It was quite a bit of work, but at least it got me outside.



The icy driveway and streets foiled the club's planned outing on Drive Your Triumph Day. We knew it would be cold but the icy roads did us in. After we cancelled the club event, I thought I could still drive over to Woodward Park, take a photo of my TR6 and then drive down to Brookside for lunch. But, that icy driveway I settled for pushing my TR6 out of the garage, taking a picture and sending it to Rye Livingston for inclusion on the Drive You Triumph Day website, <https://driveyourtriumphday.shutterfly.com>.

And then we had to cancel the club's Valentine luncheon due to slick roads. Of course, we wouldn't have had to drive a Triumph to the luncheon, but it made no sense to risk our 'real' cars on the roads either.

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

I received an email from Samantha Wood, president of the Red River Triumph Club, telling me that the Mecum Car Auction will be held in Tulsa on June 10 – 12. They will need volunteers to drive the cars on and off the auction block. The club has done this type of work in the past with the Leake Auction. I hope to have more details from Mecum at the March membership meeting. The auction will 'pay' the volunteers with a donation to the club.

Our next club event is the annual St Patrick's Day corned beef and cabbage dinner at the home of Jan and John Phillips. This year the dinner will be Friday, March 12. Look for details in this newsletter.

Hope to see you at the dinner and/or next meeting.

Cheers,
Art

From Vice President Al Garbart

Wedgword



The picture above is an oil well in the middle of Main Street, Pawhuska, OK.

I am showing this picture because last week I took a drive there and feel this should be an outing for the club. The roads are great with

just enough curves and hills to make it fun. We can discuss at the next meeting. Janice and I have both injections of the Pfizer vaccine and are ready to get out to drive.



Janice and I have our registration for the VTR National Convention September 14-18 in Edmond. I hope you all can join us. It will be great to see the cars and people out and about again.

The next meeting will be on Tuesday, March 16th. Baxter's Interurban has agreed to host us. I hope to see you all there as conditions allow.

Al

Secretary's Minutes of the Last Meeting by Trish Lindsey

The February 23 meeting of the Green Country Triumph Club was called to order by president Art Graves at 7:00 pm at Baxter's Interurban restaurant. Twelve members were present. Three Triumph autos were driven to the meeting.

Minutes were approved as read in the newsletter. John gave the treasurers report, which was approved.

Car Shows - An updated list of car shows was published in the newsletter.

Parts - John reported both his cars are back up and running.

Activities - Kay reported the Valentines lunch was cancelled due to weather. A St Patrick's party is planned for Friday, March 12, at Jan & John's home. Bring a covered dish to share.

Old Business - Update on Sam who had talked to Jan recently. He is driving now. The Nationals Triumph Car show is in Edmond in September. Our club will help with car wash and Funkana.

New Business - Chapter insurance is from September to September each year. Members of VTR should update their member profile. John shared a magazine.

Meeting was adjourned at 7:33



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2021 Scheduled Club Activities

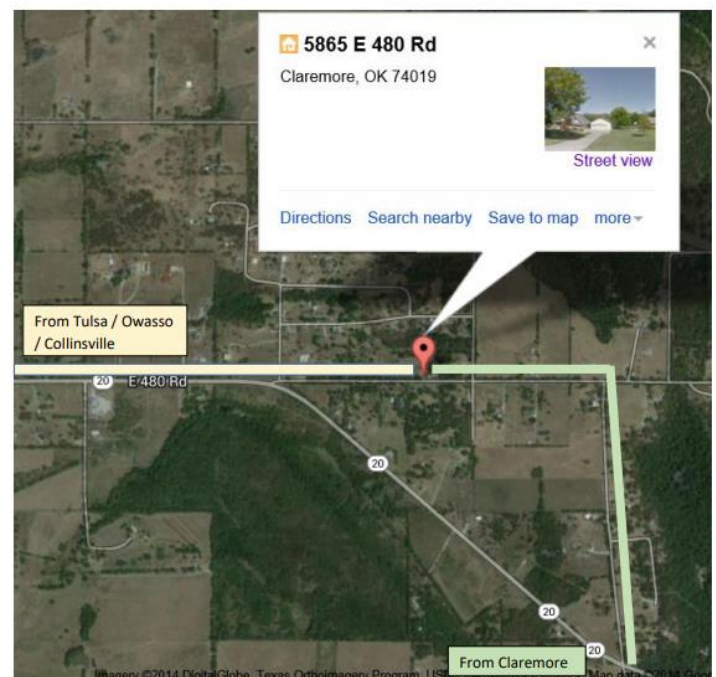
WHEN	WHAT	WHO
March 12 th	St. Patrick's Day Celebration at GHGN	Jan



**March 12th, 6 P.M. @
Phillips home: St.
Patrick's Day
celebration. Corned
beef & cabbage,
potatoes & carrots,
tea. bring anything else
you wish.
PLEASE RSVP**

The Phillips residence is 5 miles East of Highway 169 just off Highway 20. After leaving the Highway go to the 7th house on the left/North.

From Claremore turn right on 4092 Road.



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Upcoming 2021 Car Shows?

