



Triumphant Times

Green Country Triumphs

Monthly Newsletter for September 2019



Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

Club Dues Are Due July 1st or before of each year to the club Treasurer.

Submit dues to be reinstated.

SEE APPLICATION ON LAST PAGE FOR ADDRESS

From President Denny Robinson

Hi club members

Art and I are in

Dripping Springs Tx. For the VTR. The last count I had, there were at least 167 cars here.

Art and I did the Gimmick Rallye on Monday. It took 5 hours and drove 133 miles.

Have seen lot of old friends and meeting people from all over the USA. Had a fun welcome party last night with food, drinks and good music.

Hope we have a good group at next club meeting at Baxter's. I'm writing this on my iPhone so will keep it short.



From Vice President Bob Avakian

It's been an interesting car month so far. So, here is just a quick review.

A recent article on the web decried the dip in auction prices for collector cars. But these are cars whose prices are quoted in millions of dollars or fractions thereof and meant to be rarely driven. So, is this a harbinger of a recession, or an indication that the hobby is falling out of favor?

Again, from the web, California is about to see a law suit against Comedian Kevin Heart for not having up-to-date safety equipment, (including harnesses and air bags), in his customized 1970 Barracuda. Admittedly, having 720 hp under the hood probably means that harnesses are a no brainer, but airbags in a 49-year-old car? If the superior minds of a



Next Club Meeting
Tuesday October 15th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Baxter's
Interurban Grill
717 S. Houston Ave.
Tulsa

Officers and Committees

Denny Robinson – President

Bob Avakian– Vice President

Al Garbart - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

Jon Wood – Web Master

John Phillips – Newsletter, Parts, Repairs, Appraisals, Membership

topaztr6@gmail.com

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Have you paid your dues?

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

California jury deal him a loss will we need to install air bags in our 60-year-old rides? Where could we put them? Replace the heaters? Or maybe some of those excellent California cars will be sold off to avoid the rules?

In Yorktown Heights (in reliably blue Westchester County, north of New York City) a local car club blocked all the available Tesla charging stations recently. I guess they couldn't park in all those tempting handicapped spaces so did the next best thing. Riiight.

Tesla hopes to hit 100,000 deliveries this quarter (if Elon Musk can stay one step ahead of the Feds) showing that the electric car is probably at least a long-legged fad if not here to stay.

One last observation about electrics. In California a Tesla police car ran out of charge during a high-speed chase. It had been taken out with only a 50% charge from the last shift. Luckily the chase was supported by several gas guzzling, pollution belching police dinosaurs which continued the chase.

Take care and keep 'em running.

Bob A.

Secretary's Minutes of the Last Meeting by Adele Blom

The September monthly meeting of Green Country Triumphs was held on Tuesday the 17th in Siegi's Sausage Factory restaurant. Newsletter editor John Phillips facilitated the meeting because both President Dennis Robinson and Vice-president Bob Avakian were traveling outside the city and therefore unable to attend. John called the meeting to order at 7:03pm.



The minutes were approved as included in the newsletter e-mailed by John Phillips. (Rolf Blom moved and Glenn Larson seconded.) The Treasurer's Report was given by John Phillips. Jan and John finally got the

papers from the Bank for our new arrangement. We now have a savings account and a checking account which requires a \$3000 minimum amount to avoid a service charge. The total balances reported were in line with our usual numbers. We approved the Treasurer's Report as submitted. (Rolf Blom moved and Tom Chronister seconded.)

Art Graves gave a report on shows. Coming up next was the All British Car Day in Round Rock, Texas on September 27th through 29th, 2019. Next after that is the main event for the Vintage Triumph Register, the National Convention, on October 6th through 10th in Dripping Springs, Texas. You can expect approximately 150 cars. At this point hotels are hard to obtain but Art thought he knew of a possible available room. Art also reported on a trip he and Karen made to South Dakota, Wyoming and Montana. They apparently enjoyed this a great deal seeing Mt. Rushmore, Deadwood, Devil's Tower, and the Little Bighorn site of "Custer's Last Stand". Near Mt. Rushmore they joined a driving event nicknamed "Tunnels and Pigtails" (pigtails being tight hairpin turns) which sounded like great fun. With respect to weather he noted that one night they fell asleep in a 60-degree evening and awoke later to find they were covered with snow. This sounded good to those of us remembering 100-degree days at that time on Tulsa. The only repair Art had to make during the trip was on his trunk hatch.

John Phillips reported that car repair activity was slow at his shop. He has been working on a boat with Jim Lindsey. It went home but will come back along with Jim's car in the near future. Glenn Larson and Rolf Blom discussed the issue they have experienced with the water release spigot on the rear of their TR-3 engine block. Water would not come out when the spigot is opened even if a pipe cleaner is inserted into and past the valve. Glenn used a product called "THERMOCURE Cooling System Rust Remover", and reported

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that after driving the car around for a week or so he drained out the product along with some suspended rust and after a second treatment the fluid is believed to be circulating properly again. Rolf Blom has been worried about driving his TR-3 at because of this issue; however, Glenn reported that he apparently had driven his car considerable distances before curing the problem. So, Rolf decided to drive the car from the storage unit to his home for the same curative process. We wondered how many old 4-cylinder cars have been driving around without noticing whether they also have this problem. On hearing the discussion of the faulty engine block spigot Art Graves reported that recently he could not get his heater to turn off completely. The heat was great when he and Karen were up in their northern trip but was not appreciated when they got back in Oklahoma. So, he removed the heater control valve, disassembled it by drilling out rivet, cleaned out a quantity of rust or dirt, oiled it, and reassembled with good results. Dale is still waiting on seats to arrive home from the reupholster's shop in Dewey, OK called Custom Stitch Upholstery.

