



Triumphant Times

Green Country Triumphs

Monthly Newsletter for March 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

<http://greencountrytriumphs.org>

Next Club Meeting

Tuesday March 15th

Dinner at 6:00PM

Meeting at 7:00 PM

Location: Emersumnice

Brewery

102 South Main Street

Suite E, Owasso, OK

918-330-3973

Activities: Jan is hosting a St. Patrick's Day party at her home Saturday, March 12. The breakfast group reported 4 were present at the last 2nd Saturday of the month get together.

Old Business: We still need members to volunteer for the jobs of Vice President and Activities Chair.

New Business: Larry Rice has passed away.

Door Prize: John had a magazine to give away. Jim took it home.

A motion was made, and carried, to adjourn at 7:15 PM

From President Al Garbart

Al is at home and recovering nicely but slowly. He will not make the March meeting. Get better, Al.



Vice President Position (Vacancy)

Secretary's Minutes of the Last Meeting by Trish Lindsey

The February 15, 2022 Green Country Triumph Club was held at Baxter's Restaurant in Tulsa. Dennis acted as President and called the meeting to order at 7:00 pm. One Triumph was driven to the meeting. Twelve members were present.

Minutes were accepted as written in the newsletter. Jan gave the treasurer report. a motion was made to approve the report given. It was passed.

Parts: John is waiting for a coil.



Figure 1 Chad's daughter used the TR6 that was her Grandfather's and is her Father's in her recent wedding.

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

7-22
PAID
MEMB
ERS

1.

2.

3.

4.

5.

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

16.

17.

18.

19.

20.

21.

22.

23.

24.

25.

26.

27.

28.

29.

30.

31.

32.

33.

34.

35.

36.

37.

38.

39.

40.

41.

42.

43.

44.

45.

46.

**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**

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



I saw a picture and posting
of a nicely refinished wood
dash for a Triumph TR4. It
was posted on Green
Country Triumphs page.

TR4 wood dash
(greencountrytriumphs.com)
Is this for sale? I am
interested.

Daniel Collier
Virginia Beach, VA
1966 TR4A
cell 763-458-2781

On Sunday, February 6,
2022, 07:12:26 AM EST,
John Phillips
<topaztr6@gmail.com>
wrote:

SOLD

It is still for sale. I am
copying the Craftsman that
did the work as he can work
with you on cost and
shipping cost. It is a nice
dash.

Daniel Collier
8:41 AM

Thanks John. Jim Lindsey
emailed me. I hope we can
make a deal!

Best to you,
Dan

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

Scheduled Club Activities

WHEN	WHAT	WHO
2 nd Saturday of each month	Monthly Breakfast Outing Crescent Café in Prattville / Sand Springs	John
March 12 th , 6 P.M.	St. Patrick's Day Celebration	Jan

WHY SHOULD I JOIN VTR?

VTR WORKS TO MAXIMIZE THE ENJOYMENT ALL OF US HAVE WHEN DRIVING A TRIUMPH AND EMPHASIZES CAMARADERIE AND SOCIAL INTERACTION AMONG TRIUMPH OWNERS. AS THE ONLY NORTH AMERICAN ORGANIZATION WHICH RECOGNIZES EACH AND EVERY TRIUMPH MODEL, WE HOPE YOU'LL WANT TO JOIN US AS WE STRIVE TO ACHIEVE THESE GOALS.

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

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

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/>



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

UPCOMING EVENTS

Greetings Triumph Friends,

The South Texas Triumph Association is pleased to extend this advance invitation to all of you for the 2022 South Central VTR Regionals to be held April 21st through April 24th, 2022 in Boerne, Texas.

Please see our website at www.sotxtriumphassn.org for early online registration and full details of the Regional, a schedule of events, and information for local hospitality.

A brief preview of the activities and costs is outlined below:

Host Hotel – The Bevy Doubletree by Hilton. A limited number of rooms are reserved for our group @ \$149.00 per room per night + tax. **Each hotel room night includes breakfast for two.** <https://www.hilton.com/en/hotels/satbvd-the-bevy-hotel-boerne/>

Your Bevy/Hilton Host Hotel Link is: [HERE](#)

Additional Rooms are available at the Comfort Inn & Suites Texas Hill Country of Boerne at around \$129 per room night + tax & includes breakfast for each person. Link [HERE](#)

Registration Base fee: \$75 per car, additional cars - \$15 each.

