



Triumphant Times

Green Country Triumphs

Monthly Newsletter for November 2021

Recipient VTR Newsletter Award 2016, 2018, 2021

<http://greencountrytriumphs.org>

Next Club Meeting

Tuesday November 16th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Emersumnice Brewery
102 South Main Street
Suite E, Owasso, OK
918-330-3973

Officers and Committees

Al Garbart – President
Matthew Karibian– Vice President
Art Graves - 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

**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**

MEMBERSHIP DUES STATUS



■ PAID ■ UNPAID ■ EXEMPT ■

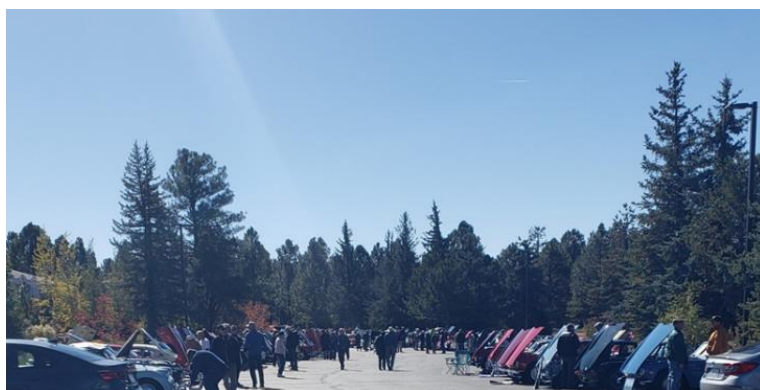
From President Al Garbart

Wedgeword November



Janice and I took a 4,008 mile trip west in the Ford. Some of the highlights were a pass through the painted desert/petrified forest national park, Grand Canyon national park, white sands national park and meteor crater. We also visited Janice's sister in Sedona, AZ spent time in Phoenix AZ. From there we went west to Las Vegas, NV to see our niece and her husband. On the way back (not really on the way) we stopped of in Las Cruces, NM and took another niece out to dinner.

I have never been to Triumphfest, but since it was in Flagstaff, we had to see the cars and talk to people we rarely get to come to our shows. I was proud to see nine wedges in attendance. Jim TenCate was helping someone with a loose ignition on a TR7. Since this is the same problem I experience on my TR7 and Range Rover with the same ignition, I showed him a little and easy trick to fix the situation.



Some of the cars at Triumphfest

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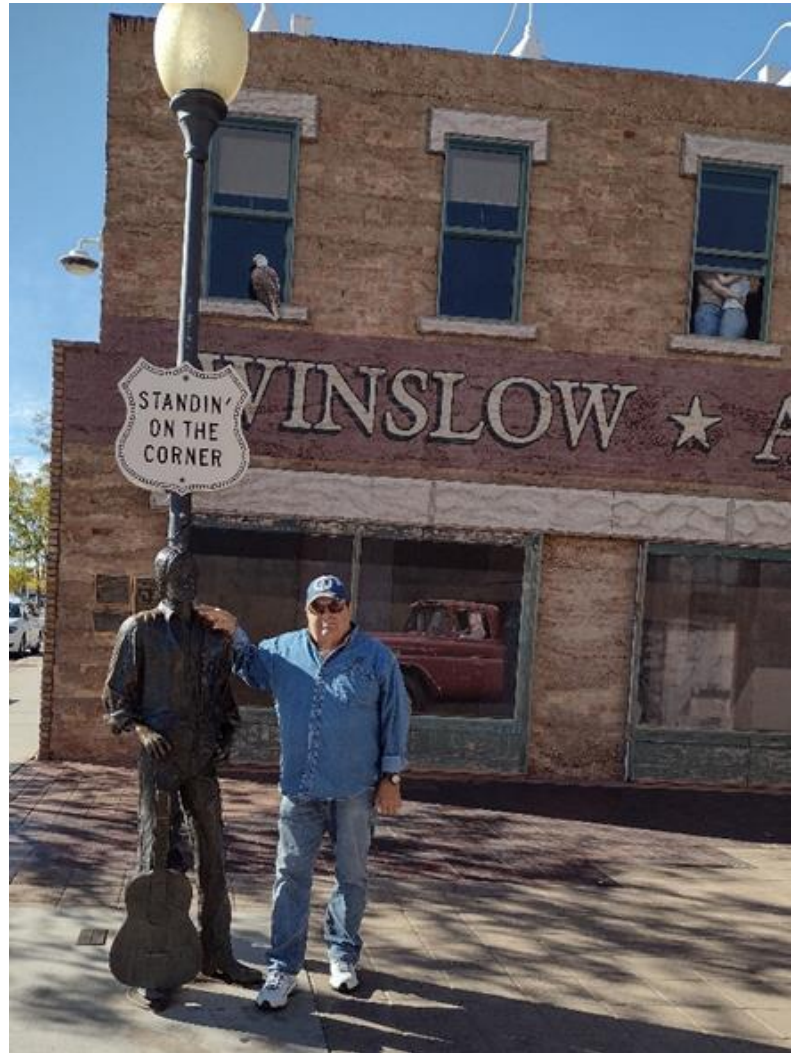


