



Triumphant Times

Monthly Newsletter for March 2023

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23
PAID
MEMB
ERS

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

**Next Club Meeting
Tuesday March 21st
Dinner at 6:00PM
Meeting at 7:00 PM
Location:
ol' Vine" Restaurant
3523 S Peoria Ave in
Tulsa**

Officers and Committees

Jim Murray – President

Rolf Blom – Vice President

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

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Vacant - Activities

Jon Wood – Web Master

John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

President's Address by Jim Murray

The Good Ride
by Jim Murray
Drive Your Triumph

Day 2023

As I ended my article for last month's edition of Triumphant Times, I hope everyone found the time to participate in Drive Your Triumph Day 2023. Last I checked, 748 photos have been posted from around the world. I have not looked at them all - yet, but there are some great shots in the collection.

I had been working on my car attempting to solve the carb mixture & balance issues, along with resealing the lower edge of the clear vinyl of the left side curtain to keep the wind out of the cabin. The weatherman was predicting morning temps in the high 30's with a chance of rain. The side curtains keep 'most' of the weather out, but a flapping lower edge was going to be an issue. I managed to stay on task and get the carbs to what I thought to be an acceptable place. The side curtain was also repaired to acceptable condition. When Drive Your Triumph Day arrived, I was ready to roll!

I met Art and Karen Graves at the designated launch point of the QuikTrip at the intersection of 23rd St and Southwest Blvd (located on historic Route 66, by the way). We headed out west on Avery Drive to Hwy 51, bound for Cushing. The TR3A was mostly performing up to par. It was a chilly morning and luckily the chance of rain faded. Even with the side curtains buttoned-down and the heater on, I eventually donned my gloves and zipped my coat full up as it was still a bit breezy in the cabin.

Climbing a hill a few miles east of Mannford, I started hearing a screech or a whine from somewhere forward/left. It was a windy day and I couldn't tell if was the bonnet vibrating, a



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

bearing, or what. After about 30-40 seconds while I was trying to sort it out, it faded and quit. Whatever it was, it did not seem to affect handling, performance, or any indications on the gauges. We neared Mannford and I pulled around Art then into parking lot. With engine running, I popped the bonnet. We surveyed the situation and determined everything looked, sounded, and smelled fine, so I resecured the Dzeus fasteners on the bonnet and we pressed on.

The trip to Cushing continued without event until we were just outside the town. I was watching the speed limit signs. We were slowing down, but my speedometer was holding steady at 65mph. I began to form a theory about the source of the screech I had heard.

We joined the members of COVTR who had already arrived at Godofredo's Pizzeria and Tap Room. The Italian restaurant was a charming place, with fresh décor that served up a tasty selection of pizza, sandwiches, and traditional Italian dishes at a reasonable price. We were seated in a semi-private area of the restaurant that was conducive to some lively conversation. GCT is lucky to have COVTR as such near neighbors and a fun crew!

After lunch, we all headed to the Pipeline Crossroads of the World monument for a photo shoot to submit to the Drive Your Triumph Day 2023 collection. After the shoot Art, Karen, and I bid farewell to our COVTR brethren and started our return home via Highway 33. On the NE side of Sapulpa, we opted for the two-lane Historic Route 66 that led back to our starting point at the QuikTrip. Screaming speedo aside, it was a good trip. I intentionally over-ordered at lunch, so I arrived home with dinner in-hand for Debbie and me later in the week!

As far as the situation with the speedometer, I am still investigating and will provide an update in a future installment.

-Jim



Vice President's Article by Rolf Blom

End of Summer 1963.

At the end of August, the summer job my friend Carl and I had in Corpus Christi ended and it was time to move on. In Carl's case that meant reporting to his new job as an Army officer; while for me it was back to dear old RPI to complete my Bachelor of Science in Physics. We had a bit more than two weeks to spend in the meantime so we loaded up the car and headed out towards the mountains in Colorado and Yellowstone Park in Wyoming. I had been to Yellowstone when I was five, and had fond "memories" of the park which were based on watching the movies my mother took at that time. The only things I am sure remembered without the aid of old movies was a dead horse at the side of a road and endless hours driving on a road with two lanes and no curves in flat country. The horse was so bloated that it was probably about to explode. (No one wanted to stop and investigate.) Anyway, I was keen to go Yellowstone and Carl happy to agree as his degree was in Geology and he knew a lot about earth's hot spots.

