



# Triumphant Times

[greencountrytriumphs.com/](http://greencountrytriumphs.com/)

Monthly Newsletter for November 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

7-22  
PAID  
MEMB  
ERS

**Club Dues Are Due July 1<sup>st</sup>**  
**,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 November 15th**  
**Dinner at 6:00PM**  
**Meeting at 7:00 PM**  
**Location: Roka,**  
**1616 South Utica**  
**Avenue**

## 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](mailto:topaztr6@gmail.com)

## President's Address by Jim Murray

### The Good Ride

by Jim Murray  
The Allegory

Over the past year I have been reporting updates at the club meetings on the progress of my windscreen removal/frame re-chrome/glass replacement and my carburetor rebuild efforts on my '58 TR-3A. So far, the windscreen replacement – along with the upper, lower rubber weather gaskets – has been a solid success. I had the car out recently and got caught in a light sprinkle for a few minutes and nary a drop of water made it into the cockpit. It was not an extreme test of the limits, but I am going to claim success just the same.

The carb rebuild project has been a different story. After rebuilding the carbs, I ended up with the same problem that initiated the rebuild – fuel leaking from the banjo bolt connections used on the supply lines, and fuel leaking from the cork seals on the bottom side of the fuel jet bearings.

I was eventually able to tighten the cork seals on the fuel jets to remedy that problem. Multiple tightening sessions over months did not solve the issue with the banjo bolt fiber gaskets. Throughout this, I was continually concerned about stripping out the threads on the float bowls as the brass banjo bolts are harder than whatever metal the float bowls are made of. I had the good sense to hold on to all the old components during the rebuild and compared the old gaskets to the new. I am no master of the Vernier caliper, but the new gaskets that came in the kit were about 1/64" thinner than the old. I contacted The Roadster Factory (TRF). We checked part numbers. I reordered. When they came in, the I/D and O/D were not correct. They did match a



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pair of unused fiber gaskets in the kit. My guess is that there are multiple versions of this bolt. I finally reached out to BritishSuperior that supplies the SU carb kits to TRF. The owner confirmed a few years ago there was a run of kits that had slightly thinner gaskets and that problem had been resolved. Each carb takes two, so I requested eight.

The new gaskets appear to have solved the problem. I have had my car for 40 years, but never spent much time tweaking the carbs, as they never seemed to need it. Art Graves offered to come by to monitor my progress of walking through the Bentley manual setup and adjustment. Using Art's vacuum gauge and my ColorTune kit we had it running pretty spiff after about two hours. I was shocked that my rebuild actually worked!

All that work, just in time for a brutal run of summer heat. So, the car sat for a bit waiting for more comfortable weather. One fine day, Art requested I bring my TR3 over so that he could use it as a reference for his restoration work on Sam's car. I fired it up. It was running OK at idle, but acceleration in the low range was difficult and hesitant. Art only lives about 4 blocks away, so I was able to limp over there. I figured it was just cold.

After we finished up, I decided to take The '3 for a spin down Brookside and Riverside to rev it up and wring it out. It was having none of that. I made a quick exit out of Brookside and was happy to stagger back home and into the driveway.

After more examination, I discovered that the banjo bolts gaskets were weeping slightly. Another 1/32 turn of a wrench on each of the bolts solved that. The bigger problem was that the linkage connecting the two carbs was a bit loose, causing the butterfly valves not to be in sync. There was also some carbon build up on the front two spark plugs. I went through the entire setup, balance, and mixture adjustment process again. After a few hours of that, a test drive indicated we were back and happy.

Two days later, I pulled it out of the garage to make a run to the grocery. It was a glorious morning. It was the kind of day these LBCs were made for – warm (but not hot), sun on your face, wind in your hair, exhaust note singing sweetly. I

glided into a parking space just in time for the engine to die and all the electrics to go dark.

I turned the key on and off – nothing. This happened to me the first week I owned the car. I had pulled into a QuikTrip happy. Came back out, turned the key and – nothing. I reached up under the dash and stuck my fingers into the rats' nest of wires, gave a slight massage, and Voila! – power restored. I have tried multiple times to find the weakness in the connections, but to no avail. It crops up every few years, then goes away. The solution is always the same.

