



Triumphant Times

Monthly Newsletter for March 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

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Club Dues Are Due July 1st or before of each year to the club Treasurer. Send \$20 to: Green Country Triumphs, C/O Jan Phillips, 5865 E 480 RD., Claremore, OK 74019

**Next Club Meeting
Tuesday March 18th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Ridge Cantina
9999 S. Mingo
Tulsa**

Officers and Committees
 Rolf Blom – President
 Pat Kendall– 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 Rolf Blom



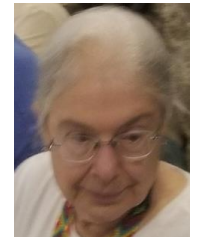
The President & Adele will be out of town for several months. Meetings will be conducted by other attendees, primarily by Art Graves.

Vice President’s Article by Pat Kendall



Ridge Cantina
9999 S. Mingo
Tulsa

Minutes of the last meeting for Secretary Adele Blom by Kay Robinson



February 25, 2025, Meeting, Brook Restaurant & Bar, 3401 S. Peoria Ave., Tulsa
 Art Graves in Rolf’s absence, called the meeting to order at 7p.m. John Phillips drove his Triumph to the meeting. Guests were Chris Banning. John Phillips made a motion to approve the minutes of the previous meeting as posted in the monthly newsletter. Jim Murray seconded the motion, which carried.

John Phillips gave the treasurer’s report. There was no change except for the interest added to the savings account, balances of \$1689.76 checking and \$10188.11 savings. Jim Murray made a motion to approve the treasurer’s report, and Al Garbart seconded the motion; motion carried.

Art Graves went over the upcoming car shows, all are listed in the monthly newsletter. Mike Karibian reported on a local show at Arnold’s

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



At 7:30p.m., a motion to adjourn the meeting was made by John Phillips and seconded by Dennis Robinson. Motion carried.

Minutes were taken by Kay Robinson in Secretary Adele Blom's absence.

**Editor's Corner
by Editor John
Phillips**

The rescheduled February meeting was attended by several of the regular attendees but there were several that we missed as well.



For the first time that I can remember, the meeting location added a \$5 surcharge to our checks for not producing



Hamburgers on March 1. Cost to enter a car is \$10. John Phillips gave a report for the Parts Committee. Although John drove his TR6 to the meeting, the car is still giving him trouble. Due to the inclement weather, there has been little activity in the garage. Upcoming activities include, St. Patrick's Day Party planned for March 15 at Jan & John's. The Oklahoma City Club has invited our group to join them for a bowling party in Chandler in August. There is plenty of time to learn more about the particulars. OLPE has scheduled a "chicken run" for April 8. McPherson College's event is in May. Al, Art, John and Mike attended the "Drive Your Triumph Day" for a tour of the Scottish Rite Temple Museum in Guthrie.

Old business was a follow up on name tags. For new business, Jim Murray brought a TR3 restoration guide to show the club members.

\$300 which is their minimum charge for a group reservation. There was a lot of discussion about this but no changes to the location selection process have been proposed yet.

Having driven the project TR6 to the meeting on a maiden voyage of that length there was some doubt I would make it home after the meeting. The car has a fuel problem that I hope to identify and correct today. Fortunately, the car performed fine on the drive home. Thanks to Carol and Glenn for the offer of assistance which was not needed.

Scheduled Club Activities

WHEN	WHAT	WHO
March 15th 2025	St Patrick's Day Party at Phillips Home	Jan

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



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

Celebrate St. Patrick's Day with GCT

March 15th, 6 P.M.

at the Phillips Home

5865 E 480 RD, Claremore, Ok.



The menu is Corned Beef & Cabbage as usual.

Sides are welcome but not required.

Tea and Irish coffee will be available, but any other preferred beverages are welcome if you wish to bring them.

Good people, good food, Something to Sip. Let's enjoy the evening. [RSVP PLEASE 918 527 2630](tel:9185272630)



Phillips Home: 5 miles East of 169 via Hwy 20 (aka 116th Street North)

Left at **480** RD, (not 4080 RD)

Follow 480 RD to 5865



DRIVE YOUR TRIUMPH DAY PHOTOS



Figure 1 More and better pictures of the Temple are available at this Facebook site if interested.
<https://www.facebook.com/search/videos?q=scottish%20rite%20temple%20museum>
<https://www.facebook.com/search/videos?q=scottish%20rite%20temple%20museum>
<https://www.facebook.com/search/videos?q=scottish%20rite%20temple%20museum>



Drive your Triumph Day started for me a few minutes after 6 a.m. The TR8 was backed out of the shop and headed West on the way to the Scottish Rite Temple Museum in Guthrie.

