



Triumphant Times

Green Country Triumphs

Monthly Newsletter for May 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

<http://greencountrytriumphs.com>

Next Club Meeting
Tuesday May 21st
Dinner at 6:00PM
Meeting After Dinner
Location: Trish & Jim
Lindsey's home
16205 E. 125th Street,
Collinsville, OK

From President Al Garbart

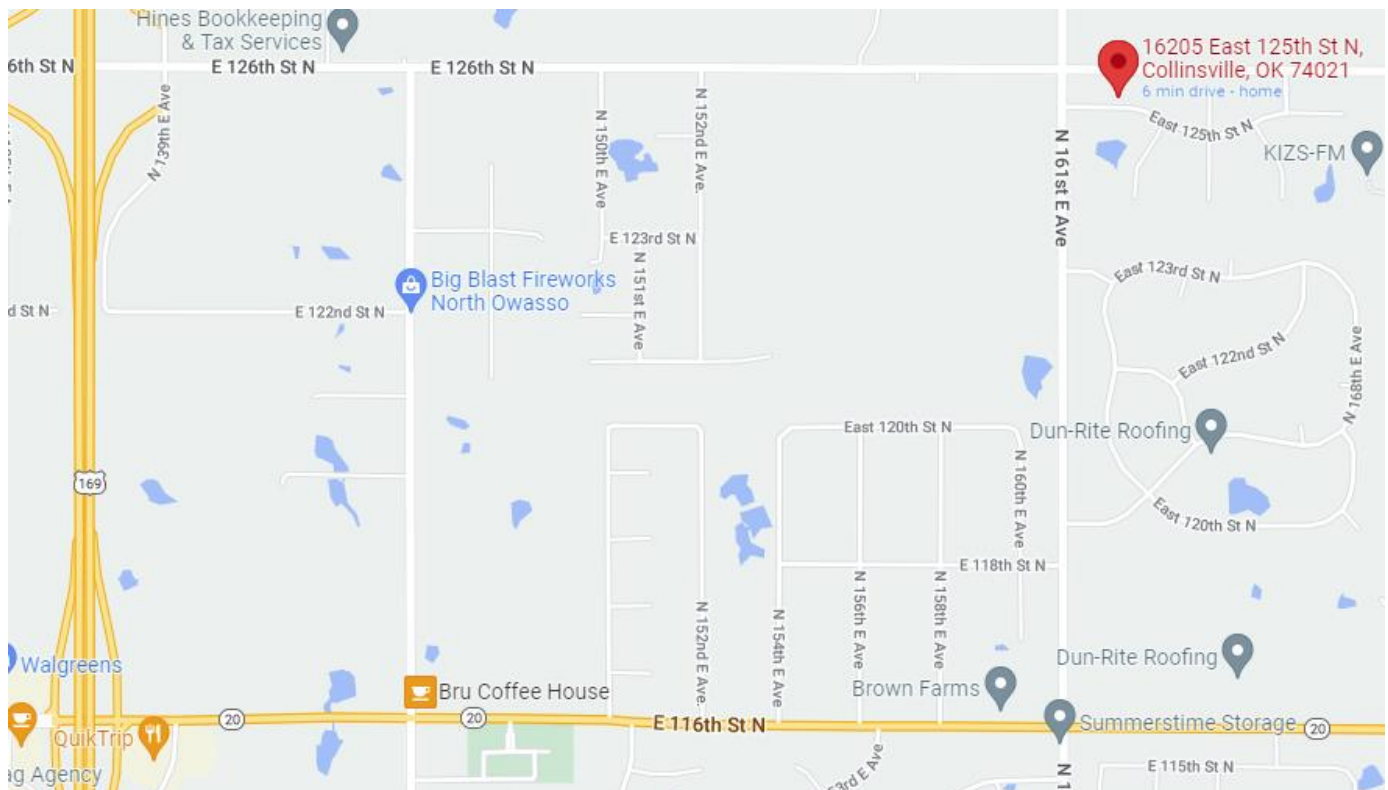
Wedgewood May



Notes from the President

Hello to all. As you can see by the pictures, things have been busy at the Garbart garage.

The story goes like this. On Thursday, April 28th I took the wedge in to Bryant AC to have the system checked out and probably get a new compressor (Sanden) if available. Charlie called me on Friday and ask me to come out to discuss. (Never a good call) He told me the expansion valve was clogged and that the dashboard would need to be removed to replace. He would be happy to do this for me. Anyway, since I have done the operation on several occasions, I retrieved my car and brought it back to the garage.