John Phillips reported we now have 39 members paid. This is the lowest level he remembers; but he noted that many people who left had been attending very few or no meetings and events. While discussing the membership we welcomed new members Beth and Roger Bolinger who were attending the meeting for the first time. They bought a gorgeous 1969 Spitfire in May. It looked great at the meeting; but has needed work to get it running. It had no hydraulic clutch when they had bought it. They also had to replace seals and the windshield. They are driving the car now but are noticing a gasoline odor after driving. A suggestion was made that possibly the carburetors are flooding and overflowing into the air cleaners.

The club was distressed to learn that Rob and Donna Thompson had both their TR-6

and a newly acquired VW stolen while they were asleep in their house. The VW he had just been delivered the day before the robbery. His garage had a button pad outside the door. When they got up in the morning the garage was empty. Our new attendees Beth and Rob Bolinger mentioned a computer app/website called VINwiki which covers car stories etc. Perhaps Rob could post photos and info on his missing car there.

Art Graves had more wonderful tiles from a show we put on in 2006. He has been clearing these out of his garage and found a home for several more at the meeting. They make nice tiles for decorating or use trivets. We all grabbed the beautiful tiles for trivets. There are [ART WORK BY DEWAYNE PASS](#) more available. Art will let us know which prizes they designate.



Ideas were batted around about ways to grow membership. Roger and Beth were able to know about us from our web-site. Although ads can be placed in the newspaper, they are costly. We could perhaps talk more about the club at car shows. Dale had a brilliant suggestion of a radio announcement such as "British cars invading Bartlesville" and we could meet somewhere to display our cars.

With no further new business brought up John called for a motion to adjourn. This motion was made and seconded, and the meeting was adjourned.



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From Mike Neal

To John,

I sent a couple of emails to you from my pc, but discover that my cox email program is trash, and outgoing messages were not going out, among other issues.

In essence, I have **sold my TR-6**.....offer out of the blue, and I bit. Have had health issues, and did not feel comfortable taking the car out. Sold it to a guy in Kentucky, whose brother, locally, I used to ride bikes. I had not planned on it.

I wanted to thank you for keeping me in the Triumph camp for many years, and the time, and expertise you took to help me keep Casper in top shape. I really appreciate all that you have done, for me, and for the Triumph community locally. You and Jan are treasures.

I thoroughly enjoy your newsletter, and hope to continue to receive it until my current membership runs out.

Again, thanks for being the consummate Triumph "guru", and a friend. Will miss the beers in the garage. Hope I can stop by to see if you have dropped a Chevy V8 in the TR-8.

Mike

John,

The weather is now turning into the eight-month period of perfect weather. We took the Six down to Safe Way for a quick grocery run this morning, it had just rained about an hour before, the roads here are really nice with views of the mountains and desert. The run to Safeway is about 20 miles round trip so it makes for a really nice drive.

We made a trip over to San Diego last week and spent some time on Mission Bay and the Pacific coast (about a five-minute walk between the two) how crazy is that? One thing that was really interesting was the Maritime Museum which is actually a collection of ships at one of the down town piers. In addition to the ships there are two submarines, a Russian Foxtrot and an American research submarine that you can go on board and explore in addition to the other ships. One of the oldest ships was the Star of India which went into service in the 1860s. All of these ships are kept in serviceable condition and are taken out of certain occasions. Pretty cool.

<https://sdmaritime.org/visit/>

Attached is a picture of our Arizona dog, we adopted him about six months ago, his name is Mikey and he is a maniac.

Hope you and Jan are doing well.

David Alexander



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Well, I guess the excitement is actually over by now and everyone knows that Rob Thompson's 71 TR6 was stolen from his garage along with a newly purchased VW.

Per Rob's request the information was spread throughout the community via E-mail and also Facebook group pages. Available information was intermittent from Rob so there were a lot of questions that I could not answer immediately that were passed off to Rob.

"Stolen from Rob Thompson from enclosed garage located at 3412 E. 61st Place in Tulsa, OK. Happened early this morning. Opened garage thru key pad, we believe. Contact person listed below.

VIN CC58940, 71 Triumph TR6, BR Green, also, 67 V@, Beige, Texas Tag HKD163, VIN 117202678."

This car has quite a history already and hopefully this is just one more addition to that information. I guess if we never hear of it again, it ends now.

Good luck Rob on getting this issue resolved to your satisfaction.

9/20/2019 – ROB HAS REPORTED THAT HIS CAR HAS BEEN RECOVERED AND IS BACK IN HIS POSSESSION

His insurance has a \$250 deductible but will cover the damages inflicted from the time that it was stolen. I hope the car ends up as good or better than before the theft. Barron and Hart are doing the repair. Good luck Rob, keep us posted.