Many clubs/organizations have not committed to a 2021 car show, and I tried to indicate that on my list. Also, some of the web links do not work or are not quite accurate. Hopefully this will improve in the near future. Art

New Orleans All British Car Day

Location: TBA, New Orleans, Louisiana

Date: **CANCELLED**

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 2, 2021 ON **HOLD**

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 5 – June 6, 2021 **TENTATIVE**

Web: <http://carthagecarshow.com/>

TRA National Meet

Location: Lexington, Kentucky

Date: **CANCELLED**

Web: <https://www.miamivalleytriumphs.org/tra-2021>

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: June 10 – 13, 2021

<https://www.facebook.com/events/257718009138021>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: **No information for the 2021 show**

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 4 – September 5, 2021 **TENTATIVE**

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

VTR National Convention

Location: Edmond, Oklahoma

Date: September 14 – September 18, 2021

Web: <http://VTR2021.com>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 24 – September 26, 2021

TENTATIVE

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

6-Pack Trials

Location: Richmond, Virginia

Date: September 30 – October 3, 2021

Web: <http://www.6-pack.org/vb5/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 7 – October 9, 2021

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

Triumphest

Location: Flagstaff, Arizona

Date: October 14 – October 16, 2021

Web: <https://triumphest2021.com/>

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The Wedge Shop Gathering!

Come join us for a weekend of driving mountain roads, enjoying good company and British cars. **June 10-13 2021 West Dover, VT**

[Register for the event now](#)

The Kitzhof Inn located in West Dover, VT will be our HQ for the weekend. The event aims to be a casual weekend with numerous ride & drives, driving events and a special British themed dinner.



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

[HOME](#) [EVENTS](#) [LODGING](#) [REGISTRATION](#) [AUCTION](#) [CONTACT US](#)



TRA 2021

Bourbon, Bluegrass, Thoroughbreds, and Triumphs
June 14-18, 2021 - Lexington, Kentucky



Miami Valley Triumphs is pleased to announce that meet and hotel registration is now open for the Triumph Register of America National Meeting 2021. On-line and mail-in registration forms, as well as on-line payment, are now available on the [registration page](#). Note: If you registered for TRA 2020 and did not request a refund we still have your registration as active and you do not need to register again.

There could be some questions in your mind due to the ongoing pandemic and what impact that may have to TRA 2021. We are watching this closely and want to put your mind at ease. In the event that we will have to modify the events and (hopefully not) cancel the meet we will do that well before any deadlines approach so you will be able to modify your plans, and in the event of cancellation your registration and hotel fees will be fully refundable. We are working on contingency plans to minimize any disruptions and maximize fun.

We will continue to keep you informed via our TRA 2021 mailing list, our TRA 2021 Facebook page <https://www.facebook.com/groups/181566129267504/> and our TRA 2021 website <https://www.miamivalleytriumphs.org/tra-2021>.

Miami Valley Triumphs is proud to be the host club for the 2021 national meet of the Triumph Register of America. Our host city is Lexington, Kentucky which offers many attractions but also easy access to the beautiful back roads of Kentucky



For TRA 2021 Facebook group click on Facebook symbol.
For TRA national website click on the TRA logo.
For MVT website [click here](#).

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The Mother Road

September 14 - 18

Edmond, OK

<https://www.triumphsok.com>

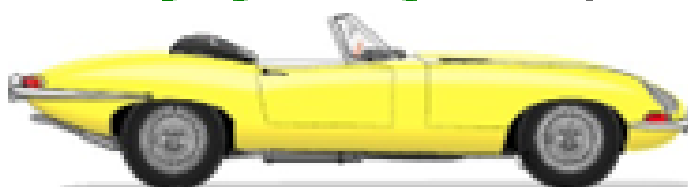
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19th ANNUAL