Art Graves's TR6 as seen at Triumphfest

I spoke with several people at the



show sporting new style fire extinguishers. Element E 50 is the one shown and about the size of a highway flair. It will work for 50 seconds with no residue. Yes, I ordered



Finally, a trip west wouldn't be complete without a picture in Winslow AZ. Notice the eagle in the window and the girl in the ford. I of course was with MY girl.

I hope to see you all at the next meeting.

AI

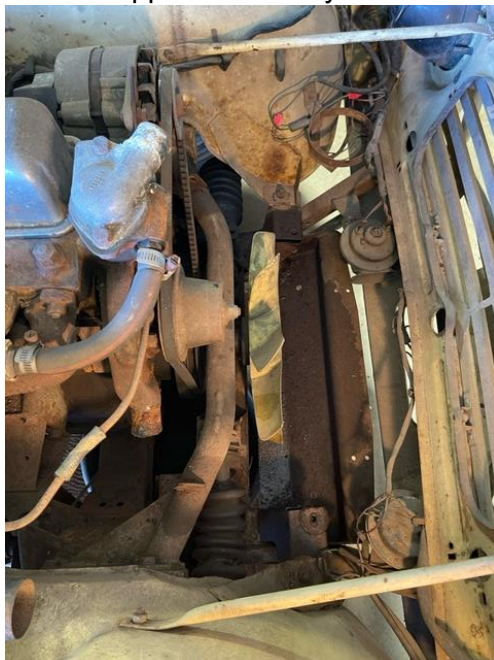
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From Vice President Matthew Karibian

Well, after two weekends of working on the entrance to my ranch, lots of hard sanding and cleaning, then painting!! My entrance looks bright, shiny, and new!



With that completed, today (11/7) I have gotten back working on the TR250 (and a little on the MG)! I had already pulled the plugs and sprayed penetrate in the cylinders several weeks ago. I also sprayed it on the nuts and bolts for the radiator and brackets. I stopped at O'Reilly's in Bristol this morning and picked up crankcase oil and tranny/rear end oil, per information John shared with me. I will have to order an oil filter



though. I have not purchased a battery yet, as guidance from several have been, just try to turn it over first.



I want to manually turn the crank over before throwing a battery onto it. With that, there was no space to get a large wrench in front of the crank, due to the radiator. So, I pulled the radiator out. Everything was corroded and to my surprise, there was about 2 pints of fluid still in the bottom of the hose and radiator, so pulling it will make no difference on trying to turn it over dry.



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Other fluids in the vehicle: crankcase oil is dark, but looks clean; there is oil in both carbs, but the linkages look frozen, so they got sprayed with penetrant. I did not try and check the trans or the rear end. I will need help on trying to get fuel to the carbs, if a dry run is tried, as I do not want to attempt pulling anything through the fuel lines into the carbs. No fluid in the brake reservoir and forgot to check the clutch reservoir.

