



Triumphant Times

Monthly Newsletter for May 2023

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23
PAID
MEMB
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**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 May 16th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Big
Whiskey's American
Restaurant & Bar
4532 E 51st St.
Tulsa, OK**

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



Great Salt Plains State Park

Yet another month has passed with no progress on the TR-3A Speedometer. House projects, yard, and G-Kids continue to consume the hours. A little bit of uncooperative weather this month has also contributed to the delay in repair.

One hundred sixty-four miles and 2 hours and 20 minutes west of Tulsa, a bit north of Enid near the towns of Cherokee and Jet, Oklahoma is the site of the Great Salt Plains State Park. The Salt Fork Arkansas River rises in Comanche County, Kansas, and flows initially southeastwardly through Barber County, Kansas, and Woods County, Oklahoma, to the town of Alva, where it turns eastwardly for the remainder of its course through Alfalfa, Grant, Kay and Noble counties in Oklahoma, past the towns of Pond Creek, Lamont and Tonkawa. It flows into the Arkansas River in southern Kay County, just south of Ponca City.

In 1941, a dam was completed near the towns of Cherokee and Jet to create the Great Salt Plains Lake. To the west of the 9,300 acre lake is a 11,200 acre salt crusted plain famous for the production of selenite hourglass crystals.

Scientists believe that salt was deposited during repeated water-level rises of a shallow sea millions of years ago. The supply of salt is kept intact by saline groundwater that flows just a few feet below the surface. When the water evaporates, a layer of salt remains on the surface. This process also plays a role in the formation of selenite crystals. Concentrated saline water combines with gypsum to promote growth of a crystal with an hourglass shaped sand inclusion.

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



Debbie and I spent a weekend in one of the 6 small 1-room cabins at the State Park over 20 years ago. Both the Oklahoma State Parks and the U.S. Fish and Wildlife Service have offices near the northeast end of the lake. One of them had a pretty impressive display of single blade crystals up to 6" long as well as some clusters up to the size of a football. The staff quickly lowered our expectations explaining that most people found single blades 3" or less or clusters of 2-4 blades about the size of a golf ball. Over two days we went out to the dig area for an hour or so each day. We had some pretty good success digging crystals and returned with a couple of dozen of 1-2" crystals and a few golf-ball sized clusters.

Fast forward 20+ years, we have since moved. The crystals sleeping in a closet that had not been looked at for a few years were tossed. Grandchildren arrived and are now of age (9 & 13) to be able to partake of such an adventure. We had the G-Kids this weekend, so Saturday morning we packed up the (Volvo) wagon, rounded up the heard, and headed out west.

Communication and setting expectations in any relationship is important. Somehow, I keep

having to learn that lesson over and over. On the trip out, my grandson (9) asked if we had all the tools we needed. I responded that I had a small, long handled garden shovel and a hand trowel. He asked why I did not bring a pick since we were digging for crystals. I explained that we would be digging only a foot or two deep in wet, sandy soil where the water table was very close to the surface. Based on our former success, we planned to dig a hole about 18" deep, then wash down the sides to expose the crystals. We would not be needing a pick-adze (maddock), miner's helmets, or blasting equipment. I could sense his disappointment in not having the opportunity to wield a pick, but certain he did not understand the actual weight of such a tool.

We discussed that we were going to stop at the State Park to go to the Visitors Center and find a shady picnic table for lunch before heading out to the dig site. When we arrived, he was NOT impressed with the Visitors Center. Parks are supposed to have playground stuff!!

Luckily, we were able to make our way to a picnic area that had such equipment. Surprisingly, it DID include an old-school merry-go-round, albeit a much smaller diameter than the ones my generation grew up with that taught us the excitement and brutality of centrifugal force and rotational velocity. But it was enough that he no longer complained about the lack of "stuff". The temperature was starting to push to the 90's, but there was a good breeze and the shade made for a pleasant break after the drive.

After lunch, we headed to the dig site. As we entered, I was surprised at the ~30 cars I could see a mile away. When Deb and I were there last, we had the place almost to ourselves – but that was in the fall toward the end of the dig season. We unloaded, sun screened-up, donned hats, gathered up shovels, water jugs, water bottles and headed out about 100 yards into the current dig-field.

