7-23 PAID MEMB ERS

> 3. 4. 6. 8. 9. 11. 12. 13. 14. 15. 16. 17 18. 19. 20. 21 22 23 24 25 26. 27 28. 29. 30. 32. 34. 35. 36.

37. 38.

39

40.

41. 42. 43.

44

Club Dues Are Due July 1st or before of each year to the club Treasurer. Send \$20 to: Green Country Triumphs, C/O Jan Phillips, 5865 E 480 RD., Claremore, OK 74019

Next Club Meeting

Tuesday November 21st
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Big
Whiskey's Rest.
& Bar
4532 E 51st St.
Tulsa Ok.

Officers and Committees

Rolf Blom – President
Pat Kendall– Vice President
Art Graves - Member at Large, Car
Shows, VTR Liaison, Club Contact
Jan Phillips – Treasurer
Trish Lindsey – Secretary
Vacant - Activities
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

President's Address by Rolf Blom

In the October newsletter I included a photo of an Alfa Romeo DOHC engine on a trailer which has appeared quite often in my neighborhood. This month there was a change. The old pickup



truck tow vehicle has been replaced by a really nice new Chevrolet Suburban! The question as to why it is always towed around still puzzles me.

Thinking about the lovely Alfa engine sitting on the trailer moved me to take action on my little blue TR-3B. It has resided in a small storage spot costing me a gradually increasing monthly storage cost. So I planned to vacate the storage unit by November 1st. As October 31st approached, I was close to panic. I had been quite sick for about 13 days in the first part of the month. I recovered just in time for the October meeting but had some further delay with several days "grandchildren sitting" in Oklahoma City. When there was finally free time for the work cleaning out the garage. I was considering extending my self-imposed deadline for a month. Instead I thought of the purgatory of the Alfa engine on the trailer and got to work.

First, I got more "elbow room" by eliminating stuff that should have been thrown out years ago, and transfering the light and useful parts back to my garage where they are now in the



Big Whiskey's Restaurant & Bar Location

correct spot of my tool chest. With this done I tried to fit the vinyl top to the top braces on the car. This effort failed as the vinyl was cold and I just could not get the final four fasteners on the corners of the top connected at the same time. For example, if I fastened the corners above the sides of the windshield; then the back corners of the top could absolutely not be stretched over the fixed studs just behind the doors on either side of the car. The plan to transfer the car to the Oklahoma City house (which has ample empty garage space) was out of the question, as the forecast was for endless cold and rainy days. Instead, it is now in the overcrowded garage of the Tulsa house awaiting an acceptably warm and sunny day for the transfer. Hopefully before next August. In the meantime, I plan to get the new carpet set put in by a professional and study why the top installation was so hard. Once the car was tucked away in the Tulsa house garage. The storage unit was pretty empty at this point except for the heavy stuff such as a spare axle, large metal shelving and a hydraulic press. We rented a U-Haul truck and used the ramp to roll the heavy stuff into the truck (in between rain showers) for transport to either the Tulsa garage or the Oklahoma City garage. With the garage finally empty I used a blower to blow out dust, cobwebs. and leaves. The owners of the storage facility checked it out and certified the garage was clean and empty and was paid in full. There were three days to go before Halloween!

By the way it took Adele and me almost seven hours to load the truck, add some nonauto related boxes from the Tulsa house, and tie down all the cargo with ropes and zip ties to prevent damage before setting out. When we finally arrived in Oklahoma City my daughter and her family arrived to help, and it took only 45 minutes to empty the truck six people going down the ramp versus two struggling up the ramp. My son-in-law helped me return the truck in the late evening. I mentioned that I had been upgraded to a twenty-five-foot truck at no charge from the 15-footer I had reserved. He said that that he had that same experience as well twice! We agreed that we hated the larger truck.

Not only has this effort saved us about \$1,800 per year on the ever-escalating unit rent; but also, I found some long-lost tools, and the warmer well lighted garage has greatly facilitated further repairs.

I mentioned last month that getting the car started was hard but once it was at temperature it ran very well. Now that it is in a warmer and well-lit garage, I plan to replace the choke cable. I think it is not installed correctly and is possibly in need of lubrication.