My recollection of the trip from Corpus Christi to Denver is somewhat hazy however, I think we headed north through Houston and Dallas and through Oklahoma to southern Kansas where we turned west to Lamar, Colorado on US50, then north on US287 and US 40 to Denver. From Denver we continued west on route forty across Loveland Pass. (There were only small sections of Interstate 70 at that time and the Eisenhower Tunnel west of Denver was not complete.) After getting over Loveland Pass, we headed north to Granby Colorado and went back east toward Fort Collins through the Rocky Mountains National Park, which is a great mountain road that is good fun in a TR-3.

The car had behaved well in the plains. But after the big high altitude loop through the mountains, it was clear that one of the cylinders was not doing it fair share of the work! Our mileage was substandard for the car and the engine was rough; but not hopelessly so.





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

Leaving Fort Collins we went northwest, again on US287, to Laramie, then on to Rawlins, Wyoming, possibly along Interstate 80 which was easier to construct than I-70. In either Laramie or Rawlins, we stopped for breakfast and were delighted to find that they offered “breakfast steaks, eggs and hash browns on the menu. As you can probably guess this went over well with two hungry 21 year olds. I particularly remember that on leaving the restaurant I gave a five dollar bill in at the cashier station and received four silver dollars in change! Silver dollars were widely circulating in Wyoming and Montana then; but I never saw them elsewhere. I also remember the waitress who served us was cute. Years later Carl told me he had been quite jealous because the waitress was flirting with me! Leaving Rawlins there was a sign we had crossed the continental divide and were entering the “Great Divide Basin,” which I had never heard of. This basin is in a section of Wyoming where there are two possible routes to map the continental divide, in between there is no way out for water except to evaporate—which is not a problem because there is none. After Rawlins we continued northwest on US287 out of the Great Divide Basin to Lander; Dubois and finally to Jackson, Wyoming. That is about seven hour drive, and for about six of those hours it is basically an arid desert with a gradual increase in elevation which is subtle enough that you don’t really think about it. I do remember being puzzled why I didn’t see the mountains I had been expecting. By this time, I had realized that the car’s engine problems were not getting worse which was a relief.

After about hour number six of this rather boring route, we suddenly encountered a sign saying Togwatee Pass —Continental divide— Elevation 9,658 Feet. This is surprising because it seems to be simply a minor hill with a gentle downward slope to the road. After another mile or two you come to steeply declining gorgeous mountain road that descends for about 25 miles and some 3000 feet to Jackson Lake in the fabled Jackson Hole region which is completely surrounded by mountains. I don’t have a photo of the area from this trip but if you google “Ansel Adam’s Snake River Photograph” you will get the idea of how impressed we were on that day.

The next day we went on to Yellowstone Park and spent the day driving around seeing the sights. The Inn at the lodge near “Old Faithful” had a listing of when various geysers were expected to erupt and we decided to go and wait on the upcoming eruption of “Riverside” which was regarded as one of the best. This geyser sits on the bank of the Firehole River which flows into the Madison River and going north into Montana and eventually into the Missouri River. The geyser was worth waiting for as you can get pretty close on the paths along the other side of the river. I took the photo of the eruption shown below, along with a photo of some Elk in a meadow the next day.

In those days bears were something of a problem in the park. Signs everywhere were warning not to feed the bears. This was often ignored, so I believe the bears hung around looking for food. At one place I remember seeing a bear eating some food out of a picnic basket it had taken from a nearby convertible. There was no food in my car which probably smelled like gasoline and motor oil. Standing nearby were several people waiting for their chance to retrieve their car! It appeared to be a standoff at that point. I suspect the picnic basket was not retrieved, at least until the bear had finished his snacks.