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

7-22
PAID
MEMB
ERS

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

**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**

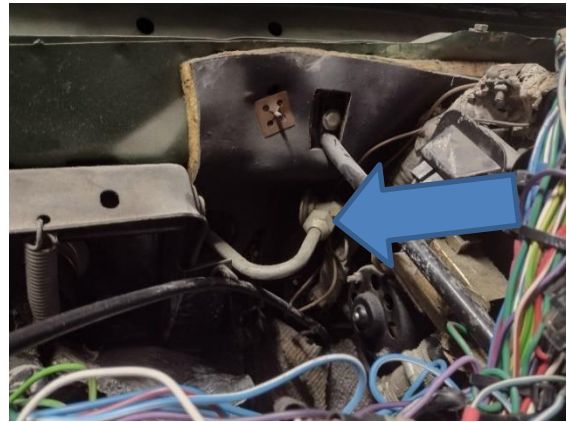


Figure 1 Expansion valve is located behind the dash just behind the ac fan shown in this picture.

he would call and let me know which day that would be.

The next meeting has been changed to May 21st and will be at Jim and Trish Lindsey's home at 6PM.

The address is 16205 E 125th Street, Collinsville, OK.

Janice and I will be in Mississippi on our way to Florida. It's been too long since we were there. I am sure you will have a great time with the Steak Dinner. Thanks goes to Jim and Trish for sharing.

I still plan to go McPherson, KS this weekend, however I will be showing Janice's 98 Mustang GT. We will head out on Friday for the show on Saturday.



Figure 2 I know this looks familiar but no it was taken today.

With the dashboard removed, and the expansion valve exposed, I took the wedge back to Bryant today. We agreed the car would be ready to take home at 4:30. He told me



Figure 3 Beautiful, and the car's not too shabby either.

Keep in mind that we are still looking for volunteers for the office of Vice President (President come July) and activities director.

Have a great dinner and meeting.
Al



Vice President Position (Vacancy)

Meeting Minutes by Secretary Trish Lindsey



April 19, 2022 minutes of Green Country Triumph Club.

The meeting was called to order at 7:05 pm by AI at Andolini's in Jenks. 15 members were present. One member had driven his triumph.

Minutes were approved as read in the newsletter.

Treasures report was given and accepted as read.

Car Shows: The McPherson show is Treasures report was given and accepted as read.

Car Shows: The McPherson show is coming up on May 6-7. Our club will get recognition for our donation to the McPherson school. We will have at least one member there.

Parts: John reported that Tom Harris had brought his TR6 by to check for an oil leak. John's TR8 is running great and the transmission is not leaking but the power steering is leaking and brakes need repair. Jim Murray's newly chrome plated windshield support hardware is ready to install.

Activities: Second Saturday breakfast in Sapulpa. Jim Murray said his wife, Debbie, would be glad to do a guided tour of the Gathering Place in Tulsa. It could be combined with a drive and lunch or breakfast. The Lindsey's are scheduling a Steak and Potato dinner for the club on May 21.

Old Business: Should the Constitution and Bylaws be updated: We need new members to serve as officers.

Meeting was adjourned at 7:36 pm.

Respectfully submitted, Trish Lindsey, Secretary.

May

21

Sat

Activity: Green Country Triumphs - St...

[View on Google Calendar](#)

When

Sat May 21, 2022 6pm – 8:30pm (CDT)

Where

Lindsey Home: 16205 E. 125th Street, Collinsville, OK

Who

akgraves@cox.net, alwaysthecross@yahoo.com, barbara.avakian@gmail.com, c.d.alexander@cox.net...

Yes

Maybe

No

More options

Agenda

Sat May 21, 2022

2pm

[Gaba](#)

6pm

Activity: Green Country Triumphs - St...

6pm

[Pill](#)

10pm

[Gaba](#)

Jim is going to prepare a steak and potato dinner for attending club members. Attendees may, or not, bring a side dish or dessert to go with the dinner. If you have a preference for a particular beverage you should bring it with you. The steak has been purchased and is now aging to Jim's specifications. This promises to be a very good dinner so I hope you can attend.