Another interesting but not auto related item, which I should have included in my October newsletter contribution concerns Oklahoma's well respected but unloved "severe" weather. These awesome "supercells" can generate furious lightning hail and in the worst cases tornadoes. On the wrong side of these events, we see greenish black terrible skies; but on fair weather side they can sometimes be quite beautiful. One evening in mid-September we were inside our house in Oklahoma City in nice weather, but under a severe thunderstorm warning. Then my granddaughter came in from the yard and said we should come look at the sky. When we got into the back yard, we saw a huge thunderstorm to the Southwest. I would guess it was ten miles away from us. The bottom was pretty much a dark red, but the color turned to orange part way up and to



snow white all over the sunlit top. I decided to go find my cellphone for a photo. When I got back, this time out in the street, the white portion was pretty much gone except for some hints at the top. I still feel that this photo is one of the best weather-related photos I ever took. It captures the scene rather well although I regret the few minutes that were lost before I returned with my camera!

I hope to see you all at the November 21st club meeting.

Vice President's Article by Pat Kendall



Minutes of the last meeting by Secretary Adele Blom

Minutes for the Meeting of October 17, 2023

The October monthly meeting of GCT was held in Big Whiskey's, 4532 East 51st Street, Tulsa. President Rolf Blom called the meeting to order



exactly at 7pm with 17 members present.

The September minutes were accepted as printed in the newsletter after a motion to approve was made by John Philips and seconded by Dennis Robinson.

The Treasurer's Report was given by John Phillips. We received interest on our savings resulting from inflation, which grew from \$8.04 in the last quarter of 2022 to \$12.95 in March, \$18.42 in June, and \$19.59 in September. Dennis Robinson moved to approve the report and Adele Blom seconded the motion. The members unanimously approved this report.

Rolf Blom gave a brief president's report, noting that the party at Steve and Lee Anagnost's house was a great success. He asked the members present to indicate on the attendance sheet whether the planned to attend the future

Guy Fawkes Day party on November 4th at Jan and John Phillips.

With no activities chairman Rolf brought up the question of further activities. Further discussion of the Guy Fawkes party reminded us that while the main course is provided, we need to bring something to either complement the main course or something sweet for desert. In addition, bring anything you want to drink, other than tea and water. After consultation between Janice Garbart and Adele they agreed that Janice would bring a German Chocolate cake, and Adele would bring a spinach casserole. The possible Christmas Party is still up in the air. Any volunteers or ideas for other venues would be appreciated.

John Phillips gave a Parts Committee Report. He gave a status report on the repairs to his recently acquired TR-6: He reupholstered seats and head rests noting that the work on the head rests was difficult. His lights are all clean and working. He has some exhaust parts; however other needed exhaust items are backordered. A new wiring harness is in the house. He has tried to rebuild the two horns but was not successful; and is considering obtaining replacements from various sources. The gas tank had its inside and outside coated in Vinita. A replacement radiator core was obtained from Maine Radiator Mfg. Despite all this progress he hasn't got the car back from the paint shop to begin assembly. Jim Murray reported he changed his car's oil and coolant and was looking for the right source to get foam to replace under the vinyl car seat covers. Art also offered to help with repairing John's car horns.

Art Graves talked about past and future car shows. Al and Janice Garbart got second place at Brits in the Ozarks on October 5 and 6 with their splendid TR-7. The VTR Southwest Regionals will be in St. Louis at the end of May. This is later than usual because the weather is colder in Missouri than Texas! The TRA Nationals will be on September 8-12, 2024, in Nashville, Indiana. Please check the newsletter for further information about the VTR National meet. Art Graves showed us an interesting dashboard placard with a QR code which a firm named "carshowpro" can produce for a small fee. This code can then be

used to facilitate judging or voting at a participating car show. He used his at the last Austin All Brits Car Day.

There was no specific old business; however, after hearing John Phillips rundown of acquisitions made in connection with his TR-6 refurbishment, Adele Blom remarked the previous owner of Rolf's blue TR-3B had provided receipts for all the parts he had purchased during the restoration. When Rolf offered to total them up, the previous owner did not want to know how much had been spent!

New business: John discussed the Jim Lindsey rebuild of the TR6 short block. The end product was quite satisfying. The necessary preliminary machining (boring out the cylinder liners) was done by Midwestern Engine & Machine of Tulsa. John and Jim both give the firm an A plus.

With no further business the club agreed to adjourn the meeting at around 7:40.



Should be home soon.





The Annual Guy Fawkes Celebration

The club has celebrated this British holiday for over 20 years after Jan came up with the idea. We started with fireworks and burning the British terrorist in effigy but have mellowed over the years to just eating a lot of Shepherd's Pie and other things as wished by the attendees. I particularly

enjoyed the sweet potato casserole, one of my favorites.

There was shop talk in the shop as usual. Some about tools, cars, and the shop itself. Beverages were consumed as was the great, as usual, dinner prepared by Jan and others.