The first stop was at a Casey's General Store in Owasso to top off the gas tank with 91 octane ethanol free fuel.

Of course I had planned the route to Cafe USA in Sapulpa, the launch point chosen for GCT participants. That turned out to be a joke.

South on 169 to 44 then West to 75 South where I missed the turnoff because of all the changes to the road that were unfamiliar to me. So, it was onward West to Sapulpa Road which I also missed for the

same reason as before, and I ended up on the Turnpike.

Ok, enough senior moments. I exited at the Sapulpa exit and headed South to 117, then East for a mile or two to the café.

It was not much after 7 when I got there but Michael was there before me. We waited for a few minutes then ordered breakfast.

We were eventually joined by Al and around 8 Art & Karen.

Little time was wasted getting headed West on 33 all the way to the Temple enjoying an uneventful drive.

A few pictures were taken before the tour started. Finding the Men's room in the basement took a little seeking but we managed.



The Scottish Rite Temple in Guthrie, Oklahoma was built in 1923 and is one of the world's largest Masonic complexes. The temple's history dates back to 1889, when the cornerstone was laid for the first Masonic building in Guthrie.

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

Construction

- The temple was designed by the Oklahoma City architectural firm Hawk and Parr.
- Construction began in May 1920 and was completed in 1923 for around \$3 million.
- The temple was built on the site of the original legislative hall, which housed the Oklahoma State Legislature until 1910.

Design

- The temple is a Neo-classical building made from Indiana limestone.
- It features ornate rooms designed to replicate historic periods and decorations.
- The temple includes 400 stained glass windows.

Significance

- The temple is a monument to the oil boom and the influence of the Masons in Oklahoma.
- It is still used today as the home base for the area Scottish Rite.
- The temple is listed on the U.S. National Register of Historic Places.



CREDIT TO COVTR FOR SOME OF THE PICTURES/INFORMATION STOLEN FROM THEIR NEWSLETTER

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

The Temple is as grand, beautiful and interesting as I remembered. During the tour I had a few opportunities to fill in some of the history with Karen. She seemed genuinely interested.

She asked how old Masonry is. We talked about the Knights Templar, the links to Catholicism and the Friday the 13th purge.

Masonry followed the Knights Templar while the Knights of Columbus emerged from Catholicism. Then there is the history of King Solomon's Temple and the operative masons working there. The beginning of Masonry as a fraternity remains a mystery. Of course, these stories are subject to the history learned by each individual person.

We toured the basement, the main floor theaters, the first State Capitol Building which adjoins the Temple and the second floor to see balcony seating for the Masons there for the work.

After a very enjoyable tour we adjourned and headed for a local sports bar for a little lunch with the COVTR members with whom we had made the tour. Good time for sure.

Naturally we started home after lunch. Even though I still had ½ tank of fuel I stopped in Cushing for another top off. Before getting to Sapulpa, I jumped on the Turnpike and got home a little after 3 p.m. What a great outing. We had a great drive and saw a magnificent Temple. I had been there in the 70's but it was good to see



more of it and enjoy the presentation by the tour guide.

This will go down as the most memorable Drive Your Triumph Day in my history.

One last note, many of the scenes from the movie "Reagan" were filmed in some of the temple rooms. I came home and watched the movie and enjoyed it very much. I recommend it. John Phillips



Figure 2 Glenn made it to the end of the driveway.

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

John Phillips <topaztr6@gmail.com> Sun, Feb 16, 2025, at 8:21 PM

To: John Phillips <topaztr6@gmail.com>

Well, call me bad luck Charlie! I was getting ready for the Feb 10th drive, so I lowered the Jag down as a backup, when I started it I got a transmission fault light. When I put it in gear I got a loud clunk, so much for the backup car. I took the TR to top up with gas for the drive. It was running rough, so I put it back in the garage.

So much for Drive Your Triumph Day! The next day there was a smell of gasoline in the garage. I thought that I had over filled the tank, so I siphoned two gallons out of the tank, thinking that would take care of it. The next morning, I woke up to the smell of gasoline in the bedroom. The Triumph is parked over a full-length cardboard panel and a drip pan. The cardboard panel was soaked, and the pan was full of gasoline. The fuel pump was leaking. I pushed the car out of the garage, and it now sits at the bottom of my driveway, awaiting the snowstorm.