I have come to the conclusion that our LBCs are an allegory for life in general. It can be beautiful or ugly. It can be easy or difficult. It can be uneventful or exciting. It can be calming or terrifying. No matter how much you prepare, there is always something just around the corner that is going to make your plans go sideways. Sometimes they are major, sometimes they are minor, mostly they are somewhere in between. According to the Greek philosopher Epictetus "It's not what happens to you, but how you react to it that matters." Sometimes you fall back to the beginning. Sometimes all you need is a massage.

Good article, Jim. Editor

## **Vice President's Article by Rolf Blom**

More from the Clean-Hands Garage.

Adele and I both got back in reasonably good health from our trip to San Antonio. We attended two wonderful dinners, and met some interesting people.

The food group has a foundation that supports training and contests for young chefs. Therefore, it was not surprising that some things were put up for auction. One of our table mates had purchased (in a prior year) a large steel dragon sculpture weighing several tons which he installed in his front lawn in Atlanta. He named it "Puff" which seemed a little tame to me. The next night the woman to my left (noticing Tulsa on my name







tag) asked if I knew Lynett Savage. I did and oddly Lynette's father was the person who nominated Adele and me to the club twenty years ago. Later on, it came up the woman's first car was a TR3. Small world.

On the way back we located a great hotel in Rockwall, Texas which we hope to use as a place to view the solar eclipse on April 8, 2024. This will be a total eclipse lasting about four minutes at that spot. The eclipse will also be crossing SE Oklahoma (Idabel – Broken Bow). If you have never seen a total solar eclipse, you should definitely make an effort to see it. The only flaw in our trip was a flat tire I got on the way to another dinner we had planned to attend. It occurred about ten minutes before the dinner in the middle of a questionable neighborhood and we spent the rest of the evening getting the car towed to a tire store several miles away. The tire was a total loss and since the other three were about at the end of their life I ended up with four new ones. Fortunately, the misadventure was finished by around noon the next day.

One additional note about our trip is that we found a bypass road around Austin which had a speed limit of 85 miles per hour for about fifty miles. I don't recall any speed limits posted above 80 anywhere in the US before this trip; although I do recall the early '60s in Wyoming where the only requirement was "reasonable and proper". I took to mean flat-out in fourth. Anyway, it was nice to drive the Mercedes in quiet air conditioned comfort with the outside temperature above 88 degrees. Quite a stark contrast to a TR-3 cruising along at 4200 rpm with the heater on to keep the water temperature in a normal range. That thought brings to mind a story for next month's newsletter. Stay tuned.

The "Clean Hands Garage" nickname for my storage unit still applies, as I have not obtained the parts needed to complete the exhaust changes I outlined in last month's newsletter. In truth I probably won't order them until my credit card bill is paid for the rather costly trip to San Antonio.

Please be sure to attend this month's monthly meeting on November 15th (the earliest possible third Tuesday of any month). Adele and I arranged for the larger private room at Roka on Utica between 21st and 15th streets. Some years

ago, it was called Te Ke's. I think you will enjoy it as a change of pace from our more typical fare. Also, I am happy to report that all the beer is two dollars off all day Tuesday! We checked it out last Saturday and liked the food. One word of warning: — you should pay attention to the meals marked as spicy on the menu. They do mean it.

## Minutes of the last meeting by Secretary Trish Lindsey

Green Country Triumphs meeting minutes from October 18, 2022 at Emersumnice in Owasso.

The meeting was called to order at 7:00 by president Jim Murray. Fourteen members were present. At least one drove their Triumph car.

Minutes were approved as corrected in newsletter. Treasurers report was given by Jan and approved by members.

Part: John reported progress on his car. It is on the trailer ready to go to John Gauldin's shop for power steering pump calibration.

Shows: Art reported on shows coming up next year. Regionals in Sweetwater, Tx., in April 2023. Triumphfest is in September, 2023, VTR is in Dillard, GA in September and 6 pack trials is in Indiana, PA in September next year.

Activities: A Christmas party is planned for same place as last year, Mark Forsberg's home in Tulsa. Details will be emailed out. Tom Chronister's service is in Broken Arrow this week. A motion was made, seconded and carried to use money from the club treasury to buy cupcakes for the service. A guy Fawkes party is planned for Nov. 5 at Jan and John's home at 6:00 pm. OKC club invited us to join on a drive at the end of October.