If you missed it, too bad. Maybe next year Jan will do it again.







Figure 1 Gary gave me a helping hand getting an old heavy TV off the bedroom wall. Thanks a lot Gary.



Report: California Looking To Restrict Travel For Classic Cars

The state is looking at instituting "zero-emission zones" soon.

The state of California is looking seriously at instituting or allowing local governments to institute zeroemission zones in the near future. In preparation for such a move, the California Air Resources Board (CARB) reportedly is gathering information about classic cars and how their owners use them. We knew something like this was coming to the US and California would likely be first, but this is still concerning.



Figure 3Anyone have a 52-amp fuse?



HAGERTY

THIS IS REAL, NOT OFF THE INTERNET. HONEST

We're seeing values rise on vehicles like yours

Our team of valuation experts recommend increasing the values on these vehicles

Vehicle Current value New value

SATURN SKY \$10,000 \$12,500

TRIUMPH TR8 \$16,000 \$20,000

Keeping values up to date is important to ensure your vehicle is properly covered in the event of a loss. To get started, sign in to your account and click change vehicle value.

Cheesy Black-Eyed Pea Dip

3 16 oz. cans of black-eyed peas, drained 2 cups (8 oz.) shredded sharp Cheddar cheese.

1 can (4 oz.) chopped green chilies drained.

1/2 cup butter or margarine, cut into pieces.

2 tablespoons dried chopped onion1 1/2 tablespoons diced jalapeno peppers.

1/4 teaspoon garlic powder

In a large microwave-safe bowl, combine all ingredients. Microwave on medium-high power (80%) 6 minutes, stirring every 2 minutes. Store in an airtight container in refrigerator. Serve warm with chips.

Yield: about 5 cups

For bandanna jar topper, fold a 21" square bandanna in half from top to bottom and again from right to left. Cent bandanna over jar lid. Wrap a rubber band around the bandanna to secure the bandanna to jar. Tie raffia around bandanna, covering rubber band. Thread ends of raffia through concha and tie again. *Jan*



	Scheduled Club Activities	
WHEN	WHAT	WHO
Feb 10	Drive your Triumph Day w/COVTR-Cushing	Art
	St. Patrick's Day Dinner	Jan
21 July	Auburn Cord Duesenberg Co. Facility Tour	Jim Lindsey
4 November	Guy Fawkes Celebration	Jan
December	Christmas Party	

WHY SHOULD I JOIN VTR?

VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours, vintage racing, and social gatherings are a regular part of the VTR scene.

Won't you join us? ? https://vintagetriumphregister.org/

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



2023 CAR SHOW LIST by Art Graves

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

Web: http://www.bmcno.org/

VTR South Central Regional Convention

Location: Sugar Land, Texas Date: April 19 – 23, 2023

Web

 $\underline{http://www.texastriumphregister.org/regionals_202}$

3

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 - 10, 2023

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

Web: https://www.miamivalleytriumphs.org/tra-

2023

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri Date: June 23 – June 24, 2023 Web: https://gobmccarshow.com/

Kansas City All British Car Day

Location: Merriam, Kansas Date: September 2 – 4, 2023

Web:

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

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

http://www.triumphest.org/Triumphest2023/tfest20

23ad.php

Britts on the Bluff

Location: Natchez, Mississippi Date: September 15 - 16, 2023

Web: https://www.msemc.org/events/

6-Pack Trials

Location: Indiana, Pennsylvania Date: September 21 – 23, 2023 Web: https://forums.6-pack.org/

VTR National Convention

Location: Dillard, Georgia

Date: September 27 –October 1, 2023 Web: https://www.vtr2023.org/

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 - 7, 2023

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

Texas All British Car Day

Location: Austin, Texas

Date: October 13 – October 15, 2023

Web: Texas All British Car Day - Car Show Pro



VTR 2024 Regionals - South Central Region

30 May - 1 June 2024 in Saint Louis, MO

"A Confluence of Triumphs"

Planning is currently underway for the 2024 South Central region VTR convention. More information will be added to this page over time. If you wish to register early, a mail-in registration form is currently available below. Online registration will also open shortly. We hope to see you and your Triumphs in Saint Louis next year!

Registration Forms

 Mail-in Registration: Click the link below to download a printable form. Follow instructions and mail the form to the provided address with payment enclosed in order to complete registration.