The thieves net profit was no cars, but they did get a power washer and an air compressor (which were thrown into the front seat of the Triumph, they trashed the door in the process). Dah !

Rob

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**Triumph back from body shop. Very nice job.
The boot gaps are better than before. Rob**



Upcoming 2020 Car Shows

Timing with No Numbers on the balancer

John Phillips <topaztr6@gmail.com>
to Clarence

When all you have is a hole in the pulley this is the way to time the car:

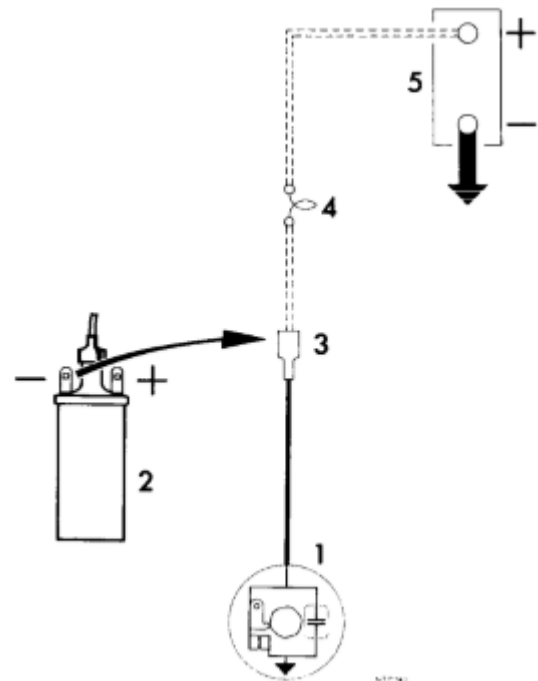
What follows is similar to the factory timing method for early cars and it seems to work the best:

1. Remove the coil to distributor low-tension lead at the distributor, usually located in the distributor base and next to the cylinder head.
2. Connect a static light (any 12-volt lamp) **between the distributor terminal and a convenient hot lead (the battery will do).**
3. Using either 4th gear and rolling the car to turn the crank or by pulling the fan, move the pulley around in a clockwise direction as viewed from the front. **Place the hole drilled in the rear half of the pulley $\frac{3}{8}$ " to the left of the timing pointer.** DO NOT turn the pulley in a counter clockwise direction, as the crankshaft motion is not directly transmitted to the camshaft due to the timing chain tensioner. The pulley must be moved in a smooth and continuous movement clockwise to the correct location.
4. Loosen the clamp at the base of the distributor and very slowly turn the distributor in a **counter clockwise direction** until the static light just comes on and then clockwise until it just goes out. This is the exact point of ignition and it is possible that the light may come on as you tighten the clamp, making it necessary to readjust until the light just goes out. Then reconnect the low-tension lead and you are

ready to go.

$\frac{3}{8}$ " measured on the circumference of the crankshaft is about 8deg, which is more initial timing advance than the factory recommends, the engine, however seem to run more effectively at 8deg than 4deg of advance.

Alternate: Start the car. Set the timing light on 8 degrees advance. Turn the distributor until the pointer is pointing at the hole. Done.



1. Distributor
2. Coil
3. #1 Spark Plug Lead
4. Test light
5. Battery

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I can't quite see the tag to see if it is from Mississippi but I am betting that is Sam's old car on tour in St. Louis 6-Pack Trials

KAY ROBINSON

to me

John here is a club activity.

Car Club Halloween Pumpkin Contest

Rules are:

1. Project must use an actual pumpkin, no plastic or foam.
2. All work should be done by a club member.
3. Finished projects are to be brought to the October club meeting.
4. Voting for various categories will be done by members; the top category will be the pumpkin that best depicts the club theme. Other themes will be most creative, funniest and scariest.

We are all looking forward to the creative ideas; have fun and share.



Texas All British Car Days 2019

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Another car show another trophy for Paula Sammons-Brown. She is run out of room in her office. She shows so well!!! **Congratulations Paula.**



Patti Jo Caterson

October 4 at 9:44 AM

SOS! Our muffler came off in transport and if anyone is able to HELP with wiring it back on - we are in the lower section of the hotel parking lot (on the far right lower parking lot). Thank you in advance!



2

5 Comments



Like



Comment



Share



Lee Fox Come to hospitality room ask for me

Like · Reply · 3d



Patti Jo Caterson Lee, thanks! We are at All British Car Repair and John has it up on the lift right now!!

Like · Reply · 3d



Patti Jo Caterson Lee, John fixed us up and we are on our way back right now! He was amazing!!

Troubles from Trials



Jeffrey M Rust

October 3 at 10:17 AM

The hoses are out, the transmission is out, the loaner trans is almost in. This has been one productive Thursday. From TRials 2019 St. Louis, MO.



You and 13 others

15 Comments



Like



Comment



Share

View 8 more comments



Robert Boudreault Mark, any idea what happened?