BRITS 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

University of Arkansas - AgCenter
Fayetteville, Arkansas

October 7-9, 2021

Thursday, Oct 7
Driving Tour

Friday, Oct 8
Driving Tour
Parking Lot Party

Saturday, Oct 9
Car Show
Banquets

SPECIAL GUEST
John Nikas
Author

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.Britishironusa.org

OR

DOUG SCHRANTZ
 479-531-2783
dougschranzt@gmail.com



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Triumphest 2021

Flagstaff, Arizona October 14 – 17, 2021

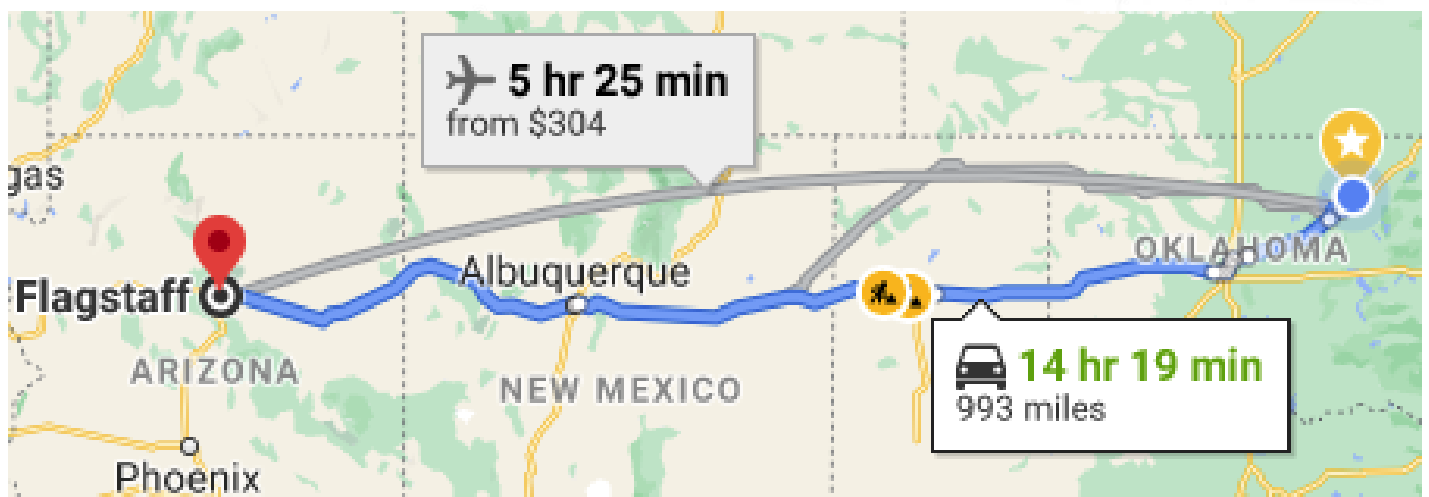
presented by

Desert Centre Triumph Register of America
Phoenix, Arizona

The Desert Centre Triumph Register of America (DCTRA) is hosting the fortieth annual gathering of Triumph owners in the southwest. We welcome all owners of all Triumph cars - TRs, Spitfires, Heralds, Mayflowers, GT6s – all cars built by Triumph and Standard Triumph.

Included here are brochures and a registration form for the members of your club. Duplicate as needed and access further information at www.triumphest.com.

Join Triumph owners from across the country in Flagstaff, Arizona. We look forward to seeing you at Triumphest 2021! Life begins at forty!



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TRIUMPHFEST 2021

Flagstaff Arizona

October 14-15-16-17 2021

Triumphfest provides the thrill of driving our TR's to a destination just like the "old days" At the Triumphfest we will enjoy 'Funcours', Autocross, Funkhana, Awards Banquet, Tech Session, and opportunity to meet with our Triumph friends, what a great time !



Hosted by
Desert Centre Triumph Register of America
www.triumphfest.com

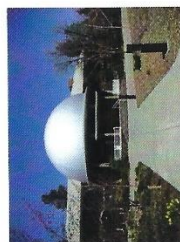
Explore Arizona



Grand Canyon
(73 miles from Flagstaff)



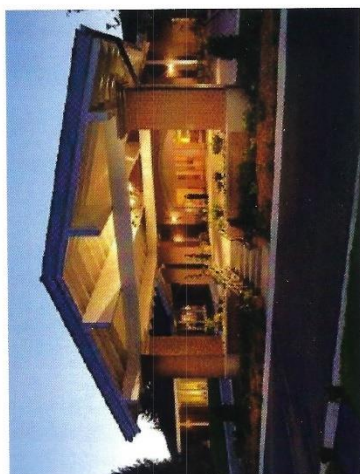
Meteor Crater
(42 miles from Flagstaff)



Lowell Observatory
(1 mile from Flagstaff)



Grand Canyon Railway
(Start at Williams 32 miles from Flagstaff)