Since it is steak Jim needs to know how many to prepare. It is important that you **RSVP to Jim via text to his phone / (918) 857-7150**

Masks are not required but age verification will be made at the door. No exceptions. Yes Jim, Jan and I plan to attend.

Remember, May 21st at 6 P.M.

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 |
| May 21st, 6 PM | Meeting & Steak dinner at the Lindsey residence RSVP to Jim via text at (918) 857-7150 | Jim Lindsey |
| | | |
| | | |

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/>

Rio Grande Valley Regional Rendezvous

Location: Eagle Nest, New Mexico

Date: September 22 – 25

Web: <https://baoa.clubexpress.com/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 22 – 24, 2022

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

v



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

2022 VTR South Central Regional Awards

| Category | Place | Car # | Year | Model | Owner(s) [Navigator]** | Club |
|-------------------------|-------|-------|------|-------------------|------------------------|---------------------------------|
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Wedge Award | | 2 | 1980 | TR8 | Chris Sharp | South Texas Triumph Association |
| | | | | | | |
| Photos | 2 | 41 | 1976 | TR6 | Nancy Money | Texas Triumph Register |
| | 1 | 73 | 1980 | TR7 | TD Hathcock | Red River Triumph Club |
| Models | 1 | 41 | 1976 | TR6 | Nancy Money | Texas Triumph Register |
| Crafts | 1 | 41 | 1976 | TR6 | Nancy Money | Texas Triumph Register |
| Funkhana ** | 3 | 75 | 1979 | Spitfire 1500 | Matthew Brown | |
| | 2 | 44 | 1974 | TR6 | Dusty Nicholson | Texas Triumph Register |
| | 1 | 77 | 1969 | Spitfire Mark III | Andrew Holliday | COVTR |
| Best Co-Pilot | 1 | 77 | 1969 | Spitfire Mark III | Andrew Holliday | COVTR |
| Gimmick Rally ** | 3 | 77 | 1969 | Spitfire Mark III | Andrew Holliday | COVTR |
| | 2 | 48 | 1976 | Spitfire 1500 | Mike McPhail | Hill Country Triumph Club |
| | 1 | 49 | 1968 | TR250 | Robert Skewis | Hill Country Triumph Club |
| Autocross | | | | | | |
| Stock | | | | | | |
| TR2/TR3 | 3 | 29 | 1960 | TR3A | John Reynolds | Texas Triumph Register |
| | 2 | 76 | 1962 | TR3B | Paul Higley | Red River Triumph Club |
| | 1 | 50 | 1962 | TR3B | Mike Sabelhaus | RRTC & COVTR |
| TR4 - 250-TR 6 | 3 | 63 | 1971 | TR6 | Wiley Christal | Hill Country Triumph Club |

Art Graves took first in class in the Concours competition.



The results of the awards given was sketchy at press time. Will provide more info as it becomes available.

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

5/2/22 Don't have much to add to newsletter but I can update my car status. I've put about 75 miles on it since it was returned and it drives like a different car from when I first got it. No wobbly front end, no pulling to the right, and brakes feel good. Everything works as it should and it has become a fun car to drive. After a few more miles to confirm its reliability, I'll contemplate a name change from "Wasted Money" to something that more reflects the way it is now.

Got my car back from John Gauldin last night (4/19/2022). Drives like a totally different car. No longer scary at speed. I attached a list of parts and labor performed if you are curious. I'll try to get it to you soon for a test drive.
Gary Moss

Editor: John knows his stuff.

