



Triumphant Times

Green Country Triumphs

Monthly Newsletter for November 2020

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

Have you paid your dues?

2020/21 DUES METER
100% PAID
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Club Dues Are Due July 1st
or before of each year to the
club Treasurer.

Green Country Triumphs, C/O Jan
Phillips

Next Club Meeting
Tuesday November 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Baxter's
Interurban
717 S Houston Ave
#100, Tulsa

Officers and Committees

Art Graves – President
Al Garbart– Vice President
John Phillips - Member at
Large
Jan Phillips – Treasurer
Trish Lindsey – Secretary
Kay Robinson - Activities
Art Graves – Car Shows
Jon Wood – Web Master
John Phillips – Newsletter,
Parts, Repairs, Appraisals,
Membership
topaztr6@gmail.com

From President Art Graves

November kinda snuck up on me. Even with all that's going on in the world, I – and the Triumph Club – have kept busy. Even though I was unable to attend all club activities, I understand that they were well attended.



I was able to make it out to the Guy Fawkes celebration at the Phillips'. Another fine Shepard's Pie and side dishes! You may have noticed that I did not drive my TR6 that evening, and for a good (at least to me) reason. The odometer was 20 miles short of rolling over to 00000 and I wanted a photo of that event. There was no way that would work at night so I saved that momentous occasion for the next day.

The next day happened to be the Veteran's Day parade in Ponca City. Central Oklahoma Vintage Triumph Club has been participating in that parade for a number of year and, being a member of that club as well, I decided to participate. Dennis Robinson and I drove to Ponca City Saturday morning and along the way my odometer rolled over. That makes over 400,000 miles on my TR6. Maybe I can make it to 500,000. The parade was very nice although attendance was understandable down.

Speaking of Dennis, he will be officiating the November meeting because I will be on a road trip (in the TR6 of course) to Big Bend National Park in Texas. More on that next month. Each club member should have received a copy of the club constitution and by-laws, annotated with my proposed changes. In short, I am proposing a change to the club meeting order of business. That change will be voted on at the November meeting.

Cheers,
Art

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

From Vice President

Al Garbart

Wedgwood

At the top is me in the USAF in 1969. The bottom picture is of Janice and I at Donna's Halloween party.

Thanks to Donna and Rob for hosting, we all had a great time. Not much change. Ha! I tried to get back into the flight suit to no avail. (I weighed about 140 back then).

Happy Veterans day to all.

We had a great turnout for the Guy Fawkes party at Jan and John's house. During the discussion Art brought up going to Ponca City on Saturday for the Veterans Day Parade. Denny and Art were going to represent our club.

This month's meeting will be at Baxter's Interurban. Art and I will both be out of town this month. Denny has agreed to conduct the meeting.

Al

Secretary's Minutes of the Last Meeting by Trish Lindsey

Art called the October meeting of the Green Country Triumph club to order at 7:15 PM.



The meeting was held at Andolini's in Jenks. Ten members were present.

Minutes were approved as read in the newsletter. John gave the treasurers report. The report was approved by the members present.

CAR SHOWS: Art reported on car shows coming up. The red River Shoot Out is in Sherman, Texas this weekend. It is called a gathering, not a Car Show.

The VTR National Convention is in Edmond, OK next September. It has a Route 66 theme. GCT will remain responsible for the activities previously agreed to for the regional.

Triumphfest is in October of 2021 in Flagstaff, AZ. There are no regionals scheduled for this area next year.

CAR PARTS: John talked about rebuilding Sam's TR3 after he gets the overdrive in Jim's TR4A. John and Jim have a steak dinner wagered on whether the overdrive will go in his TR4A without modification. Jim made a wind wing window for John's Triumph. John has a starter that Art might be able to use.

ACTIVITIES: Friday, Oct. 30, there is a Halloween party at Rob and Donna's. Friday, Nov. 6, there is a Guy Fawkes Celebration at John and Jan's. Friday, Dec. 5 there is a Christmas party at Mark Forsberg's home.

OLD BUSINESS: Still planning to clean Sam's garage for him. He had his foot amputated and is waiting to go to rehab. Sam seems in good spirits. The club banner was found at Sam's garage.

NEW BUSINESS: Art wants to change the order of business in the club bylaws. He wishes to add a greeting and introduction of guests to the agenda. Art will send out a proposed change to the members to review for a vote at the next months meeting. Art suggested we put our bylaws and constitution on our web site after updates are incorporated.

Next meeting will be Nov. 17, at Baxter's.

Motion for adjournment was made and carried at 7:58 PM

Trish Lindsey, Secretary.