Little America Hotel

2515 E. Butler Ave.

Flagstaff, Arizona

Special Rates for Triumphfest-2021
800-352-4386 mention Triumphfest

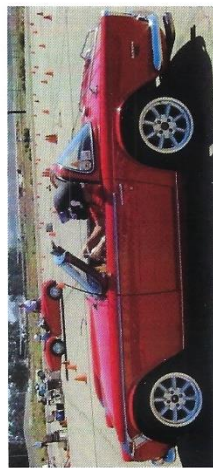
Website: www.triumphfest.com



Triumphest 2021 Events



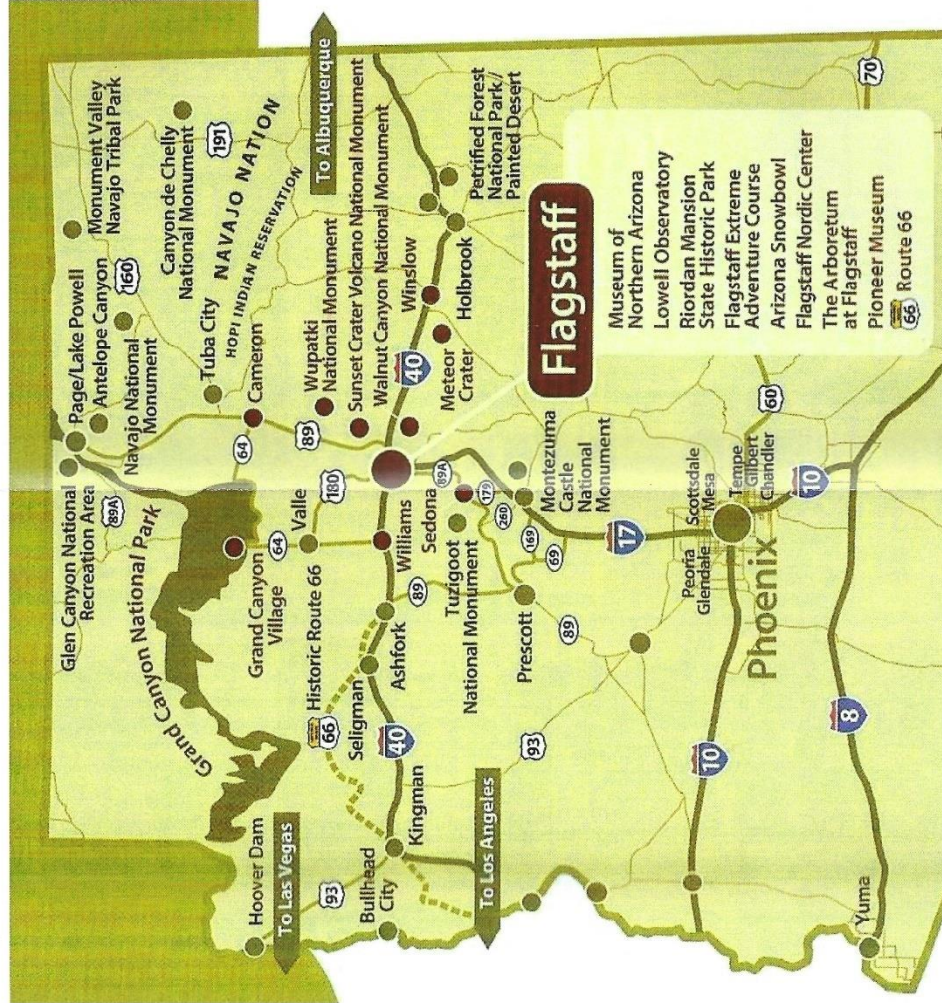
Funcours Car Show



Autocross

- Funkhana
- Tech Session
- Hospitality Party
- Banquet
- Awards
- Raffle prizes
- Vendors
- Rallies
- Regalia
- Model/Photo Contest
- Walking Tours
- Scenic Drives
- Dinner Cruises in your TR

Have a Grand Time in the Grand Canyon State



Flagstaff, Arizona. Elevation 6,910 feet, cool and green all year. A great place to have a Triumphest, and a great jump-off place to visit the sights of Northern Arizona.

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Triumphfest 2021 October 14 – 17, 2021 Flagstaff, Arizona
Hosted by the Desert Centre Triumph Register of America

Please print clearly

Registration Form

Name: _____

Email: _____

Address: _____

Phone: _____

City: _____

State/Zip Code: _____

Others in your party (Co-driver) Name(s) _____

What car(s) are you bringing?

Car 1 Model _____ Year: _____

Series: _____

Trailing? Yes/No

Car 2 Model _____ Year: _____

Series: _____

Trailing? Yes/No

Activity Registration (Registration includes two people & one car and is non-refundable)

Registration, postmarked by 9/16/2021

Each Subtotal

Late registration postmarked by 10/1/2021 (No regalia orders after 9/16/2021)

\$110.00 \$

Additional cars (as noted in car info above)

\$130.00 \$

Welcome Mixer (Friday night) No charge for two people. Additional people \$20.00 each

\$30.00 \$

Awards Banquet (Saturday evening – per person)

\$20.00 \$

Pistacio Encrusted Chicken \$46 _____ Prime Rib \$55 _____ Grilled Market Vegetables \$40 _____ \$

Autocross _____

Scenic Drive _____

Driving Rally _____

Walking Rally _____

Photo Contest _____

Model Contest _____

Funkhana _____

Funcours _____

Craft Contest _____

Tech session _____

Regalia (Please indicate quantity)

S

M

L

XL

Each

XXL

Each

Subtotal

Men's sandstone polo shirt (embroidered)

\$20.00

\$23.00 \$

Women's sandstone polo shirt (embroidered)

\$20.00

\$23.00 \$

Men's light blue polo shirt (embroidered)

\$20.00

\$23.00 \$

Women's light blue polo shirt (embroidered)

\$20.00

\$23.00 \$

Men's light blue denim, long sleeved (embroidered)

\$25.00

\$28.00 \$

Women's light blue denim, long sleeved (embroidered)

\$25.00

\$28.00 \$

Sandstone T-shirt, short sleeved (screened)

\$10.00

\$13.00 \$

Light blue T-shirt, short sleeved (screened)

\$10.00

\$13.00 \$

Ball Cap

Qty _____

\$20.00

\$

Lapel Pin (1 inch)

Qty _____

\$5.00

\$

Embroidered patch

Qty _____

\$6.00

\$

Additional dash plaque

Qty _____

\$2.00

\$

Check/Money Order payable to:

DCTRA

Grand Total

\$

Send Registration to: DCTRA Triumphfest, 2325 S Gold Ore Court, Apache Junction, AZ 85119

Questions? Call Ron's cell (623)229-3997 email: ronlewiscole@gmail.com

Registrar: Kathy's cell (480)815-1407

email: tfest2021@gmail.com

Triumphfest website: <http://www.triumphfest.com>

Hotel Accommodations: Little America, 2515 E Butler Ave. Flagstaff, AZ 86004 Reservations: call 1-800-940-8528 to make your room reservation. Mention "Triumphfest 2021" to receive negotiated room rates.

Release: All members of your party 18 or older must sign this release form before your registration can be accepted.

I/We, the undersigned, release, waive discharge and covenant not to sue collectively and separately, the Desert Centre Triumph Register of America, its officers, event organizers and sponsors of Triumphfest 2021, holding them free from all liability for any and all loss or damage and any claim due to injury to persons or property resulting from my/our participation in Triumphfest 2021. Proof of car insurance and a valid driver's license required to participate in all moving events and the Funcours. I hereby assume full responsibility for, but not limited to, risk of bodily harm, death, or property damage during the Triumphfest 2021 event.

Signature(s): _____

Date: _____

Member Communication

Derek Maeer

Tue, Feb 9,
8:03 PM (12
hours ago)

to me

Hi John

I have a technical question for you if I may.
TR4 differential Pinion Oil Seal. Front of Diff
connecting to drive shaft.