I may put it up on jack stands, so I may roll under her (Jasmine) and check the underbody, but I have not yet done this. Several pics included.

I am cautiously excited, but know there is a loooooong road ahead! Thank you for all the support, advise, and help!

Sincerely, Matthew

P.S.: My MG Midget has a frozen hood cable pull, but I was able to get the hood open today! The engine compartment looked surprisingly better than the TR250. We shall see, as I need to get more space cleaned for the Midget to be worked.

Secretary's Minutes of the Last Meeting by Trish Lindsey

October 19, 2021 Triumph meeting was held at Baxter's Restaurant in Tulsa. Thirteen members were present.

John called the meeting to order at 6:57 as President Al was absent. Treasurer's report was accepted as read. Secretary report was accepted as printed in newsletter. Parts: John reported nothing going on. Matt reported that Moss has a sale going on. Jim Murray wants to find someone to chrome his parts. A local source of Charlie's was recommended.

Activities:

- Guy Fawkes party is scheduled for Nov 6th at the Phillip's home.
- Adele and Rolf have invited us to their home in Oklahoma City for brunch Oct.30 at 11:00 am.
- Xmas party is at Mark Forsberg's home. We will have a gift exchange.

Car Shows: Shows are over for this year.
New Business: Matt has been having trouble finding room locations for meetings without a charge for room. He is open to suggestions.
Meeting adjourned at 7:26 pm



The October meeting at the Interurban was sparsely attended. Art was not back from Triumphest and Al and Janis were on the road again. I guess Jim Lindsey was away from his chair when I took these pictures. Sorry Jim.☺



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Mark says to text your RSVP if he cannot answer his phone.

Last year he planned on serving BBQ so I assume it will be the same this year. Sides should compliment BBQ or be one of the great desserts we have come to expect. Editor



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2021 Scheduled Club Activities

WHEN	WHAT	WHO
December 3	Christmas Party	Mark Forsberg



WHY SHOULD I JOIN VTR?

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

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

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

YOUR DUES PROVIDE THE FOLLOWING:

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

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Upcoming 2022 Car Shows?

New Orleans All British Car Day

Location: TBA, New Orleans, Louisiana

Date: **March 26, 2022 TENTATIVE**

Web: <http://www.bmcno.org/Current-Car-Show>

VTR South Central Regional Convention

Location: Boerne, Texas

Date: April 21 – 24, 2022

Web <http://sotxttriumphassn.org/2022-vtr-south-central-region-convention/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: **May 1, 2022 TENTATIVE**

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

TRA National Meet

Location: TBA

Date: **No information for the 2022 show**

Web: Not Available

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: **No information for the 2022 show**

<https://www.facebook.com/events/257718009138021>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: **No information for the 2022 show**

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

VTR National Convention

Location: Galena, Illinois

Date: August 29 – September 1, 2022

Web: <https://www.vtr2022.org/>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 3 – September 4, 2022

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

Triumphest

Location: San Diego, California

Date: September 8 – September 10, 2022

Web: <http://www.triumphest2022.com/>

Texas All British Car Day

Location: Round Rock, Texas

Date: **No information for the 2022 show**

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

6-Pack Trials

Location: Richmond, Virginia

Date: **No information for the 2022 show**

Web: **Not Available**

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: **No information for the 2022 show**

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



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The South Texas Triumph Association

is pleased to extend this advance invitation to all of you for the 2022 South Central VTR Regionals to be held April 21st through April 24th, 2022 in Boerne, Texas.

Please see our website at **www.sotxtriumphassn.org** for early online registration and full details of the Regional, a schedule of events, and information for local hospitality.