Saturday Night Awards Dinner: \$50.00 each, cash bar available.

Registration On Site: begins Thursday, April 21st, 2022 through Sat morning, April 23rd, 2022.

Self Guided Hill Country Drives of Boerne and surrounding Texas Hill Country.

Funkhana & Autocross: Saturday, April 23rd, 2022

Concours De Elegance: Car Show Friday afternoon, April 22nd, 2022.

As your club begins planning for the New Year, we hope you will schedule the South Central VTR Regionals on your club calendar and make preparations to attend.

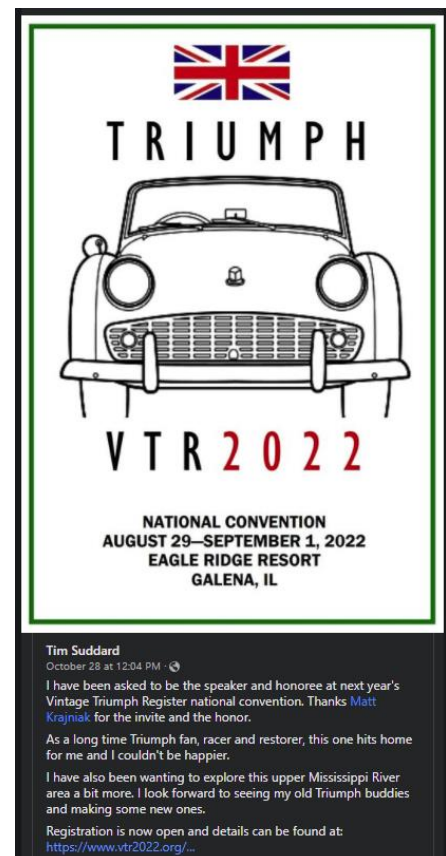
The Coordinators for this event are Joe Kboudi and Larry McDonald. Joe may be reached at 210-884-3036 or jmkboudi@gmail.com. Larry at 210-912-5545 or larry.mcdonald53@gmail.com

We are looking forward to an amazing gathering of all our Triumph friends and guests in April 2022 and hope to see you there!

Best regards,

Joe Kboudi and Larry McDonald

2022 VTR South Central Regional Co-Chairpersons



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

TWS Gathering 2021 - June 9-12 - West Dover VT USA

Join us for the premier **Triumph** and **Land Rover** gathering in the Northeast!

Open to all marques with a focus on Triumph TR7/8 and 80's,90's & early 2000's Land Rovers

[Show Info & Registration \(it's free\)](#)

- Full schedule soon. Mix of back road drives, dinners, driving events and socializing!
- This year will see an on road driving event (race course, drag racing) for all the cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers
- Rover V8 Tech session by TWS founder Woody Cooper
- Free T-Shirts and other swag for all attendees



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

The HEARTLAND ALL BRITISH CAR AND CYCLE SHOW Committee is thrilled to announce that, in conjunction with the Heart of America Jaguar Club, the All British Car and Cycle Show will be held on the Square at Crown Center on June 11, 2022. The combined effort will bring new interest, excitement, and challenges to the event. The usual registration for the All British Car Show is approximately 100 cars, and, with the 2021 attendance at the Jaguar Celebration of British Cars, taking into consideration the number of cars entering both events in the past, we are looking at a projected 125 to 150 British motorcars registering. We presented the idea to Crown Center, bringing up the fact that this event would draw a considerably larger attendance, and asking them if they might have any ideas on how we could accommodate all the guests. Their response was immediate, "Close Grand Boulevard!" They agreed it was a Grand idea (sorry!) to bring together the largest British Car Celebration in the Kansas City area, with the Jaguar Concours D 'Elegance on the Pavilion. Obviously, this will require a new level of planning and city permits. We welcome any club members who would like to assist in making this the most entertaining show in the Triumph Club's history. We are looking forward, with The Kansas City Triumphs, to developing an exciting celebration of British Motorcar History, Recognition, and Appreciation. We are all familiar with the park like setting of the Square, featuring lush trees, French sidewalk tables with umbrellas and chairs, and a plethora of visitors strolling through the event. We will welcome all marques of the British Motorcar Industry, creating the perfect venue for the display of the most beloved motor cars from the British Empire. The date of the event will be June 11, 2022. Registrations will be available soon, so now's the time to mark the event on your calendar, order your event regalia, and start the preparation of your pride and Joy



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

GREEN COUNTRY TRIUMPHS DRIVE YOUR TRIUMPH DAY

This was a good excuse to visit with the good folks from COVTR. We met at 33 Café & Steak House in Perkins for lunch and a lot of conversation, almost all of it about cars. The drive was good, the food was ok, the company was great. Art led Larry and Tom Young and myself on the out and back through the Oklahoma prairie on this warm and sunny day.