The landscape of the dig fields looks like an odd lunar landscape. The top crust is covered with a patchwork of salt covered areas, abandoned dig holes, hole tailings, and all in various states of re-leveling by wind and rain.

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



On our way out, we consulted others about hints to their success and made our way to a spot that looked promising. I put the spade to work and dug a 24" diameter hole 18" deep and we started washing down the walls. No luck. After about 10 minutes I spotted the US Park Ranger who was monitoring the site and went to talk to her. We walked back to our site and she gave us some additional pointers on finding crystals. Not sure why, but the techniques Debbie and I had used previously were not working in this region of the plain. After her instruction, we moved and started having better success. It was not to the level that Debbie and I experienced during our first visit, but enough to satisfy the G-Kids.

After about an hour and a half, the G-Kids had had enough crystal finds, and enough of the heat and the wind to call it quits. We headed back to the wagon with our treasure, used our reserve jugs of water to rinse off tools and bodies, loaded up, eased our way off the salt plain, and began our journey home.

We initially embarked around 10am, an hour later than our planned departure. Even after

a late lunch, the kids got hungry early, so a stop at a Braum's around 5pm for chicken strips/ burgers/fries/etc. proved to be a smart choice for the ride home. We rolled into the driveway at home around 7:30pm.

Oklahoma has one of the most biodiverse ecosystems in the entire US. Some websites claim that the Great Salt Plain is the only location in the world that has this type of crystal. Deb and I visited the Smithsonian National Museum of Natural History a few years after our first trip to the Great Salt Plains.

Their crystals display included one sample from the Great Salt Plains and one from a location in Russia. I may be mis-remembering, but I cannot find a reference confirming a source in Russia, including The Smithsonian. Regardless, this is just one of the many opportunities to be found in a day's drive around our state. I am glad we had the benefit of the space and comfort afforded by the Volvo wagon, but often imagined some of those roads driving the TR-3.

John continues to remind us that annual membership fees are due in July. It is not too late to send them in early!

Technical references for this article include text or language from the Oklahoma State Parks Department, the US Army Corps of Engineers, Smithsonian Magazine, and Wikipedia.

-Jim



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

Vice President's Article by Rolf Blom

I had high hopes to provide some favorable news about my Blue TR-3 which has been idled for most of the past winter. I brought a nice cast iron manifold over to the storage unit figuring I could start changing the exhaust system to eliminate the aftermarket exhaust manifold. I want to do this exchange because the current exhaust blocks access to the rear engine drain on the engine block. When I arrived at the garage, I noticed that the last time I put the car in I had hurried in without taking the time to straighten out the car. It was threatening to hail at that time.

Needing to get the car in a more workable position, I hoped in and turned the key and got no response to the started button despite the dashboard instruments clearly in order. Looking at the situation I then noticed the battery maintainer was sitting on the floor. I guess I must have been in a terrible hurry when I parked that way, as I am a great believer in using a maintainer.

So, I found my T-key and opened up the hood; set up the maintainer; plugged it in to the only power socket and waited for the yellow flashing light to go on to bring the battery up to snuff. No such luck! Instead, I got the dreaded red flashing light saying the battery was bad. Since it is quite a new battery, I probably can get a replacement for not too much cost other than the nuisance of the trips back and forth to AutoZone, but was disappointing.

The situation became even worse when I discovered that the positive terminal connector was actually loose enough to turn by hand. This loose connection does help explain the why I could get enough voltage to get responses from the dashboard needles but not the starter or even the red ignition light.

Next steps are to bring over a voltmeter to see how weak the battery is and either replace or not, depending on the condition. Too bad the instrument panel doesn't have one. In the meantime, the manifold change will have to wait.



* * *

For our May meeting I decided to use "Big Whiskey's American Restaurant & Bar Tulsa" on 51st Street. The street address is 4532 E 51st St. Adele and I had been somewhat reluctant to try this one because the name gave us a poor first impression. We tried it out and the food was good and not too costly. We definitely did not try any of their whiskey "flights." One word of warning is that the menu rather pictorial, and has various types of food scattered around. Be sure and look it all over before placing your order. They have really nice pieces of fried shrimp served in several ways. I ordered one type only to discover one I would have preferred when it was too late. There is supplementary parking on a side street, with an access door that leads past the updated storage units south of the restaurant. Those of you who helped me relocate the blue TR-3 back in February 2019 will recognize the area.