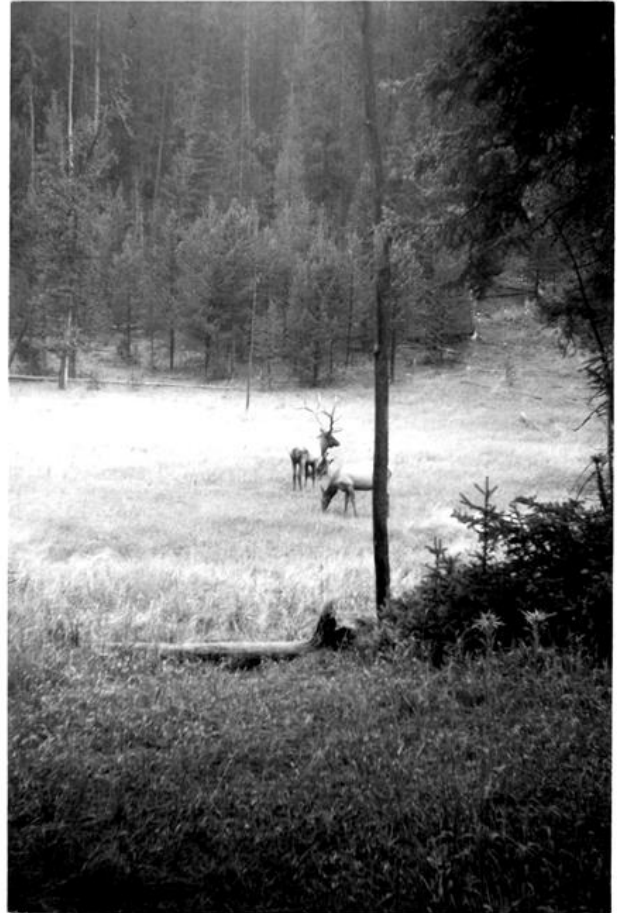
That night we stopped at some campground with a ranger station, rolled out our sleeping bags, and went to sleep. As usual for Yellowstone it was chilly and I was glad to have traded in my old Boy Scout sleeping bag for a warmer mummy bag. Carl’s was also good. I was soon fast asleep; but sometime that night I was awakened by clanking metal and strange noises nearby. I reached turned on my flashlight and shone in the direction of the noise. It turned out to be a medium sized black bear, with two eyes looking back at me. Nothing like a couple of eyes looking back into the light to get your attention! This bear had opened the steel lid of a trash container built into the ground, pulled out trash pail and was busy eating some of the contents. I was pretty much stuck in my sleeping bag so decided that the bear wasn’t interested in me anyway. I turned out the light and after some time the bear

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



moved away — maybe to check the next in ground buffet bucket. I went back to sleep and Carl never woke up at all. The next morning after the sun was partly up, I saw the bear near the ranger's cabin. The ranger came and at the top of his voice yelled. "GET OF HERE—YOU BEAR!!" The bear took off and ran like he was on fire back into the woods. By then Carl was up and I explained what had happened in the night. The next night we set up the car farther from any trash cans, and we slept sitting up in the car! I rather think that the 50 or so other people in that campsite were no longer inclined to feed the bears.

After the night sitting the car, we had enough of the wildlife and left Yellowstone Park for places where the wildlife tended not to make so free with our hospitality. The car was still limping along in less than prime form; but it was clearly not



getting any worse. I can hardly remember that segment of the summer. For example, I may have taken Carl to Fort Leonard Wood, or perhaps he took a bus from Kansas City. I went home to New York City for few days, and then returned to college.

When I finally got back to school it turned out that my car's number four cylinder had a burnt valve and valve seat which was repaired by a mechanic in Troy. This problem would plague the car off and on for the next three years until a mechanic said to me "that's crazy Triumphs don't burn valves; you probably have a bad casting in the cylinder head." That turned to completely cure the problem. It was like the car was born again!



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Minutes of the last meeting by Secretary Trish Lindsey

The February 21 meeting of the Green Country Triumph Club was called to order by John Phillips, acting president. We had two guest present from the Oklahoma City Club. They were Doug White and Hunter Rensch. They invited us to join them in the July 8 drive to Sapulpa. We had 17 in attendance at Los Cabos Restaurant in Jenks.



Motion to adjourn at 7:32.



Minutes were approved as printed in the newsletter. The treasurers report was given by Jan. It was approved as presented.

Car Shows: Art mentioned a show coming up April 19 in Houston. Other shows are listed in the newsletter.

Activities: A St. Patrick's day party is planned at Phillip's home on March 11.