TRIUMPHWORLD SERVICES, INC

4100 WAKE FOREST RD
EDMOND OKLAHOMA 73034
405-250-0903 / TRDR@COX.NET

| PARTS: | | | LABOR |
|--|-----------|-----|---|
| NOMENCLATURE | PART # | QTY | |
| Moss Motors Parts: | | | Transport TR6 from Broken Arrow to TWSI Edmond and return. |
| Steering flex coupling | 667-385 | 1 | Remove dash facia and instruments to facilitate replacing "fried" wiring harness with new owner supplied harness. Investigate short in wiring (faulty previous installation of heater fan switch and faulty column mounted light switch). Remove dash light rehostat and modify facia to accept 12v outlet. Install facia, LED bulbs, and gages, ensuring all functions are correct. Install fresh air ducting and underdash outlets. |
| Solid rack mount kit | 667-288 | 1 | Repair loose steering column, replace deteriorated rubber coupler, and replace steering rack bushings with solid alloy mounts |
| Ground strap, coupling | 667-095 | 1 | Remove radio console and remove RTV rubber around shifter opening. Insert shifter boot back into grommet, replace radio console |
| Dip switch | 542-130 | 1 | Align steering shaft from rack to steering wheel to ensure turn signal canceling. |
| Hazard flasher | 141-855 | 1 | Modify steering column by machine the proper locking opening in tube to ensure steering column lock properly engages. Install column lock assy. |
| Turn signal flasher | 141-850 | 1 | Remove speedo and tach, send to MOMA Mfg for repair and calibration, lube speedo cable, install instruments. |
| Hazard warning switch | 635-600 | 1 | Repair boot cover snaps (replace plastic with metal). |
| Horn brush | 560-430 | 1 | Replace tonneau cover broken plastic snaps with metal and fit tonneau to existing male metal snaps |
| Brake pad set, semi-metalic, 16PB | 585-527 | 1 | Remove incandescent headlamps and install new LED headlamps |
| Caliper pair (L&R), 16PB | 180-568 | 1 | Bolt up the drivers side seat belt to the existing anchor. |
| Fitting kit, brake pad, 16PB | 583-808 | 1 | Transport TR6 to and from Firestone for wheel balance and toe-in. |
| Other parts: | | | Inspect and repair brakes. Front calipers and pads replaced. Rear brakes cleaned and adjusted. System bled of air using vacuum bleeder. |
| LitzUp Industries, LED dash lights | | 11 | Inspect and repair fuel stink in cabin. Replace filler cap coupling hose/clamps, replace burned section of vent line, and ensure all emmision connections are secure. |
| Dip switch cap (Rimmer Bros UK) | RTC432CAP | 1 | |
| Headlight switch, column mount (Rimmer UK) | 159358 | 1 | |
| LitzUp Industries, LED head lights | | 1 | |
| Horn button and haz warning bypass switch | | 1 | |
| Misc wiring and fittings | | | |
| Connecting rubber hose, fuel filler (NAPA) | 1045 | 1 | |
| Clamp, fuel filler hose (NAPA) | 505-1236 | 2 | |

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



VTR NATIONAL CONVENTION 2022
HOSTED BY ILLINOIS SPORTS OWNERS ASSOCIATION

SAVE THE DATE



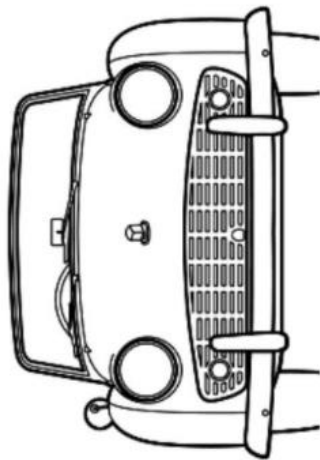
SAVE THE DATE



AUGUST 29 - SEPTEMBER 1, 2022
Visit [VTR2022.ORG](https://www.vtr2022.org) for details and registration



TRIUMPH



VTR 2022

NATIONAL CONVENTION
AUGUST 29-SEPTEMBER 1, 2022
EAGLE RIDGE RESORT
GALENA, IL

Tim Suddard

October 28 at 1:20:4 PM · 📍

I have been asked to be the speaker and honoree at next year's Vintage Triumph Register national convention. Thanks [Matt Krajnak](#) for the invite and the honor.

As a long time Triumph fan, racer and restorer, this one hits home for me and I couldn't be happier.

I have also been wanting to explore this upper Mississippi River area a bit more. I look forward to seeing my old Triumph buddies and making some new ones.

Registration is now open and details can be found at:
[https://www.vtr2022.org/...](https://www.vtr2022.org/)

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

FRAME REPAIR by Art Graves

Five years ago, I replaced front and rear suspension bushings with Good Parts nylatron bushings. These bushings are very hard, making the ride quite stiff, but all of the 'slop' is eliminated. I like them. I'm not sure how many miles they are good for – I had 46,000 miles on mine – so I decided to replace them. It's a good thing I did because I found signs of a broken frame. This was evident when I removed the right-side trailing arm. I knew it needed to be repaired (and soon!). Since I was driving to San Antonio for the South Central Regional Convention, a stop at Mike McPhail's garage for a welding repair was in order.