A brief preview of the activities and costs is outlined below:

Host Hotel – The Bevy Doubletree by Hilton. A limited number of rooms are reserved for our group @ \$149.00 per room per night + tax. Each hotel room night includes breakfast for two. <https://www.hilton.com/en/hotels/satbvdt-the-bevy-hotel-boerne/>

Your Bevy/Hilton Host Hotel Link is: <http://doubletree.hilton.com/en/dt/groups/personalized/S/SATBVDT-STT-20220421/index.jhtml>

Additional Rooms are available at the Comfort Inn & Suites Texas Hill Country of Boerne at around \$129 per room night + tax & includes breakfast for each person. <https://www.choicehotels.com/texas/boerne/comfort-inn-hotels/txf05?mc=llgoxxpx>

Registration Base fee: \$75 per car, additional cars - \$15 each.

Saturday Night Awards Dinner: \$50.00 each, cash bar available.

Registration On Site: begins Thursday, April 21st, 2022 through Saturday morning, April 23rd, 2022.

Self Guided Hill Country Drives of Boerne and surrounding Texas Hill Country.

Funkhana & Autocross: Saturday, April 23rd, 2022

Concours De Elegance: Car Show Friday afternoon, April 22nd, 2022.

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

The Coordinators for this event are Joe Kboudi and Larry McDonald. Joe may be reached at 210-884-3036 or jmkboudi@gmail.com. Larry at 210-912-5545 or larry.mcdonald53@gmail.com

We are looking forward to an amazing gathering of all our Triumph friends and guests in April 2022 and hope to see you there!

Best regards,

Joe Kboudi and Larry McDonald
2022 VTR South Central Regional Co-Chairpersons



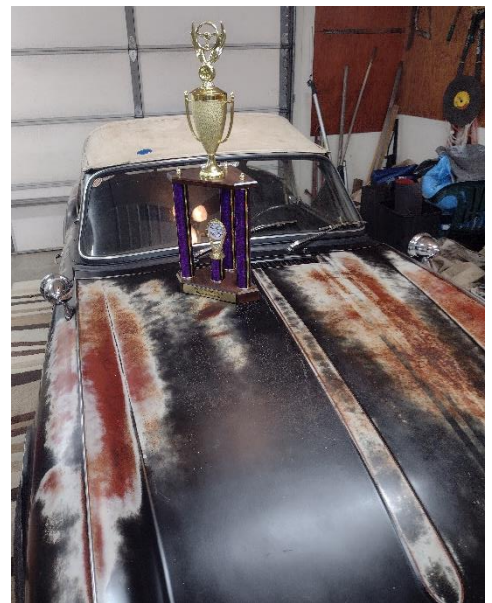
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Figure 1 This makes me want to find this road and take a long drive. Truly beautiful.

From Dale Smith

Hey John, I finally got to take my spitfire to a car show today, I even won a sponsor trophy



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From Charlie Brown

Well, she did it again. Paula Sammons-Brown (aka Trophy Wife) took first in her class today.



On Sat, Oct 23, 2021 at 7:04 PM Renato P. <renny.osu@gmail.com> wrote:
Dear Green County Triumph club,

I recently (yesterday) became the owner of a beautiful 71 TR6. We plan to become members of the club. However, today I write to you with a problem. The car drove great from Enid where we purchased it, and once it got to the first stop light in Tulsa, it died and now will not start (tried adding more gas). We had to have it towed home and now we are in urgent need of a referral for a garage that can troubleshoot the problem and repair it. Is there a place in the Tulsa area you could recommend?

Thank you in advance for any suggestions, and we look forward to meeting the local Triumph community soon

Regards,

Renato L. Pichilingue
Renato,

It sounds like you have an ignition problem, perhaps a bad distributor rotor. It could also be as simple as battery posts that need cleaning. If you will give me your address perhaps I can come and check out your car a little.

So that I know what to bring, tell me how the car ran before the problem occurred. Does it still have the Stromberg carbs? Does it have points in the distributor? Does it have an electric fuel pump? Any other aftermarket components that I should be aware of?