Old Business: Regarding name tags, John will bring some examples to show at the next meeting.

New business: None.

Adjourned at 7:23 pm



**CLUB CHRISTMAS PARTY**

DATE: DECEMBER 2<sup>ND</sup>, 2022

TIME: 6 p.m. IN THE EVENING

PLACE: HOME OF MARK FORSBERG

3118 EAST 68<sup>TH</sup> STREET, TULSA

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

PHONE: (775) 771-2525

Last year he served 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





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



*10/22/2022 was the day that several of us club members said goodbye to Tom Chronister at a memorial service hosted by Dorothy and family. There were many family members as well as friends that also attended. Tom's daughter Maria Carroll will have the TR4 and is joining the club. Make her welcome whey you meet her. Naturally, we will not forget Dorothy.*





### Guy Fawkes Celebration Epilog

The Celebration happened as planned. Jan's shepherd's pie was wonderful as usual. Salads and desserts were consumed with vigor and second helpings.

It was a good chance to see good friends and have interesting conversation. We will probably do it again.



Jan's oldest son Kirk joined us for the evening.



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

Triumph is home!!  
Paula's girl is back home for reassembly. Big shout out to Marty O'Rourke for laying down a beautiful Sapphire Blue paint job after hours of loving body work. Thank you to James Brown for taking time to pick up the Triumph and bring her home. Next step is to talk to the Triumph whisperer John Phillips to help put her back correctly. Let the fun begin.



My alternator light is on. How do I get it off???





## Scheduled Club Activities

WHEN	WHAT	WHO
Nov 5, 6 P.M.	Guy Fawkes, Shepherd's Pie Phillips home	Jan
Dec 2, 6 P.M.	Christmas Party at Mark Forsberg's Home (Same place as last year.) Dirty Santa	Mark

## 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

Just wanted to let you know that Green Country Triumphs made a showing at the VFW car show. But I might add that a MGB won it for us.  
Mark Chappell



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

### **New Orleans All British Car Day**

Location: Metairie, Louisiana

Date: March 26, 2022

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

### **VTR South Central Regional Convention**

Location: Boerne, Texas

Date: April 21 – 24, 2022

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

### **Dallas All British & European Car Day**

Location: White Rock Lake Park, Dallas, Texas

Date: May 1, 2022

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

### **The Wedge Shop Gathering**

Location: West Dover, Vermont

Date: June 9 – 12, 2022

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

### **Euro-Expo Car Show**

Location: Sand Springs, Oklahoma

Date: June 10 – 11, 2022

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

### **Kansas City All British Car Day**

Location: Kansas City, Missouri

Date: June 11, 2022

Web:

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

### **VTR National Convention**

Location: Galena, Illinois

Date: August 29 – September 1, 2022

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

### **Triumphest**

Location: San Diego, California

Date: September 8 – September 10, 2022

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

### **6-Pack Trials**

Location: Lexington, Kentucky

Date: September 22 – 25, 2022

Web: <https://forums.6-pack.org/>

### **Rio Grande Valley Regional Rendezvous**

Location: Eagle Nest, New Mexico

Date: September 22 – 25

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

### **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas

Date: September 22 – 24, 2022

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

### **Texas All British Car Day**

Location: Round Rock, Texas

Date: September 23 – 25, 2022

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

### **Red River European Car and Motorcycle Show**

Location: TCC South Campus

5301 Campus Drive, Fort Worth, TX 76119

Date: October 1, 2022

Web: <https://redrivertriumphclub.org/euro-show/>





## How is your battery in your electric car?

**Roger Dean Chevrolet**

**Repair Estimate**08/23/2022 8:49 AM

Estimate#: AP314119	Estimate Date:	Odometer: 70,489
Vehicle: Volt	VIN: 1G1RB6E4XCU113962	License#:
Customer#:	Advisor#:	
Address:	(H)	
	(B)	(Ext)

**CUSTOMER QUOTE**

Operation: N0110 Battery, r&r HYBRID BATTERY REPLACEMENT

Qty	Part Number	Part Description	Part Price	Ext Price
1	GM24043894	BATTERY	26,853.99	26,853.99
2	GM12378390	COOLANT	16.99	33.98

Misc Code	Misc Description	Ext Price
SS	SHOP SUPPLIES	40.00
BAT	FL STATE BATTERY FEE (403.718	1.50