Minutes of the last meeting by Kay Robinson for Secretary Trish Lindsey

Minutes for GCTC April
18, 2023

President Jim Murray called the meeting to order at 7:02p.m. The meeting was held at the Olive Garden Restaurant, 1301 East Hillside Dr., Broken Arrow. 15 members were present, 4 members drove Triumphs to the meeting, John, Art, Jack, and Al. There were no guests present. A motion by Al Garbart was made to accept the March minutes as published in the car club newsletter. Rolf Blom seconded the motion; the motion carried. The treasure's report was given by John Phillips in Jan's absence. The club received payment for 2 member's dues. Dues are to be paid by July 1, 2023. Checking account total is \$1120.52. Adele Blom made a motion to accept the treasurer's report and Al Garbart seconded the motion. Members voted to accept.

Committee Reports:
Parts by John Phillips:



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

John had been working on tweaking a TR8's AC electrical part causing the idle to need to be slowed down. Art brought a red part that resembled some sort of a clip. He is interested in more information as to use and part is believed to be originally Sam's. John's TR8 carpet has not arrived; it was ordered 4/3. Matt asked members if any had experience with wiring advertised in the VTR magazine, British Wiring Company. Rolf had with no problems. Art's tack quit on his FL trip and he thinks the gears in the distributor may be the problem.

Car Shows by Art Graves:

The newsletter has a list of upcoming car shows and dates. The next car show is regionals on Thursday, April 20, 2023 in Sugarland, TX. British Car Days is scheduled in June and will take place in Springfield, Mo. It is the same car show that was in Cartledge, MO.

Activities by Jim Murray:

The club tour of the Gathering Place is postponed. Debbie fell and broke her foot.

Members are encouraged to plan activities for the club.

Old Business:

In March Rolf and Adele Blom proposed to change the date of club meetings. John Phillips emailed a survey to all club members requesting input on conflict of dates and any other concerns. John gave a report of those findings. John also reported that his research of the club bylaws showed no language concerning when the meetings are to be held. After much discussion, it was determined to table the action until after the new officer's election at the beginning of the new physical year.

New Business:

John Phillips suggested the club needed to create a new position, Contact Manager. Presently, Art Graves is set up as a contact for outside information, car shows and other clubs. It was brought to the member's attention that the website currently has some problems. A discussion took place on ways to remedy the problems. The webmaster will be contacted. It was suggested that Art and John co-chair contact manager.

John Phillips made a motion to adjourn and Dennis Robinson seconded his motion. The club members voted in favor.

Minutes were taken by Kay Robinson.



Due to cost increases in the economy driven by inflation, we have amended the existing Account Service and Fee Schedule that governs your Biz Rite account(s) in order to support our ability to deliver these important services.

Effective June 5, 2023, the monthly Cash Processing Fee will be \$0.15 per \$100. This fee is assessed on monthly cash deposits over \$3,000 as your Biz Rite account has no cash processing fee on cash deposits of \$3,000 or less.

It does not appear that the club will have any impact resulting from the above change. Editor

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Scheduled Club Activities

WHEN	WHAT	WHO
Feb 10	Drive your Triumph Day w/COVTR-Cushing	Art
	St. Patrick's Day Dinner	Jan
5 November?	Guy Fawkes	Jan
December	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

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

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2023 CAR SHOW LIST by Art Graves

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.texastriumphregister.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/>

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>

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

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

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: **October 2023 - Tentative**

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/>



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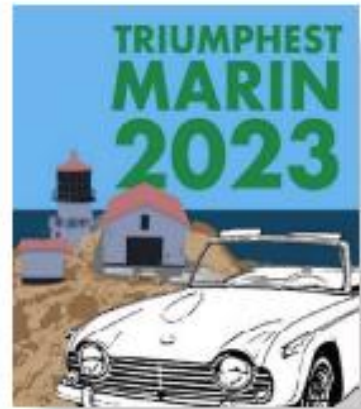
Triumphest 2023

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



TWS Gathering 2023 - Sept 14 - 17 - Stowe, VT USA

Join us for the premier **British Car** gathering in the Northeast!

Our event will be alongside the British Invasion show in Stowe, VT.