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



Update on the Reassembly of Sam Clark's TR3B

By Art Graves

As many of you know, I asked and Sam agreed to allow me to reassemble his 1959 TR3B. Best I can determine, this car was taken off the road in 1996 – 1997 for painting and body work and a rebuild of drive train components: engine, transmission and differential. Once this was completed, the car sat in Sam's garage until June of 2021. With the help of club members John Phillips, Dennis Robinson and Jim Murray, the car was trailered to my house and Sam's garage searched (several times!) for all TR3B parts.

Since that time, I have gone through those parts to determine which were needed and what was missing. I am not a TR3 guy. My experience is with the TR6. But with the help of parts and repair manuals and other club members, I now have a pretty good understanding of the TR3B. Having sorted through the parts (many times!), they are arranged in what I call major component boxes: cooling, interior, electrical, etc. I have ordered any missing or unusable parts from TRF. In some cases, other TR3 owners with parts cars have been contacted to get the 'unobtainium' parts. A great deal of time has been devoted to cleaning and painting the component parts.

All that said, in November the first components were installed. Apparently, the assembly will be long and drawn out because, so far, even the simplest things have been difficult. For example, the trunk handle and spare tire cover escutcheon covers. In both cases, the captive nuts were gunked up with paint and Bondo., requiring a tap to clean them out. And holes in the boot did not exactly line up with the captive nuts. When installing the fuel sending unit, the top of the fuel tank had to be wire brushed with a drill to get a good seal. And don't even ask about fitting the rubber hose between the fuel tank and gas cap!

Since then, I have found more parts to clean. The heater core was disassembled for cleaning and painting as well as the steering column. Sam had a number of component parts powder coated, but the heater core itself, although in good shape, needed a little attention. I hate to install dirty parts!! The steering column was kind of fun because of the control head. In addition to the larger pieces, there are at least 14 small parts: springs, screws, nuts, contacts, etc. The control head is made of a Bakelite material and is quite dirty and discolored from age. I am in the process of polishing that material.

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

Next steps are to install the fender beading and align and secure all four fenders. Then install under dash components and wiring harness.



Boxes of parts. The larger parts, like most of the interior, windscreen, side curtains and front grille are stashed away in my basement or bedroom closets. The beer boxes just happened to be laying around.

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



Rear view of the TR3B showing tail lights, license plate lamp, fuel tank and spare tire cover.



View of disassembled control head. So many pieces! The control head houses the horn button and trafficator (turn signal switch). Not shown is the steering wheel, steering column and stator tube. The stator tube houses the wiring between the control head and steering box.

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

TR TIMES FEBRUARY 2022

We all are aware how the once great British car making industry crashed in the early 1980s. With the clarity of 20/20 hindsight we can see that their lack of investment in research and development and more efficient manufacturing processes back in the 1960s led to their downfall. We have all heard the story over and over how poor management decisions were the problem and there is a lot of truth in that. But of course, with closer examination we see there were also other factors. The world economy changed, making British cars more expensive than those produced locally in America which was always their primary marketplace. Right after WW II the British government had subsidized the auto industry allowing it to be more price competitive than it otherwise would have been. Over time the government began reducing that subsidy and eventually took over operational control hoping to find easy ways to reduce production costs. So, government folks who knew little about building cars were running the show and governments are not known to have a history of cost efficiency or wise and timely decision making.



Added to that was the unhappy, unholy marriage of once independent competing auto makers into a single company. MG had been mostly controlled by enthusiasts while Triumph had been more under the control of accountants. Neither style of management is ideal. Loose accounting means resources can be wasted, and no one will find out until it is too late to fix the problem.

Micromanagement of accounting saves pennies on production costs but to gather, store, massage, and summarize all that data costs dollars. Government identified more with the bean counters than car guys so former Triumph men got the top spots in upper management. And since lack of money was one of the biggest problems, that was probably a logical decision. It was obvious to everyone including the buying public that both the TR6 and the MGB were obsolete designs despite how much people loved them.