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

2020 Scheduled Club Activities

WHEN	WHAT	WHO
December	Christmas Party	Mark Forsberg

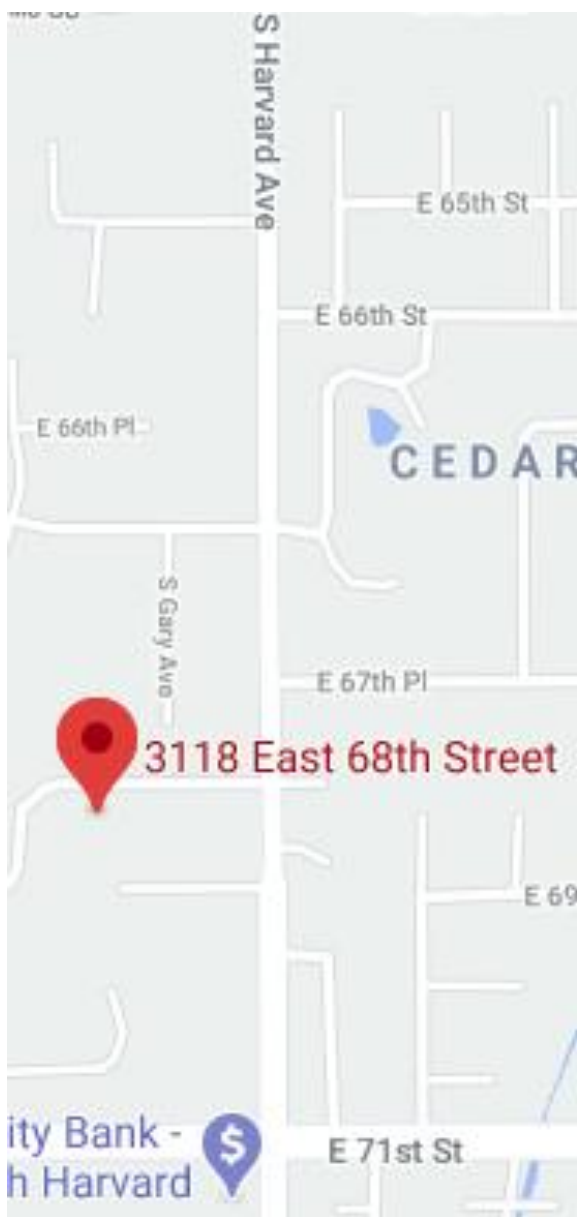
Annual Christmas Party

**December 5th, 6 P.M.
Home of Mark Forsberg
3118 E. 68th Street Tulsa,
OK 74136**



Upcoming 2021 Car Shows?

WHEN	WHAT	WHERE
SEPT 14-18	VTR NATIONAL CONVENTION	EDMOND
OCT 14-16	TRIUMPHEST	FLAGSTAFF, AZ



Meet Mark Forsberg

There's a "new" 1973 Spitfire in the Green Country Triumph Club, along with its 1953 owner. One is in better shape than the other. John Phillips resuscitated the car but could only shake his head when it came to the owner.

I found the club on line when I was looking for a recommendation for a mechanic to work on the Spitfire, which had traveled from Denver to Carson City Nevada, to Reno to Tulsa, all without ever burning a drop of gas. John's name was on the club website as the proprietor of the Greasy Hands Garage, so I called him, and he graciously took in a couple of strangers (me and the car) and said he'd check the Spitfire out. Of course, I had to pony up my dues and recite the club oath first. Little did John know what he was getting into.

I gave him the history. The Spitfire was purchased by my dad when my sister and I both finished high school in Denver and he was sure his new car wouldn't be endangered by teenage drivers. After years of driving station wagons, a Hillman Minx and Chevy Corvairs (dangerous at any speed, I can attest), the Spitfire was his reward for getting us off to college and out of his hair. He drove the car until he lost interest in climbing in and out of it, and it was passed between me and my sister for a few years, finally ending up with me. All the while, it was not receiving the care it needed.

In 1990, I was the assistant sports editor at the Rocky Mountain News in Denver when I got a job as a law clerk to a judge in Reno. I was off on a big adventure and decided to leave the car with my dad. This is when things were starting to go much better for me, but much worse for the Spitfire. I towed it behind a loaded U-Haul truck over to my dad's house and realized when I got there that it had been in gear. It was only a few miles, but it was smoking hot. I left it there and headed off to Nevada, knowing the

engine was ruined. What else could I do? I had to get on the road. A few years later I trucked it to Carson City, where I was living. My wife Nicole, a native of these parts, had the engine rebuilt somewhere along the way as a gift to me, but other things went wrong and I gave up. Over the seasons, birds built nests in the wheel wells and squirrels stored nuts in the trunk. The tires rotted. Parts fell off and were stored with the nuts. Still, when my family and I moved to Tulsa in 2015, the Spitfire was loaded up and made the trip. It was tenderly parked in the driveway under a tarp and forgotten, really, until last spring, when my sons (Gabe, a sophomore at OSU, and Luke, a senior at Bishop Kelley) badgered me into trying to get it running. We tried unsuccessfully on our own, then went on a search for help that led me to John.

You may have read in these pages about how hard it was to bring the Spitfire back from the dead. John chronicled – with the skill of Hemingway -- the dozens of parts that were replaced from top (literally) to bottom (some stuff there, too) and everything in between. The challenges and frustrations that were overcome would fill a book. John and I spent hours scratching our heads and cussing and getting to know the car and each other. After three months (maybe more) in intensive care, the Spitfire was started up and is back on the road. It was a big thrill for me to drive away, and a big relief for John to see those Spitfire taillights fading into the distance.