Www.sltoa.org/vtr24info.htm

· Online Registration: Click the link below, and you will be directed to a secure online form hosted through RegFox where you can complete your registration virtually. Please note that online registrations are subject to a small additional processing fee over mail in pricing

https://sltoa.regfox.com/south-central-vtr-2024-regionals

(T-Shirt Design Previews: Coming soon.)

Events

We are currently planning a number of driving and enthusiast events to take place during the VTR Convention. Details are subject to change

- · Self-Guided Drives, "Confluence Tour"
- · "Gearhead Drive" to Local Destinations
- . Winery Tour / Poker Run
- · Daily Yech Sessions
- · Breakfast and Dinner Runs
- . Time, Speed, Distance Rally (Self-Guided, using Richta Rally)
- · Driving Events: Autocross, Le Mans Start, Funkhana

Hotel Information

Arrangements have been made with the Sheraton Westport Chalet Hotel in Saint Louis to secure a block of rooms for the duration of the VTR event The following is some basic information about the hotel.

- Website: https://www.mamcit.com/en-us-hotels/sits-sheraton-westport-chalet-hote-st-icus-overview
- Phone (314)-878-1500
- Address, 191 Westport Plaza Drive, Sant Louis, Missouri 63146
- Map https://gots.dhmapach/Eticun918xQTXQb/

https://sltoa.regfox.com/south-central-vtr-2024-regionals





"A Confluence of Triumphs" 30 May – 1 June 2024 in Saint Louis, MO Event Registration Form





STOP	200	Event Regis	tration Form	SOUTH CHI	THAL ME CHOS	
	F	Personal Inform	nation (for Bedges)			
Name of Driver #1 (First & Last Name as the				First & Last Name as t	ney will appea	ar on badge)
Address				Home Phone		Cell Phane
City		State	ZP	Count	ry E-mai	l address
~~				-	2 2 3 2	aduress.
Club Affiliation:		****			No. of Street,	
List additional attendees below (Family memi	bers, First & Last Name.)	Numb	er of welcome party atte	rdees:	Number at	tending banquet:
1.						
2.						
3°. 4.						
		71 / 1	In Charletter			7
Check if you want to be a Conco	surs judge (Training o	on Inursday)		will require parkin	ng tor a tra	ner
Car 1 - Vehicle Information	IVIN		Year Model	le Information	Last	
Yesr Model Color	VIN		Tear Model	Color	VIN	
Car Show		NAME OF THE PARTY	Car Show	1		
Event (select only one)	Class (select only	v one)		ct only one)	Class	(select only one)
○ Concours	Showroom S	•	O Concour		1	Showroom Stock
Concours Senior	Modified To:	-	O Concour			Modified Touring
Concours Preservation Participants Choice	 Modified Pre Survivor 	epared		rs Preservation	1	Modified Prepared
		4:-:4-:-\-	O Participa		_	Survivor
Driving Events (check the even Autocross TSD Rally	Funkhana	Le Mans	O Autocross	TSD Raily	77/197/	er 2 will participate in):
(Self-Guided)	Oromana	Start	Ondicciose	(Self-Gulded)	OF	Start
If running Autocross, select cla	ss if known:		If running Aut	ocross, select cl	lass if kno	wn:
O Stock O Modifi	led () Prep	pared	O Stock	Modif	led	 Prepared
Other Driving Events		of Attendees		Intagetriumphregist		
Check the events you'll participate	in: "	OI Allendese		ing criteria and auto	cross guide	elines.
 Breakfast Run Drive – Thursday 	, 30 May		Terms & Con		rétain néa tra m	oving events. Under VTR
 Gearhead Tour – Thursday, 30 			rules, all Triumpho	entering Concours a	nd Participal	nts' Choloe oar shows are
○ Winery Tour / Poker Run – Thur				pate in at least one me		Tech and cafety autocross, Any vehicle
Breakfast Run Drive – Friday, 3	1 мау					ation for safety reasons. I
O Dinner Drive – Friday, 31 May						events and specifically sponsors, the Saint Louis
 Check if entering Crafts, Models, 						Register, collectively and
Registration Fe	es and Regalia					Jury or property damage by
Item and Quantity		Subtotal				n. I understand that the he right to revoke my
Registration: Early \$130, fee \$155 after	r 30 April 2024	S		tain my registration for		n fee if you cancel on or
Additional Car: \$25		S	before April 30, 20	24. No Refund will be proumstances may be	granted after	April 30, 2024.
Gearhead Tour (Lunch): \$10		\$	Hatel/Lodging:			
Sanquet: \$65 per person			You are responsib	le for making your ow Accoplation has meet	on room rece	rvations. The Saint Louis of rooms at the Sheraton
Special Dietary Needs (Detail below	(december)		Westport Plaza. Pi	eace call \$14 - \$78 - 1		a reservation, mention
Special Diesily Needs (Selas Below	ii appicable)	5	discount code 8CV			
			Rignature and date	E		
T-Shirts Design 1: Triumph Sports	Car I Ineun		1			
5/M/L/XL	minus demonstrate demonstrate	175,500	Driver A		Sansako Projekt Nedom certificas	A demokratisk med Approximation de productive de productive de la company
522		\$	Driver B			
XXL/XXXL: 8 M L XL	XXL XXXL_	_	DIIVOIS			
\$27			Saint Louis T	Send signed for riumph Owner's	rm and che s Associa	ck to:
www.sitoa.o	ora	Total	4200 Weather			
WWW.Sitod.C	. 9	S		Niccouri 6330A		