After replacing all the bushings, the car was much more solid and the ride was much firmer. All of the squeaks, rattles, moans and groans were gone. But by the time I reached Dripping Springs (about a 580-mile drive) some of those noises were back. I'll let the pictures tell the story from here.



The crack got worse on the drive to Dripping Springs. This is a view from the rear, looking forward.

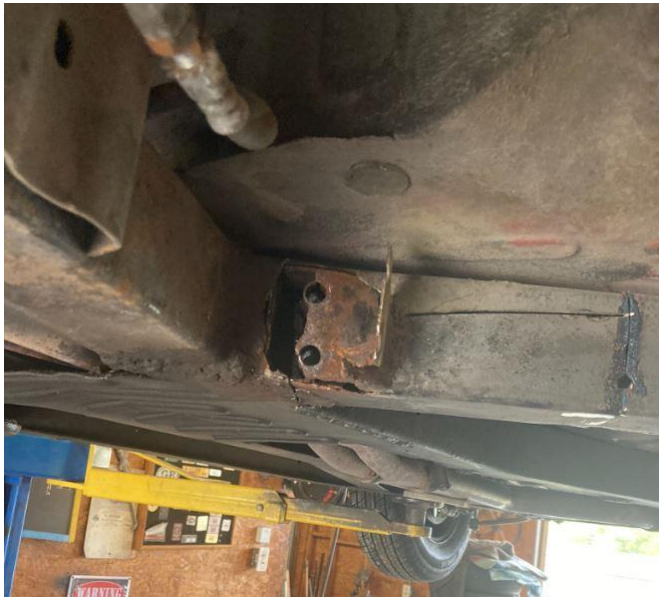


While replacing the bushings, this is what I found with the right trailing arm removed. The inner trailing arm bracket covered up the crack. My thought was to have Mike weld the cracks and all would be good.



This is a view from the front, looking towards the rear. Since the car was on jack stands, I never looked at the damage from this view before leaving Tulsa. If the damage was this bad, I'm glad I didn't look.

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



A simple weld job was not going to fix this. We began the process of removing the rusted piece of frame. The center hole on the bottom right side of the picture was used as a reference point to correctly position the new frame piece.



This is a replacement piece of frame. Apparently, these pieces are available for purchase 'somewhere'. Mike does not remember how he came to have it. Notice the hole at the center bottom. That was used as a reference. It would have been too difficult to remove the entire frame piece from the car.

All of the old frame piece is removed.



The new piece fits perfectly. Notice the center hole matches nicely.



The new piece is welded in and painted with black undercoat paint. Good as new. Back on the road, all the squeaks, rattles, moans and groans are gone again.

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

4/15/2022 – Today I had the pleasure of visiting with Andy Wilmes at his house about some issues with my Sky. He has one also but the “feel” of my car is completely different from his.

He helped me find what appeared to be the cause of one of the weird noises in my car. It appears that one of the two idler bearings is making the noise.

Back home I accessed a GM parts supplier, that I had used previously, to identify and purchase the appropriate parts.

It turned out that there are two idler pulleys/belt tensioners, two belts and a special bolt that was needed so an order was placed. The car will be mostly out of service until the parts are received and installed. Thanks Andy.

John



Customer: I came for a tire change

Mechanic: Yeah but you also need new-

Customer: Look buddy, don't try to rip me off, I just want a tire change



John

When you update the membership, you can add a 1976 MGB. I bought the car today. That O'ring fixed the leak. He was impressed how easy it was. The car is really nice. Needs carpet and a tune-up but other than that top is excellent. It will need tires. They are cracking. Thanks again.

Mark Chappell

Editor: Mark had picked up a couple of O rings from the shop to take with him to check out the car. They stopped the fuel leak from the plugs in the bottom of the carbs and Mark was able to test drive and purchase the car.

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



Greasy Hands Garage North Update by John Phillips

3/4/2022 – Chad was in on the TR8 project from the beginning so he was invited back for the end of the project. He was here last night to lend a hand with tidying up the details of the engine installation.

We were just looking for issues and solutions that are common to most major projects but this project also had to deal with the blow up of the heater and the damage caused by the escaping anti-freeze steam.

We found the leak in the exhaust system and tightened the nuts on the exhaust manifold to exhaust pipe on the passenger side to eliminate that. We found a leak at the oil pressure gauge pipe to pump cover that I will work on today.