LABOR \$:	1,200.00
PARTS \$:	26,887.97
GOG \$:	0.00
MISC \$:	41.50
TAX \$:	1,712.68
<b>SUBTOTAL \$:</b>	<b>29,842.15</b>



6-Pack Car Club - [www.6-Pack.org](http://www.6-Pack.org)

Skip Gould ·

I just received one of Joe Alexander's new armrests for the TR6. Here are pictures of it in place in my TR4A, TR250 and TR6. I'll have it in my TR6 for British Car Day in Canada this month and also for TRials. Joe tells me they will be available at Alexander Racing and at Moss Motors. NFI, but I think these are welcome additions!

\$134





## Greasy Hands Garage North Update by John Phillips

**9/4/2022** – At the end of last month's writing the wiper blades needed replacement but original style replacement blades were not available at the parts houses or on line that I could find.

I ended up getting a pair from Parts Geek that could be modified to operate like the original but certainly will not stand up to a concourse evaluation.

**Anco Wiper Blade - Front Left**  
 Part Number: 459-09233404  
 Brand: Anco  
 Notes: 14-Series -- Original Blade Type; With 3/16" Side Pin  
 Converted Arm  
 Position: Front Left  
 Condition: New  
 Adapters Included: No  
 Blade Material: Natural Rubber  
 Shipping Options: Ground

Click to Enlarge  
 ★★★★★  
 (1 Reviews)  
 5 Stars

\$2.61  
 Quantity:   
 Add to Cart  
 (11) In Stock

They were "handed" as the Brits say so I bought a short one for the right hand side and a long one for the left hand side. Maybe it won't rain until they get here.

Today, I was getting things out of the boot that were there to support the work done at Brown's performance, waterless coolant, power steering fluid, and manuals.

Then of course it was filled up with the cover for the folded top when down, a tool bag, air pump with plugs for any puncture that might occur, etc.

After that I have been noticing a very slight pull to the right when driving so did the old bounce on the front corners to test the struts. Nothing unusual at the left corner but there was something not natural on the right.

It did not take a lot of weight or movement to get some significant noise from under the car. I raised it on the lift and started looking for a cause. I did find that the brake fluid line was not fastened so the jam nut was tightened but that had no effect on the noise.

All other fasteners were secure so the noise is coming from inside the strut. Darn, it is always something. They were replaced in 2017 along with the rest of the suspension, all components procured from the Wedge Shop.

I took a chance and called Andy to see if I could get a second opinion but he must

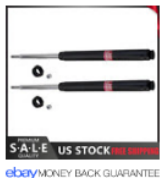
have had better things to do than wait for me to call again. He just got finished aligning all four wheels on the Saturn Sky but that is another story.

So, I rationalized that the noise for which no cause could be seen must be a terrible thing creating a need for even more parts.

I went in search of replacement strut inserts. When I looked at TWS' website they had KYB shocks that were not adjustable, ergo they were cheaper than Spax, etc.

The only reviews by customers were mine from 2017 so they were of no value. They were an acceptable alternative but were pricey. I decided to see if I could find them elsewhere for less money. Let's try Ebay.

#### Order summary



KYB For Triumph TR7 TR8 Set of 2 Front Strut Insert GR-2

Total: \$136.10

Order number: 04-09063-03266

Item ID: 195315547696

SALE US STOCK MONEY BACK GUARANTEE

Yes, they had them at a significant savings so I hit the buy button. Fortunately, I feel confident that I can still remove, disassemble, reassemble and reinstall a set of strut assemblies. We shall see.

**9/5/2022** – Ebay said the strut inserts should be here in 4 days but then asked if I minded if my shipment took a few more days. I did not respond.

Since they might be here in 4 days, I started getting everything ready so the reinstallation will not take long in case I decide to take in a car show somewhere.

This morning the car was raised and the steering components disconnected from the strut assemblies. The calipers were hung by bailing wire to protect the hoses. The three nuts in the engine bay holding the struts to the top of the towers were removed and the strut assemblies were pulled from the car.

As you can see, the TWS springs are still red.



I found my strut tool thankfully. It has proven to be worth the money. Very good tool.

