



Triumphant Times

Green Country Triumphs

Monthly Newsletter for October 2022

Recipient VTR Newsletter Award 2016, 2018, 2021

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

**Next Club Meeting
Tuesday October 18th
Dinner at 6:00PM
Meeting at 7:00 PM
Emersumnice Brewery
102 South Main Street
Suite E, Owasso, OK
918-330-3973**

Officers and Committees

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

President's Address by Jim Murray The Good Ride

by Jim Murray
The Vanishing
The other day I was
contemplating words that
seem to have been slowly
vanishing from our
everyday lives.

Maybe it was just the middle of the
Cold War years, but the term "dossier"
seemed to be all over the television in 1965.
But then, I was a fan of The Man from
U.N.C.L.E., Get Smart, and of course, James
Bond. There is plenty of espionage going on
in today's world, but not much talk about
dossiers anymore.

Merry-go-rounds, monkey bars, jungle
gyms, and teeter-totters could be found on
most playgrounds but have been replaced
with Big Toys that can be pretty cool, but lack
certain educational experiences with gravity
and centrifugal g-forces. Tinker Toys and
Lincoln Logs were common on most toy
shelves. As we grew older, we opted for
Erector Sets, chemistry sets, balsa & tissue
airplane kits, and balsa & cardboard tube
Estes rocket kits.

Duck-tails, Detroit's, flat-tops were
haircuts for guys. Interestingly, Pompadours
and Fades are making a comeback in the
barbershops. Bobs, Poodle Cut, Bouffant,
Pixie, Beehive, Shag were popular cuts for the
gals.

Men and women once wore dress hats
when leaving the house. Fedora, Hamburg,
Bowler, Walker, Boater, Pork Pie, and Trilby
for the men; Cloche, Capulet, Cartwheel,



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Pillbox, Peach Basket, Calot, Breton, and Vagabond for the ladies – just to name a few.

Both men and women used to wear garters to hold up their stockings. I am truly grateful for the invention of elastic.

Given all of the coverage in movies, comics, and cartoons you would think that we would all have some stories to tell about quicksand. I have yet to actually know anyone who has had an actual encounter. Maybe global warming has dried it all up?

If you were drinking anything liquid that came in a can, you needed an opener with the pointy triangle to puncture a triangular opening on one side of the top of the can and a little vent hole 180 degrees on the other side of the top so the liquid would flow smoothly. When was the last time you needed a Church Key to open a cold one?

All of these things that were once ubiquitous, have slowly faded into obscurity and novelty.

When I purchased my '58 TR3A in 1982, the TR-8 was just a year out of production. The Spitfire had completed a brilliant 18 year run the year before that. TR-6s were common, and TR-4s a little less so. Sighting a TR-3 was rare.

Driving around the city, my eyes are always sensitive to unusual autos. It seems that all models of the Triumph marquee are now joining the ranks of The Vanishing. Fall weather is finally headed our direction. Time to dig out the Members Only jacket, don the snap-brim cap, take the TR-3 out for a drive, and bring back a few memories for the passers-by.

Vice President's Article by Rolf Blom

Notes from the VP's Clean-Hands Garage.

In last month's newsletter you may remember me bemoaning the fact that one of

the expectations from the club's President and Vice President is a contribution to each month's newsletter to assist in the edification or amusement of our membership and whomever else finds themselves reading it.

My title for this month's contribution occurred to me as a result of signing a new lease on a storage space over on 51' St Street. The is the same physical location that some club stalwarts helped me move my



blue TR-3 into in March of 2016; along with a considerable quantity of parts and other materials that some might refer to as junk, or "rubbish" if you want a more British term. The car had to be pushed at the time of the move, as I had barely time to get it in rolling condition before the end of a 30 day notice to vacate. I got it running after that experience, and promised myself that I would never do any work in the new location that can't be done in before returning it to the storage unit. All of the "parts" have been moved to my attic so I am not vulnerable to another storage change crisis.

Anyway, the reason for the Clean-Hands Garage title in this article is that no work has been done this month. I have been bothered by the fact that the water drain in the rear of the engine block is stopped up and no amount of persuasion has loosened the blockage to date. So, the car runs but overheating remains a worry and long trips are a bit of a concern. I recently found an essentially perfect cast iron manifold which is an exact replacement for the original equipment. I am looking forward to replacing the stainless steel aftermarket manifold which makes it impossible to remove the valve that is supposed to allow the engine block to drain. In keeping with my new rule this won't begin

until all the parts needed to complete the job are in hand. I will probably move the car to Oklahoma City for the job since there is an empty garage space there.

Adele and I are not able to attend next month's meeting as we are going to San Antonio for the national meeting of a food group we have been members of for over twenty years. This will be our first time to make it to that meeting. While in Texas we will visit a few sites along the center line of the total solar eclipse in April 2024. This will take us quite a while because we have found that driving 250 miles in a day leaves us quite stiff and sore even in the comfortable Mercedes, so the trip will be divided into several 150 mile parts. When I was younger a driving six hundred miles per day was a perfectly feasible vacation! (After I got married Adele adjusted my attitude about driving vacations; but that is a story for another day.)

In connection with next month's meeting, I set up another visit to Emmersumnice Brewery in Owasso. I had hoped that we could go to the Owasso Bricktown Brewery for variety but it turned out that they won't take reservations at all anymore.