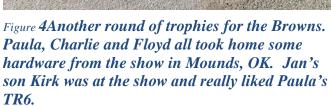




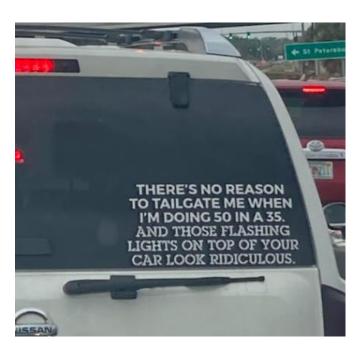


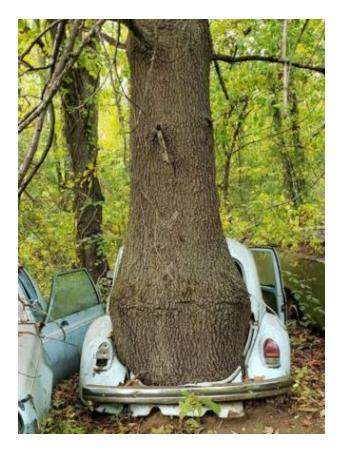














Greasy Hands Garage North Update by John Phillips

8/12/2023 Today we got started reassembling the TR6 (Tart) engine. Jim switched the rods from the old pistons to the new while I cleaned up the crankshaft. At the end of the day, the rods and pistons are ready to install, and the



crankshaft journals require more measurement for roundness and plasti-gauge for bearing fit.

The roundness check and some painting, the oil pan, etc. should be the tasks for tomorrow. Jim may or may not be here, but I can stay busy with all the other stuff.

8/13/2023 – The oil pan is now painted
gloss black, and the valve cover has the first coat
of aluminum. The distributor has been cleaned
and readied for service and the rebuilt head has
been cleaned of the remaining glue residue.

As for measuring the journals for the rod bearings, the nominal dimension is a minimum of

2.8750" with a maximum of 2.8755". Most of my measurements were 2.8745". or. .0005" under minimum standard. That is not much wear for an engine with 80,000 miles on it. And my inexpensive 1" to 2" micrometers have not been calibrated so it could easily be off by 5 ten/thousands of an inch.

It is 2:00 and my nap time. I am tired of measuring, cleaning and painting



for the day. Perhaps tomorrow I will start on the fuel system or just help Jim as he continues with the engine.

8/14/2023 – The runs on the valve cover have been dealt with and the new silicone seal has been planted in a bed of red Permatex Hi Temp silicone. I was going to use a cork gasket, but Jim said no. He likes silicone. It fits really well.

I may use the same sealant on the pan gasket. We shall see. The paint on the pan looks



great to me and I am a little anxious to get it installed on the engine. I did, however, promise to not hurry Jim on this project. He knows what he is doing, and he works cheap.

The picture on the previous page shows what else was accomplished today. The carbs were removed from the intake manifold and the intake spent over an hour in the parts washer in the attempt to get 51 years of heavy grease and dirt off. This probably ranks as the hardest cleaning job in my history. There are lots of small hard to get to locations on the intake.

The previous, previous owner did put new carb linkage on the car, but it is back off and waiting for the carbs to be rebuilt. The renewed carbs will be needed to start the car so there is some level of pressure to get them done.

Of course, the car will also need wiring to run. The car has none. Before I order wiring, I need to decide whether or not to put an overdrive unit in. I hate to spend the extra money on the O/D, but the car will be less desirable without it, and I know it.

8/16/2023 – Good meeting last night. Pat found a very nice room to meet in, but I did not hear anything good about the food.