Like · Reply · 1d



Mark Anderson The prop hub bolt came off so was completely loose cause massive vibration

TR6 ADVISE FROM EXPERTS

Expert: Richard Good

Good Parts

(610) 777-4457

Extra horsepower is of no use if your TR6 doesn't handle well under aggressive driving. A thorough rebuild and replacement of all suspension bushings, ball joints, tie-rod ends and trunnions, along with proper alignment, can do wonders for these cars.

Additional upgrades, like uprated bushing kits made using harder material, can offer a big improvement in handling with little sacrifice in ride quality. Solid aluminum steering rack mounts can provide better steering response by keeping the rack from sliding in its mounts.

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If you want to go a little further, upgrade the front anti-roll bar and add a rear one with maybe some firmer springs. Finish off the job with some good tires, and your TR6 will handle like a sports car should.

Expert: Joe Curto
Joe Curto, Inc.
(718) 762-7878



Triumphs have long used Zenith Stromberg carburetors; the TR4A first had them in 1965. When U.S. emissions came into play in 1968, however, Zenith went to the dark side and came up with the CDSE type. These carbs were much maligned and disliked, but in truth they were pretty trouble-free.

The carburetor pistons aren't adjustable, so the only way to change the fuel mixture is to lower the jet. The early cars from around 1967-'71 had the jet set below the bridge by about 0.085-0.095 inch. Unfortunately, with modern gas this setting does not provide enough fuel.

I find that setting the jet to the later dimension of 0.125 inch below the bridge helps to remove a lean surge at speed. You want to use professional tools to move the jets since you don't want to distort the shape of the orifice. There's also an adjustable jet conversion available that fits all the CDSE-type carburetors for both 0.100 and 0.090 jets.

The later, 1972-'76 carburetors have an adjustable metering needle. To identify a carb with an adjustable piston, look for two notches found across from each other on the steel tube that serves as the damper oil reservoir. This is where the special tool mounts.

The later carburetor pistons from an XJ6 Jag, V12 Jag, Lotus, Jensen, etc., will fit and are a common and relatively easy-to-obtain improvement. You'll also have to either source adjustable versions of the metering needle or swap the adjuster tops of the old needles over to the original needles.

The old carburetor oil recommendation was ATF—auto trans oil. The TR250 uses a B2Y metering needle, and the TR6 uses a B1AF metering needle. The number is stamped on the top shank of the needle; to find it, pull it down against the spring. The TR250 needle is richer than the B1AF, so fitting them will again help on the lean

surge issue. However, they're usually nonadjustable, so you have to change the tops if using them on adjustable pistons.

Sometimes these cars get a high idle—1200-2000 rpm—which cannot be controlled by the idle screw. The usual suspect is a unit called the throttle bypass assembly, which is located on the righthand side of the carb when the unit is viewed with the air intake toward the rear. The throttle bypass assembly is an emissions control piece designed to keep the engine speeds high during shifting.

For test purposes, you can turn the adjusting screw counterclockwise—to do so, pop off the brass plug on the end of the unit. If this causes the rpm to drop to a controllable level, then the throttle bypass assembly needs to be rebuilt. Rebuild kits are available.

If the engine is running too lean, check out the temperature compensator. It can be found under a long plastic cover, just in front of the bypass assembly. This is also a do-not-touch item. It features a bimetallic strip that has a plunger at one end. When properly adjusted, this device opens and changes the "depression" in the throat of the carb under high-temperature conditions, dropping the piston and thus leaning out the mixture. Once the under hood temperatures return to normal, the temperature compensator returns to the closed position.

The temperature compensator commonly goes out of adjustment on its own, defaulting to the open position and causing a lean condition. Previous owners and mechanics have been known to mangle it and disable it.

A lean mixture can also be caused by an open idle trim screw. This is a horizontal brass screw found near the temperature compensator that's only supposed to be open during the car's first 1000 miles.

If you find yourself with a hard-starting car that runs very rich once the choke is off, it's possible that the choke assembly has been disassembled and then reassembled incorrectly.

The choke unit is located on the left side of the carb. To check the choke's operation, remove the unit and hold the mounting lugs in the 12 and 6 o'clock positions. The series of holes on the rotary disc should be in the 3 and 9 o'clock positions on the 6 o'clock side.

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If the holes are located at the 12 o'clock position—aka the “on” position—then you'll get a rich mixture even though the choke cable is in the closed position. A disc that's corroded or not flat can also lead to rich running. On most Zeniths there's a knurled screw on the choke housing: This is the summer/winter screw. A quarter-turn one way lengthens the screw; a quarter-turn the other way shortens it and thus changes the travel of the cam, which makes the choke setting richer or leaner.

Unlike the choke housings in the XKE and other cars, the TR6's have a weep hole for some reason. There have been complaints of dripping fuel from this hole. I assume this is residual fuel draining out of the choke housing. I have used the non-drilled housings to solve the issue.

Expert: Carl Heideman
Eclectic Motorworks
(616) 355-2850

Joe Curto has some great tips for the carbs. Here's something I can add. If you're using ethanol-blended fuel in your TR6, you'll likely experience hard starting when the engine is already hot. Many people misdiagnose this as vapor lock. The actual problem is fuel boiling out of the carbs and flooding the engine after it has been shut down. The best fixes are to avoid ethanol-blended fuel (if possible) and to install a heat shield kit (available from several suppliers). The other fix is pretty low-buck: While it seems paradoxical, holding the accelerator pedal to the floor while cranking a flooded engine will usually get it started again.