And it was also obvious to management that the market was too small to support more than one moderately priced British sports car. The MG folks could get no funding for their radical new design. Triumph snagged a bit more money and came up with the hastily designed TR7 which was totally different than any previous TR. Management chose the TR7 and envisioned a single sports car with TR or MG badges much like the Austin Healey Sprite and MG Midget. MG lovers were not pleased. The new design was done without consulting MG designers. But a single basic design to be used by both makes really was a wise idea at least in concept.

The devil of course is in the details. The bean counters insisted the TR7 be built on the cheap using many existing components that were just barely up to the job but were cheap and available. The rear end, the brakes and the transmission for instance were the same as those used in the MG Midget and were not well suited to the larger and more powerful car. They also chose to eventually close the MG assembly plant that had never had a

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

strike and build the new car where labor would be cheap. Then they rushed the design into production with little time or money for testing and fine tuning. The design was not bad but the execution, as they should well have expected, was less than stellar. The first TR7s had major quality control issues and when they were loaned to the motoring press corps those flaws were readily pointed out. Most issues would be addressed quickly but once a car gets a reputation as a lemon it is nearly impossible to change that first impression. And of course, there were soon major lengthy strikes delaying production. Paying customers sat waiting months for delivery. Dealers lacked cars to fill the showrooms and struggled to stay afloat. So, their parts and service departments shrank. MGB's were still in production but whatever funds that should have gone for upgrades went instead to trying to keep up with ever tightening emission rules. So those cars became heavier, less powerful, handled worse, were less reliable, and cost more. That is not a recipe for success. They sold well mainly because they were the only drop top still being made in their class. Perhaps as a last gasp the TR8 and TR7 convertibles finally went into production. The wedge design had always been planned for the Rover V8 as well as the Triumph built 4 that was also powering Triumph and SAAB sedans quite successfully. But work stoppages and assembly plant relocations again caused lengthy delivery delays. Buyers could see the end was near and were concerned about future service and warranty work. The TR8 was just too little, too late to save the day. Less than 3000 of them were built and some of those sat on dealer lots for months waiting for buyers who eventually bought them at steep discounts. A very sad ending for the once great British sports car makers. There was plenty of blame to pass around. MG lovers

said it was all the fault of Triumph. Triumph said it was just bad luck. Everyone blamed the British government for not injecting a bit more cash. British taxpayers blamed the government for not closing things down sooner. Whatever might have been would never be. You can view another version of this sad story on <https://www.youtube.com/watch?v=ncIXYzq1d2Q>



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



Greasy Hands Garage North Update

by John Phillips

1/19/2022 – Well let's see now, where was I. The exhaust was next. **(Steps 27 & 28)** I don't like working on exhaust. The TR8 has little black rubber donuts that loop over L shaped hangers attached to the car and the exhaust pipes and in the case of my exhaust, the mufflers.

The mufflers came with brackets that have a bottom section and a top section that bolt together on each side of the muffler. The bolt provides the L shaped hanger on top.

The idea is that there are eight L shaped brackets on the bottom of the car placed ahead and behind the rear axle. The exhaust pipes attach to the forward car brackets, the mufflers attach to the aft brackets.

The work comes in first when installing the down pipes that connect to the exhaust manifolds. Gaskets were applied to the manifolds, then the down pipes were attached on top of the gaskets.

A pipe spreader was used to make it easier to mate the front sections to the rear sections. A little motor oil used to help them slide together.

When the pipes were properly spaced as determined to the location of the L shaped brackets that would accommodate placement of the rubber donuts on the L brackets. When everything lined up the clamps were placed at the pipe joints and tightened.



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

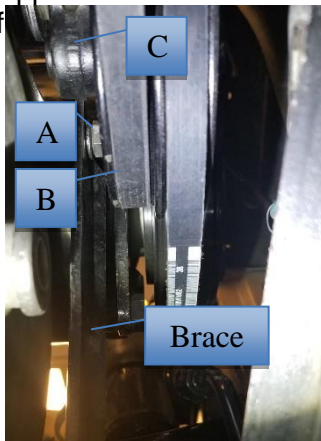


Installing the rubber donuts takes a long time and is hard work. Stretching the eight rubber donuts is just muscle work. The last donut just would not go on so I removed the hardware from the muffler and pulled the L brackets closer together so the donut stretch was adequate to loop around the L bracket.

A difficult job but it is done. Enough for today. Project status can be updated by eliminating the steps that don't apply due to modification or are complete; 28, 27, 24, 23, 15, 11, 10, 9 and 4. The remaining steps are mostly simple and can be completed in short order.