Parts: John reported Truman Rucker had brought his car to the shop to adjust his carburetors. Also he had gotten a new harness and it was not configured correctly.

Old Business: A few from our club joined a few from the Oklahoma City club to go on a Drive Your Triumph Day excursion.



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

St. Patrick's Day 2023

Attendees:

Paula & Charlie Brown
Mark Forsberg
Adele & Rolf Blom
Louise & Frank Wood
Trish & Jim Lindsey
Janet & Mark Chappell
Carol & Glenn Larson
Guests Maria & Velez Diaz

Contributions:

Corned Beef & Cabbage by Jan
Entertainment by Ian Roussel
Decorations by Diaz & Jan
Sides, Deserts and wisdom by Attendees
Photos & Refuse Collection by John

A very pleasant evening had by all. Good job Jan.



Figure 1 Rolf's time out session is about over.



Figure 3 Adele & Kay trying to figure out how to get to that chair by the window.



Figure 4 This class is on algebra I think.



Figure 2 Did anyone figure out John's map to get here.

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Figure 6 My nose itches.



Figure 5 Darned GPS, I should have used John's map.

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Figure 7 The Paula & Charlie Brown TR6 staged at the Darryl Starbird show. Only TR6 there. No trophy.

Scheduled Club Activities

WHEN	WHAT	WHO
5 November?	Guy Fawkes	
	Christmas Party	

WHY SHOULD I JOIN VTR?

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

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

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

YOUR DUES PROVIDE THE FOLLOWING:

- OUR AWARD WINNING, BI-MONTHLY, COLOR-COVER MAGAZINE, *THE VINTAGE TRIUMPH*
- FREE CLASSIFIED ADVERTISING IN THE MAGAZINE
- TECHNICAL ASSISTANCE FROM OUR [VEHICLE CONSULTANTS](#)
- VTR MEMBERSHIP CARD AND WINDSHIELD DECAL

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2023 Car Shows

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

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

VTR South Central Regional Convention

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web: http://www.texas triumphregister.org/regionals_2023

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

Web: <https://www.miamivalleytriumphs.org/tra-2023>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

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



Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 2 – 4, 2023

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

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

<http://www.triumphest.org/Triumphest2023/tfest2023ad.php>

6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

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

VTR National Convention

Location: Dillard, Georgia

Date: September 27 – October 1, 2023

Web: <https://www.vtr2023.org/>

Texas All British Car Day

Location: Round Rock, Texas

Date: **No information for the 2023 show**

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


British Iron All British Car Day


Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

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

Plan to Attend the Annual
2023 Euro Motor Extravaganza
Car show Event Benefiting
Sand Springs Animal Shelter
Sponsored By:





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

June 9 4:00 pm to 6:30 pm Registration at the Sand Springs Hampton Inn
6:30 pm Regate Party Hampton Inn Parking Lot
June 10 8:00 am to 10:00 am Late Registration at the Triangle
in Downtown Sand Springs

All day Silent Auction for the Sand Springs Animal Shelter
10:30 am to 1:30 pm Judging By the Participants
2:30 pm Award presentations
Complete information is available on the web at:
EuMoEx.com

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BMCNO

British Motoring Club - New Orleans

OUR CAR SHOW



Our signature event is the New Orleans British Car Day, our annual car show. This show has been held every spring (except 2020) since 1984. Over a hundred British cars and motorcycles from around the country gather for this event. We have had entries from as far as Canada! Cars are judged by popular vote and trophies awarded in around two dozen different classes by marque and model.

BRITISH CAR DAY

When Sat, March 25, 2023, 9am – 4pm
Where St. Mary Magdalen School, 6421 W Metairie Ave, Metairie, LA 70003, USA ([map](#))
Description Registration 9-noon
Show noon - 3

[more details»](#) [copy to my calendar»](#)



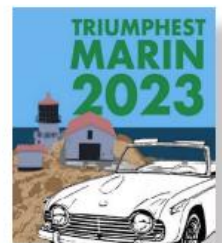
Triumphest 2023

Hosted by the Triumph Travelers Sports Car Club in Palo Alto

September 7-10, 2023, Marin County, CA

Hotel is the newly remodeled Embassy Suites in San Rafael

Preliminary info at www.triumphest2022.com
and www.triumphest.org/Triumphest2023/tfest2023ad.php