There's an old saying that most carb problems are the ignition system. You cannot properly tune the carbs on a TR6 unless the ignition is right. With modern fuels, I find that about 15 degrees BTDC of timing at idle and about 35 degrees at 3000 rpm (vacuum disconnected) offers the best performance. If you can't get those numbers when timing your TR6, it's time to send out the distributor to be recurved at a company like Advanced Distributors. Also, most TR6 distributors have a vacuum retard rather than a vacuum advance. The retard was used to pass 1970s emissions regulations and degraded the idle quality. I disconnect the vacuum retard on TR6s.

Have a backup plan: TR6s (as well as TR4s, TR5s, and TR250s for that matter) have a

front-hinged bonnet with a cable-operated latch on the firewall. If the cable ever breaks or gets damaged, it's seemingly impossible to get the bonnet open without damaging the bodywork. We always put a backup cable on TR6s. There are kits on the market to do this, or it can be done with some mechanic's wire. Either way, it's cheap insurance.

Bonnet busted? If you've ignored our advice about the backup bonnet release cable on your TR6 and the bonnet gets stuck, we do have methods to release it that usually work. The first procedure tends to work if the cable has just stretched or slipped rather than broken, or if the bonnet latch adjustment is part of the problem. Start by pulling on the remainder of the cable and holding it out as far as possible—use a pair of locking pliers so the cable can't slip back into its hole. Then drive the car on the bumpiest roads around, rattling everything as much as you can. The bonnet will often pop free. Make sure you do this at low speeds. Although the bonnet won't fly up, it can still react in some unfortunate ways, so we want to be able to stop the car as soon as possible for safety's sake. Once it's free, we'll make the appropriate repair. The second method works best if the cable is completely damaged. Take a screwdriver that's about 2 feet long and extend it through one of the grommet holes found under the dash—you'll obviously want to use a hole located near the latch. Feel around for the latch and pop it out. This method is tricky unless you've practiced it first. The best way to prepare is to have access to another TR with the bonnet open so you can see what you're aiming for.

Expert: Paul Dierschow
Sports Car Craftsmen
(303) 422-9272

When considering a TR6 for purchase, scrutinizing the items on the following checklist will quickly sort a good candidate from a bad one. This 10-minute examination is not intended to spotlight the relatively minor faults that might be expected of any 40-year-old used car. Instead, it should reveal most of the basic structural issues that can turn an ill-advised purchase into a looming disaster with huge repair costs. Here are the top 10 danger signs to look for:

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1. With the engine off, push and release the clutch pedal. Then, with a pry bar placed between the crankshaft damper and the nearby crossmember, push the crankshaft backward into the block. The amount of backward movement ideally should be 0.004 to 0.008 inch—barely noticeable. Upward of 0.030 inch is common and salvageable with immediate attention. A movement of 0.125 inch indicates that the engine is a goner, as its most likely fatally damaging to both crank and block.

2. Look under the car, checking sideways from the front edge of the driver's door, and notice the angle of the clutch release arm—it sticks downward from the left side of the bell housing. If the arm points straight down, all is well. If it points back from vertical, the bolt that holds the clutch release bearing fork to the cross-shaft has sheared, requiring a transmission removal for repair.

3. With the engine running and your foot very firmly on the brake, slowly release the clutch while using the brake to hold the car in place. Then shift into reverse and repeat. You are listening for a sharp clunk from the differential. If you hear one, then the right- front differential mount stud has broken loose from its woefully under designed frame attachment. All cars will need this repair at one time or another, and properly making the repair requires removal of the differential.

4. Open the hood and look down at the front corners of the engine. You're looking for two steel boxes that are welded to the frame, right where the lower control arms mount. The boxes should be perfectly square and solid to the frame. Frequently they are injured, particularly at the right-rear mounting point. Also, look at the number of shims found behind each control arm bracket: more than five or less than one on any of the four bears further examination.

5. Check the chassis member where each rear control arm mounts. These points are very frequently rusted out and may be indicators of more serious chassis rust.

6. Look carefully at the seams between the body panels. The four fenders should join their related scuttle, tonneau, and front and rear panels with a clean, seam-sealed groove. The fenders should join the rocker panels below the chrome strip in a perfectly flush fashion, with the rear fender

attached to the rocker with a small dot of brazing to enforce that flushness. The joint lines frequently disappear with shoddy rust repair methods.

7. From the front of the car, sight down the gap between the hood and fender—and continue sighting that line down the top of the door and along the rear fender joint. This line should reveal a gentle, consistent bulge in the middle, with each side being a perfect mirror image of the other. A lack of uniformity reveals some sort of serious incident in the car's past, which demands further investigation.

8. Inspect the upper fender swage line. The width should be uniform down the entire length of the car, tapering to zero at the end of each fender. Lack of uniformity not only indicates bad bodywork, but it may also be a hint at what lies underneath.