The carb probably needs different jets which Chad has but a few miles on the car before that is thought to be in order. I have new components on order and due today to improve the operation of the distributor. It has been suspected as a bit of trouble for a while now so it is time to replace the components there.

When it comes to damage from the anti-freeze steam, the first thing to deal with is the turn

signals. Evidently the steam has affected the electrical contacts for either wires or the switch itself. The headlight switch has also been affected so it appears the electrical switches in the dash will require either cleaning or replacement. This will end up being a big job, I fear. At least so far, the gauges are all working as are the dash lights. This project is going to take a while yet. At least I will have something to write about.

As you can see the air vents took a real beating when that hot steam hit them. They were destroyed so some replacements were ordered from Team Triumph British. They are not new but are in excellent shape and affordable.



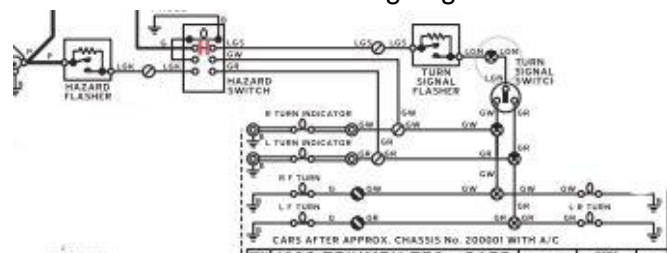
The much bigger problem are the switches that are just above the vents and also got the biggest blast of steam. The result is that the turn signals, as a minimum, no longer work.

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



The switches are old and the nylon retainers are subject to being easily broken. I have a lot of trepidation when thinking about removal, cleaning, testing and reinstallation.

Naturally everything runs through the hazard switch so that will be the primary focus until I am convinced that it is going to work.



Since the hazard switch got the full blast of the steam from the heater, and it feeds the turn signals, it has to be the first focus. Now I have to figure out how to gently remove it for cleaning and testing, etc. The headlight switch is working for now and the fog light switch is not used so if I can fix the hazard switch the turn signals should work.



Later in the day the parts ordered to update the distributor arrived and were installed. It is a pretty simple job but a start up will be tomorrow so the sealant around the previous oil leak can cure enough to maintain a good seal.

3/5/2022 – Still working on the turn signals.

After thinking the problem through last night and studying the wiring diagram, but still under the assumption that the hazard switch had

been damaged by the antifreeze bath, I decided on a course of action.

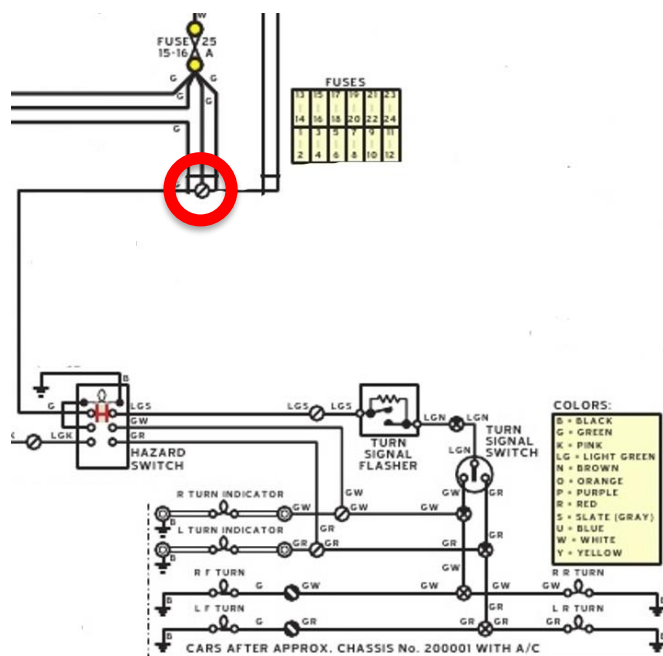
It seemed practical to bypass the hazard switch and connect the green power wire to the light green/slate stripe wire before the hazard switch. I did that the easy way with clamp on coupling. I know that is frowned upon but this was just a test.



To my surprise this did not fix the turn signals. I checked the green wire for power and there was none. I worked backward up the wiring harness to next **red** harness connection of about 8 wires and tested the green for power and there was none.