Do you think it ok to try and change seal with
diff. In place??

I have universal joint off and pinion driving
flange off and can touch the pinion oil seal.
Not sure how to remove the oil seal or if
anything else will come loose or misaligned if I
can pull the seal. I have new seal from Moss,
have still to verify it is the same but too cold in
unheated garage right now.

I would sure appreciate any thoughts you may
have !!

Regards

Derek Maeer



8:26 AM

John Phillips <topaztr6@gmail.com>
(12 hours ago)

to Derek

It sounds like you have all the hard part
done. I drill a hole about 1/8th inch in
diameter in the face of the old seal. Insert a
small metal screw about 3 threads and use
the screw to pull the seal out with pliers or
claw hammer or whatever is handy.

Clean the sealing surface on the shaft and
inner diameter of the bearing location. Put oil
on the outer and inner diameters of the new

seal. When putting the new seal in I use the
old seal to hammer on to keep from distorting
the new seal. Go slow, tap in easily all around
so the new seal goes in straight. When the
seal is in flush, stop and put everything back
together. If the nut is a self locking type which
it should be, hit it once with a hammer on the
locking side to slightly deform the locking
material to refresh the locking
capability. Torque nut to 120 lb. Ft. To keep
the diff from turning during the torque process
it helps to apply the parking brake.

If you need to add gear oil, use ONLY grade
GL4. GL5 grade contains too much sulphur
and eats up the brass shims. I ruined my diff
because I did not know this. Recommended
oil is listed on the tips page in the newsletter.

Good luck.

John Phillips



Nap Time, Hard day in the shop



Hey Mike, I stole
your article

Missing Key Solution

Mike McPhail

Did you ever wonder what the @#\$\$ happened to the keys to the glovebox and trunk of your TR6? The DPO always seems to lose the &^%\$ things! All is not lost...

A new set of matching locks and keys can be purchased and installed, but where is the fun in that? Besides, the trunk lock tumbler still has to be swapped, and that is the most trouble anyway.

The glovebox lock is sealed such that it has to be replaced, or alternatively, it can be used as a starting point for a DIY solution. There is a three-digit number stamped on the lock that can be used to order a new key from Triple C Accessories (<https://www.triple-c.com/>)

[Original Wilmot Breeden Keys.cfm](#)) or others. Prefix the number with "FS" and you are in business.

The trunk lock should be keyed the same as the glovebox. If not, the number is stamped on it too, but it is a little harder to get at. The tumbler can be removed from the trunk lock and re-keyed with some effort. The pins in the tumbler can be re-arranged to match another key, as shown in the photo. This can be done to the early dash mounted ignition switches also. Both my TRs have had the switches moved from the steering column to the dash! On the Spit-Six, the ignition key matches the trunk lock and is the only key on the fob.

Okay let's take the trunk lock apart:



FS906.



FS926.

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Remove the four screws that hold the lock on the car. The lock may not want to come out, but note that the lock body can be squeezed for better clearance. Notice the three-digit key number stamped on the front. Now you can order a key, or:

Drill out the two rivets that hold the front of the lock to the rear. Remove the two screws that hold the tumbler assembly to the face. Remove the snap-ring that holds the tumbler and remove tumbler. This is done by

driving out the pin as shown in the photo.

The five pins in the tumbler can be pushed out with a small screwdriver or the like. Be ready to catch the little springs. The pins can now be re-arranged to match the key that fits the glovebox. Obviously, it helps to have an assortment, but in a pinch any pins that protrude slightly when the key is inserted can be filed smooth with the outside of the tumbler. Hey, this ain't Fort Knox!



TR6.



One key fits all.



Drill out rivets on right.



Remove snap ring.

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Drive out pin.



Tumbler revealed.



Pin assortment



Doesn't fit yet...



Now it fits!

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Greasy Hands Garage North Update by John Phillips Continued from last month:

1/30/2021 – The goal today was to get the tunnel installed. First up the tunnel was cleaned up by removing all the accumulated oil from the underneath side. Then a couple of areas where the seal was loose were re-glued. I made one trip to the hardware store for the nutplates.

After 3 hours of trying to put the fasteners over the firewall opening, I stopped with tender fingers and a sore back with 2 bolts installed in new nutplates. I may or may not go back this afternoon. A beer is in process and lunch awaits. We shall see.



1/30/2021 – Ok, I slept on the problem and came up with what I think is the best solution. The difficulty with the existing tunnel is that the mounting holes were not drilled in the right place when the cover was initially



purchased many years ago. It was the first one I installed and my ignorance was showing.

The holes were made larger and in a couple of cases drilled in a different place. Over time the tunnel was broken in one place, glued and taped in others. My transmission has been out many times, the first to add overdrive then there were broken clutch pins, rebuild the transmission (thanks Larry), leaks to be fixed, etc.

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The point is, the thing is sort of worn out, time for replacement. Jim Lindsey purchased a two piece tunnel that went in very well if not easy. I was able to install all but one bolt and he can tell you why.

Remembering the success with that tunnel and the condition of my old one the choice was not that hard. I placed the order with British Parts Northwest this morning. They were out of stock on the tunnel seal however so I ordered that from The Wedgeshop. Using PayPal, I was able to make use of my credit card reward points so not out any cash here. These folks have a lot of TR4 through TR6 stuff so remember them when buying stuff from the left coast takes forever.