Back to the shop and more work. It took a while but the insert finally came out. The

last thing in getting it out was to remove the big threaded bushing that holds it in. What I found was the nut had worked its way to very loose which was causing the banging noise from that strut assembly when the insert moved up and down. The insert itself showed some wear but was not horrible which actually makes me feel better about the insert product. What is going back in is the same product so all is good.

Since the strut tool is labor intensive to use, I plan to reassemble the right strut assy. Before taking the tool off the spring. The left strut assy. will then be taken apart. Parts due Friday the 9<sup>th</sup>.

**9/10/2022** – The strut inserts arrived last evening a little after 6. I messed with one for a while then called it a day. Today I went to the shop around 10 and started reassembling the right strut. This job is pretty straight forward but I struggled with the boots. I found them very difficult to install properly.

The inserts went in easily. The new threaded caps came with the inserts and were nice to work with. I used a little blue thread lock since this all started with a loose cap.





Other than that, it just went back together in reverse of how it came apart.

After both struts had been reassembled, I used a jack to hold them up into the shock tower with three studs protruding through the top. I held them in place with old nuts and raised the car on the lift.

The steering components and brake calipers were reinstalled. Tires and wheels were next and then the car was lowered and the lug nuts torqued. Done now for a test drive. It is not about 4 P.M.

The car was in neutral and the brake was not on. The car needed to roll some to get the arms out from under the car. It would not move.

There was one replacement bolt that was a little too long so I took it out and the wheel moved freely. The bolt was touching the brake disc so I cut the bolt off, ground a little and used an old nut to true up the end threads. I reinstalled the bolt and the wheel rolled freely.

Then just for grins I turned the left front wheel. Yikes! It made a terrible noise so I switched a couple of bolts and all was fine.

Now if Andy can do an alignment for me maybe I will attend the show in Fayetteville.

The wipers caught my attention so I was looking for the parts needed to get them installed.



**1979-1983 Nissan :**

**Part Number:** 48-05

**Brand:** Anco



Newer wipers don't come with the pin needed to connect the wiper arm to the blade. And I am learning that no one makes the pin any longer. So using what little brain I have left, I found a #8 screw and a couple of nuts and just bolted them together, temporarily

(wink, wink.) If I find the needed pins, I will swap them for the screw and nuts.

While shopping for the pins, the fan belt started squealing. New belts tend to stretch



over time so tomorrow when the engine is cold I will do the adjustment.

**9/12/2022** – This morning I did indeed raise the car and adjust the belt tensioner. The belt was quite loose but is again tight. After mowing the yard, I checked the email and found this message:

(Tyler Lecesse

<Tyler@thewedgeshop.com>

1:34 PM (3 hours ago)

to me, TWS

Hey John,

First thing I would check is fuel. Seems like maybe its running out of gas when you push it, and then it takes 3 seconds of the fuel pump filling up the bowls before it starts again. What do you have for a fuel pump in the car?

Not sure if the shop checked but making sure the float height is set correctly could also be a fix. If its set too low, you'll empty the bowls before the fuel pump can fill it back up.

If its a new Holley that you're running, another thing I would do is manually open the Primary throttle and the secondaries at the same time. New Holleys come with an oil type lubricant in the bowls and sometimes clearing out the secondary jets can fix how its running when you floor it.

Thank You

Tyler

508-880-5448

[www.thewedgeshop.com](http://www.thewedgeshop.com)  
*Fast. British. Reliable.)*

So now I have an excuse to use Tinkerbell take this message to Brown Performance and see what they think and how this information fits with what they previously observed. The new strut inserts make a big difference in the feel of the road and they are a lot quieter. Glad I made the change. The car is running great. It is much better to actually drive than the Sky.

Brown's still thinks the problem is the distributor. I have new components on order to rework all components except for the mechanical parts. I hope this fixes the 4K RPM max issue.

Also on order are a set of new wheel center caps. One of mine is missing the plastic tabs that hold it to the wheel. Good old EBAY.



**9/13/2022 –**

Here I sit in the middle of September working on an article for November. The reason is that I knew this day must come even though I began to doubt that it would. To my knowledge there are no more repairs to be done other than the rework of the distributor. If the rework does not cure the 4K RPM issue there will be more to do.

In other words, the car is done, almost. Which means there will be nothing to wright about other than driving it and normal maintenance such as the upcoming wheel alignment.