[Show Info & Registration](#)

- Full schedule and host hotel info soon.
- Mix of back road drives, car show, dinners, driving events and socializing!
- Driving events (auto-x, dyno day) for all the on road cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers.
- Rover V8 Tech session by TWS (Clint & Woody Cooper).
- Free T-Shirts and other swag for all attendees.



Have you ever lost a binnacle clamp? I have lost a bunch over the last 30 years. If you are not familiar with the name it is not surprising. Neither was I until I started trying buy some replacements. These clamps are what hold the gauges to the dash from behind. When I drop one it automatically goes into a black hole and finding it again is rare indeed. I did find some replacements in a Jaguar list of parts and the price is reflected like you would expect for a Jag part. The good news is I also found an alternative clamp as used on a Jeep. It is something one can easily fabricate as needed. You are on your own finding the knurled nut unless you order the Jeep part as shown below. Good hunting.



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

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 Tailgate 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

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

Hi John, this is a photo of the park where the car show will be held, Info on the Show and registration forms can be found at Eumox.com or. jaguarcluboftulsa.com. We are hoping that the Green Country Triumph Club will join us.
Glenn



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



BY DESIGN VTR NATIONALS 2023



Original Giovanni Michelotti artwork modified by Rick Andreoli

Vintage Triumph Register National Convention

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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

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



Tipping Limits. London Double Decker. 1933:
Even though they were tall and therefore top heavy, London Double-Deckers could handle a dramatic lean before toppling.



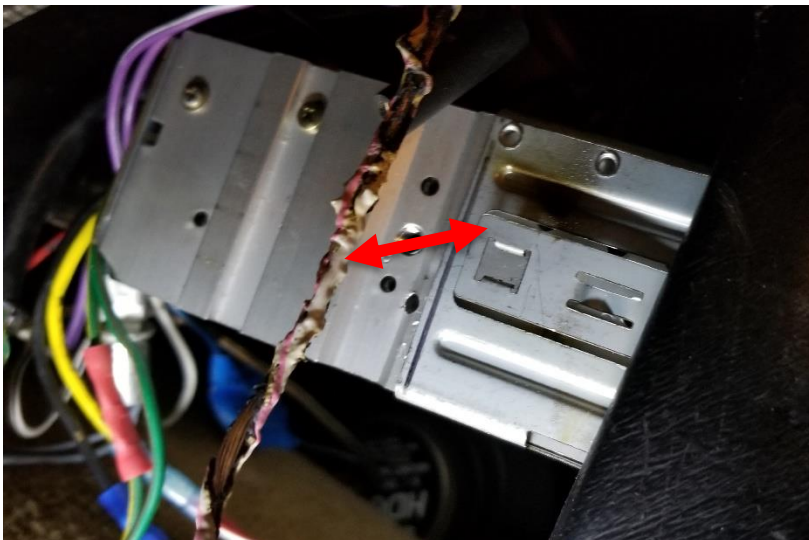
Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends



Greasy Hands Garage North Update by John Phillips

2/24/2023 – Not a good day at the shop. When I left off last month, I was going to try to start the car today. It started but not without issues.

The radio power wire W/K was caught in a clip on the side of the radio and it grounded out to the side of the radio. More



smoke. The new harness was destroyed so I ordered another one at my expense of \$600. I am not happy.

The new harness was flawed so I hope this one will at least be manufactured correctly. The courtesy light circuit resulted in burning up the harness that was in the car when brought here. Wish me luck.

The harness that I have been working on for days was almost done. I darned near made it.

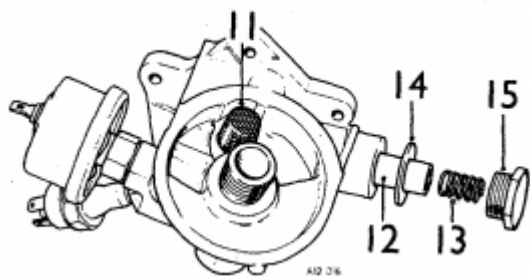
2/28/2023 -The new harness is due here in a couple of days. The weather is absolutely gorgeous so Truman's TR6 was moved outside and the 8 went on the lift for something that I have been putting off for some reason.

I finally sent a message to get information from TWS asking what is the oil pressure I should expect to have on my new 3.9L engine? The response was: At hot idle, between 12-20psi is good. At hot cruise, 3k rpms, around 25-30psi is good.