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Open with ▼



VTR SOUTH CENTRAL REGIONALS
APRIL 19-22 , 2023

SUGAR LAND,
TEXAS

CELEBRATING
70 YEARS OF THE TR2



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2023 South Central VTR Regionals Information

August 2022

Texas Triumph Register invites you to 2023 Regionals

The Texas Triumph Register is pleased to extend this advance invitation to all of you to the 2023 VTR South Central Regionals to be held April 19-22 in Sugar Land, Texas. The theme will be a 70th Anniversary Celebration of the introduction of the TR2. Our host hotel, the Sugar Land Hilton Garden Inn, is centrally located very near to all of the driving event venues and provides spacious meeting and dining room capacity for all of the onsite activities. The Farm Roads of west Harris and Ft Bend Counties offer plenty of non-freeway driving opportunities on which to enjoy unique sights and attractions while taking your Triumph on one or more of the planned driving tours.

Please visit our website at [VTR South Central Regionals 2023 | Texas Triumph \(www.texas-triumph-register.org\)](https://www.texas-triumph-register.org) for the soon-to-be-available early registration information and full schedule of events. The Hilton Garden Inn has a limited number of rooms reserved for us for \$89 per room per night, including a free breakfast. Hotel reservations can now be made at:

https://www.hilton.com/en/book/reservation/rooms/?cityhocr=HOUSLGI&arrivalDate=2023-04-19&departureDate=2023-04-23&groupCode=scvtr&room1NumAdults=1&displayCurrency=USD&brandCode=HH&inputModule=HOTEL_SEARCH&ohwDeeplinking=true&srpName=

(Discount code is SCVTR)

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

For general information contact Hal Sharp, TTR President and Regionals Chairperson - 832-423-7138

For registration specific information contact Mike Rouse, Regionals Registration Chairperson - 281-554-4878

We are looking forward to seeing you in Sugar Land in April 2023.

Best regards,




Hal Sharp


TTR President and 2023 VTR South Central Regionals Chairperson



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BY DESIGN VTR NATIONALS 2023



Original Giovanni Michelotti artwork modified by Rick Andreoli

Vintage Triumph Register National Convention

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SEP
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SEP
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Celebrating the Vision of *Giovanni Michelotti*

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

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



FOR MORE
INFORMATION VISIT



VTR2023.ORG

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On February 18, Art and I drove to the Café 33 in Perkins for a little lunch with some of our COVTR friends. Only 3 non-Triumphs. John



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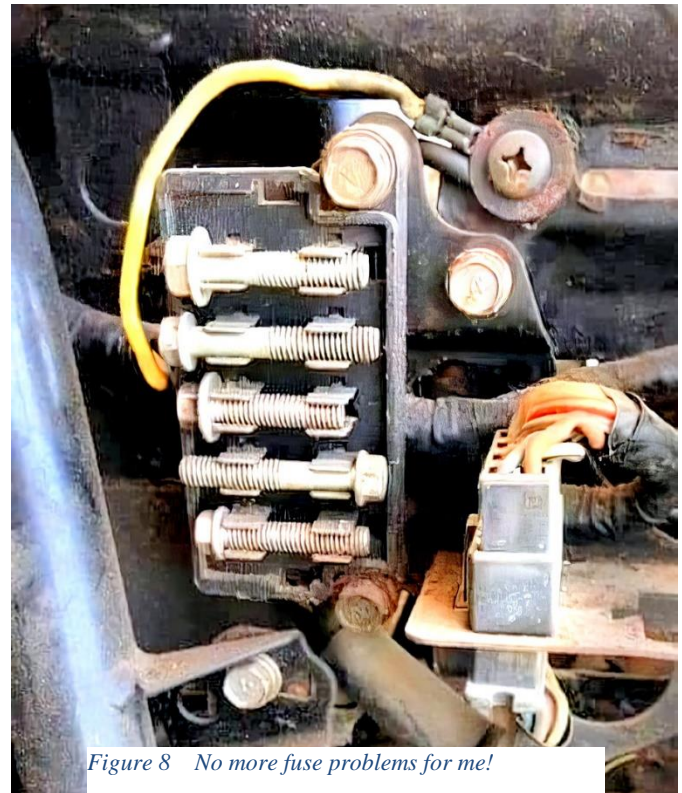


Figure 8 No more fuse problems for me!