Three hours of my day was spent in the shop from 10 to 1 P.M. I went in for some lunch and a nap and Jim arrived around 2 P.M. and left

for home around 7 P.M. It was a long day, but we got a lot accomplished.

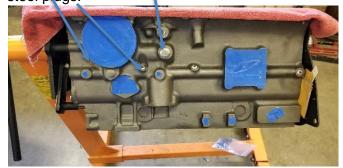


The crankshaft is fully installed as is the cam shaft, almost. The pistons, rods and rings are all assembled but not yet installed.



Before the engine work was started, the intake manifold and exhaust manifold were cleaned and painted. The clutch and pressure plate appear unused but were not stored properly so they require some attention.

8/17/2023 – There is an oil gallery that runs along the left side of the engine that is only partially used for the connection to the oil pressure gauge and warning light on the dash. The other holes are not used but are plugged with very small steel plugs.



8/18/2023 – Finished the masking job. Got the plug reinstalled. Installed the front flex plate. Nap time.

Jim came over about 6 P.M. to paint the engine. We started playing with the pistons first, but Jim's ring compressor was too big for a 3" piston so we switched back to painting. We finally quit for the night at about 9 P.M.





Jim insisted on a gloss black finish with a final coat of clear. He says it makes the engine easier to clean as well as make it pretty.

He painstakingly brush, hand painted the head, the water pump, and the timing chain cover with materials he brought from his house.

The block got Rustoleum High Gloss rattle can paint. It looks pretty good.

8/20/2023 – I ordered HTV Clear Coat to make everything sparkle a little more. It arrived on Sunday after 1 P.M. and I fetched it from the front porch before the truck was out of sight. I was ready to move things forward another small notch.

I sprayed the engine block first then moved on to the water pump, timing chain cover, harmonic balancer, intake manifold, etc.

When I went back to check out the engine block, I was a little shocked. The paints were obviously not compatible. It looks like it has a crinkle finish on it. I called Jim to prepare him so he doesn't go bouncing around the shop when he

sees it. He just said we can clean it off and start over. I'll think about that.

Some of the other parts look ok. I suspect the gray finish that was on the block when it was returned from the machine shop should have been removed before the paint was applied. Probably not. Ignorance bites again.

8/22/2023 – Last night Jim was here to strip the paint from the engine in preparation for a repaint. He cleaned one side and left the other side for me. It is clean again and ready for painting.

After rechecking the block for paint readiness, I decided to check the threads of the sump attachment. All went well until I came to the <u>aluminum</u> filler that fits in the block under the timing chain cover. This is a common trouble spot for stripped threads and this one was stripped.



Knowing of this problem I had collected a couple of replacement parts. I pulled one out and replaced the damaged part with the good one.

I also continued the attempt to understand the installation of the timing chain gears. The gear attached to the end of the cam sticks out about a ¼ of an inch. The gear attached to the crankshaft does not stick out at all, yet they are supposed to be on the same plane. I guess I will have to study some more. But I did find the timing marks.

8/23/2023 – Last night Steven hollered for a little assistance. I showed up at his house around 10 A.M. after taking the dog to the groomer and filling Jan's car with fuel.

We checked the plugs, and they were badly blackened, so we assumed the carbs were quite rich. We adjusted the idle down to about 800 RPM and the car behaved ok, so we left it.

We checked the air fuel mixture, and the carbs were adjusted as lean as they would go. If the plugs keep on turning black, we will do a compression check and maybe a change to the

fuel metering needles to slow the fuel and lean out the mixture.

Steven changed spark plugs and said the car is running fine for the moment. Drive it for a while and if problems persist there are other things we can do.



When I left for home, I forgot my bag of tools so no more house calls until they are retrieved.

Al is coming out in the morning to use the lift for a while. Having the company of Al in addition to Jim should be a change. Speaking of Jim, he came to the shop about 1:30 and left about 5:20.

During this session Jim finished putting the other 3 pistons in with few issues. He/we have had some problems with the ring compressor, but it was all figured out and they are in.

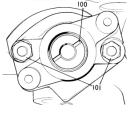
Then the timing gears and chain were installed and TDC determined. Jim left at this point, but I stayed at it for a while.

The oil pump was installed and the gasket for the sump was stuck to the sump and left to dry.

Tomorrow the distributor will be set up while we have a lot of access to that area. Still a lot to do.

8/24/2023 – The day started with the installation of the oil pump and distributor gear. While I was in

the midst of this task, Al arrived as planned to use the lift to look for the cause of some noise coming from under the car. The gear has a notch on top that mates with a dog on the top of the oil pump that sets the cam timing at TDC. It is critical that the notch is positioned as shown to get the setting correct.