I have copied club members so that if they wish to join me they can unless you prefer that they do not. We should be able to help.

John Phillips

Green Country Triumphs

Greasy Hands Garage North

Claremore, OK

<http://greencountrytriumphs.org>

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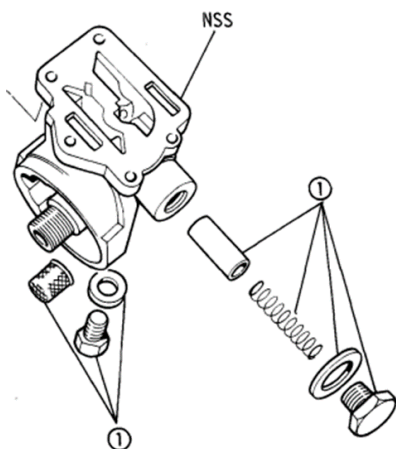
Greasy Hands Garage North Update by John Phillips

9/14/2021 – When last month's article was closed, I was trying to:

1. Shorten the oil pressure relief spring to reduce the pressure in the engine. **Check.**
2. Eliminate an oil leak around the oil pump area.
3. Come up with a solution for the engine noise.

It should come as no surprise that two of those issues still exist.

Those would be 2 and 3. On the bright side, the oil pressure switch is working and not leaking. But I cannot find where the engine oil or power steering fluid coming from.



is

The leakage dampens the power steering hoses and the oil pump. I may need to buy new seals for the oil pump as it was worked on by the shop in Claremore and it appears the existing seals were re-used during reassembly. I do not care if they are reused but I do care if they leak.

The new power steering hoses are tight but may still be leaking. I think the thing to do is get new seals for the oil pump and do that first. Since they are simple brass washers O'Really's should have them in stock. The gasket is another matter.

The brass washers will go in first and the undercarriage washed again. If leaks recur, more actions may be required.

I measured the shims that had been under the rocker shaft pedestals and they checked .041". If they are simply too thin, the next thing to do is come up with the correct thickness.

9/10/2021 – The Internet is a great research tool. I wish I had found this bit of information before now: "Quote: **The average amount of preload equates to between 0.020in/0.5mm and 0.050in/1.25mm of lifter plunger travel, with 0.020in/0.5mm being the optimum. Hydraulic lifters can actually operate successfully with a self adjusting working range of between 0.020in/0.5mm and about 0.160/4.0mm** and, as a consequence, are able to compensate for any minor discrepancies,

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such as *cylinder heads or block decks that have been planed.*

0.020in/0.5mm is the optimum preload because exceeding this figure can result in lifter "pump up" at above 5000rpm, although its worth bearing in mind that *lifter pump up can also occur if the oil pressure is above 65psi/44.8kPa*"

So yesterday I shortened the pressure relief spring in the oil pump to reduce pressure. The drive to the car wash which revealed the remaining oil leak, resulted in an idle noise level that seemed less noisy than before, or is that just wishful thinking. A test drive is in order.

Ok, it is a little later now and after a test drive there is still some noise. More or less, I don't know.

I know that I need to be able to determine what the pressure is so I am going to reinstall the oil pressure gauge feed line. What a pain.

I decided to remove the oil pump cover to make the job easier. A visit to O'Really's got me one new copper washer and a gasket that had to be ordered for same day pick up 2 hours later.

Since they did not have the larger copper washer, I went to Ace Hardware next and ended up with a fiber washer the correct size.

Back at the shop two plugs, the pressure relief spring and oil pressure switch were reassembled on the oil pump cover.

When the gasket has been picked up the next job is to prime the pump with petroleum jelly, install the pump gears and reinstall the cover on the pump. Not sure how to hold the gears in place and install the cover yet but surely, I can think of something.



As you can tell by the picture, the petroleum jelly had enough consistency to hold the gears in place while the cover was fitted.

The cover assembly is shown with the oil pressure switch installed in the fittings needed to plumb the oil pressure gauge, the spring retainer on the right and the face of the new gasket.