There is still work to be done, but I figure there always will be. Along the way I've met two great people in John and Jan and learned a lot about British cars and Oklahoma hospitality. I haven't made it to a club meeting or event yet, but I hope to meet all of you who share the fun and frustration of owning a Triumph. That might be at [the club Christmas party, which, as it happens, will be at my house on December 5.](#) BBQ will be provided by the club. BYOB. I'm looking forward to it.

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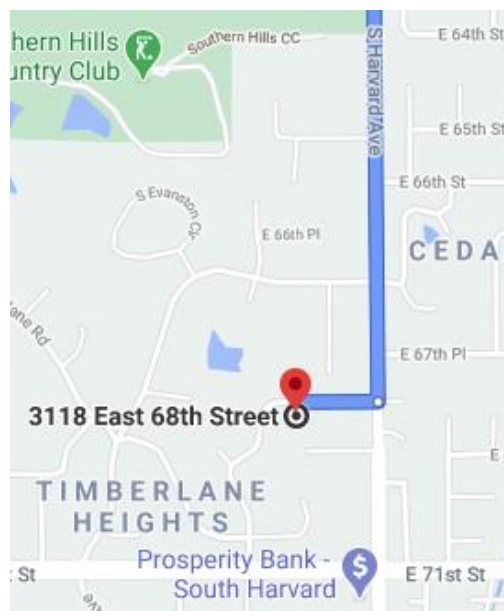


GREEN COUNTRY TRIUMPHS
Cordially Invites You to Our

ANNUAL CHRISTMAS PARTY

December 5th
At 6:P. M.

3118 E. 68th Street
Tulsa, OK 74136



*Barbecue and baked beans will be available. Desserts, salads and your beverage of choice are appropriate if you wish to bring something.
If you wish to participate in the dirty Santa gift exchange, bring a gift.*

Please R.S.V.P. by December 2nd to
Mark Forsberg at
forsbergmark@sbcglobal.net or
775 771-2525



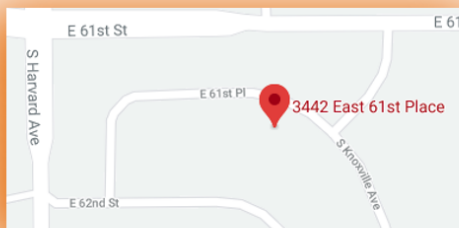
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From Donna Thompson.

Rob and I are going to host a Halloween party for the Triumph Club on Friday, Oct. 30. Start time 6 P.M.

FYI: Costumes are STRONGLY encouraged. :))

3442 E. 61st Place, Tulsa



Thanks
Donna, nice
party

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BOO



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PARTICIPANTS ATTENDING THIS YEAR'S VERSION OF GUY FAWKES DAY ENJOYED THE TRADITIONAL MEAL FOR THIS HOLIDAY ALONG WITH THE

USUAL INTERESTING CONVERSATIONS. ATTENDANCE WAS LIGHT OF COURSE DUE TO THE VIRUS BUT THE EVENING WAS STILL ENJOYABLE. THANKS FOR JOINING US.

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One nice, last day in October, Carol and Glenn enjoy a drive.



So, it begins.

Sam has requested assistance with some of his projects.

1. Clean out his garage
2. Arrange the contents of the garage
3. Move the TR3 to GHGN
4. Move all TR3 parts to GHGN
5. Reassemble the TR3 at GHGN

Art and I met with Sam last week to work on a plan for the above. Work in progress at GHGN needed to be completed before starting on Sam's projects. That would be putting a working Overdrive Transmission in Jim Lindsey's TR4A.

At this point Jim has a working overdrive but is waiting on gaskets and seals to make it ready for installation. While waiting on parts, Art and I took a baby step towards assisting Sam.

One bulky item in Sam's garage was a bed that Jan had given to Sam. She said just put it in the shed behind the shop, so today Art and I met at Sam's and loaded the bed on my truck for transport to GHGN.

After resolving some other issues not worth mentioning I headed home to unload the bed. Step one is in progress but far from done. Thanks Art.

11/8/2020 – Start/Stop. After the first load, circumstances slowed the activities at Sam's garage to a temporary halt.

Jim's transmission conversion is taking much longer than anticipated. There are some health issues as well as transmission mount issues at the rear.

Moving Sam's car to the shop will happen when Jim's car has a new overdrive.



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Greasy Hands Garage North Update by John Phillips Continued from last month:

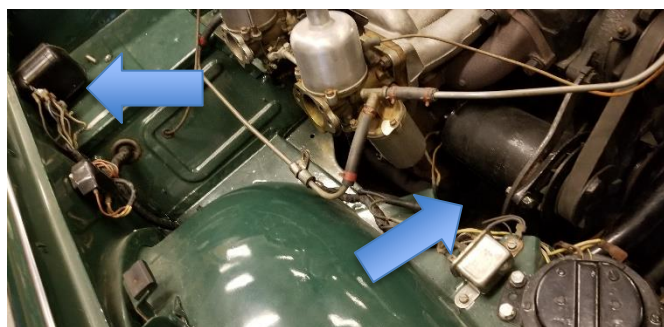
9/11/2020 – On this date in 2001 I was sitting in the living room stuffing goody bags in preparation for the 6-Pack Trials hosted by GCT at the state lodge on Fort Gibson Lake and watching the destruction of the twin towers on TV. It was one of the great low points of my life along with the exploding of the space shuttle, which I helped build.