The distributor shaft then sits in the notch to complete the set up for timing in the normal manner. This is not a difficult process, but it is important that it be done correctly.



The only noise found on Al's car was caused by a missing bolt meant to hold the exhaust pipe in place so there would be no noise. We ganged up on it and finally secured the bouncy exhaust pipe.

We doubt that was the noise heard by Al, but it was the only thing we found and fixed, so the trip was not a total waste.

Al took off then and it was time for me to paint the engine again. I put one coat on, waited a few hours and then finished up with a second coat of the black paint around 5: 30.

Tomorrow, I plan to apply a coat of clear over the black then it will be on to installing the oil sump to the block.

8/25/2023 – I tested the clear coat on a small area and it crinkled up. I decided to skip the clear coat and go right into installing the sump.

The gasket was previously glued to the pan so applying the silicone seal on the block was started. That stuff is hard to push out of the tube. While applying beads of sealant I got a call from my daughter telling me that her mother had been resuscitated twice today and was in the hospital. Talking to her and my son took a while, but I kept on with the silicone application because it is time sensitive, and time waits for no man.

After the silicone was applied to the block, the pan was set in place and the bolts installed and tightened until some silicone squeeze out was observed. It was then left to cure for an hour, after which the bolts were torqued to 20-foot pounds per manual instructions.

Per Lindsey instructions, more silicone was applied to the area where the pan and block surfaces meet to further seal that area against leaks.

I also received two calls from the medical community trying to deal with the aftermath of my doctor moving to Glenpool. Not a good day.

I was going to start the process of installing the head but the way the day is going I think I will wait until tomorrow. I wish my ex-wife the very best of luck. Looks bad.



Tomorrow: The head followed by the motor mounts. The timing chain cover is waiting for a better gasket than the one I have.

8/26/2023 – Today was a good day. My ex-wife did not die but is fighting fluid in her lungs and staving off kidney failure. (She passed a day later).

As for the 72 TR6 engine, Jim got through the stuff that I had never done before, assembly of the short block, and now I am in familiar territory.

The cam followers are in, the head is on, a few 'outside the engine' parts have been reinstalled. It actually looks almost finished, but it is not. I even found a set of new spark plugs and put them in as well. The front of the engine and the back of the engine still need to be dressed.

With the engine on the stand there is no access to the back of the engine. I have one lifting ring on the back of the engine but there is no ring for the front. I have to come up with a system to lift the front along with the back because this will be the home for the engine until it is dropped in the car along with the transmission.

I had the spin on oil filter adaptor so there was no cost there. I need to be more diligent at seeing what I have before buying something. All purchases to date add up to over \$10,000 bucks.



Engine work and parts were more than I had planned.

Of course, the paint job is contracted at 4000 bucks and with some luck it will end up less than 5000 (No). If I can end up with a fresh restoration for around 15k I think I will come out ok. Will probably skip the O/D tranny.

The three wiring harnesses are going to be expensive (\$740) as is the exhaust system (\$600). Why did I buy this car? I did not even want it.

Tomorrow, I plan to work on fabricating a lift ring for the front of the engine. I need to find a short piece of steel that I can mess up.

8/27/2023 – I followed the plan above, I know I don't do that often, but I want the engine off the stand and on the hoist. I just trust the hoist more than the stand.

I did figure out a design using stuff left over from hanging a garage door, it is $\frac{1}{4}$ in steel and should have no trouble holding that engine up for months or years depending on when the painter finishes my car.

I did not locate the holes properly so there was a lot of finish work to compensate for the problem. The cut-off wheel and grinding wheel were used a lot as were the saws-all to get the shape I needed but the end product was worth the effort.



As shown, the lifting eye would have interfered with the water pump housing, so it went to the big vise and a big hammer put an angle of



the right amount in the right place and the interference was eliminated. I don't think I screwed this one up.

Parts for finishing the front of the engine installing the rocker shaft and attaching the valve cover are due tomorrow. I spent a while putting on stuff like the coil and fuel pump, but I have not found a fuel pump yet. Maybe tomorrow

8/28/2023 – As I promised Jan, it is cool today, so the yard work needed to be done. The trimming was done for the second time this year, (yeah, it was needed) and then the mowing was done. Now back to the little Tart engine prep. This little orphan needs lots of help.

While waiting on hardware and a gasket from the Roadster Factory, I started by applying assembly grease to both ends of the push rods

and dropping them into the lifters. The rockers were then placed on top of the push rods and now I just have to wait until the shipment arrives.