1/20/2022 – Step #26 was completed. Also steps 19, 18 starter wiring, and 17. I got stopped by a brace that supports the air conditioner but was out of

correctly, Bolt A must be removed which means pulley B must be removed which means idler pulley C must be removed. Big step backward. I decided to quit for the day and go buy some heater hose. Don't



1/21/2022 – Step #18 is not yet complete. It includes the starter and alternator. The starter is done, the alternator is not. I got sidetracked by the air conditioner brackets and attachments. Spent two hours getting the air conditioner secure and the belts tight.

The brace discussed above took three tries to get installed as it should be but it is done.

I started to install the alternator and figured out the bottom radiator hose is in the way. The

ends will have to be switched. I needed sustenance so work stopped until a little lunch was consumed and I got rid of the shakes.

Not sure why I thought of it but the dip stick tube was on the bench. It had been straightened and paint removed to aid in installation into the engine block. I got it started then used a plastic hammer to drive it down. With the tube installed the dip stick was inserted.

While stopped, I drove to Owasso to buy heater hose, gas and check on the Sky transmission. Looks like another week.

The heater hose was later installed along with new clamps.

The lower radiator hose was rotated 180° to eliminate rubbing on the alternator.

The alternator was hung on the bracket and I called it a day. Will finish up tomorrow.

1/22/2022 – Today I finished up installing the alternator, installed the carburetor, reattached all the hoses and linkage and added all the fluids.

My plea for assistance with the first startup of the new engine resulted in scheduling the start up for tomorrow afternoon to accommodate the

Removing

- 1 Disconnect the battery.
- 2 Drain the coolant, see 26.10.01.
- 3 Remove the bonnet, see 76.16.01.
- 4 ~~Remove the fresh-air duct, see 80.15.31.~~
- 5 Remove the alternator drive belt, see 86.10.03.
- 6 Remove the alternator, see 86.10.02.
- 7 Without disturbing the compressor hoses remove the compressor from the engine following 82.10.20, instructions 8 to 13, and tie the unit to one side.
- 8 Remove the gear-change lever draught excluder, see 37.16.05.
- 9 ~~Carburettor engines: Remove the cold-air inlet hoses from the temperature control valves.~~

or

~~Fuel injection engines: Remove the air-flowmeter, disconnecting the pipe at the plenum chamber.~~

- 10 ~~Carburettor engines: Remove the air-temperature control valves.~~

- 11 ~~Carburettor engines: Remove the hot-air hoses from the air-boxes.~~

- 12 Disconnect the heater hoses at the bulk-head connections.
- 13 Disconnect the throttle cable from the throttle linkage.

- 14 Disconnect the brake servo hose at the inlet manifold plenum chamber connection, and release the clips securing the hose to the air boxes.

- 15 ~~Carburettor engines: Disconnect the float-chamber vent pipe from the adsorption canister.~~

- 16 Disconnect the engine breather pipe from the adsorption canister.

- 17 Remove the rubber cover from the starter motor lead, body connection, and remove the nut retaining the lead to the terminal.

- 18 Disconnect the starter motor and alternator harness multi-plug, situated adjacent to the radiator overflow bottle.

- 19 Disconnect the cooling system hoses from the thermostat housing.

- 20 Disconnect the L.T. and H.T. leads from the ignition coil.

- 21 ~~Carburettor engines: Disconnect the fuel inlet pipe at the filter.~~

or

~~Fuel injection engines: Depressurise the fuel system and disconnect the inlet pipe at the fuel rail.~~

- 22 Remove the plug-in connector from the cooling fan switch.

- 23 Jack up the front of the vehicle, until the bottom of the radiator is approximately 3 feet (dimension 'A' in illustration above) above the ground, and support the body on stands.

- 24 Jack up the rear of the car and support on stands.

- 25 Drain the engine oil.

- 26 Disconnect the reverse light wires from the multi-plug connector.

- 27 Slacken the silencer front joint and balance pipe clamps.

- 28 Remove the rear rubber 'O' rings from their brackets and release the silencer and tail-pipe assembly from the front down-pipes.

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

schedule of others. I have high hopes for the following days.

1/23/2022 – Before startup the clutch bleed process needs to be completed. The one-man attempt was only partially successful. The other thing to do before startup is to pressurize the oil pump to make sure there is oil pressure. Of course, the distributor must subsequently be installed and the timing set as close as possible prior to start.