9. Inspect the corners of the fenders. TR6s have numerous built-in rust traps that, if revealed on the outer panels, most likely indicate similar damage to the related inner panels. Look in the pockets above and around the headlamps as well as below the chrome line at the rear of the front fenders. The rear fenders are particularly vulnerable above the tail lamps and along the edges at the top and front of those panels.

10. With the car on the ground, note the gaps at the front and back of the doors relative to the adjacent fenders. The front gap should have a consistent width; the rear almost never does with an original frame. If that rear gap is twice as wide at the top as at the bottom, that's normal and only a visual annoyance. If the top gap is triple the lower width, however, the car's mileage is most likely well into six digits, regardless of what the odometer says.



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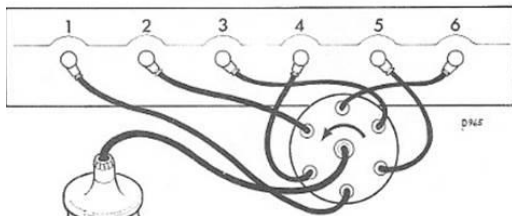


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JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



2. Fold top forward without folding back



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

tu.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

<http://www.classiccarmotoroil.com/>

Spin on oil filter sizes: TR6 Wix 51516. TR8 WIX 51515

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles.

<http://www.evanscooling.com/>

Coolant: Option 2; Peak anti-freeze, no water.

Transmission: 40 Wt. Non-detergent Motor Oil or Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

Star Tron Fuel Additive: For use with ethanol fuel if you have to use it.

Lubrication for front trunnions on TR6



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JOHN'S QUICK TIPS

Starting Page 2



How does one know the alternator belt is tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

What's on the Web Site

Seat Belt Refurbish
Service After Storage
Rear Wheel Bearing End Float
Speaker Box Install
TR6 Wind wings
Rear Sway Bar Installation
Triumph Rain Cover
Flywheel Ring gear rework
Rebuilding Triumph TR Trans/Overdrive
Rebuilding Stromberg Carburetors

LESSONS LEARNED

- When using an electronic ignition system by the **ballast resistor** is highly recommended. The resistor is for protection of ignition points (which is no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).
- Find paint codes at PaintRef.com

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

AIR PRESSURE VIDEO

https://www.youtube.com/watch?v=wqLcxyTpVfA&utm_medium=email&utm_campaign=DTC_AirPressure_Reminder&utm_source=Reminder&utm_content=Air+Pressure+Video

GCT Merchandise

SEE NEXT TO LAST PAGE

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From Jon Wood

Thanks for helping me figure this out! I was trying to help my dad out with his TR6 and turns out his bracket was ok and he just needs a new cover. He is also looking for the emblem that goes on the back "see attached". I am sure he would be willing to join the club if you have an extra or I see them on eBay for around \$20 that should work. I keep wanting to move forward with mine but I seem to be working too many extra hours to make any real progress. I gave up on the brake system right now and think I will move onto fuel. I push the brake pedal but I just can't seem to get it to build pressure in the lines I also don't see any leaks anywhere or loss of fluid out of the master reservoir. I think I will try to get it running first and mess with the brakes later.

Thanks for your help!



TRF Shopping Window - Google Chrome
cod.zeni.net/trf/add_confirm.php?new=626861

| TRF Shopping Window | | | | | | | | | |
|---------------------|---------------------------------|--------|---|--------|------|------------|---------|------------|----------|
| Partnumber | Description | Status | D | Option | Core | List Price | Expires | Your Price | Quantity |
| 626861 | T6 TRANSFER, "TRIUMPH" R. BUMP. | CUR | C | | 0 | \$11.75 | Jan 31 | \$9.99 | 1 |

[Save to Wish List](#) [Add to Cart](#)

STILL WINNING

I forgot to post that Paula Sammons-Brown took home another trophy at the Classic's at the Drive-In Car Show this weekend. We all got a little wet, but even with the top on her TR6 up she still took a Top 3 award for Import.



The longer you look,
the worse it gets.....



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Greasy Hands Garage North Update by John Phillips

9/9/2019 - Tech Tip: This Oldsmobile, you remember those right, needed new shocks on the rear. The book said set the car on jack stands, put a jack under the spring pan, jack the car up and remove the shocks from under the car.

Anyone who ~~nees~~, ~~nese~~, knows me knows getting on a creeper and sliding under a

car these days is probably not going to happen.

I remembered something done by Ed China on an old Wheeler Dealers episode and thought I would give it another try. It worked ok the other time I tried it.

Use a tie down strap to hold the wheels and rear suspension in place while replacing the shocks. This worked quite well again so I feel ok about recommending it to others that perhaps may ~~knæ~~ not know about this little tip.

9/10/2019 – Yesterday I was out in the Oldsmobile Ciera and when I pulled it back into the shop to continue working on it, I hit one of the lift arms with the right front tire and it burst like an old balloon.

Consequently, today the original donut spare which had never been used, replaced the busted tire and I headed to Discount tire for a new set which were sorely needed anyway.