With this all assembled and the gears and petroleum jelly in place all that is left is replacing the cover and oil filter.



The gasket shows 6 holes for fasteners, two of which are longer than the other 4. The two longer ones are different lengths. One of the long ones was installed in a hole that was too short and the bolt broke off. I am hoping that 5 bolts are adequate to keep the cover in place and leak free. I really do not want to take the cover off to try to remove the broken bolt.

I took a test drive to see if I had oil pressure and if so, how much. The initial pressure was 100 PSI plus. After about 10 miles the pressure had settled a shade below 60 PSI. That is at the upper limit of the recommended range. I may try a little more adjustment. We shall see.

I may try shimming the old spring or taking another ½ coil off the new spring. When I have finished getting the oil pressure where I want it, I may revisit whether to shim, or not to shim the rocker pedestal. That is the question.

9/12/2021 – I did it. I put the .048" shims back under the rocker pedestals and the pressure spring was shortened an additional ½ coil. Time to clean up a little and do some shopping and use Tinkerbelle as transportation. That should give me an idea of the results of the changes. Hoping to be lucky.



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I made it to Sam's and back with some stuff that helps keep us alive these days. Tinkerbelle ran well as usual and seemed quieter, but not totally quiet. The oil pressure is still too high so tomorrow I may grind down the spring a little more. The progress is encouraging however.

9/21/2021 – Well it is a few days later and the convention is over. Tinkerbelle performed well for the whole trip and I only had to add ½ quart of oil.

The competition for the car show awards was very tough due to there being a lot of very nice Wedge cars participating. That is ok, I did not build this car to win beauty contests but to be a comfortable dependable car in which to enjoy club activities.

The hot rod shop in Claremore that tried to fix my engine noise problem did some work on my wiring that resulted in the cooling fans not working so my engine got pretty hot in OKC. Although not happy about that, a temporary fix was made by mashing some unauthorized wire contacts so that adequate contact was made at a couple of connections.

I credit the Evans Waterless Coolant for saving my engine from overheating. If water had been present in the system, coolant would have been spewing everywhere.

While I was finding the problem a mechanic from San Antonio named Arthur strolled by and offered his assistance. He came up with the fix to keep the wires connected until a proper fix can be made. The Claremore fix involved cutting one wire so short I now have to modify the harness slightly to get enough wire to install the correct connector.

The Funkhane was hot and a little difficult, but we got it done. Laying out the course took longer than expected and was a lot of work for Art and Jim and Denny.

I sunburned but the participants seemed to have a good time. The COVTR graciously extended their appreciation for our participation so I suppose it was worth the investment.

The car wash was also hot but at least shady. Although the Open hours were listed on the schedule, I understand there was some dissatisfaction expressed by folks who did not get their cars washed. The hotel did not allow us to just set out the supplies and leave them there for

use at the discretion of the participants as is typical at most of the shows that I have attended. If there of some upset folks, blame Edmond and the hotel. We did not make the schedule, we just followed it.

9/26/2021 – On Tuesday I started out in Tinkerbelle for the GCT meeting in Jenks. I went less than a mile and the "IGN" light came on. I turned around and headed home.

In the shop the engine was warmer than I like, kind of like what I experienced in OKC before the fans were repaired.

With the bonnet up, it was easy to see the problem. The fan belt was missing.

By Wednesday Jan required my undivided attention in spite of my bad headache. There were spurts of time when two minutes was a long time between something requiring my attention such as dogs, making the phone work, making the laptop work, opening the medicine bottle, etc.

On Thursday she requested an ambulance to go to the hospital. They did some testing and sent her home. The tests later confirmed Covid. There were prescriptions to fetch so I sneaked across the street to O'Really's and ordered a new fanbelt.

On Friday she got the [infusion](#) and we returned home. By this time, I was getting hungry so I left her at home and went to Billie Sims BBQ for some lunch. The ½ rack of ribs did the trick, in fact it also made lunch the next day.