The old tunnel is being used temporarily until the new one arrives then the long term installation of tunnel, dash support and interior will be completed. I am quite pleased with this solution as it should make a quality installation for me and also the next caretaker of this car.

2/1/2021 – Since it will be a week maybe two before the new tunnel arrives, I have some time to do other things. Today it was taking another stab at setting the idle on the TR6.

I adjusted the carbs a couple of months ago but when the stuff was all put back in place the idle was around 1200 RPM, too high. When the air collector was removed and the linkage disconnected, the idle went down to about 1000 RPM, not too bad.

My guess is the linkage moved a little when tightened up the last time adjustment was made. I lowered each carb about 1/8th of a turn on the idle screw then checked the balance. The rear carb was high, center low, front about where I wanted to end up. After trying to balance all three without raising the idle which was now at about 900 RPM, they were again a little out of balance. The game

of raise one, lower another began in earnest. It continued for several minutes until all three were balanced and the speed was about 950 RPM. I can live with that.

The air box and heat shield were put back in place and the bolts snugged up. The duct from the breather/filters was reconnected to the box and the job was done, again. This may or may not be the last time you see this for a while, just depends on what the result is after some more driving. We shall see.

2/2/2021 – So after 28 years of working on these things I still cannot fix an oil leak. This puddle greeted me this morning when I entered the shop. I moved the car because Art was coming out to use the lift to look for problems. We found none. Very nice car.



Art then suggested we look at my car to see if we could determine where the current leak is. We came to a consensus that the seal on the oil pan was disturbed during the removal / replacement of the rear engine seal when the main seal was replaced.

Since I had a pan gasket, I drained the oil into a 5 gallon container since it was new and wanted to reuse it, then started removing all 23 bolts. Art and I took a break to google the suggested site for the "Drive Your Triumph Day" picture but the prime site is now blocked off to street traffic. Art has some other ideas, however.

Back in the shop, bolt removal continued until the pan was free. When it was removed, the engine side of the gasket came off clean which makes the job much easier.

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The pan side of the gasket was a different story. Most of the gasket was scraped off the pan using a razor blade tool. The remaining gasket material was removed using the wire brush side of the bench grinder.

The old paint was roughed up a little with a scrub pad, then primed, then sprayed with Rustoleum. Being in no special hurry the pan was left to dry over night.

2/3/2021 – I went to the shop around 10 to continue work on resealing the oil pan in hopes of stopping the leak resulting from the previous work to replace the rear main seal.

I was surprised that the paint had not dried enough for me to handle it and finish the job. I used my heat gun in hopes of getting it dry enough to handle and it worked.

The new pan gasket was adhered to the pan using a Permatex version of a good high tack gasket sealant. The red sticky paint on material is not handy to apply but it works well when used. It was applied to the pan, both sides of the gasket and the bottom of the engine block. If another leak occurs, I doubt it will be around the pan gasket unless I disturb it again.

This material is also used to paint the threads on the bolts, so it says on the can. I have not used it here previously so this kind of a trial by fire.

Since I do not plan to drive the car for a while the sealant will have plenty of time to cure as will the new paint on the pan. I am



again hopeful that all leaks have been eliminated after 28 years of trying.

2/5/2021 – The other day when the Pumkin (6) was up on the rack, I decided to drive Tinkerbelle (8) to run an errand. I had driven it the day before with no problems.

The car did not start and the battery power declined quickly. I checked the age of the battery and it was coming up on 5 years in April. Since my plate was full that day, I did nothing about it at that time.

Today the old battery was tried again but still would not hold a charge. Time for a new battery. O'Reilly's had a bunch so I bought one that actually fit in the car unlike the one that was removed that was purchased from AutoZone.

The new battery was installed and connected but the car would still not start. I checked a spark plug to see if it was wet and it was. Ok, the engine is getting fuel. Now I have to check to see if it is getting spark. Maybe tomorrow, I have a headache.

The new two piece tunnel arrived today. If you recall one issue with the old tunnel was that the holes were in the wrong place.



As you can see in the picture, the holes are predrilled in the new one so I don't have an opportunity to mislocate them. This should make the job easier and more idiot proof. Now I have to wait for the new seal so it can be installed.

2/7/2021 – It's always something. I opened the bonnet on the Pumkin yesterday and the safety latch came off in my hand. The

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

pin that holds the latch in place had failed so a new pin was created by using a 1/4" rivet. The latch does not work as well as it did, I think a spring escaped when it came apart. Actually, the thing is a pain anyway so I will leave it as is. It looks right but does not prevent opening the bonnet. Not a safety issue and less fiddling when opening up.

To prevent a too tight installation, the pin on the rivet was removed prior to it breaking off during installation as designed. The safety lever still moves but not freely.

Not happy with this so it will have to be on my repair list. There are several things that will be done first.

2/9/2021 – Having finally shaken the headaches, I felt like getting back to work on the cars. First up was starting the process of attaching the seals to the new tranny cover.

One thing seen posted on TV shows is, "There is no such thing as having too many clamps." When it comes to this job I have to agree. You can only glue seals until you run

out of clamps. In this case the end seals were attached first. That used up all the clamps in my shop. Now the glue must dry before the clamps can be used on the side seals. There is no hurry, the roads are icy which is unusual in Oklahoma where I drive my cars year round.