I am driving it in spite of a minor pull to the right. I have been more aware of how the car drives when I compare it to the Saturn Sky. If selling a car any time soon comes to pass it will be the Sky. It is beautiful, fast and affordable. It is well maintained and I know of nothing wrong with it except for squeaks and

odd noises. The air conditioner is the best I have ever seen. But I like the TR8 better.

It is just a better ride, more stable on the road, feels more solid with everything the way it should be. The clutch and transmission are smooth as glass. Even the amount of leakage is very minimal at this point. I am happy with it now.

**9/15/2022** – Since I had to figure out a way to attach the new wipers due to no pins being available anymore, a trip to Ace Hardware was mad to look for some black #8 screws and locknuts. They actually had what I wanted so they were purchased and I headed back to the shop.

The passenger side sent very smoothly. The screw was inserted and the lock nut added. Since the screw was a little long the Dremel tool was used to cut it to length. One side done.

The drivers side was more difficult. The configuration is different for which I did not plan when buying hardware. Here the pin was required so a screw was picked from shop stores and ground to function as a pin on the bottom. The head of the screw held it at the top. Some permanent black ink on the shiny head and it became unnoticeable.

The review left on the seller's web site should help alert future buyers that the blades cannot be installed without additional hardware which must be made or modified to install the wipers. Original stuff is just obsolete.

The replacement Pertronix parts for the distributor are due here any time and I am anxious to see if they fix my 4K RPM problem.

The new igniter for the distributor arrived about 4:30. I reread all the instructions then went to the shop to replace the old one.

Three screws were removed, the components were lifted out and the new stuff dropped in. The screws were replaced, as was the rotor, and the cap was reattached. Terminals were attached to the wires. The



wires were attached to the coil and the job was done by 5:30.

A test drive proved the problem was solved with getting the engine past 4K RPM but the tachometer still stops at 4K. It no longer goes crazy, it just goes limp. That is a problem swap that I will take at least for a while.

**9/16/2022** – TWS sells this product to correct a misbehaving tachometer.



*The little black box that makes your tachometer work right!*

*This Adapter is easy to install with straightforward switch settings and a*

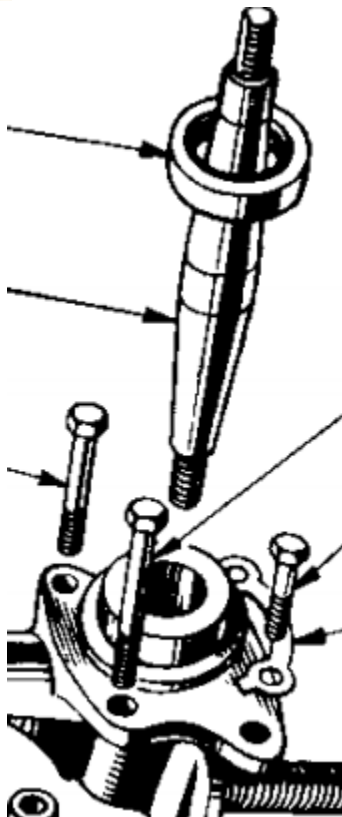
*diagnostic LED feature that shows it is locked to the trigger signal from your ignition and sending a solid output to your tachometer.*

#### **Key Product Features**

*Pulse rate conversion makes it possible to match your vintage tach to 4, 6 or 8-cylinder engines.*

*Pulse restoration makes it possible to trigger your tach properly from modified ignition systems.*

*Pulse filtering cleans up trigger waveforms, eliminating erratic behavior.*



*Small size makes it easy to locate/hide in the vehicle. (2 x 1.5 x 1 inch)*

*Provides an output signal that is compatible with most old and new voltage-triggered tachometers.*

*Accepts input from conventional ignition as well as most modern engine control systems.*

Maybe with this new component the tach will read correctly. We will see.

**A**rt came to the shop today to use the press. The old stub axel from Sam's car had some damage so Art replaced it with a new one.

The press was used to push the old axel out of the vertical link. It was then used to push the new axel back into place.

The final step was to use an impact wrench to tighten the lock nut that holds the axel to the vertical link.

Art then scavenged an old wiring harness to find the kind of bulb holder needed for his EGR warning light on his TR6 dash. He found one and cut it from the harness for later use on his car.