Saturday was rest and watch football day. My teams won but did not impress. Sunday was also a rest day and the day my headaches quit.

Monday, I felt like working on Tinkerbelle so I tried to install the belt I had ordered and found that it was too long. I took a look at the belts hanging in the shop to see what I had. There was a good one there that fit perfectly so I am going to return the belt ordered earlier.

Now I am headed to O'Really's in Tinkerbelle to return that belt and get some milk. Hope it work ok.

Returned the belt, went across the street for a prescription, went for milk, threw the new fan belt off but got to the hardware store parking lot.

AAA took Tinkerbelle and me home, drove the Sky back to the drug store, they needed another 30 minutes, went for pizza, they could not find my on line order, fixed a pizza for free, wrong

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pizza, back for prescription, need 10 more minutes, twenty minutes later told could not fill prescription until 28th. AARRRGH!!!!

No idea why the fan belt won't stay on. Will start to trouble shoot the car on a better day. Maybe I will just shoot the car.

Sorry for the rant.

9/28/2021 – Yesterday I attempted to identify some kind of problem that might cause the fan belt to fly off.

The pulleys for the water pump and alternator appear in perfect form. They both spin freely and true, no wobble, no bearing play. Nothing apparently out of order.

The Wedge Shop alternator bracket has one bolt at the top that serves as a hinge pin for the alternator to move on when being adjusted. The adjustment is made via a modified turnbuckle, one end bolted to the engine, the other to the bottom attach point on the alternator. Very neat setup.



The only irregularity observed was a missing nut from the top bolt. I don't see how this could cause the belt to fly off but the nut was

replaced and backed up with a jam nut to make sure it stayed on and tight.

The green Gates #9465 fan belt ordered yesterday was picked up this morning. At this point I see nothing to prevent installation of the new belt with the expectation that all is well. We shall see. At a cost of \$30 I don't want to buy too many of these belts.

The belt is on and a test drive is pending. Not in the mood now.

9/29/2021 – Today was time for the test drive. At first it was just a trip around the block to get a little confidence. Then a little further into Claremore to top off the fuel tank post Edmond trip. All went well so I think the belt issue is resolved. The belt did loosen just a little on the test drive so a minor tightening is in order before any more drives.

I have sent out some questions to other Wedge folks about the possibility of changing the non-adjustable rocker system to one that is adjustable, similar to the TR6 system. I hope there is someone that knows what parts are needed and has them to sell to me. I am tired of shooting in the dark with shims.

10/4/2021 – DISAPPOINTMENT!!!

The response to my inquiry about adjustable lifters did not result in any positive results. One more thing to try.

10/13/2021 – GHGN has a new flagpole. Love it. My new blue flag has not arrived yet but will soon be flying beneath Old Glory.

10/14/2021 – The road to GHGN has a new overlay. First time ever.



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10/21/2021 – In the absence of any Triumph work to report on, I thought I would share a small project on my Sky. When I bought the car, it came with one remote unit that was good and one that was broken.

I did some searches on YouTube and found that Dorman Co. produces a remote that can be programmed easily and the cost was less than \$60.

The kit comes with a programmer that plugs into the vehicle computer under the dash. Instructions are printed on the back of the programmer as shown in



the picture.

The process is so simple even I can do it.

Plug in the programmer. When it signals, press the lock and unlock buttons at the same time. When the programmer signals a second time, release the buttons and remove the programmer. Test the remote. Done. Easy fix and affordable.



Oops! Sam always used to say, "We don't need no stinking instructions!" Well, I should have

read them. After programming the new remote, the old remote no longer worked.

Fortunately, the programmer works 3 times before it stops letting you program more remotes. I gathered up the old remote, the new remote and a new remote that I bought before buying the kit. I then went through the easy process again but this time all three remotes were programmed. They all work and we even have a spare if for some reason I break one. It could happen.