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Greasy Hands Garage North Update

by John Phillips

1/12/2023 –As stated last month the new “free” headlights arrived. Today the start of the installation began. First up was to figure out why the harness had two extra wires. There were no instructions with the product at all. The only information was in the picture on Ebay.

As it turns out there is a white ring around the headlight and the two extra wires are for powering up this lighted ring around the headlight. I assume this lighted ring is



intended to accommodate Canadian law to have lights on your car in the daytime.

Since my lights are hidden in the daytime, they serve no purpose for me. The wires will just hang there behind the lights connected to nothing.

The bezels around the lights were removed as instructed. They were very nasty so some time was spent cleaning and painting them. They needed it but unfortunately, I am a lousy painter. From that point the process is the same as the TR6 and all the others. A metal ring holds the lights in place using 3



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screws. They were also very nasty so some steel wool cleaned them right up.

I was very concerned that all of the regular adjustment was used up so I was preparing a major disassembly to do the factory adjustment of the structure that the light and all the hardware is supported by.

I kind of played with the bucket the light attaches too and achieved vertical level by pulling the bucket against the spring. I cut a piece of rubber from a seat diaphragm and slipped it behind the bucket at the spring. With that minor change the bucket was now plumb so if the theory of a vertical bucket will result in a vertical light which in turn results in a properly aimed light, that should simplify the aiming process.

So, with the buckets shimmed out about .01 inches at the bottom right, the lights were plugged into the wiring harness, the lights placed on the bucket, and the retainer ring fastened in place, that brings us to the stopping point for the day.



After they dry for a while a couple of more coats will be applied to make them beautiful, well considering who is doing the painting I am hoping for presentable.

I did test the lights to make sure they work and they do. Weather permitting a nighttime test is certainly in order to get a feel for what is needed for an acceptable adjustment. More later.

1/14/2023 – After several coats of bumper paint on the rubber bezels, they were reinstalled this morning. They were maneuvered up from under the front wings and placed around the new headlights. The screws used to attach them were placed in each corner and a posidrive screwdriver used to get them fastened down.



They actually look pretty good. Of course, no one will ever know because when the lights are off no one can see the bezels except for the top edge at the front of the light.



Even though you can look at them when they are on you can't see a lot assuming



The reason for stopping is that the bezels have been painted but are not dry.

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it is dark enough to use the lights so no one will ever know how bad the paint job is.

Now the obligatory picture of the finished job with the lights on. And it is done.



This job would be a lot easier on any other TR so if this conversion is something that you would like, get the lights and I can play expert and help with the installation.

1/20/2023 – Something I have remiss in is remembering to try to get the passenger side door lock to work.

I marched out to the shop today, grabbed a can of silicone spray and sprayed some in the lock. The ignition key was used to give it a test and it worked perfectly. Sometimes it just takes remembering to do something. ☺

1/22/2023 – Yesterday was “service the 8” day. I had stocked up on Penn1 20W50 oil and had a 51515 Wix filter and the timing was right, mid-January.

The car went up on the lift, the 11/8” end wrench used to remove the pan plug, oil caught in an empty Wesson oil jug for easy disposal.

Teflon thread sealer applied to a clean plug which was replaced when draining was complete. The new filter was filled with oil, the seal received a light coat of oil and set aside. The old filter was removed, the sealing surface cleaned after the oil had drained and the new filter screwed into place hand tight.

Before lowering the car, the air pressure was checked and equalized at 30 PSI. While working with the wheels some damage was found on the front right wheel.

A couple of days ago while on my way out of Collinsville, I hit a hole in the concrete that had no warning flags or signage and was very close to the curb. It appeared to have been sawn out for repair of a bad spot.

The result was a badly bent wheel. I hammered it back into shape as best I could but I no longer trust that wheel. I also smashed my right index finger with a large ballpeen hammer. Goodbye finger nail.

Today I went to the shop early to see if the back of the wheel was also damaged and found this.



Why that tire was holding pressure I have no idea but it got me home and never lost pressure. Amazing.