Jim asked if I greased the cable for the wipers and I assured him I did so he did not take it back apart. He was busy elsewhere

today so time was spent in the shop on those projects for which parts were available.

The gaskets for the tail lights were installed as Jim wanted and the lights were reinstalled in the rear wings. One request was to make the housings water resistant by applying plumber's putty between the housing and the wings.

The generator was back from Shorty's Auto Electric so focus was on reinstalling that little gem next. Of course, the generator is heavy and the mounting bolts are not easy to get to so the forearms took a little bit of a beating. The body brace in front of the crank pulley is also not in an ideal place for making belt installation easy. The design engineers seemed to be on the right track during design



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but ease of service may not have been one of their goals.

Jim also wanted the wires from the regulator to the generator verified as being connected to the correct terminals of the regulator. I checked; they were properly attached.

Installation of the new two piece tranny tunnel was next but there was some question about which tunnel seals to use. It seems Jim has misplaced a lot of parts and they do not resurface until a replacement part has been received. The confusion is related to deciding who will take the unwanted parts back. I am sure Jim will let me know, sometime, what is next on the list.

He offered to delegate paint stripping from the hood bows but depriving him of that intimate part of the restoration just did not seem like the thing to do here. I just said "Not a chance."

9/12/2020 – Jim has assigned me no tasks related to re-assembly of his TR4A so I took on a job that has needed completion for a long time. The East workbench has been a catchall for spare parts, used parts and what

becomes trash when the sorting finally happens.

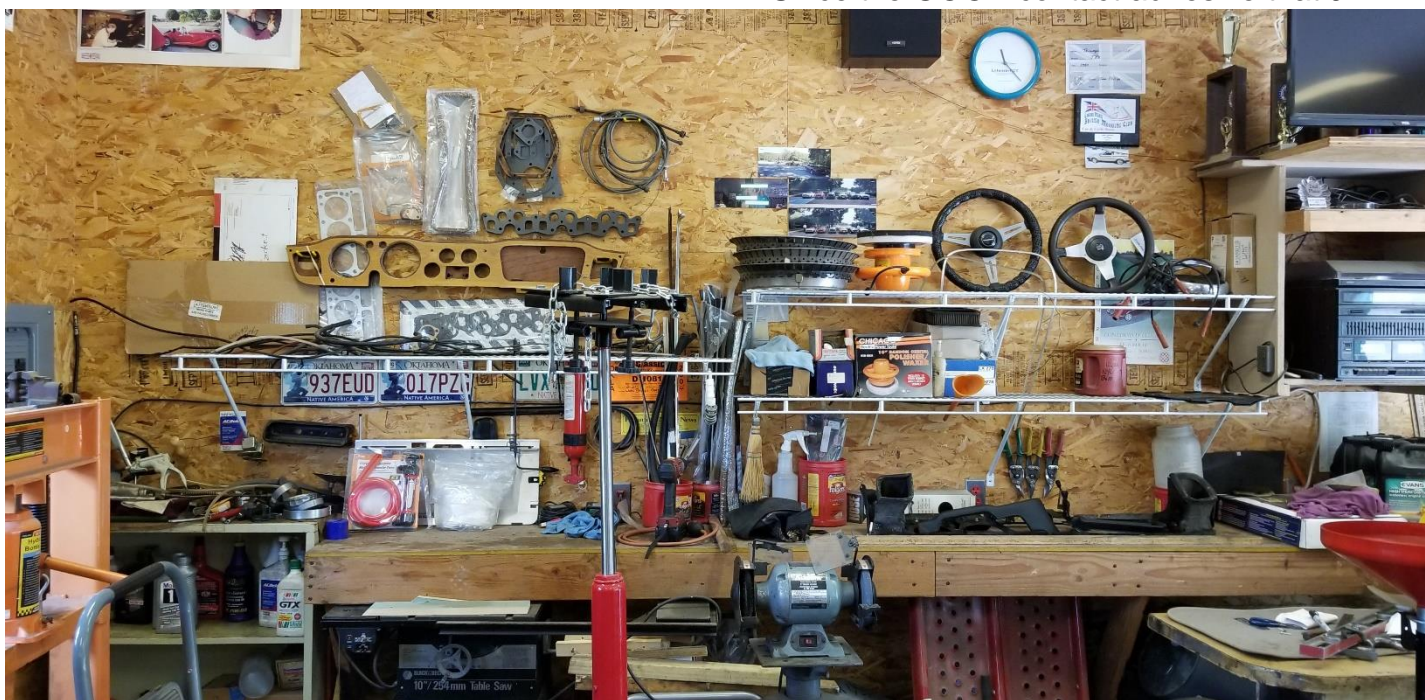
There was some left over shelving material in the front bedroom that originally held Jan's plants in the winter. I needed the hardware which is the most expensive part but I decided to use it anyway.

It took quite a while to get the shelves up looking level and ready to be loaded. Stuff got sorted and better organized so now I can actually see and know what is there.

It still looks messy but I know what is there and how to find it. There is actually some pretty neat stuff there. Rebuilt carbs, a new fuel pump, lots of intake/exhaust gaskets, two sets of new wiper blades on bright metal arms, door window seals, hood (top) hardware, etc. There is a head gasket, a couple of sump gaskets, valve cover gaskets, seat plenums, tubes, cables, three wood dashes, windshield caps, etc. Very glad that I did it but, never again.