There was an interference between the dipstick tube and the rack that holds the ignition wires. I made a small bracket to lower the link on the tube which worked out great. The primary L bracket attaches to the valve cover lip. The secondary L bracket that I made is riveted to the primary. The link on the tube is attached to the secondary L bracket by a screw/nut. The rack now sits level and the tube attach point is just low enough to not touch.

A lot more coolant has been added since yesterday but I now think the system is full. We shall see. Also, the clutch may indeed be adequately bled.

Charlie and Tom arrived to help out and identified several things that needed completion. One of those was to finish tightening a bolt holding the air conditioner brace previously discussed. I it was tightened carefully but it eventually leaked. More work on this tomorrow.

Another issue was that there was no power to the coil. The cause of that issue has not yet been identified. More work tomorrow.

The day was far from successful as far as hearing the engine run but I am confident that it will very soon.

1/26/2022 – It has been 3 days and the car has not been touched. Other scheduled issues and a sore back have been the slow down. Not sure when work will resume.

1/28/2022 – Jim Lindsey gave me a ride to pick up the Sky. The transmission was replaced and two leaks were addressed.

When back home I felt like spending a little time in the shop. First up was the leak through the fastener hole going through the water pump. I was afraid of breaking the bolt but the leak had to be addressed. I was able to turn the bolt inward enough to affect the leak but I won't know for sure

until the engine is running. If it still leaks, I will put in some BARS Leak to make it stop.

I started looking at the starter wiring to see if I could figure out the problem with the ignition. The wiring at the oil pressure switch was addressed on Sunday. It has been long enough since the previous wiring that was working was set up that I cannot remember what I did to make it work. Will study and work on it some more tomorrow.

1/29/2022 – this morning I revisited the way the starter was wired and my memory came back a little. The W/Y (white & yellow) wire from the starter to the alternator is not needed with the alternator that I use so that wire was disconnected from the starter.

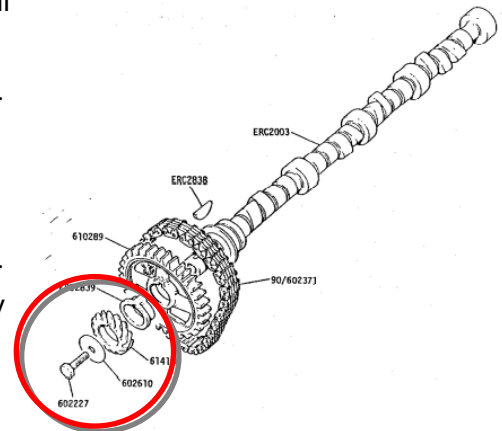
In its place the W/VO (white & white / orange) wires that were set up to use a common connector were slipped into place on the starter.

With this set up, the starter was bumped and it started to spin. Having convinced myself that the ignition and the leak were properly addressed, I called Charlie to check his availability. He and a friend were at the home show but will stop by here when they finish and we hopefully will start the car for the 20 minute break-in.

The streak of bad luck continues. The engine will turn over

but the distributor will not turn. We quickly pulled the distributor and easily saw that the gear that turns the distributor was missing.

I have initiated contact with the Wedge Shop to seek resolution. The water pump, coolant, alternator, belts, etc. must be removed so the cam gear can be installed. Not sure why they were not on the new engine before shipment.



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

Charlie and his friend Randy came by to help but still no running engine. One of these days it will happen.

1/31/2022 – There is one law that I would break in a second if I just had the opportunity. That would be “Murphy’s Law”. It says, “If something can go wrong, it will”. That describes my week to a T, whatever that reference means.

I first learned, that through my own ignorance, there was no cam gear installed on the end of the cam. The parts have been ordered and naturally they are digging out from under a major snow storm in MA so who knows when the parts will be here or how much they will cost?

Today I decided to start taking everything apart so that the cam gear can be installed. Since the water pump and timing cover have to come off, the coolant must be removed.