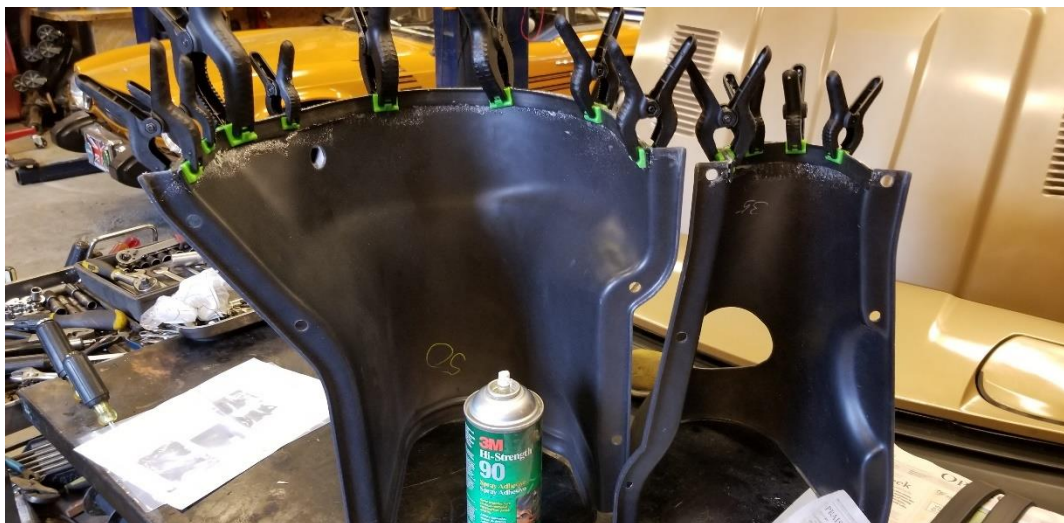
The glue being used is fantastic. David Alexander gave it to me instead of taking it to Phoenix when he moved. I am not sure that was a good decision, David. I really like it.



While the glue dried, I removed the

fitting where the oil pressure gauge pipe attaches to the engine block. Still trying to kill all the oil leaks, it was removed and some Permatex thread sealant with Teflon in it was used to stop migration of oil around the threads.

I did not have a wrench that fit the flats of the wrenching surface. I used a



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small Crescent wrench and a pair of pliers to get the thing out. While it was out the wrenching flats were ground down a little so that a 13 mm wrench would fit so reinstallation went a lot smoother.

The next bit of business was to look again for leak locations and it appears that the valve cover gasket was seeping oil. With my trusty ½ inch wrench in hand the valve cover was tightened a little. Apparently, the new cork gasket had shrunk a little creating a loose fit. Hopefully the tightening will eliminate that leak.

Before the old battery was replaced in Tinkerbell, I had tried to start the car several times with no success. That resulted in flooding so the spark plugs were too wet to do their job. These are the plugs installed when the engine was rebuilt some years ago so the old plugs are out and tomorrow, I have to fetch some new ones.

2/10/2021 – At O'Reilly's I purchased some upgraded plugs over the Champion N12Y, I selected NGK 7082.

Platinum (lasts up to 2x longer than copper) ▾	
CHAMPION 3405 (#RN14PMC) Platinum Power	Info
Gap 0.024 IN	
AUTOLITE AP65 (#AP65DP2) Platinum	Info
.025"/0.6mm	
NGK 7082 (#BPR5EGP) G-Power	Info ❤️
Gap 0.035"	

Back at the shop the threads on the new plugs were coated with a copper based anti-seize compound and installed in the engine.

When the ignition switch was activated the engine jumped to life and Tinkerbell was alive again. I did not get to drive it on Drive Your Triumph day but I did get to hear it run. Yippy-ki-yay.

Next up all the clamps holding the new seal to the new tranny cover were removed. The seal was well adhered to the cover so now it was time to cut bolt holes in the rubber seal so the cover can be installed.



The recently purchased rotating hole punch was used to cut the holes and it did a great job. The cover is ready to install but the old cover installed to temporarily allow me to drive the car for Drive Your Triumph day now must be removed as do the seats, carpets, mats, etc. I think I will wait until tomorrow. No hurry now.

2/12/2021 – Yesterday was a sick day. Today I got back to the shop to work on what I hope is the last leak and the new tranny cover.

The old cover was removed from the car after the seats and carpets were taken out. All of the carpet snaps and the speaker pad support brackets were removed from the old cover and reinstalled on the new cover.



A new grommet for the overdrive and backup light wires was installed.

Before the new cover was installed, the angle drive on the speedometer cable was removed to replace a washer and o ring used to seal the angle drive where it attaches to the

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tranny. Art had noticed some seepage when we were previously looking around under the car. Thanks Art.



At this point the front part of the cover was ready to install. First the old seal stuck to the floor was removed. While trying to make sure the blind nuts at the firewall were correctly placed and maneuvering the new cover into place, Jan entered and said Frank and Louise wanted a ride to Home Depot to buy a new dish washer. We had already planned a trip to get some things before the big snow was supposed to hit over the weekend. We picked them up and went about our errands. Shop stuff can wait until tomorrow. Not much left now.

Frank is having good luck with his recent surgery on his shoulder and says he is pain free.

2/13/2021 – This morning I started the hard part of this job, installing the cover bolts around the firewall. After 1 ½ hours the 3 bolts on the driver's side are in and the top bolt on the passenger side.

There are 3 more bolts to go in circled in red above. I am having great difficulty here. One must be on the knees reaching over the door sill to the firewall, while compressing the rubber seal via leverage using an awl to pull the cover into a position so the bolt can be inserted.