Due to numerous plumbing leaks, we are having a complete plumbing re-pipe of the house. Relocating the plumbing from the slab to the attic. They have to cut 45 holes in the drywall throughout the house to gain access to fixtures and plumbing. They will be starting in 3 weeks, so we are frantically clearing out cabinets and furniture to give them access. It hasn't been a good start to the new year!
Glenn

There was no bad weather during the drive.

The snow came on the 18th. On the 20th, Jan and I await the guy hired to clean the driveway of snow. John



2025 CAR SHOW LIST **by Art Graves**

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 29, 2025

Web: <https://www.bmcno.org/2025-british-motoring-festival/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: ??, 2025

Web: <https://allbritishcarday.com/shop/>

VTR South Central Regional Convention

Location: Bellmead, Texas

Date: April 23 – April 26, 2025

Web: ??

The Wedge Shop Gathering

Location: ??

Date: ??, 2025

<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 7, 2025

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

TRA National Meet

Location: Kalamazoo, Michigan

Date: June 16 – June 20, 2025

Web:

<https://www.triumphregister.com/national-meet>



Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 27 – June 28, 2025

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

VTR National Convention

Location: La Crosse, Wisconsin

Date: July 15 – July 18, 2025

Web: <https://www.mntriumphs.org/vtr2025/>

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 7 – September 8, 2025

Web:

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

6-Pack Trials

Location: Fontana Dam, North Carolina

Date: October 2 – October 5, 2025

Web: <https://jimholewka.wixsite.com/trials2025>

Triumphest

Location: Buellton, California

Date: October 5 – October 8, 2025

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: ??, 2025

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

Brits on the Bluff

Location: Natchez, Mississippi

Date: ??, 2025

Web: <https://www.msemc.org/events/>

Texas All British Car Day

Location: Austin, Texas

Date: October 10 – October 12, 2025

Web:

<https://www.hillcountrytriumphclub.org/txabcd/>



**2025 SOUTH CENTRAL
TR REGIONALS
APRIL 23-26, 2025
BELLMEAD, TEXAS**



Red River Triumphs invites you to 2025 Regionals

The Red River Triumph Club is pleased to invite you to the 2025 South Central VTR Regionals to be held April 23 -26, 2025 in Bellmead, Texas. The theme will be the 60th Anniversary of the Spitfire MK2. Our host hotel, The Holiday Inn & Suites, is located just 10 miles north of Waco, Texas on I-35. The hotel is central to all of the driving activities and other planned events and provides spacious meeting and dining room spaces for all of our onsite activities.

[Register HERE](#)



Our Featured Marque,

Celebrating the 60th Anniversary of the Spitfire MK2, the second in the series of Spitfires. It was styled for Standard-Triumph in 1957 by Italian designer Giovanni Michelotti and the Spitfire was introduced at the London Motor Show in 1962. It was manufactured at the Standard-Triumph Canley works, with approximately 37,409 MK2 being produced between December of 1964 to January 1967

Where to stay

The Holiday Inn Express & Suites has a limited number of rooms reserved for us. You can use the below QR code to book a room in our reserved block and pricing.

Or call them directly at **Front desk:** 1-254-799-9997

Holiday Inn & Suites Waco Northwest

1801 Development Boulevard Waco, Texas



Tentative Schedule of Events

Wednesday—23 April

12:00pm-8:00pm Registration/Hospitality
12:00pm-5:00pm Self-guided tours

Thursday—24 April

7:00am-9:00pm Breakfast Runs*
9:00am-6:00pm Registration/Hospitality
9:00am-6:00pm Silent Auction
9:00am-3:00pm Gimmick Rally*
9:00am-11:00am Autocross Tech Session
2:00pm-5:00pm Autocross Tech Session
6:00pm-8:00pm Welcome Reception

Friday—25 April

8:00am-5:00pm Registration/Hospitality
8:00am-5:00pm Silent Auction
10:00am-3:00pm Autocross*

Friday—25 April Cont..