Note! There is one TR4 wood dash refinished by Jim Lindsey that is beautiful. It should bring a nice donation to the club.

9/13/2020 – Today was tunnel day. Since the GOOP contact adhesive that Jim



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stipulated has to dry at least a day but preferably 72 hours to fully

cure, the seals were glued to the tunnel, clamped in place and allowed to dry.

The only other task accomplished was removal of the tonneau cover snaps from the door tops. Jim requested replacement using metal in lieu of plastic snaps.

9/14/2020 – The new snaps are on the passenger door but will be installed later on the driver's door. I got irritated with my new rivet insert tool today. It absolutely will not work on snaps. I reverted to the old tool to get them installed on the door.

The correct size fitting for setting the small rivets is too large in diameter to fit into the portion of the snap where the rivet is installed. I guess when I have nothing better to do, I will try to grind the fitting to a diameter that works on snaps.

Yesterday I visited Harbor Freight to pick up some new hole punches. My old ones that you hit with a hammer to drive through whatever you want a hole in are worn to the point they do not cut a clean hole.

The new ones are chucked up in a drill and cut by the circular motion of the punch. So far this has resulted in a much more precise hole and it is easier than holding a punch and hitting it with a hammer.

The new punch was used to cut bolt holes in the seal under the tunnel. So far so good, now to install the tunnel.

Jim requested that a strip of dum-dum be applied under the seal to seal any

remaining gaps. Ok, that was done but there was difficulty installing the tunnel at the firewall, as usual.

I spent quite a while on the installation but the holes did not line up with the nuts on the firewall. Tomorrow the tunnel will be removed and I will try again.

9/15/20 – Things worked out a little better today. Only one bolt would not go in properly so Jim and I will work on that when the car is in the air and we can reach that area to work out the problem.

Since this is meeting night, I am looking at the temperature (83) and wondering if Jan will ride to the meeting in either Triumph. Maybe if I put the top up and turn on the air in Tinkerbelle, I can talk her into it.

Of course, if we end up bringing Frank and Louise the Forester will be the vehicle of choice.

9/17/2020 – Interesting day. At the meeting on Tuesday, Jim asked me to go with him to see three Triumphs that were for sale. Today we did that. Turned out to be two TR6 parts cars.

The sheet metal looks terrible to me. There was a 76 and a 74 TR6. Nothing of much interest until you realize that both of them have an overdrive transmission. The engine "Ran when parked" in the 76. Probably a really long time ago.

The gauges appeared salvageable along with a few other items but everything will most likely need a rebuild. We shall see.

Jim and I visited about the value of the cars and we settled on a number. Of course, the goal is to get an overdrive working in Jim's TR4A at no cost by selling parts off the cars. At this point Jim has not purchased the cars so this is all conjecture.

If he does, we talked about stripping the running gear and other reusable parts out and taking the old bodies to recycle. Not the first time this has been done here. We did



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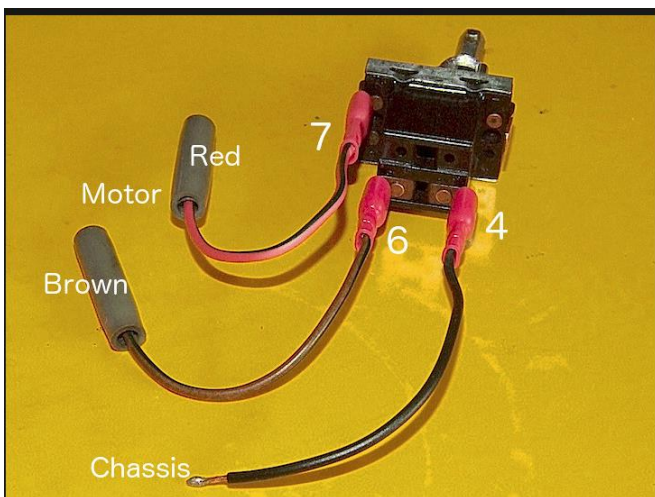
that on an old parts car that Paul bought over a decade ago.

9/18/202 – Al's lake drive is tomorrow so I thought that was a good excuse to clean the cars. I said cars because since Jim's car is in the shop to be finished, I lent him my TR6 for the drive.

Tinkerbelle was washed yesterday, Pumkin today. I checked the transmission oil in the Pumkin and even though it was not very low I topped it off and over filled it so I made a mess. The tires were checked and also topped off at 28 PSI.

I shook the wheels looking for loose bearings but they were fine. A quick vacuum and ready to go. The high temp tomorrow is supposed to be 80 will lots of sun and a light breeze. How could you ask for a better drive on a curvy road around a lake in a TR.? Looking forward to it. I hope it is a save drive for all.

9/21/2020 – It is Monday and I was back in the shop for a while. The wiper switch was not familiar to me so an internet search was made to figure out how the 3 wires connected to the switch. Fortunately, I did find



a helpful picture showing where each wire connected.