This is not fun. Having the option, I would hire someone to put the darn things in. Perhaps something longer than an awl to create more leverage would be helpful. I think that is worth a try.

The extra leverage did some good so the cover is in place. Changing the bullet connector on the overdrive wiring harness was needed so that was accomplished. As recommended in the cover instructions, tape was applied over the joint in the cover for added protection.

The carpet was then reinstalled and vacuumed and the armrest was set in place. The Cocoa Mats were put in place leaving



only the center dash support, wiring and seat installation for completion tomorrow. Big snow predicted so I should have plenty of time. Glad this project is coming to an end. I never want to take the transmission out again.

2/14/2021 – Today the radio was removed from the center dash support to facilitate installation of the support. With radio out, the support was lowered over the shifter, to the attach point on the floor and under the control plenum above. Fasteners were installed and the support was secure.

The radio was put back in place and rewiring commenced. That will finish up tomorrow as will connecting the heater fan switch to power and installing the seats to finish the job.

2/15/2021 – This job was initiated to eliminate oil leaks from the engine and transmission on January 6th. The job took me 5 weeks. In my younger days I could do this job in a day assuming I had all the parts.

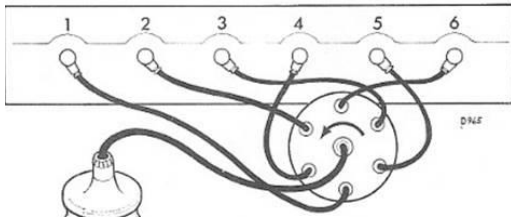
It is back together but the radio does not work so I have some trouble shooting to do. We have been alerted to expect power outages so that gets my attention until the weather improves.

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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.



2. Fold top forward without folding back



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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2

JOHN'S QUICK TIPS

Starting Page



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'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



LESSONS LEARNED

- When using an electronic ignition system byp the **ballast resistor** is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag the plugs.
- 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.

Spark plugs for TR6 – NGK BP6ES
Spark plugs for TR8 – NGK 7082

GCT Merchandise

SEE NEXT TO LAST PAGE

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Art Graves' TR6 on icy driveway in 22 degree weather

Classified Section



Sam Clark is selling his truck and trailer. He no longer uses them and says they are in great shape. The truck is an early 99 model with all the bells and whistles and a diesel engine. The truck and trailer can be purchased for \$15,000. Call him at (918) 625-6798
Location: Broken Arrow, OK.

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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

**Assorted TR3
& TR4 parts
Contact:
Larry*
cartravel@po
box.com**

**The club still has
about seven (7)
stainless steel
grill badges left if
anyone wants
one. Remaining
stock goes for
\$10.00 each.**



Triumph Related Forums and e-Mail Lists.

At club meetings I have mentioned several Triumph resources on the internet and on e-mail. These resources are useful to ask any Triumph (and sometimes non-Triumph) related questions. Sometimes there are posts about topics like the Super Bowl or the weather (hurricanes or snow storms), but you will almost always be fussed at for political and religious comments. In both the forums and e-mail lists, there are regulars and lurkers. I am a lurker, but sometimes I do ask a question or try to answer someone else's question. All forums and e-mail lists require you to register. There is no fee to register, but sometimes the administrator will ask for donations.

I read the forums and e-mail lists daily and find them entertaining. Many friendships have been started there and I have met people at car shows that I know from the forums or e-mail lists. It's kind of like having a pen pal.

Forums

The British Car Forum caters to all Triumph models and can be found at <http://britishcarforum.com>.

6-Pack is a national club (not to be confused with the 6-Pack Mail List) catering to Triumph TR250 and TR6 owners and can be found at <https://forums.6-pack.org>. They also have a Facebook presence. You do not have to register to read the posts, but registration is needed to view or post messages and pictures.

Mail Lists

The mail lists have been around since the early to mid-90's – maybe earlier. In those days, internet speed was slow and mostly used dial-up telephone lines with 1200, 2400 or 9600 baud speeds. This is a text-only medium and uses e-mail. When registering, you have the option to receive individual e-mails, or get a 'digest', containing all e-mails from the previous 24 hours. I prefer the digest since it doesn't clutter my e-mail in-box.

The Triumph Mail List caters to all Triumph models and can be found at <http://autox.team.net/mailman/listinfo/triumphs>.

The 6-Pack list (not to be confused with the 6-Pack Club) caters to TR250 and TR6 owners and can be found at [6pack Info Page \(team.net\)](http://6packinfo.team.net). Sometimes a 6-Pack list post will show up on both the Triumph and 6-Pack mail list.

Another resource is the British Motor Museum and can be found at [Heritage Certificates for your Classic Car \(britishmotormuseum.co.uk\)](http://heritagecertificatesforyourclassiccar.britishmotormuseum.co.uk). From this site you can order a Certified Copy of a Factory Record for your Triumph (or other British automobile), showing the car's specification as it left the production line with details such as build and dispatch dates, engine and body numbers, color scheme, and details of factory fitted equipment.

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Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,

TWO CHOICES
- VISIT BOTH

GCT Merchandise

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

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



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**FREE
FOB
GHGN**



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 STUFF	MEMBER INFO	CAR MODEL	YEAR	COMMISSION#
MEMBER NAME				
CO-MEMBER NAME				
MAILING ADDRESS				
PHONE NUMBER				
E-MAIL ADDRESS				
V.T.R. MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
6-PACK Member?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
TRA MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
ANOTHER CLUB?				

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.**