11:00am-2:00pm Funkhana*
1:00pm-6:00pm Car Wash
6:00pm-8:00pm Dinner Runs*

Saturday—24 April

7:00am-8:00am Judge's Breakfast
9:00am-6:00pm Registration/Hospitality
9:00am-1:00pm Concourse
6:00pm Silent Auction closes
6:00pm-7:00pm Happy Hour
7:00pm-10:00pm Awards Banquet

Sunday-27 April

7:00am-11:00am Farewell / Checkout

NOTE: Activities marker with an * are counted as driving events, for concourse.

Schedule subject to change.

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



TRIUMPH REGISTER OF AMERICA
Formed to preserve the Triumph marque
ESTABLISHED 1974

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Members Only



Register



CRUISE INTO KALAMAZOO AND LET YOUR TRIUMPH TRULY 'ZOOM'!

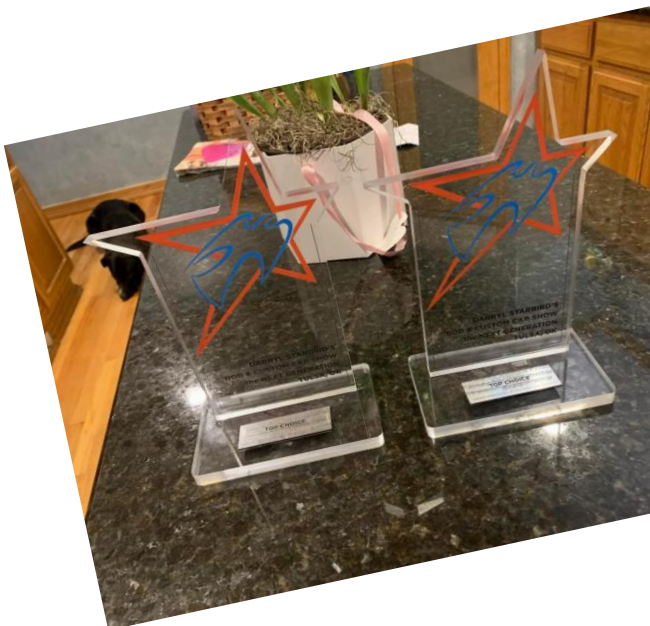


Figure 3 We had a great weekend at Starbird Car Shows!! They really do a great job with this car show. Paula's Triumph TR6 won a Top in Class award for Sports -Foreign and the 68 Cougar GT-E won a Top in Class for Cougars. Dad also took home 2 more Top in Class .Paula & Charlie Brown

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



Save this Date
June 27 – 28, 2025
Greater Ozarks British
Motoring Club
Presents “Brits at the Post”



The Greater Ozarks British Motoring Club will be holding our 23rd Annual British Car & Cycle Show on June 27th & 28th 2025.

Friday, June 27th

There will be a BBQ picnic for all registered participants at our host hotel, The hotel will have a special room rate for all participants. See our web site for details soon.

Saturday, June 28th

The GOBMC Car Show is being held at the American Legion Post 639 located at 2660 S. Scenic Drive, Springfield, MO. A very picturesque location with grass and shade trees in many areas. The car show opens at 9 am. with Awards presentations at 2:30 pm. There will be food & drinks for sale provided by Boy Scout Troop 1890.

More details will soon be available identifying the show schedule, registration, and host hotel by click on this link: <https://gobmccarshow.com/>

Until then, please mark your calendar for June 27th & 28th for this year's Greater Ozarks British Motoring Club Car & Cycle Show. Hope to see you there. If there are any questions feel free to call Bob Eft at (319) 427-4272 or Jon Joyce at (417) 630-8087.

2025 VTR National Convention Information

2025 Vintage Triumph Register National Convention

The Minnesota Triumphs Sports Car Club is excited to be your host for the 2025 North American Triumph Challenge!

We had a terrific event hosting VTR in 2018, so we're heading back to the same great location and host, with even more fun to fill your week.



<https://www.mntriumphs.org/vtr2025/>



Event Dates: July 15-18, 2025

Location: Radisson Hotel, La Crosse, Wisconsin

Event registration will be available before January 1, 2025.

La Crosse is near the center of the Driftless Area of Wisconsin right on the Mississippi River. This region is well known for its rolling hills, beautiful views along the river bluffs, and excellent back roads. You can pick about any direction and find scenic, winding roads with friendly small towns to visit.

VTR 2025 Accommodations

Both hotels below have opened the room blocks with our special event rate, so you can reserve your hotel room now.