Today I made a call to The Roadster Factory to discuss the purchase of a replacement engine for Tinkerbell. Waiting for a callback from Woody. More later.

10/22/2021 – Today an order was placed for a **replacement engine** for Tinkerbell. The engine will be a 3.9 Liter long block, stock heads, a TWS cam, with rockers installed. .

The engine was ordered from the Roadster Factory because all other suppliers were a no bid. The shipping date was estimated at three weeks from today. It appears I will have quite a winter project in the shop.

The old engine will be removed and stripped of all the parts needed to complete the replacement engine. The core will be returned to TWS for a significant core charge refund.

10/24/2021 - In answer to a call for assistance to get a newly purchased TR6 running, I drove the Sky to the 36th & Yale area to do a little trouble shooting. Since the distributor cap and rotor had recently been replaced the rotor was instantly suspect.

I had grabbed a new rotor from Advanced Distributor to take with me in case my guess was right for a change.

I met the new owner (Renato L. Pichilingue) and a friend with his wife. Nice guys, they said they would join the club so they were invited to the Guy Fawkes affair on the 6th of November.

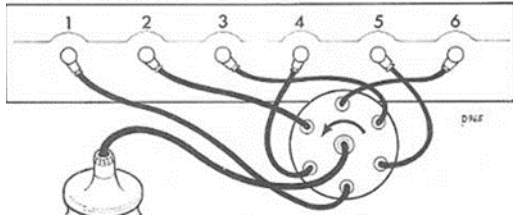
They were interested in locating someone to work on the car should it be needed so I threw out names like Chad Jester, Mike Piggott, John Gauldin. The previous owner, Kip Miles, checked in to offer assistance. He suggested that the rotor he had installed would be ok after the car rested for a bit before restarting. Vapor lock? I changed the rotor before restart was tried so I do not know whether this was the case or not. He certainly knows the car much better than I.

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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 at vinyl onto back window. No folds in any window. 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



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



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

To: 'John Phillips'

Subject: Seatbelt Question

John,

I am looking at replacing the driver's seatbelt. The retractor does not work very well. Who do you recommend? I have looked at Moss and Victoria British and I can't figure out which would be a direct replacement.

Thanks,

CB

On Mar 8, 2019, at 6:18 PM, John Phillips <topaztr6@gmail.com> wrote:

No direct replacements. Recommend a rebuild. I wrote some instructions. I think they are on the web site.

Great. I'll find them and print them. 👍

Charlie Brown

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.

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.

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.

GCT Merchandise

SEE NEXT TO LAST PAGE

What is your car worth? Hagerty Valuation Tool

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

Pat Kendall, I have a set of TR6 beauty rims. New from Rimmer, ordered for TR3 & sent wrong set. PN RR1232SS
Paid \$144 + shipping. Sell for \$135 (918) 640-2578,
Patstr3b@gmail.com



Classified Section

Jim Lindsey has invested a lot of time into refinishing this TR4 wood dash. He says I cannot give it away but can sell it. Any takers?
Topaztr6@gmail.com



Sam Clark has sold his truck and still wants to sell the trailer. He no longer uses it and says it is in good shape. The trailer can be purchased very reasonably. Call him at (918) 625-6798 Location: Broken Arrow, OK.

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.

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

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

GCT Merchandise

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

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

Land's End Merchandise & Club Log

Inbox

Art Graves

to me, Rob, Dennis

**TWO CHOICES
– VISIT BOTH**

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,
Art

Green Country Triumph Club Members,
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,



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



TR8 WHEELS / Free, no tires. Fif *being used as spare also inc*

**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**

**FREE
FOB
GHGN**

GREEN COUNTRY TRIUMPHS

Please complete this form and return to the club treasurer. TWO voting members must be present at the meeting. Form not valid if not signed by the member. Form not valid if not signed by the member.

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
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?	

APPLICATION & RENEWAL

Membership \$20 Dues - maximum. Needs to be listed only one time for family. Information may be communicated using the form.

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

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