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

Since the 8 came with only a trouble light on the dash in lieu of a real oil pressure gauge, I had added one a few years ago. The pressure on the old engine was about 8 PSI at a hot idle and about 25 PSI at speed before the first rebuild. To fix the issue then I found and purchased an uprated spring on Ebay to increase the actual pressure in the engine and it worked, too well.

Years ago, Lonnie Wall and I visited about this issue since he had experience with TR8's. He recommended I cut $\frac{1}{2}$ of a coil off the uprated spring to reduce the pressure a little. The process is not at all difficult.



Access is ample so the plug (15) is removed to get access to the spring (13). I find that the bench grinder makes short work of cutting off coils as needed. The end of the cut part was then flattened.

$\frac{1}{2}$ a coil was removed as Lonnie recommended but I saw no change in pressure. To make this short a did a couple more $\frac{1}{2}$ coil cuts then moved on to whole coil cuts and did those 5 or 6 times.

Of course, the pressure has to be checked after each cut so to do that you replace the spring and plug, lower the car, go for a test drive, put it back on the rack and raise for the next cut and remove the plug and spring.

Moving forward 2 or 3 years and I decided to try again. I decided to just break down and order the real kit to fix everything properly.

This is the kit that fixes the excess oil pressure issue. The problem is no one has

them that I could find. It appeared that Rimmer had one so I tried to order it and



ended up with giving them my money and them saying they think they will be back in production by June 30th. Today is February 28th. ARRG. Again, my process was "Ready, Fire, Aim". Update info: I finally cancelled my order on 3/20/23, no money spent.

So, they say necessity is the mother of invention. Or go back and finish the job started previously. I removed the spring two more times removing one coil each time. The pressures are now at a level at which I am completely comfortable. Job done. Thanks Lonnie but a $\frac{1}{2}$ coil didn't even get me started.

The top is down, the sun is shining, the temp is 70°. Time for a cruise.

And I am back home in time for my 2 p.m. pain pill for post herpetic neuralgia, shingles caused nerve damage. If you still haven't taken a vaccination for shingles, you should get one. I still have discomfort after 10 $\frac{1}{2}$ years.

I drove about 60 miles and enjoyed every one. Claremore, Oologah, Collinsville, Owasso. Top down, 72°, what else could you ask for.

3/2/2023 – Oil leaks persist. Now on order from Ebay, FelPro valve cover gaskets for the TR8. Do they never stop?

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

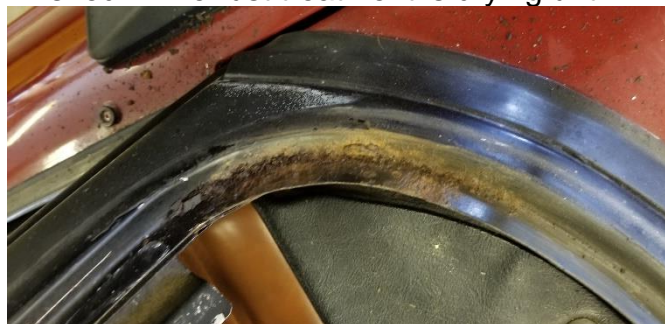
Expected today is the new wiring harness for Truman's late model 74 TR6. British Wiring has two configurations for 74

TR6 CC50001 - CC75000 (1970 - 1971)
TR6 CC75001 - CC86737 (1971 - 1972)
TR6 CF1 - CF12500 (1973 - 1974)
TR6 CF12501 - CF35000 (1974 - 1975)
TR6 CF35001 - CF50000 (1975)
TR6 CF50001 to end (1976)
TR6 up to - CC50000 (1969)

TR6. This car is a late Aug 74 car so the second configuration is applicable here.

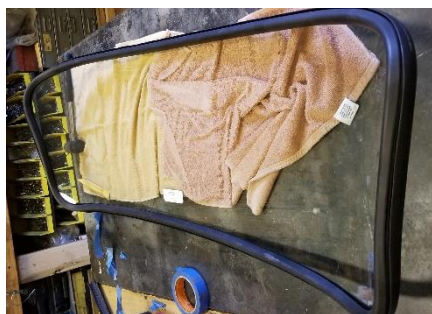
On Tuesday Truman dropped off a new seal for the windshield. The original thought was to work on the windshield while waiting for the harness delivery. I did not get that done.