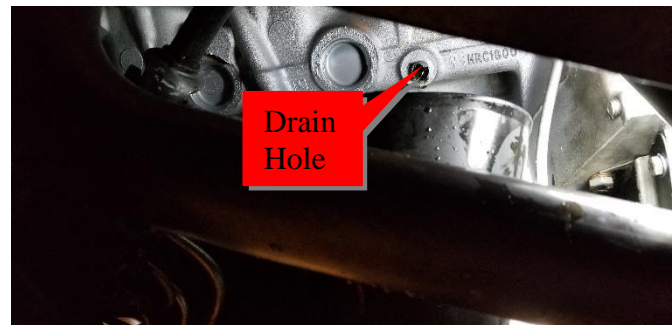
The old engine had small valves on each side of the engine block to drain coolant. The new one has plugs. A big funnel was placed between the engine and the exhaust pipe on the driver’s side. It fits reasonably well directly under the plugged hole in the engine block.

My work table was moved under the car to hold the coolant containers while they filled. Everything looked fine up to that point.

I used a 3/8” 8 point socket to remove the plug, which naturally landed in the funnel blocking the flow of coolant which

filled the funnel and spilled all over me, the table and of course the floor.

With one finger over the hole, the plug was removed from the funnel, the funnel placed back in



position with a hose attached that fed coolant into the container. Except now the coolant had stopped flowing. Don’t know why, it flowed fine from the old engine all the way to empty.

Anyway, I am kind of cleaned up and I am watching the flow rate thinking that at any minute the damn dam will burst and flood everything. Maybe February will be better.

I turned my attention to getting belts out of the way. The alternator belt was removed with the car in the air. The air conditioner belts removed with the car on the floor. The job will continue tomorrow.

2/1/2022 – The goal today was to just get stuff out of the way so the timing cover/water pump assy. could be lifted out. Sounds easy enough, but wait.

I got the water hoses out of the way and the spark plug wires. There were bolts now accessible so removal was started while the car was on the ground.

The water pump pulley was removed so the power steering belt could be removed. Under the car the oil filter was removed and placed on the work table. The bolts holding the PSP (Power Steering Pump) in position were loosened and the pump moved so that the belt would come off. The idler pulley for the AC also had to come off.

The next two bolt to come out of the timing cover were also retaining bolts for the PSP bracket. One was accessible the other was not. The pulleys bolted to the crank were in the way so they have to come off first.

2/3/2022 – All 4 of the belts have been removed and the first two pulleys. The next hurdle to get over is to remove the big bolt holding the harmonic balancer to the crank shaft.

I had to borrow a 15/16 deep socket from Jim Lindsey to fit the bolt but the balancer and

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

pulley have to be held in some manner so that enough torque can be applied to break the bolt loose. Wish me luck.

2/4/2022 – I tried all of my tricks and had no luck. If only there was room for an impact wrench, but there is not.

Charlie is going to come over tomorrow and try to help.

2/5/2022 – Charlie and his friend Randy arrived today before 9 to help remove the crank bolt so the timing cover could be removed. Using Jim Lindsey's $\frac{3}{4}$ drive ratchet and socket Charlie was able to apply enough torque on the bolt to break it loose.

There was one more bolt to come out before the timing cover/water pump was ready to pry off the engine to release the timing cover for extraction out the bottom.

With cover off it is easy to see the cam shaft (upper) onto which the new distributor gear



will be attached before the cover is replaced. Now we are just waiting on parts.

Within 30 minutes of finishing the above



sentence the new distributor gear arrived and in another 15 minutes it was installed. Tomorrow reassembly begins. A very good day in the shop.

2/6/2022 – 9 A.M. I am still planning the reassembly process.

- ~~1. Line up the timing marks on the timing chains to establish TDC~~
- ~~2. Clean surface of engine block and reapply sealant.~~
- ~~3. Clean bolt threads and apply lubricant and sealant~~
4. Replace timing cover using the correct bolt for each location.
- ~~5. Replace sump bolts~~
6. Reattach power steering bracket to cover and to engine block.
7. Replace all pulleys.
8. Reattach oil pump cover. Ensure pump gears fully covered with petroleum jelly.
9. Reattach oil pressure gauge tube and oil pressure switch wires.
- ~~10. Reattach alternator adjustment turnbuckle.~~
11. Replace belts.
12. Replace coolant hoses and coolant.

Then do everything I forgot to list.

1:30 P.M. - Things were going pretty well until I got to the power steering bracket. I could not get the bolt furthest from the front of the car to start and I ran out of steam. Will resume tomorrow. Items

lined out above were completed. I still have one more bolt to find a home for in the timing cover, (4) then it will be complete.

2/7/2022

– Today I continued on with the list shown above. Progress has been steady but it still seems I mess up and redo too many things.