Host hotel: Radisson Hotel La Crosse

- Book your room online: **VTR Booking**
<https://radissonhotellacrosse.reservationstays.com/>
- Or by phone: (608) 784-6680, let them know it's for Vintage Triumph Register 2025
- Rates: \$135 king city view, and \$145 double queen river view

Hotel Reservations now Open!

Backup hotel: Home 2 Suites

- Book your room online: **VTR Booking**
<https://home2suiteslacrosse.guestreservations.com/>
- Phone: 608.881.6666
- Rates: \$144 for the King Studio suite

Home 2 Suites is less than 3 blocks from the Radisson, so you're close to the action at either place, and there are several other options nearby to choose from if you wish.

Clark Fraser has a project in work.

Paint and Body Complete, Electrics Almost



Figure 4 Here is my 1956 XK140 fixed head coupe. I got it in 1968 and have been restoring it since I retired.



Figure 5 I got the headlights at the swap meet at Lime Rock raceway.

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

Figure 7 Clark Fraser project update. Refreshed speedometer installed.



Figure 6 Mike Webb helping with the wiring



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



Greasy Hands Garage North Update by John Phillips

11/19/2024 – If the seal around the harmonic balancer is doing its job the leaks should be eliminated but I am not holding my breath. I do not do well with fixing leaks normally. Wish me luck.

11/20/2024 – I drove the 6 into Collinsville to get some fresh gas today since the old gas was sitting in the shop for two months while I was trying to figure out I needed to install another distributor. A couple of bugs raised their heads on the drive.

The idle speed was back up again to about 1700 RPM and the duct work under the dash on the driver's side was falling down and interfering with my feet when moving from gas pedal to brake and back.

These two issues were resolved pretty easily and quickly. The idle was adjusted and a couple of wire ties were used to secure the duct work higher up than it had been.

The car is noisy since the upholstery in the back is far from finished. I may install what I have on a temporary basis then do the final installation after the wheel arches are covered.

Another problem is gas fumes after a fill up. More detective work is needed for this issue.

11/27/2024 – Today I finally installed the hood hinges that I got from Jim Lindsey. The tedious process of removing one and installing the replacement was performed on both sides.

The immediate perfect alignment hoped for did not happen, but I did get them installed if not completely aligned. More adjustments are required.

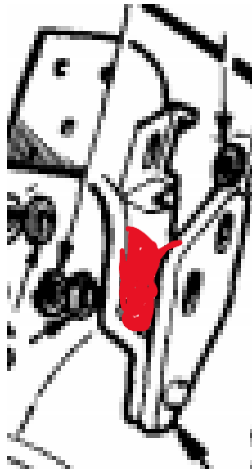
It has been a week since I last worked on the car. The two months of idle time made me less apt to actually go to the shop and make myself work on the car. I don't hate the car; I am just kind of bored with it. With cold weather coming on, driving opportunities are fewer and I have a new chair that I need to break in.

When the mood strikes me, I will try to finish the hood/bonnet alignment and locate/eliminate the occurrence of fuel fumes in the cockpit. Upholstery will wait until warm weather, probably, unless I take it to a shop and have the whole thing finished by a professional.

12/1/2024 – Yesterday during a lull in the Thanksgiving celebration for Jan's side of the family, I needed some un-breathed air, so I

sneaked out to the shop. I had been thinking about the hinge swap done a few days earlier.

After the swap, the gaps were worse, a lot. The space between the two sections of the left hinge were measured. I measured the same space on the right hinge that was removed and replaced. **The difference was ½ inch, the width of the gap from hood to fender, driver's side.** The decision seemed easy. I put the original hinge back into the car and a lot of the gap was removed.



Next time I plan to work on the front distance from front to back and up and down. The twist problem still exists so I have to be smarter and more lucky.

12/4/2024 – I decided to work on the 6 today. The Sky was moved outside and the 6 lowered to the floor.

The goal today was to get the hood/bonnet to sit on the car better. I will have to keep working on it or hire someone more experienced than I.

The rear corner on the passenger side sits high due, I believe, to inadequate repair of damage to the front passenger side decades ago.



Adjustments up and down and front to back are not terrible but that one corner will not flatten out with the hood latched.



One other small thing addressed today was to replace a light bulb so I can see when the trafficator (turn signals) are activated.

12/5/2024 – Yesterday I downloaded an app that uses GPS to show your speed as you drive. The speedometer and tachometer are sort of synchronized and work together to comply with repair manual guidelines for speed and RPM. This was written about earlier and my assumption that the speed shown was basically in the correct range because the range was appropriate for the RPMs shown on the tach.