I did get the glass out and cleaned up but there was some rust in the lower left frame corner that needed to be cleaned up and re-finished. The rust treatment is drying until



tomorrow. It will then be painted which will also require a drying time.

The glass and seal needed to be married so that was next. If you think that is simple, just give it a try sometime.



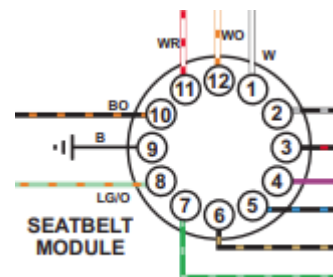
And finally, the new wiring harness arrived. The windshield will most likely be set aside after paint so I can get back on the harness installation. I can't wait to see what is going to happen next. Fingers crossed.

First the modifications will be made prior to laying out the harness in the car. Stuff like adding the uncommon connector needed for the uprated starter, the bypass wiring around the rheostat for fire prevention and also altering the wiring at the seat belt module.



It is fine to bypass all of this nonsense and it is simple. This little piece of magic resides in the footwell on the passenger side of the car. All that is necessary to avoid the monster that is intended to be a warning buzzer for when the seat belts not in use. The overly complex 74 model component was bypassed on the 75 model at the factory. It was just overly complex.

The alteration is no more than cutting the W/R wire from post 11 and the W/O from post 12 and connecting the two wires, W/R and W/O. Try this if your car is a 74 model and won't start and you don't know why.



Since the 6 had to be lowered to remove the windshield glass, the 8 was outside for a while. Why yes, it did rain very hard that day. The 6 went back up on the lift and the 8 came in underneath. When work on

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

the glass/seal was done, the 8 was dried off and it actually looks better, at least cleaner.

3/3/2023 – The first thing up today was to try to make the windshield frame look a little better. It was pretty scratched up and had a lot of something around the seal, I guess to try to stop a leak. I once had Discount Glass seal a new seal to make sure it did not leak. It did not.

The rusty area that was repaired looks ok but it is under the seal anyway. The goal was to protect it from more rust and I think it is. I worked on cleaning up the frame and got it smooth. My error, I did not get it clean enough. After the paint was on, it looked terrible. The goop really messed up the paint job. Everybody knows I can't paint but I never learn.

While the paint was drying enough to work on again, I started work on the harness. All of the needed changes were made and the light bulbs were installed as was the turn signal flasher unit.

Then I started laying the harness out in the car. I tried something new this time, I started with making sure all the wires that go to the right side were properly laid out first. This was to maximize the layout behind the gauges. The last one could have been easier to work on. Should be easier this time.

The wires connected to the battery cable are in place as is the harness to the starter and of course the ground wire near the

firewall. Not a bad day except for the paint. I still have hopes it will look ok when completed.

3/4/2023 – I went to the shop a little early today and started with sanding and repainting the A pillar. It looks some better but it is going to need a repaint at some point to get all the goop off the metal.

Next was to begin attaching wires under the bonnet. First was the wiper connection followed by the fuse block, starter relay, and horn relay, hazard flasher. Moving downward next was the brake failure light switch, oil pressure switch.

The alternator was next. At that point the harness has a brown wire that is no longer needed due to modifications in newer alternators to incorporate that function to the internal workings. It was simply tied back leaving the harness unmolested.

The temperature sending unit was connected followed by the front lights and the one horn present in the car. That leaves one more wire at the firewall with no connection for the horn button. Under the dash is next.

After lunch, it appears that the courtesy light circuit might actually be the correct configuration. The previous harness with the bad circuit was purchased from Moss. The one I bought came from British Wiring and I am hopeful that it works as it is supposed to.

All of the gauges in the center of the car are wired but there is one light that has a purple wire and a light green wire that I cannot find on the wiring harness. That means it is time to quit before I mess something up.

Tomorrow, I hope to put new valve cover gaskets on Tinkerbelle to stop the oil leaks. Depending on how long that takes I may finish the wiring as well. That would be nice then the windshield can be installed and the car can go home.

3/5/2023 – The new valve cover gaskets arrived late yesterday. Today was dedicated to removing the covers, cleaning



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them, spreading a thin coat of silicone on the gasket surface, applying the gaskets to the covers, letting them dry a little, replacing the covers and attachments.