The shipment arrived and the gasket for the chain cover was in it. I plastered both sides with silicone and let it pre-set while I bought more bolts at Ace. The rest of the bolts were installed and torqued.

A stud for the rocker pedestal was also received but I needed 5 more. Didn't check the quantity box. They are on order again with some other supporting hardware. Another 3 days won't hurt anything.

Tomorrow is the day to switch the engine over to the hoist and off the stand. The lifting rings are ready, and I need access to the back of the engine.



8/29/2023 – The switch has been made. Note the 2x4 support on the left to relieve the weight on the hydraulics of the hoist.



The picture above also shows a couple of issues to be resolved. The one holding up flywheel installation is a copper washer and I do not have a fuel pump yet.

The copper washer is to be used to seal the top bolt goes here. on the timing cover because it has oil behind it which promotes leaks if not properly addressed.

I found a fuel pump in the attic that I was going to rebuild but a rebuild kit was about \$70 and a new pump was \$40 more. I bought a new one. This way I can avoid screwing up a pump rebuild.

The first thing done after moving the engine to the hoist was torque the crank bolt at the

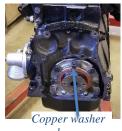
harmonic balancer. It calls for a range from 90 to 100-foot pounds according to the British forum. The info is not in the Bently manual.

To keep the engine at TDC, I put two large bolts into the back of the crank and put a pipe between the bolts to prevent turning. Since the TR6 requires only 100 ft. pounds, this was enough resistance to prevent the crank from turning. Glad it was not a TR8 engine.

The front and both sides are complete except as noted above. The back will require a

bit more work when the needed parts are available.

8/30/2023 - The painter called to ask for some money and report a problem with the hood. The most obvious issue was the holes near the nose of the panel but there was much more rust damage throughout the surface of the hood.



I sent out a request for a hood and Chad Jester gave me one of his. If that one is also



rejected, he has more, he says. This one goes to the painter tomorrow.

The painter also requested that the door handles be brought out so he could make sure the surrounding metal was strong enough as the doors on both sides were dented apparently from opening the doors.

I asked that he be a little less particular in certain areas and more cost conscious. I can see this getting pretty expensive fixing pinholes and other minor issues.

I am sure you have heard of Dustless Blasting to get rid of the old paint. It did a good job but cost \$1000. I gasped a little. So why was it that I bought this car?

Not much happened in the shop today since the next order of parts has not yet arrived. Due tomorrow. More car pics as of today. Doors & boot lid in paint booth.



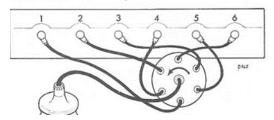




JOHN'S QUICK TIPS

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 https://windows, tuck top down behind seats, add cover.

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 highperformance 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

e



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

John Phillips at topaztr6@gmail.com or phone (918 527-2629

TR6 contact:

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

(918) 346-0900 deugenerobinson @icloud.com

Mark 1 & 2 Spitfire Parts 1964 & 1966

Front and rear suspension both left and right side

3 heaters; 1 works good, other 2 motor bad, one motor good.

Frame for Mark 1

2 Tappet Covers

Spitfire Hubcaps, 2 sets small, 3 large

2 Doors off 1966 Spit, complete with windows

2 Rear Ends

Electric Fan

Gas Tank, complete with fill cup, Chrome

4 Wheels with good tire, 1 extra wheel

Drive Shaft

2 Steering Wheels, 1 original, 1- 13"

1966 Steering Column

1966 Radiator with Horns and Water Bottle

Sway Bar

1200cc Engine Complete except exhaust & carburetor

1200cc Engine Block, Head and Oil Pan



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

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

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





Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

TWO CHOICES

GCT Merchandise

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

https://www.cafepress.com/greencountrytriumphs

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 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 COUNTY 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.

Membership benefits typically include reduced cost on parts, 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	MEMBE	RINFO
MEMBER NAME	04000001100	
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS	- 500	
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#
2		
-		

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 (leave message) maudipp@gmail.com

Dues are payable on 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). Membership is discontinued Oct. 1st following the date dues were due.

Andy Wilmes

Admiral Alignment

+1 (918) 232-3273 Mobile andy@admiralalignment.com

13503 N 155th East Ave. Collinsville, OK 74021

TRIUMPHWORLD SERVICES, Inc.

Specializing in restoration, repair and parts for the English sportscar

TRIUMPH

John R. Gauldin Edmond, Oklahoma (405) 250-0903 trdr@cox.net