I have started the process of replacing the wheel but I want to make sure the replacement is the same diameter and width as the good wheels on the car. An email has been sent to TWS for assistance.

1/23/2023 – This morning a call was placed to TWS to get the replacement wheel. They still had two in stock so I ordered one for \$209. I should see it in a few days.

1/30/2023 – The new wheel is due here tomorrow. Jan’s Forester had one tire that was leaking air so this morning I made a trip of 5 miles to Discount tire to get it fixed.

There were a couple of guys there ahead of me at 8 a.m. so it was about 9:30 when one of the service guys came to get me. They were looking for a key to get the locking lug nut off. I did not know it had locking lug nuts. We both looked everywhere but no key was found.

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

After some discussion, they kindly aired up the tire and I left for the Subaru dealer in BA. I figured out that as I drove south the road conditions got pretty bad with sleet falling and lightening flashing all around. I made it ok and had a discussion with the service tech about the tire going flat and there being no lug nut key in the car.

The next time I heard from the tech he told me the tire was not repairable. My immediate reaction was that I was getting the old flim/flam dealer twostep on selling me a tire.

Their position was it was against the law to fix the tire due to the proximity of the screw to the sidewall. I suggested their opinion was arbitrary but I felt trapped so I bought a tire for \$230.

While I was at it, I had them remove the locking lug nuts and replace them with regular lug nuts so this situation does not recur. No cost here, just a straight swap.

After settling up with Ferguson, I headed for home on the sleet covered roads, again with no issues due to cautious driving and improving conditions as I travelled North.

Assuming the new wheel for the 8 does arrive tomorrow, another visit to Discount Tire to move the tire from the damaged wheel to the new one is in order, assuming there is no damage to the tire.

2/2/2023 – The wheel did arrive about 7 yesterday evening. The new wheel and the old wheel/tire (still holding air) were put in the truck for a ride to Discount Tire 5 miles away. They did the work to dismount the tire from the old wheel, check the tire for damage, remount the tire on the new wheel and do the balancing for \$10. That was for breaking the tire off the old wheel. The other work was under the road hazard warranty.

I picked up the wheels and tire on my way home from the dentist appointment and did not take long to put the new wheel back on

the car. Checking the color match new to old I am pleased that there is very little difference in the color.



The lug nuts were torqued to 88 ft pounds and that was that. The remainder of the annual maintenance was to check the fluid levels of the transmission and differential which were fine.

Some small leaks have recurred so finding and fixing has begun anew. The alignment has been looked at and deemed ok as is. I think I am ready for Drive Your Triumph Day.

2/6/2023 – “Project Rucker”, I met Truman Rucker today when he dropped his 74 TR6 off at the shop. He requested that I help out with some carb tuning and maintenance on lighting. I wasn't looking for a project but here it is none the less.

First impressions:

- the carbs need some simple adjustments to lower the idle speed about 500 RPM
- lighting needs some terminal cleaning, replacement of at least one door switch, and perhaps some bulb replacements.

Of course, this is probably an over simplification of what will actually be found but we will see. Lighting issues include the front of the car, the back of the car and the interior.

Dealing with the carbs will be first then the front lights. The back of the car will be next with the interior last.

Door locks may get addressed, maybe not. Check dif & tranny fluid levels.

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HAGERTY

Triumph TR7

1980, 81 2dr 4-cyl. 1998cc / 88.5hp (Twin Carb)

	Convertible	Coupe
Condition	1980 £81	1980
#1 Concours	\$16,100 +5.2%	\$12,800 +4.9%
#2 Excellent	\$9,600 +5.5%	\$8,100 +5.2%
#3 Good	\$4,700 +2.2%	\$4,200 +2.4%
#4 Fair	\$3,600 +2.9%	\$2,100 0%

[We don't know the origin of the data below]

Highest sale	\$24,200
Lowest sale	\$605
Most recent sale	\$3,300
Sales	60
Approximate average sales price last 3 years	-\$7,500

Triumph TR8

1980, 81 2dr 8-cyl. 3528cc / 133hp Twin Carb

	Convertible	Coupe
	1980 £81	1980 £81
#1 Concours	\$41,700 +10%	\$30,100 +9.9%
#2 Excellent	\$25,100 +6.8%	\$18,800 +6.8%
#3 Good	\$12,700 +6.7%	\$9,400 +6.8%
#4 Fair	\$5,500 +5.8%	\$4,800 +4.3%