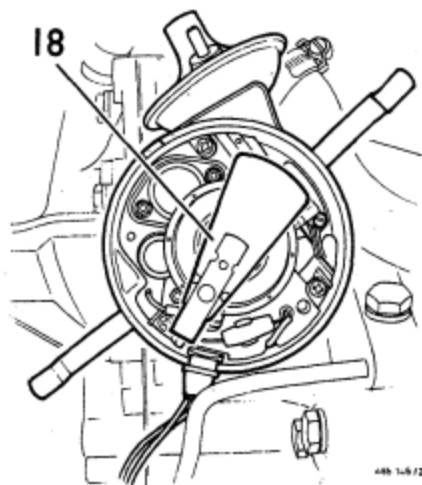
The next point in the process is to check the 15-16 fuse as shown on the diagram.

Note the fuse block information is for the fuses located behind the glove box and includes



fuse 15-16. I found the fuse and it was indeed burned. I drove to O'Really's and they of course do not stock that fuse. I just ordered 10 from TRF. Hope they hurry.

3/6/2022 - While waiting on fuses today I revisited the distributor installation. I felt the gears were one tooth off so it was removed and reinstalled a few degrees advanced. I made the



distributor look like the picture in the repair manual and hoped for a better result.

Since I also applied some sealant to an oil leak at the valley pan, the car was not started to finish the timing until the sealant has time to cure.

Another oil leak at the oil pressure gauge tube connection to the oil pressure switch was also revisited. Before the old engine was removed this weak point had been adequately sealed but this time it is being contrary. This is a pretty sizeable leak so I definitely want it stopped.

3/7/2022 – It seems like I always figure out I need more parts on a Saturday. That means I wait until Monday for shipping and pick up by the carrier is complete. It is Monday and I want my fuses, but the post office has not even picked them up yet. What ever happened to good old instant gratification???

After repositioning the distributor yesterday, I seem to be having trouble starting the car. No helper out to twist the distributor while I turn the ignition key. I decided to let the battery charge a little and try it again.

A little later I had an epiphany. With the distributor in the proper attitude like the picture above, The rotor was not pointing at the number one plug wire on the cap with the engine at TDC.

Relocating the plug wires on the distributor cap was needed to further comply with TR8 manual instructions. With this change made the engine started easily and the timing was verified and locked down.

While running it sounded as if the exhaust leak was back so I put the car on the lift and checked the pipe attachment. Sure enough. the gasket was burned up so a replacement was pulled from the stores and put in place.

When replacing the pipe to the manifold another of the studs broke off. One had broken earlier and had been replaced. The second old stud broke next. I gave up for the day.

The next step is to remove the manifold, remove the broken studs, find some the correct size and install them, reinstall the manifold and reattach the pipe. I had hoped to drive the car to the next club breakfast but that is now looking doubtful, again.

I gave up for the day and am sitting here, beer in hand, typing out my frustration for the day. It is only a hobby, right?

3/8/2022 – After helping Jim haul his old truck transmission to AutoZone, I had some lunch then went to the shop to extract the passenger side exhaust manifold to facilitate removal of the two broken studs.

To remove the 8 bolts, the retainers had to be bent back out of the way so the bolts would turn. That was the hardest part of getting the manifold out.

The first thing done was to clean the surface of the flange to simplify getting penetrating oil to soak the threads. The oil was then applied and allowed to soak for a little while.

The one good stud was removed and one broken one by using vicegrip like pliers for grip and leverage. Not too much trouble here but the



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third stud was less willing to cooperate. I decided to let the oil soak and try again. I hope to avoid having to drill the stud to get it out.

Well, it had to be drilled. It worked out pretty well. It was centered and drilled pretty straight so everything should fit ok.



The next step is to find some studs 5/16ths x 24 that are long enough. I remember having problems with this when the last one broke. Another trip to Tulsa may be necessary.

I was in the Sky backing out when I remembered having some studs purchased years ago so I checked them out and they were perfect. I even found nuts that fit. One end of the studs was 5/16x24 but the other was 5/16x18, a coarse thread. The fine thread end went into the manifold, the coarse thread went through the flange on the exhaust pipe and received a washer and nut. Perfect fit.

Then I made a trip to Ace for a trim screw/washer for the switch section of the dash that was removed to clean the switches of anti-freeze. Naturally I lost the originals down in the dash somewhere.