This is a neat little car, but it seemed to be going very slow when the speedometer was showing 55 going down hwy 20. Today I fired up the car and the GPS app to find out if the gauges were correct or not. The answer is or not.

GPS did not register 55 MPH until the speedometer registered 70 MPH. At 72 the GPS showed 60 MPH. If I ever strive for perfection, servicing the gauges will be on the list.

The other possibility is that the differential is a lower geared unit than the original. Not sure if I have the information needed to establish the gearing in the current differential.

The other thing done today was to revisit the 7-inch rims hitting the upper suspension brackets. The cutting tool was used to remove more of the bracket material so the wheels would have more room before becoming an interference issue. I think it is better.

Denny asked me the other day if I was ready to put the 6 up for sale yet. If someone wanted to buy a project for a lot of money I probably could not resist. This is still a project and nowhere near its potential value. But it is something to keep me busy.

The original idea was buy it, paint it, and reassemble it. It had inferior body work not helped by the painter. The hood had to be replaced. Many of the 52-year-old parts required replacement or significant rework or repair. A lot has been done, a lot remains to be done. I won't do this again.

12/14/2024 – People ask how the TR6 project is coming along. Work has slowed down a

lot. The two remaining projects are to repair the hood alignment as much as possible and completing the interior installation in the back. The rear wheel arches still need to be covered, then the B pillar covers installed then the rear panel attached in place.

My attention has been on selling the Sky which has been complicated by me. When that car is sold my attention should swing back to the TR6. When that will be, I do not know at this point.

12/30/2024 – The temperature today is 62° so I drove the TR8 into Owasso to visit the Chiropractor, wash the car and get some stuff at Sam's. I still love driving that car.

Back at the house I started feeling guilty for not working on the project "TR6" so I went to the shop. I had been thinking about the hood fit and wanted to try something.

One of the hinges on the bench was used as a test part. I put it in the vise and twisted the bolt patten section inboard to push the hood to the driver's side.

With this hinge fitted to the car the hood seemed to fit better with less gap at each side. Next, I did the same thing to the hinge on the driver's side. I don't know why but the improvement was less on this side.

I really think I am on to a real fix if I get some more improvements with more twisting.

I needed some D cell batteries for the new electric pump so another trip this time in the TR6 to the hardware store. Another stop at Sam's for Jan's coffee was made then back home. The TR6 drove out very nicely but the carbs needed the idle reduced again.

The air filter container was removed, the linkage between the carbs was loosened and the idle reduced to about 950 RPM. The linkage was re-tightened, and the filter container was reinstalled.

Somehow the seat belt got twisted so the bottom bolt for the belt was removed, it was straightened and re-bolted.

Tomorrow the mower goes in for service so it might be a good time to start the annual oil

changes on the Triumphs. The Sky is already done for the year.

1/3/2025 – Today was service the TR6 day. The old oil was very dirty. It was drained into an old 5 qt. oil container in preparation for travelling to a recycling point. The oil level in the transmission and differential were checked and were full.

No spin on oil filters on the shelf so off to O'Reilly's to pick up a couple of filters. Back at the shop it was time to try the new battery-operated transfer pump. It did not work. Hurry to Claremore and Harbor freight.

There I bought a cheap hand pump to try but that was a joke. That means I had to pour the oil from a 5-gallon bucket into the "pitcher". I don't know what else to call it.

Next the lower trunnions were filled with oil and the ball joints received some grease.

Pouring the oil into the engine proved very messy. The pitcher was filled with 5.4 quarts of oil which was poured into the engine. Of course, I made a mess doing that as well.

Some brake fluid was added to the clutch reservoir but the brake master was full when checked. The coolant was at the good level and the oil in the carbs was at the correct level.

The air in the tires was checked and a little added. Done. Next the TR8 will receive the same service.

1/11/2025 – This is service the TR8 day. The 6 was outside in the snow while the 8 was on the lift. First the oil was drained. While draining I checked the fluid level in the transmission and differential and both were in great shape.

I saw a lot of oil around the oil pump fittings for the timing chain cover. I knew it was damaged, and the fix was mediocre at best. If anyone finds a timing chain cover for a TR8 please let me know ASAP. Thanks.

The oil filter was removed and discarded. A new one was filled with oil and replaced. The tires were checked, and the car was lowered. The front suspension has no grease or oil requirements, so I moved on to the under-hood stuff.