[We don't know the origin of the data below]

Highest sale	\$45,150
Lowest sale	\$4,349
Most recent sale	\$17,000
Sales	41
Approximate average sales price last 3 years	-\$15,500

BRING A TRAILER (Auction)

(since Mid 2017 = 5.5 years)

Triumph TR7

Highest sale	\$13,600 ('80 DHC w/ Sprint Engine 9/22)
Lowest sale	\$3,700 ('79 DHC 6/18)
Sales	19 (+ 5 cars that didn't meet reserve)

Triumph TR8

Highest sale	\$57,500 ('79 SCCA FHC Rally car 3/21)
Lowest sale	\$4,700 ('80 4.6L DHC 10/19)
Sales	30 (+ 8 cars that didn't meet reserve)

Project Update:

I have been reading up on **LED head lights** and it seems most users are critical of the level of light provided by the bright setting. I agree. The light just seems to scatter in every direction without brightening the road area above the dim setting. I seldom use the bright setting on my lights so it is not a big deal. My old headlights are still here so switching back remains an option.

The official winner of the "not my job" contest...

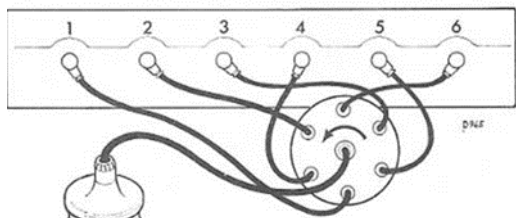


Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

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



What's on the [Web Site](#)

Seat Belt Refurbish
 Service After Storage
 Rear Wheel Bearing End Float
 Speaker Box Install
 TR6 Wind wings
 Rear Sway Bar Installation
 Triumph Rain Cover
 Flywheel Ring gear rework
 Rebuilding Triumph TR Trans/Overdrive
 Rebuilding Stromberg Carburetors
 TR6 Wiring Diagrams

How does one know the alternator belt is tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

What is your car worth? Hagerty Valuation Tool

<https://www.hagerty.com/valuationtools>

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs. All 12 V are needed. Exception: Leave Tach wiring if applicable.

When diff seals leak, clean the vent.

Cleaning the vent releases pressure in the diff and many times stops leaks.

Coolant hoses get loose over time. Be sure to tighten them periodically.

The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.

Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

Find paint codes at PaintRef.com

Early TR6 Seat Backs Won't Stay On

Cause: Straps in seat back are stretched. Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

So far found only at NAPA and considered best for gasket sealing. Does not harden.



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

Classified Section

Greasy Hands Garage
North Has Used **FREE TR6**
Parts If You Need
Something
Structural parts for
suspension and steering
Transmissions and a
Differential
Windscreen Frames, Some
with Glass
Lots of other stuff so if you
need something for your
TR6 contact:

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

(918) 346-0900
deugenerobinson@icloud.com

Mark 1 & 2 Spitfire Parts 1964 & 1966

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



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

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

Assorted TR3 & TR4 parts
Contact:
Larry*
[cartravel@po box.com](mailto:cartravel@po.box.com)



For Sale

Set of four, 15" x 4" - 48 spoke wire wheels. They are original equipment for many 1950s/1960s British sports cars including Triumph TR2 through TR4. Very original, stamped on the interior with: **DRC4JH15PT- Made in England- G.** The wheels have been used for "show purposes only" for approximately six years. Driven sparingly but function well, rarely over 45 mph. They have never had balance weights in that period. The splines are in good shape and there are no broken spokes. Wheels are "rattle can" painted silver and the car has never taken a deduction for them, but they have aged and yellowed. With some tender loving care and elbow grease, these wheels can be restored to their original glory or continue in their present state as "show" wheels. Asking \$100 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or Mike_Piggott@Hotmail.com. If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Convention this year.



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



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

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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GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To **GREEN COUNTRY TRIUMPHS**
 Check # _____ Check Date _____

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

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

Andy Wilmes
 Admiral Alignment

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

13503 N 155th East Ave.
 Collinsville, OK 74021



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