We discussed attending the show in Fayetteville. I would like to go just for the drive so we will see how it works out.

**9/18/2022** – Did a little rat killing today. While in Brown's Performance they played with the timing a little and the distributor clamp was a little loose. I reset the timing and tightened the clam bolt so it won't move on its own.

The next thing was to drain about a pint of the coolant from the new petcock that I installed a while back and is quite handy.

The reason was to make room for a bottle of Bar's Leaks as recommended by the gentleman that repaired my heater core. He does that every time he does this type of repair on a core or radiator. I remember that Jaguar used to put a bottle in every new car but I don't know if they still do or not.

After shaking the bottle, I poured the Bar's Leaks in and followed that with the coolant I had drained out previously. It will



probably overflow a little but that is ok.

The instructions say to drive the car for 30 minutes to get it dispersed everywhere in the cooling system so I did, actually I drove for an hour with the air conditioner on to check how it works. The answer is it is better with air on than off but it is still not very cool.

The only thing that I did not get to on my list was to adjust idle speed when the air conditioner is on. After driving it some more the idle speed is at about 700 RPM. The car does not try to die or act up in any way. I may live with it for a while and see what happens.

One thing left on my small job list is to find out why the radio does not power up. It is easy to guess the power wire was not connected when the dash was put back together. Maybe tomorrow.

In the morning I am picking Andy Wilmes up at 8. We will drive me back home then he will drive the short distance back to his shop and do an alignment on the 8. It is not horrible but there is a slight pull to the right. He did a great job on the Sky.

**9/19/2022** – I drove over to Andy's this morning about 8 and he brought me back home. He took the 8 back to his house to do an alignment. He has been working on a Corvette and did not quite finish it as he had anticipated so it will be tomorrow, meeting day, before I get it back. I hope to drive it to the club meeting tomorrow evening but it may not be ready.

**9/20/2022** – Jan drove me to Andy's to pick up Tinkerbell. Andy went through the numbers with me and it turned out something like this:

Toe needed to be adjusted and it was.

Caster was close enough which is a good thing because it is not adjustable.

Camber is out a little but is not adjustable short of straightening the frame which is not called for.

In short it is as good as it is going to get and that is ok. What Andy says is good enough for me. The car ran straight as a string on the way back to the shop so all is well.

The question now is do I drive the 8 to the meeting tonight. The weather is very hot and the ragweed is raging. I feel feverish as in hay fever but will most likely attend the





meeting getting there by Saturn Sky and one of the best air conditioners ever.

The Tach Adapt arrived yesterday and it came with 6 diagrams on how to install it. The problem is I don't speak the language so which one am I supposed to use? 4 of them are for a Porsche and two are for GM stuff, none of which are from 1980. I may have to contact the seller for more information.

The power to the radio is still on the list as well.

**9/21/2022** – The drive to the meeting last night in the nearly complete TR8 was nearly perfect. I started to drive the Sky because of the 96° heat but it did not feel that hot. I guess the humidity was very low then.

When I started the car, the radio powered up which it had not done since the dash was apart. It played normally all the way to Tulsa.

I also decided to see if the air conditioner would cool the car and was very pleased that it did. The ride was in a very comfortable and cool car. Very please since I bought the car because of the air conditioner.

The meeting was a little longer than normal but that was fine there was a lot to discuss. I got a surprise on the way home however.

It was around 9:00 so I started the car and activated the light switch. The running lights came on but not the headlights. I moved the switch a few times and got a little worried about no lights.

I move the switch several more times and the lights kind of bounced up and down a couple of times so I messed with the switch a few more times and they powered up.

I can't remember using the lights since the heater blew up so there was probably coolant and some corrosion on the switch contacts. At any rate the lights came on and I made it home just fine. I love driving that car.

**9/25/2022** – Tinkerbell got a true road test yesterday. I decided late to take in the

show in Fayetteville for the good drive. I left the house at 6 and it did not take long for me to try out the air conditioner because my comfort level was exceeded pretty quickly.

I travelled East to the Casey's station in Claremore and topped off the fuel tank. I also visited the boy's room so I could make it to the next station. I continued East on 20 to Pryor and made my second stop to use the facilities. It is now 7 A.M.

Proceeding on 20 to Salina I decided to not stop here and changed direction to South on 82 headed for Tahlequah. As I entered town around 8:40 it was time for another stop. I chose to not have my second cup of coffee or I would never get there.