The first example I found used the #1 lug for the black (Ground) wire. The switch on Jim's 4A had a switch with the #1 lug broken

off. The second example did not even use the #1 lug so I am working with that example to save the existing switch which should work just fine.

The wipers are way away from being road worthy but we are working on the problems. The biggest problem is just ignorance. As with the Spitfire, the systems on the 4A are not something with which I am familiar.

Update 11/8/2020 – Jim bought a new switch. Wiring is black to post #1, the Red / Light Green to the post marked as #3 & 4, the Brown / Light Green to the post marked #5 & 6. Works great.

9/24/2020 – The wiper motor is ready to install as soon as we can find the screws for the top. The new plan is to get the steering back in the car so it can be driven home for temporary storage.

Jim purchased the two cars containing the overdrive transmissions so one of those will be removed and after being checked out, installed in the 4A when it comes back to the shop. Yes, an overdrive is worth the effort. Surely one of the two will be good enough to go forward with the upgrade.

Jim is going to end up with a lot of spare parts that will be made available to members at some point so if you need something let him or me know.

Snapes were installed in the floor of the 4A to secure the carpets. Jim wanted them higher to make the snapping process easier. I agree it is a good idea.

The scope was to remove the existing snaps and raise them enough to get the snaps through what ever carpet underlayment is used. The method selected by Jim was to use two washers under each of 4 snaps on each side of the car. The process used was to cut pieces of steel fuel line .25" long and use them as spacers under the snaps. It worked well and it gives a little more clearance than the washers would have.

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9/25/2020 – I arrived at Charlie Brown's shop about 2 p.m. to assist with installation of

Master Cylinder Bench Bleeder Kit



a new brake master cylinder. I took my bench bleed kit to make sure the cylinder was ready for installation and it proved very useful.

This is the same kit used on Sharon Parker's TR6 a couple of days ago. Or maybe it was about 15 years ago, I don't remember. She donated it to the shop at that time.

We wasted no time in getting the old one off and the new one back on. We had to fiddle with the fluid pipe reattachment as is typical but we did not cross thread the darned thing.

Charlie's new 4 post lift was not helpful in the process of bleeding the brakes. The lift is very nice but so new all of the support equipment, such as a bottle jack, have not been supplied yet.

We took the car off the lift and jacked it up to get the back wheels off to access the

bleeder valves. The bleeding process went about as expected and the brakes were pronounced much better than before. I'll take that.

So, I got back on the road and headed for the gas station to replace all the fuel used on the lake trip. On the way I remembered that the bench bleed kit was still at Charlie's. Guess I will get it later. I will need it for Doug's master cylinder as well so I will fetch it before then.

I am back at the house working on the newsletter and it is 4:10 p.m. so the whole process was less than 2 hours. Not bad for me.

No progress on Jim's TR4A today.

9/27/2020 – Jim was here today and thought the solder job on the wiper parking brake lid needed his attention so we took the wiper back out. The goal today was to get the wipers working.

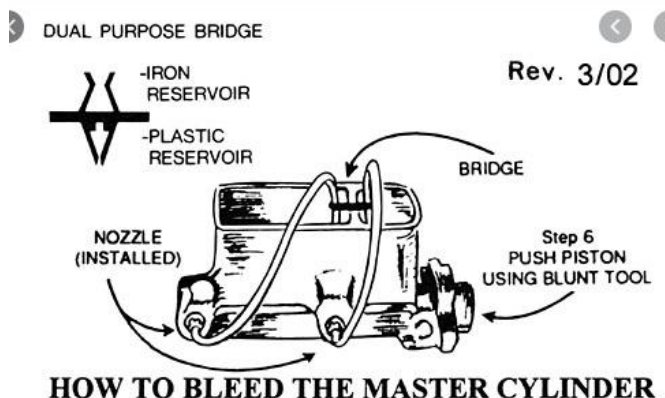


After Jim switched to working on the dash preparation, I went to work on the wiring



so the wipers would have some power.

The ignition switch was not wired properly so it was removed and a new one put in its place. It took a little while to clean the old one enough to see the numbers that were then transferred to the new one. With the numbers in place the wiring diagram was



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checked to see which colors went on each number. When properly connected power was on at the wiper motor.

The ignition was turned to the run position and the wiper switch activated. The wipers turned slowly on the first notch, faster on the second notch just as required. The only problem was the parking switch.

Power is provided to the parking switch when the wiper switch is turned off. This provides power to the wipers to get them to sit on the bottom of the windshield. The power goes off when the proper position is reached, or it is supposed to, which it does not. That is first job tomorrow, fix the parking switch.

Second job is to reinstall the demister vents and connect them to the heater. By then Jim should be ready to reinstall the dash and steering column, then dash gauges, switches, cables, etc. and then he can drive it home.

We will then go pick up one the cars he purchased and bring it home for disassembly. Then we will check the transmission to see if it is working and if so, schedule installation into his 4A.

9/30/2020 – Jim has the dash facia, steering column tube and switches back in the car from yesterday so today I connected the switches from to column and the ignition and wipers. The gauges below in the dash support are not installed yet and won't be until



the new overdrive transmission is put in place.

Some work was also done on the wood facia as well. All of those gauges are installed except for the tach and speedometer. The

wood facia houses the oil pressure gauge so it is essential for driving the car or there would be oil everywhere.