I was in a word, Shocked at what I found.



Take a look at how much the old gaskets had shrunk on the ends. There is no way they were doing any sealing at all.

While looking for new gaskets I saw that Ebay had FelPro in the configuration that I needed. They were expensive for this type of gasket but you can see what happens with product from a lesser manufacturer.

I am sure that with the new gaskets all of the leaks will be eliminated, he said again and again. The silicone will be allowed to dry overnight then the cover screws will be tightened as appropriate, 5 foot pounds.

In the morning, back on the wiring harness.

3/6/2023 – As planned I spent the day trying to finish the wiring harness work. By quitting time all connections and couplings were completed. Time for starting the debugging process. I am hoping for better luck than last time.

With the fuse block powered up, the first thing switched on was the running lights. Outside the car they worked fine. Inside the car there were two issues to eliminate. The first is the ignition light on the dash is on with out the switch being turned. The second is the courtesy light on the left came on but not the right. Something to work on first tomorrow is reinstalling the windshield with help from Jim Lindsey. I am tired.

3/7/2023 – More often than not my plans for a next day's work don't work out as planned.

Today was an exception to that trend. Jim arrived around 10:15. I had started a little early to be ready when Jim arrived but a senior moment wiped that all out.

The string used to pull the flap out to fold over the frame flange was installed in the wrong groove in the seal. I had to remove it and put it in the correct groove but it did not take too long.

With the string in the correct groove, we started pulling the keeper flange over the frame flange. It did not go well. The seal kept moving away from the glass and we needed more hands to handle everything.



We had to work quite hard to get the seal in properly but persistence paid off. The seal and windshield were installed in a little over an hour. Jim left about 11:45 and I started on the bright trim around the windshield. I tried liquid soap first which did not work for me so I switched to silicone spray which did the job.



The bugger to this job was that the clip that covers the gap where the bright strip is cut, is hiding from me. Must be a good time to quit for the day.

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3/9/2023 – The only thing accomplished yesterday was locating the clip that was hiding in a mailing envelope waiting to be discarded. It will be installed today assuming the rain stops so I can feel ok about moving Tinkerbell outside while work is done on the TR6.

Jim Lindsey said dibs on the damaged wiring harness to use as a salvage opportunity for his TR4A parts. Truman agreed so there is a home for one.

I have not detected leaks from the valve covers yet but the rain does not encourage much driving right now.

The truck went outside in the rain and the 8 went in the garage. In the shop the TR6 was lowered to the ground for more work. First was the clip to cover the gap in the windshield bright metal trim.

Next the battery power was applied to the harness, result ignition light came on as did the courtesy lights.

The first thing checked was the courtesy light switch. I verified that it works to the extent that conductivity can verify that feature. The contacts were cleaned and it was reinstalled.

When I tried it, it worked perfectly. I was pretty happy about that. The door was opened and the light came on but did not go off when then door was closed. They did not go off until the battery was disconnected. The bulbs were removed in hopes of preventing another burnout.

Leaving that problem for a while, I switched to the burning ignition light when the battery was connected but the ignition switch is off. I disconnected the wires to the oil pressure switch and the light went off.

I installed a new switch, connected the wires and the light was back on. I put the original switch back in because it appeared new so someone else had tried that as well.

So, John, how is power from the battery getting into the oil pressure switch and into the courtesy light circuit?

I must solve that one, maybe tomorrow.

3/10/2023 – In spite of the oil pressure switch change mentioned previously, I found no other cause for the light to be on. I accessed the Dan Masters book on TR6 wiring and found this test.

The results of the test directed the replacement of the oil pressure switch. That means the new one in the car is bad and so is the new one I had in the drawer. I remember having trouble buying a switch that actually worked some years ago. I guess I kept one of the bad ones.

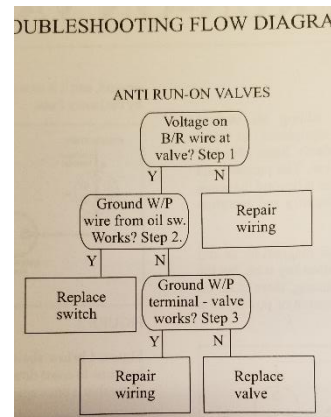
With W/P wire disconnected, that one won't keep the car from running while a new switch is obtained, so on to something else. All of the issues so far have included the ignition switch as part of the process. I bit the bullet and removed the ignition switch.