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

Oil was poured from the 5-gallon bucket to the new pouring pitcher and then poured into the engine. This new pitcher is a neat tool.

The next thing checked was the coolant which was fine. I have an oil collector on the engine vent system, so the cup was removed, and the filter material was washed at the parts washer. When the cup was back in place I moved to the other side of the engine to check the power steering fluid level. It was not low enough to mess with so on to the air cleaner.

This is the task I don't enjoy in the least. The filter is a K&N and it requires cleaning and re-applying of oil about every 2 years based on the low mileage between cleanings. After knocking the dust out and brushing the dirt away, there really wasn't any, a solution of K&N cleaner was applied and allowed to sit for a while.

The next step is to wash the cleaning solution out using tap water applied from the inside of the filter to push the soiled contamination away from the filter. The next instruction says to allow the filter to air dry which is where I am now. The 8 is on the lift and the 6 is on the floor where I can work on its next project when I am so moved.

1/11/2025 – I dug around a little and found enough motivation to work on the car again. Previously I had purchased a GPS speedometer since the Lucas unit says 70 when doing 55. This was the day to install the new unit, at least on a temporary basis.

Since I was not anxious to put holes in things, the head was attached to the dash with double sided tape and the wire run down the hole for the ash tray and over to the glove box. There was enough space to the top left front for the wire to pass through.

The USB plug in was also placed in the glove box and a power wire run to the connection at the tunnel that is used for the transmission wiring. The ground



was connected to an unused wire near the steering wheel.

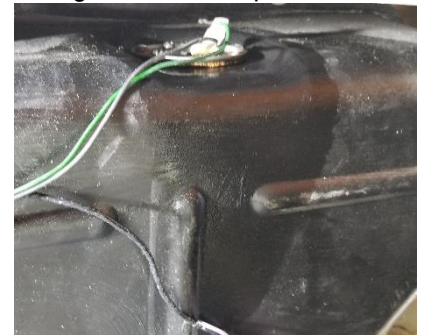
Since nothing was altered going back stock when the speedometer is corrected will be no problem.

I noticed the last time I drove the car the amp meter appeared to not be working. While under the dash a wire that had come off the back of the gauge was replaced. *Editor: wire off again, clip too wide, will mash together later.*

1/22/2025 – Today I had another round with the hinges on the hood/bonnet. I bent the hinges to rotate the section with holes that accommodate fasteners to the hood clockwise to reduce/eliminate a gap at the fender/firewall location. There was some correction, but more work is still required.

1/26/2025 – Yesterday I drove the 6 into Owasso for gas, a prescription and some milk. After filling the tank a distinct odor of fuel was in the car. Today I found out why. The boot/trunk was cleared of contents and some of the trim removed to get to the top of the tank. By shaking the car from side to side a leak was visible at the fuel level gauge sending unit insertion point.

As it happens, I have another gasket but need to drain out some fuel to reduce spillage while doing the work of gasket replacement.



The next task was to run down a rattle in the dash of the Sky. I did some work but no test drive yet.

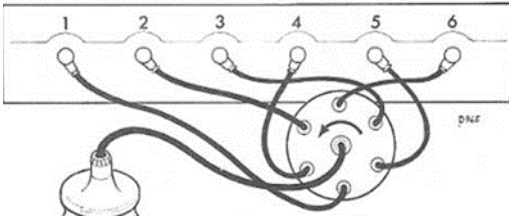
I am not sure what I did but the rattle is gone and good riddance.

1/27/2025 - I think today a nice long drive is in order for the 6. I am puzzled about the AMP gauge. It does not move much if any. I don't know if it works or not right now.

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.classicarmotoroil.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.



For TR8

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.



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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

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

LiteZupp Industries, LLC

LED lighting for your Classic British Auto



Exterior LEDs
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LED Headlamps
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sales@litezupp.com
www.litezupp.com
www.facebook.com/litezupp

We can see you now!



2008 Saturn Sky Redline (Turbo), \$12,000 Excellent condition. John Phillips topaztr6@gmail.com



GCT Merchandise

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

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

Land's End Merchandise & Club Log

Inbox



Art Graves

to me, Rob, Dennis

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**



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

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
 5885 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
 NEW EMAIL ADDRESS awilmes@atlasok.com
 13503 N 155th East Ave.
 Collinsville, OK 74021



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