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

1. ~~Replace timing cover using the correct belt for each location.~~
2. ~~Reattach power steering bracket to cover and to engine block.~~
3. ~~Replace all pulleys.~~
4. ~~Reattach oil pump cover. Ensure pump gears fully covered with petroleum jelly. Reinstall oil filter.~~
5. ~~Reattach oil pressure gauge tube and oil pressure switch wires.~~
6. ~~Replace belts.~~
7. ~~Replace coolant hoses and coolant. Install pit cock in bottom hose.~~
8. ~~Test to ensure there is oil pressure prior to startup.~~
9. ~~Install distributor~~

The only pulleys left to install are the water pump pulley and the idler pulley for the AC. The power steering belt had to be on before the pump pulley so it is also in place.

I might be finished by tomorrow and by that, I mean back to the point where it was discovered that there was no distributor gear.

2/8/2022 – Items 3 through 6 were completed today with exception of the adjustment on the AC belt. I got tired before it was tight enough.

Since the radiator has no petcock to empty the coolant, I ordered one that is due here Wednesday and should be available to install in the lower radiator hose by Friday at the latest. I put one of these on the TR6 and it worked out great.



2/9/2022 – I finished the list today with one exception, I forgot to adjust the AC belt. I can do that Friday.

Jim Lindsey needed some help today getting his new truck transmission home and borrowing some floor jack stands. Tomorrow is the Drive Your Triumph Day drive to Perkins with Art. I hope to start the car on Friday or Saturday at the latest.

2/11/2022 – Today another attempt to start Tinkerbell was made. The work started by getting the lift arm in place to raise a cargo strap that was wrapped around the air conditioner compressor in

order to tighten the belt. This worked great so the belt is tight and that task is done.

Next the tool borrowed from Chad was used to spin up the oil pump to make sure there would be pressure when the engine started. That process went as planned and there is pressure.

The third thing to accomplish was to install the distributor. This involves setting the dog on the top of the oil pump gear so that the slot on the bottom of the distributor shaft will engage and spin the oil pump as the engine starts and runs.

The gear on the distributor shaft must also mesh with the gear on the cam shaft so the distributor will turn time the charge from the coil to the spark plugs via the cap and wires.

This process can be difficult but this time about the third try to get everything working together, distributor dropped in with the rotor in the distributor pointed directly at the number one plug which is necessary for proper timing of the engine.

At this point all the details had been addressed so it was time to start the engine. My helper for the day was Tom Harris so he turned the ignition to run the fuel pump for priming then engaged the starter to start the car.

It did not start so we checked to see if the spark plugs were firing and they were not. It was determined that there was power to the coil but there was no power from the coil to the distributor cap/rotor/wires/plugs.

At this point Tom tried to check the resistance of the Pertronix lobe sensor without removing the distributor wires from the coil. This will be further discussed in next month's installment. So close but not quite there.

Now I plan to see if a new coil is needed and if so get one on order.

2/12/2022 – The new coil is on order from British Parts Northwest. The issue later found was probably not the coil but the Lobe Sensor in the Pertronix ignition system. More later

Project continues next month.

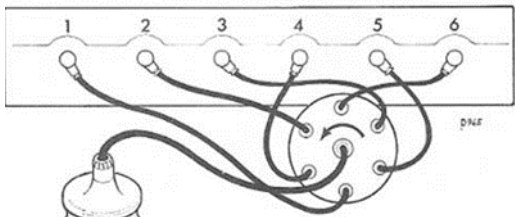


Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

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 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

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



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. Keep Tach signal wire connected to - side of coil when 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

Only found at NAPA so far.



Classified Section

Pat Kendall, I have a set of TR6 beauty rims. New from Rimmer, ordered for TR3 & sent wrong set. PN RR1232SS

Paid \$144 + shipping. Sell for \$135 (918) 640-2578,

Patstr3b@gmail.com



Sam Clark has sold his truck and still wants to sell the 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.

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

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



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

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

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,

GCT Merchandise

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

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



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



TR8 WHEELS / Free, no tires. Fif *being used as spare also inc*

**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**

**FREE
FOB
GHGN**

GREEN COUNTRY TRIUMPHS

Please complete this form and return to the club treasurer. TWO voting members must be present at the meeting. Form not valid if not signed by the member.

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
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?	

APPLICATION & RENEWAL

Membership \$20 Dues - maximum \$200. Needs to be listed only one time for family. Information may be communicated using the form.

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

GCT C/O JAN PHILLIPS
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.**