Some time was spent to check the conductivity on each function of the switch to make sure power was where it was supposed to be when it was supposed to be there and not there when it was not supposed to be.

I started to put in a picture of the wiring diagram here but it would be too big. Suffice to say those 6 points on the switch end up going lots of places.

I ended up messing with the wiper switch again because it appeared the wipers were not working. Put it back like it came out, no change.

While working on the wipers the head light switch came apart. I tried to add a little glue in strategic places to keep it together but



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it ended up glued so well it was hard to operate. Luckily, I had a brand new switch so I put that one in and it works great.

I checked the battery and it only showed 6 volts so that is probably what was wrong with the wipers, not enough power. The charger is on, the car is on the lift, the 8 is underneath and I am tired and frustrated.

At this point I think the car needs two things, a new oil pressure switch that works and a new courtesy light switch. After that what I broke needs to be replaced, duct work and glove box.

3/12/2023 – Yesterday was interesting. When I tried to start the car to work on the overdrive, it did not start. I found problems at both relays, horn and starter. There was power at both but nothing coming out.

I found a connection issue on the horn relay. With the proper connection made the horn relay works fine now.

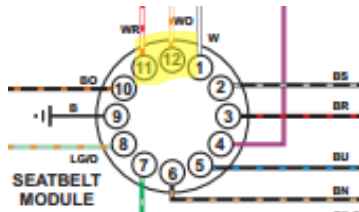
With that success, I now need to reconnect the under dash headlight wires messed up clearing the horn issue. Then I can move to the starter issue. The speedometer came out again to gain access to the wires to be reconnected and they were. The speedometer is also reinstalled.

3/14/2023 – I was more clear headed today so the issue with the starter was not really hard to find.

The two wires at the seatbelt module that were cut and spliced to bypass the module were W/R and W.

The correct wires spliced should have been W/R and W/O. The codes represent white and red and white and orange.

With that found and corrected the car starts and runs well using the original relays. There is now some discussion about the overdrive and backup light mess. More later.

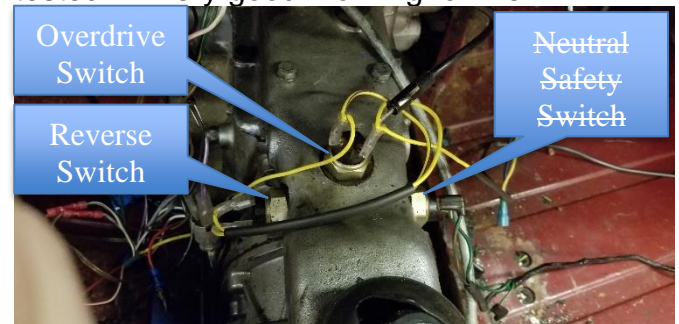


3/15/2023 – Truman gave me the go ahead to fix the overdrive and reverse lights wiring. I had it fixed by 11:A.M. this morning.

Seats, carpets, dash support, radio, tunnel all removed.



Wiring all re-routed and connected and tested. A very good morning for me.



The picture above is how the wiring was attached when the car got here. The fix was to disconnect the yellow wires from the left switch. The green wires on the right were moved to the reverse light switch on the left. That's it.

The only thing hanging on out there is

the tunnel which is in really bad shape. A new one is already on order.



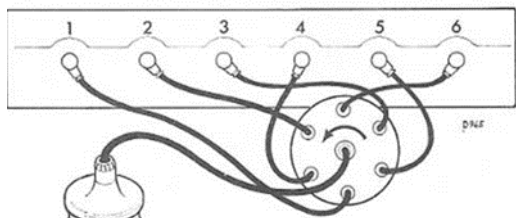
When the tunnel arrives and is installed, everything else can go back in and the car is ready to go home.

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JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

Ensure that the plug leads are attached to the sparking plugs as shown. Firing order is 1, 5, 3, 6, 2, 4, taken in anti-clockwise order, as viewed from the top of the rotor arm.



TR6 Soft Top Folding

To prevent window damage when top is down fold TR6 top as shown.



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

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



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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 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*



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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. Form not required for renewals but changes to information may be communicated using the form.

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

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

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

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

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

Andy Wilmes

Admiral Alignment

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