Ace didn't have the 1/8 compression fitting parts that I thought might stop the leak at the oil pressure switch for the gauge. After checking 7 places the Fluid Specialty's had a nut and ferrule and they didn't even charge me for them.

The oil gauge pipe was outfitted with the new hardware and attached. One of the new fuses was installed for the turn signals, et al, and tested. It worked and did not blow.

The switches were reinstalled and the new air vents put in place. It was time. I started the car, backed it out and drove to Claremore for some fresh fuel.

At Casey's I checked under the car for leaks while the pump was filling the tank. There was a drop of oil on the pavement. More tweaking needed for that leak.

The car was a little raunchy while warming up but after that it was smooth and quiet. The noisy engine is no more. It was a lot of work and a lot of money but at this time I think I am really going to like driving my car.

Thanks to those that helped on the project. It started with Jim followed by Jack, Glenn, Charlie, Randy Christian, Tom Harris and last was Chad. I needed the help and you were there to help. If I forgot someone, I am old enough to get away with it. Beer is on me.

3/10/2022 – A few days ago I finally saw something that was right in front of me all along. I have used the TR8 wiring diagram for several years but never paid enough attention to the fuse information it contains.

The fuse application shown on the diagram contains the fuse amp rating and location in the fuse block at the back of the glove box.



If this information is available elsewhere, I have not found it. If fuse information is needed look here for it.

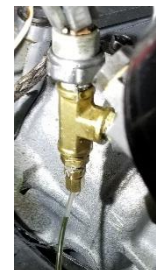
The wire color codes are also shown so you can relate the code on the diagram to the proper color(s). Code GW relates to a green wire with a white stripe, the predominant color and circuit designation is green. If the code is WG the predominant color is white and part of the ignition circuit, hot when the key is on as is the green circuit also.

COLORS:

| | | |
|----|---|--------------|
| B | = | BLACK |
| G | = | GREEN |
| K | = | PINK |
| LG | = | LIGHT GREEN |
| N | = | BROWN |
| O | = | ORANGE |
| P | = | PURPLE |
| R | = | RED |
| S | = | SLATE (GRAY) |
| U | = | BLUE |
| W | = | WHITE |
| Y | = | YELLOW |

Brown and purple are always hot. Always disconnect the battery negative post when working on wiring but especially with brown and purple.

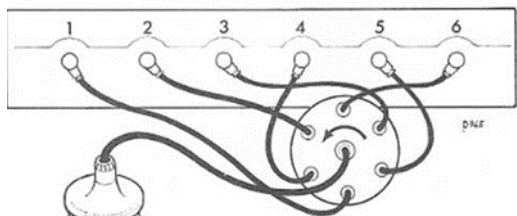
3/11/2022 – I revisited that leaky compression fitting and replaced the compression ring again. Hope it stops the leak.



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JOHN'S QUICK TIPS

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

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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.



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.



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

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



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

*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,



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

**FREE
FOB
GHGN**



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

**Greasy Hands Garage North Has
Used **FREE** TR6 Parts If You
Need Something
Structural parts for suspension
and steering
Transmissions and a Differential
Windscreen Frames, Some with
Glass
Lots of other stuff so if you need
something for your TR6 contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017**

GREEN-COUNTRY-TRIUMPH-CLUB-MEMBERSHIP-APPLICATION-&-RENEWAL¶

Please complete information for each member in the household. · Membership \$20 Dues = maximum TWO voting members in family. · Common information needs to be listed only one time for family members. · Form not required for renewals but changes to information may be communicated using the form.¶

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

| PEOPLE-STUFFα | MEMBER-INFOα | CAR-MODELα | YEARα | COMMISSION#α |
|------------------|--------------------|------------|-------|--------------|
| MEMBER-NAMEα | α | α | α | α |
| CO-MEMBER-NAMEα | α | α | α | α |
| MAILING-ADDRESSα | α | α | α | α |
| PHONE-NUMBERα | α | α | α | α |
| E-MAIL-ADDRESSα | α | α | α | α |
| V.T.R-MEMBER?α |YES□ → → NO□α | α | α | α |
| 6-PACK-Member?α |YES□ → → NO□α | α | α | α |
| TRA-MEMBER?α |YES□ → → NO□α | α | α | α |
| ANOTHER-CLUB?α | α | α | α | α |

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.¶**