At Tahlequah I found the junction with 62 that would take me all the way to Fayetteville. These were the first really serious curves down the side of a big hill, probably not a mountain. It actually caught me a little by surprise and I tested the brakes a little. It all worked out great.

To keep this short the hills and curves were typical all the way to Arkansas and beyond. Since I left the map at home, I was left with trying to decipher maps on my phone. Not fun but I figured it out. I arrived at the show at 9:45, 15 minutes before the judging started.

I also left my completed application at home so after having my picture taken at the show, I went to registration and paid my \$30 for my excuse to take a nice drive today. I parked by Janis and Al after John Gauldin made room for me by moving his car. Not my idea.

I visited with a few people then filled out my participants choice ballot and turned it in. I could not help but notice that the TR6s were grouped by Chrome vs. Rubber bumper. The ironic thing was that Art's car was the only car in the class for Rubber Bumper that still had the overrides in place so all of the rubber



bumper cars competing in class had chrome bumpers.

I have tried repeatedly to attempt proper classification for the TR6 classes as Early and Late. The first class should be 1969 through 1972, four different model years.

In 1993 a whole bunch of changes, such as the J type O/D introduction, were made so that qualifies as a practical year to begin the other class as 73 through 76, four different model years. Yes, I will say it again, there is no such thing as a TR6 with a rubber

### **2021 6-Pack Trials Classes**

**Concours: TR6 69-72, TR6 73-76**

#### ***The Vintage Triumph Register***

*Concours Rules*

*August 11, 2015*

#### **2. CONCOURS CLASSES:**

*The following are the minimum standard classes which MUST be offered at the VTR Convention:*

*TR-250 / TR-5*

**TR-6 Early {all-chrome bumpers}**

**TR-6 Late {bumpers with rubber**

**overrides}**

*TR-7*

*TR-8*

**(NO RUBBER BUMPERS)**

bumper.

I pulled my chair to the shade but that was not enough to make me comfortable even with a little breeze that occurred too infrequently to make a difference. It seemed logical to get back in the coolness of my car and drive toward home. The judging was finished and the pictures and trophies would not happen until later at the banquet.

Forgoing the picture which I would like to have and the trophy in which I had no interest, I started my car and drove to the exit.

It did not take long for me to be comfortable so I headed for highway 16 and Siloam Springs. I like the road and I get to miss Springdale and a hundred stop lights.

When making a choice between the Turnpike and the 412 scenic route I took the latter. I ended up in Locust Grove and headed North to Salina, then West on 20 to home. No stops.

As for Tinkerbell, all went well on the first travel of any real distance. I parked in the shop and went in the house. A little later I went back out to check the fluids and was ok with the levels of both coolant and oil. No bad news.

It needs recleaning due to rain on the road to and from the show, but not during. I had the only TR8 and it did have several people interested even though there were several MGB conversions with the Rover V8 inserted.

#### **MY Personal Comments** on the show:

1. Triumphs are always staged in the sun even though there is an unused vast shaded area that was once reserved for MGs.
2. This show could provide better amenities for Triumph owners. There is no concern that the classes are not even properly named.
3. Registration was handled very well by the ladies assisting in this task. My thanks to them.
4. They should have insisted on better weather for the show. It was too hot.

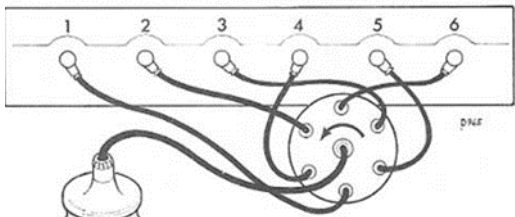
I probably should not be so critical of this event but I don't appreciate sitting in the hot sun when it is not necessary and it is disrespectful to ignore proper class designations for the TR6 model.



## 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](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



## 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](mailto: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

#### 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.

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



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

## 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,





### 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 1<sup>st</sup> each year.** · If you join(ed) between Jan. 1<sup>st</sup> and Jul. 1<sup>st</sup>, next dues are payable July 1<sup>st</sup> in the year following the year in which you join(ed). · **Newsletters are discontinued Oct. 1<sup>st</sup> following the date dues were due.¶**