10/2/2020 – Jim is still working on the steering but feels he is getting close to figuring out the problem. It has to do with clocking of the steering shaft.

Today all of the lights were trouble shot to get them working. When I started only one tag light and one front parking light were working.

After cleaning all connections, replacing bulbs, fixing issues related to past work done, etc., I had progressed to the point that everything was working but the brake lights and dash lights remained to be worked on.

The brake lights were a real issue and took lots of time but in the end, they were working, but most of the other lights were again not working. The time to quit arrived before the problem was found so tomorrow the hunt will continue. We will also replace some boots on the tie rod ends and change the oil. Should be an easy day.

10/3/2020 – The day started well. I touched a few things and all the lights started to work, including the dash lights. Now for the oil change and tie rod ends. Waiting on Jim.

While waiting on Jim I got to fiddling with the remaining work on the steering column. Jim wanted to complete this work himself but my intent was to just get started while I was waiting for him to arrive.

Well, it turned out that he did not show up so the job is finished without his input. Hope he is ok with that. Now I am headed back to the shop to see what else I can get done while I wait for him. (1 P.M.)

I stayed with the steering and set the steering wheel position just inboard enough to make sure the hub of the wheel did not touch the horn ring. When they are not properly installed the horn ring can be broken and replacement is hard and expensive.

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After that the horn brush, horn button retainer and horn button were installed. Looks very nice. The speedometer was next making



sure the ground wire was properly attached. The cable was attached as well.

The tach and speedometer location are reversed on a TR4A as compared to a TR6. Kind of hard to get your mind to see that as normal.

The turn signal indicator light and ignition light between and above the tach and speedometer do not fit with the wood dash in place. The only option that I see is get different parts or drill the holes larger so the bezels will sit against the metal. The parts do not have enough threads to reach through the metal/wood dash.

Still no Jim so next I tried to get the horn to work. Power to the horn relay but no



honk. Shorting around the relay and we get honk. Bad relay. Let Jim know he needs one.

Still no Jim so I guess he was not feeling well and took the day off. It is ok, I got a lot done anyway.

Jim showed up after 2 P.M. and we worked another 4 hours, he left at 6. The only

thing left to do tomorrow is trouble shoot the nonfunctioning oil pressure gauge. The speedometer will have to come out and the wood fascia will have to be lowered to get access to the back of the oil pressure gauge so we can figure out what is wrong and fix it.

When that is done, he is going to drive it home to make room for one of the cars he purchased for the overdrive transmission.

While driving the car from one side of the shop to the other to get it on the lift, the water valve for the heater failed and started leaking coolant on the floor. With the valve closed the leak was less severe but it was still leaking. Add a new valve to the parts list.

10/4/2020 – Turns out the oil line was fine but the gauge was not. Jim worked on it and got it working. While he did that, I reinstalled the seat track and seat.

He worked on the slave cylinder while I put the gauges back in. At the end of the day he drove the car back to his house.



Tomorrow we will pick up the trailer and go get the parts car with the overdrive transmission and bring it to the shop. The body will be removed and hauled away. The chassis will be kept after the engine, transmission and differential are removed to pass on to someone else assuming it is worth keeping. If not, it also will be hauled off.

10/5/2020 – This was the day to retrieve the 2 parts cars containing the overdrive transmissions. These cars are in terrible shape including one wheel that did not roll and only two tires that held some air.

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We picked up the trailer from Karl's house this morning and drove to the 11th and Memorial area to pick up the first car.

We had no winch so we coupled 4



come-a-longs together to reach from the tongue of the trailer to the car and started pumping the handles to slowly pull the car up on the trailer. There was a point when



reached that the come-a-longs would have to be switched to maximize their pulling ability and



range. Not an easy task.

The 1st car was secured to the trailer and an abundance of spare parts were loaded in the bed of the truck. If you see something you want call Jim.

It was lunch time when we left for the next stop which was a burger joint at Mingo and Pine street. Pretty good burger.

Then on to the home of a friend of Jim's that had a place for the blue car to rest until we were ready for disassembly.

The blue car was unloaded by tying it to a tree and driving out from under it. The process was sound but Jim

got into some soft dirt and got stuck. His friend got on his Bobcat machine and pulled Jim out.

Then we headed back to Tulsa for the red car. The same process was used and it did not take as long this time. Thankfully there were fewer parts but they were bigger; bonnet, boot lid, aftermarket top, wing, etc. which all went in the bed of the pickup.

With the car strapped to the trailer we headed for the shop.

Exhausted as we were, we parked the trailer/red car beside the shop, unloaded my stuff from the truck

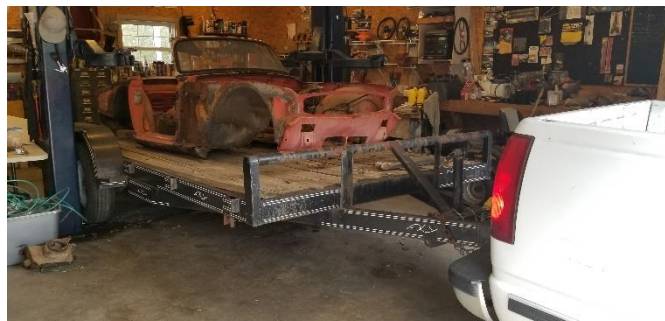
and agreed to meet on Wednesday to start on the red car.