When I arrived, I was promptly greeted by a husky young man who was eager to help



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me. We walked to the car and discussed what I needed and he asked, “**Who makes these?**”. I was a little dumbfounded that someone working in the automobile industry would not recognize a GM car built in 1996. I assured him it was a GM car and they stopped making them around the same time the Pontiacs were taken out of production. Another blank stare. Are we really getting that old?

They did not keep the standard size tire on hand at the store but did have one a little wider, and a little more expensive, that they could substitute. Good tire, Hankook with a 70 K mile warranty.

So, I headed back to the shop feeling \$328 lighter but a little safer on the road. On the bright side, the “Service Engine Soon” light went out helped by the new O2 sensor installed a couple of days ago. Now if I can just get my son to pick the darned thing up and take it to his son, all will be well.

9/11/2019 – With all the safety issues addressed on the Oldsmobile, my attention turned to maintenance of my truck and Jan’s SUV. The truck was taken in yesterday for a checkup and oil change. The Nissan dealer charged \$61 which included synthetic oil, filter, wash and vacuum. I can barely buy synthetic oil for that much.

Today the Subaru went in for service, the last service on the plan purchased with the car. The next oil change will cost me \$40. I guess they do not use synthetic oil. This visit included an oil change w/filter and a cabin filter. Also included was a wash and vacuum.

While waiting I visited with a salesman and told him about the things we did not like about the car. He kind of grinned and told me all of those issues had been addressed and offered to let me drive a new model.

I did drive it and he did not exaggerate. I was very impressed. I won’t list all the improvements here but there were a lot of them. I guess they really do pay attention to

buyer survey results. Good job. I think Jan and I will pay them another visit.

9/12/2019 – With the Oldsmobile now out of the way, Tinkerbell was backed out of the shop and taken out for a little exercise.

I did find some, new to me, roads that were interesting a little south of Claremore.

Leaving 88 on 500 road I made a loop around and came out on road 520. In between were lots of hills and curves. Good for driving. Might to a morning breakfast drive around out there one of these days.

I spent about an hour driving around but it is still hot during the day so I headed for the air-conditioned comfort of my living room. Jan was busying herself around the house so I pulled out an old Jesse Stone movie and enjoyed it again.

9/21/2019 – Today, after wondering about this possibility for some time, I looked for a speedometer that worked via the GPA system and found that there were lots of them and many are very low priced.

After looking at a lot of them the one pictured is the one settled on. The Amazon price was a few cents over \$30 and that includes a three-year free replacement warranty.

I plan to use it in the Pumkin since the speedometer has never been correct since the overdrive was added to the transmission many years ago. It should be here in a couple of days so more will be shared as installation and testing occur.



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9/23/2019 – Yesterday while out in the Pumkin, I was again a little irritated when the speedometer hit 57 MPH and the steering started a slight shimmy. My mind and that of most men immediately turn to, “How can I fix this problem?”

Rotating the tires/wheels is something not yet tried so today it was the day to give it a try. Up on the lift went the TR6 just high enough to make working with the wheels a little easier.

The impact wrench and a $\frac{3}{4}$ socket made short work of removing the wheels which were set aside for the moment. Naturally when you get this far into something you wonder if there is something else that needs to be done.

I looked in the brake fluid reservoir and the fluid was a little more honey colored than I thought appropriate so naturally the rotation work was stopped while the brake fluid was changed.

The mighty-vac was used to remove the fluid from the reservoir for replacement. The new clean fluid was poured into the reservoir making sure to fill the front section first then the back.

The rear wheel cylinders were bled first pulling the clean fluid through the system behind the old dirty fluid. When the back was done the front calipers were bled next. This time the job went quickly because the system is in good shape and no fixit time was needed.

With that maintenance completed, the rear wheels were moved to the front and reinstalled. The rear wheels were moved to the back then moved to the opposite side and reinstalled.

The car was lowered and the lug nuts torqued to 60 lb/ft which never seems enough torque when service folks install the wheels.

When I left the shop for a test drive I was wondering where the drive would take me. The fuel gauge indicated $\frac{1}{2}$ tank which is usually not exactly correct. The Collinsville Country Store became the destination to get

some ethanol free gas. Six and $\frac{1}{2}$ gallons later I was back on the road to the shop and feeling for the shimmy that has been irritating me for a couple of years.

I am pleased to report that rotating the tires seems to have eliminated the shimmy in the steering issue. Naturally the tire issue is simply in another place at this point but perhaps a lot more shimmy free miles can be had from these tires before they are replaced.

When the mail box was checked back home, the new speedometer was waiting for me. I think tomorrow it will be installed and checked out. Some buyers reported problems with the unit but I am hoping they bypass me.

9/30/2019 – The other day a lighter to USB adapter was purchased but I left it in the car and at some point, it disappeared. I think it was stolen from the cup holder it was in when I left the store.

Today I finally got around to trying to find out why the lighter was not working. It wasn't hard, the power wire was not connected to the lighter.

Looking for the wire under the dash, behind the radio became tedious as I could not find it. A wire was run from a convenient place to the lighter and it works just fine. All that was needed was a new male connector on one end of the wire. The female connector on the other end was just fine.

10/1/2019 – Today Jan needed some stuff from the drug store so the Pumkin was rolled out for the short trip. This provided a good opportunity to test the new GPS speedometer newly installed.