Have to get the tranny out to see if it is



any good. Hope so. Check out the pictures.

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10/7/2020 – Today teardown of the red 74 began in earnest. It started with the use of a leaf blower to get some of the stuff out of the tub and boot. After that it was sorting trash from parts. Then disassembly of the parts that were to be kept began and proceeded until



about 5 P.M.

Along with that process was removal of body bolts and separation of chassis related



Nick was here to help today, that is Jim's son. At the end of the day it appears that most of the trash has been managed and the body is ready to lift from the chassis. There may be a hose here or a wire there that needs to be severed during the lift but we will deal with that if it happens.

The last photo on page 14 shows the current state of the project. We expect a lot from tomorrow's work.

10/8/2020 – The goal today was to get the body off the chassis, removed the transmission, test the transmission to see what was next.

Naturally it all took longer than we thought it would but everything got done except for testing the transmission. We worked with it long enough to hear the



components from body related components.

solenoid click several times but the over drive never engaged.

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At this point Jim said he was done for the day which suited me just fine. We have much more to do tomorrow, like move the chassis/engine/dif to somewhere, move the body shell to somewhere, check out the transmission to see if it is usable/repairable or is dumpster fodder. It had some metal stuck to the magnetic plug and it has a ticking sound

like to tooth may be missing somewhere. Not too hopeful at this moment. More pictures.

The attach points for the lifting chains were the seat belt attach points upper wheel arches and in the front the bolt holes for the hood or bonnet. Four bolts in total. Easy lift.

We did have to cut the parking brake cables during the lift. We heard a couple of other things snap but we



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paid no attention.

We found that the carbs had to come off to clear a body segment near the firewall. The list of disconnects was lengthy so I will not list each one but it did take several hours of work.

Of course, the goal of this whole exercise is to end up with a wonderful overdrive transmission, hopefully two. Still hoping.

10/9/2020 – This morning I removed the differential from the chassis of the red car, then the heater. Jim arrived and we pushed the chassis to the side of the shop. The trailer was then backed under the body which was lowered onto the trailer. Jim then transported the body to the same location as the blue car.

I am very glad to see this junker out of the shop. It served its purpose by leaving the overdrive transmission on my workbench.

Now if we can just get one of them working. Of course, if this one does not work out then we have to get the one out of the blue car. More work.

One problem is the trailer really does not fit well between the lift posts. The original plan was to drop the body on some roll around

dollies but we tried to bypass that step. We avoided damage but it was scary for a while.

Later in the day I went to Jim's house to help install the bonnet (hood) on the TR4A. He is now ready to head to Pawnee. Another thing he had to do was install a water valve from the TR6 parts car on the 4A. The original valve had sprung a leak.

I talked to Jack last night and he is coming to look at the TR6 chassis to see if he is interested in it.

10/12/2020 – Jack did look at the chassis and is doing a little more research before making a decision.

Today Jim and I checked out the overdrive transmission from the red car. We took the cover off and the internals look brand new. The filters were removed and cleaned prior to testing. They will be replaced before the transmission is installed in the 4A.

We put in two quarts of oil and cleaned the shifter. With the cover back on and the shifter in place we tested the tranny using a big drill motor to spin it up.

After a little fiddling and changing of gears we ended up in 3rd gear and finally felt the pull on the motor when the overdrive kicked in. More next month.

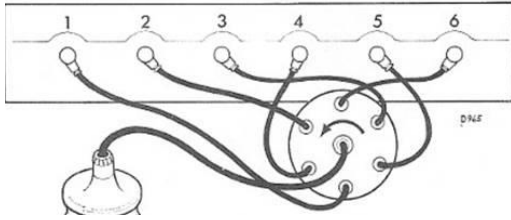


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JOHN'S QUICK TIPS

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.



2. Fold top forward without folding back



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



2

JOHN'S QUICK TIPS

Starting Page



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'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

Assorted TR3 & TR4 parts
Contact: Larry*
cartravel@pobox.com

LESSONS LEARNED

- When using an electronic ignition system byp the **ballast resistor** is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag the plugs.
- 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.

Spark plugs for TR6 – NGK BP6ES
Spark plugs for TR8 – Champion RN12YC

GCT Merchandise

SEE NEXT TO LAST PAGE

Classified Section

be purchased for \$15, 000. Call him at (918) 625-6798

Sam is selling his truck and

trailer. He no longer needs them and says they are in great shape. The truck is an early 99 model with all the bells and whistles and a diesel engine. The truck and trailer can



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These are pictures of the inside of Sam's (enclosed) trailer. The trailer appears to be in good shape except for the fabric cover. Fortunately, Sam has another cover so the one shown will not be a problem.

The trailer has been used for a TR6 and a Jaguar XJ and appears large enough to accommodate about any vehicle that you might wish. Also note the winch system in the front.

We also started the truck and let the diesel run for a while and it sounded great.



DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

Mark 1 & 2 Spitfire Parts 1964 & 1966

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

deugenerobinson@icloud.com

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



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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 Logos

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, Tunes, 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 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.**