Nothing fancy on the installation, just a little Velcro to stick it to the dash near the left side of the windshield but so far it is working fine.

The new USB port installed on the lighter is working fine. Upon startup it was backed out to the street. It took a couple of minutes to start providing a reading which turned out to be in KPH. Holding the right

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button down until it changed to MPH worked and we were off and checking out the variation between the new/old speedometer.

It was surprising that the difference was so small. At 55 GPS the Speedo read 58. The difference between the new GPS and my phone app GPS is about 2 MPH. I expected more.

Since no expressways were used in the test, the difference in the 70 MPH range is pending another test. Maybe today.

Also, of interest, Dave Northrup from Dallas is supposed to arrive today on his way to St. Louis to attend this year's 6-Pack Trials event. The plan is that he will offload his car here, park the tow vehicle and trailer here and proceed on to the convention in their TR6. More on that later.

Dave and son Carlton arrived at GHGN a little after 10 P.M. and unloaded their Mallard Blue TR6. Carlton backed the trailer in

to help out a little by providing some parking space. Unfortunately, my pictures of Dave and Carlton were horrible so let's settle for the car, which is not.



Missed the rain, having a great time. Dave



between the shop and my neighbor's fence, secured everything and moved stuff to the



Triumph.

Since it was late, they spent very little time at the shop then headed into Claremore to a motel for the night. I am glad we were able

10/4/2019 – I have had a little time to try out the new GPS speedometer in the Pumkin. If the reading is correct, the variance between it and the original speedometer is only 5 MPH at 90 miles per hour.

At 50 MPH it is only about 3 MPH. Much closer than I measured with the GPS on my phone. So now it is a contest between the variance between the two GPS meters. Maybe I don't care so much. The original speedometer is close enough to keep me out of trouble.

That is not correct. The old speedometer will let know when I am exceeding the speed limit, but it won't actually keep me from doing it.

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I have been accused of going too fast when leading the group on an "out and back". Maybe you were right. My assumption was always that my speedometer had more error than it actually does. Do I owe anyone an apology?

Maybe Rolf since he got stopped on Highway 9 while following a string of Triumphs to a show in Norman. I will give it some thought. Maybe.



2019 Scheduled Club Activities

| WHEN | WHAT | WHO |
|------------------------|--|---------|
| TBD | Annual Lake Tour | Rob/Tom |
| September? | Pops / Round Barn/Arcadia | Al |
| TBD | McAlester Road Trip | Denny |
| October 20, 2019 | Halloween/Fall Drive or Party Rolf Blom <i>Make your reservations now at Queen Wilhelmina Lodge</i> | Rolf |
| November Friday 1 or 8 | Guy Fawkes | Jan |
| December | Christmas Party | TBD |

Classified Section



Sam is selling his trailer. He

no longer needs it and says it is in great shape. It has served him well but is no longer used.

I suspect he would also entertain the idea of selling the truck as well.



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MESSAGE FROM FRANK WOOD!

I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.

Many thanks for your assistance on working on it over the years



1976 TR6 98K miles.

Added Quantum Mechanics Overdrive Transmission and Overhauled engine less than 2000mi ago. Original paint.

\$10,500. Frank Wood. 918-833-2066



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"Superior Service - Uncompromising Integrity"

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



Newly rebuilt carbs for 73 TR6, \$400 OBO.

Or \$250 exchange

topaztr6@gmail.com / (918) 283-7017



Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com

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GCT Merchandise

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

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

Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

*TWO CHOICES
- VISIT BOTH*

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,



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

**Price Re-
Reduced**



TR8 WHEELS / \$200 or best offer, no tires. Fifth wheel now being used as spare also included.

**Greasy Hands Garage North Has
Used TR6 Parts If You Need
Something
Structural parts for suspension
and steering
Transmissions and a Differential
Windscreen Frames, Some with
Glass
Lots of other stuff so if you need
something for your TR6 contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017**

GREEN-COUNTRY-TRIUMPH-CLUB-MEMBERSHIP-APPLICATION-&-RENEWAL¶

Please complete information for each member in the household. · Membership \$20 Dues = maximum TWO voting members in family. · Common information needs to be listed only one time for family members. · Form not required for renewals but changes to information may be communicated using the form.¶

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

| PEOPLE-STUFFα | MEMBER-INFOα | CAR-MODELα | YEARα | COMMISSION#α |
|------------------|--------------------|------------|-------|--------------|
| MEMBER-NAMEα | α | α | α | α |
| CO-MEMBER-NAMEα | α | α | α | α |
| MAILING-ADDRESSα | α | α | α | α |
| PHONE-NUMBERα | α | α | α | α |
| E-MAIL-ADDRESSα | α | α | α | α |
| V.T.R-MEMBER?α |YES□ → → NO□α | α | α | α |
| 6-PACK-Member?α |YES□ → → NO□α | α | α | α |
| TRA-MEMBER?α |YES□ → → NO□α | α | α | α |
| ANOTHER-CLUB?α | α | α | α | α |

SEND YOUR DUES TO THE CLUB TREASURER: · \$20 →

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

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

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