Minutes of the last meeting by Secretary Trish Lindsey

The September 20, 2022 Meeting of Green Country Triumphs was held at Rincon Mexican Grill and Cantina; 6219 East 61st Street in Tulsa. Our new president Jim Murray called the meeting to order at 7:03pm. He asked who had driven a Triumph to the meeting. Three members had done so: Al Garbart, John Phillips and Art Graves. Seventeen members were in attendance and there were no new members or guests



The minutes of the August meeting were approved as submitted by Trish Lindsey and listed in the newsletter, on a motion by John Phillips seconded by Dennis Robinson.

John Phillips presented the Treasurer's report on behalf of Jan. Car club insurance was paid by John Phillips (\$150) and the bank balances were reported. Membership dues are still trickling in. Motion to approve was made by Denny and seconded by Matthew.

John Phillips gave the parts report starting with his car. Three weeks in Brown's Performance in Claremore left the car performing well except for an inability to get above 4000 rpm. Grand Prix Auto could not identify the problem; but John put in a Pertronix unit which cured the rev limitation problem. Surprisingly the tachometer still stuck at 4000 rpm—perhaps due to an electrical signal issue." Front end realignment by Andy left the steering wheel well centered. Andy is retired but now does some work in his home shop. The car is now running well. Art Graves reported on the rebuild of Sam Clark's 1959 TR3. The front end rebuild has been difficult. As an example, the disks were quite rusted but Art could not find the minimum thickness of the disk to assure the shop that their work would be safe. He knew how much could be removed; but not the starting thickness.

Art then reported on upcoming car shows. Several shows are occurring around the weekend of September 22-25. He mentioned Fayetteville, Round Rock, Texas, and an additional one in Taos, New Mexico. Next year's important events include the VTR regionals are in Sweetwater, Texas April 19-22; Triumphfest September 7-10; and the VTR National event in Georgia. Art will provide the details to John for the upcoming newsletter.

Regarding events Sharon Parker is trying to put together a drive event for



October, watch your emails for details. Marc Forsberg offered to host the Christmas party. The club accepted this idea if John and Mark can sort out a few details, such as the date.

No old business was discussed. New business mentioned included an inquiry from former member Mr. Monkrief about how he could receive copies of the newsletter; Rolf Blom outlining an idea to set up monthly meetings in more remote locations in the hopes of attracting attendance from less active members; and finally, an idea from President Jim Murray who suggested obtaining permanent club name tags which would be handed at the start of meetings and returned at the close of the meeting. This might involve a cost of around \$10 each for name tags.

With no further item of new business John moved we adjourn, Matthew Karibian seconded, members approved, and the meeting closed at 8pm.

Wedgeword October 2022

Well, summer is over, at least it is supposed to be, but summer is trying to hang on. The Brits in the Ozarks car show was a blast. Janice and I drove over Thursday, September 23rd for the drive through the Ozarks. They divided the cars into two groups, fast and slow. The fast group had about 10 cars not including the lead car (a 2022 mid engine corvette). The slow group, which included me, had 9 cars not including the lead car (another older corvette, older being relative). We drove about 250 miles with a stop in the middle at the town of Jasper. We had our lunch at the Ozark café. The special was chicken fried steak with all the fixings. The food was devoured quickly and we were on the road again. Since we had not checked in yet, we had to



drive with the top up. I felt ashamed to turn on the A/C but that only lasted a couple of minutes. The A/C worked great. On Friday we took another drive. This time the cars were broken into three groups fast, medium and slow. Funny thing being the medium and slow groups combined about half way through the drive. This drive was shorter, about 130 miles, up through Eureka Springs to Roaring River State Park and lunch. This included driving on a one lane swinging bridge. All together we had about 30 cars not including lead cars. We got back early for the parking lot party, dinner was served. This included chicken with all the fixings, beer and soda.

The Saturday show was held on the campus of University of Arkansas at the agra center. Green Country Triumphs had three members at the show. My TR7, John Phillips TR8 and Art Graves TR6 (Art chose to show pitty on other TR6s by showing his as Display Only). It was announced the show had about 174 entries. At the banquet both John and I took home trophies.

The main reason for this show is to raise awareness and money for ALS of Arkansas. It was announced at the end of the presentation, that in excess of \$40,000 was raised. This was a good show, good time and good cause. AI



We had a good crowd of 16 at the September meeting in spite of travel by some regular attendees. It was good to see Rob Thompson back at least what is left of him. He is 40 pounds lighter now.

We don't see a lot of Gary & Donna so it was good to see them as well.





Scheduled Club Activities		
WHEN	WHAT	WHO
TBD	Christmas Party at Mark Forsberg's Home (Same place as last year.	Mark

I am sorry to inform members that **Tom Chronister** passed away. There will be a memorial service at the main building of Bellarose Senior Living, 18001 East 51st Street, Tulsa, OK on Saturday the 22nd of October at 11 A.M. Food will be served after the service but please do not bring food with you. Rest in Peace Tom.

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? [HTTP://VINTAGETRIUMPHSREGISTERED.ORG/](http://vintageTriumphsRegistered.org/)

Work progresses slowly on Sam Clark's TR3A. I spent most of July working on the front suspension. In June I removed the front apron to flush out and clean the radiator as well as replace all the hoses. With the front apron off I noticed the grease seals on the suspension bushings were crumbling into pieces. With a new

bushing kit in hand, I began disassembling the suspension. It is quite a bit of work! Of course, the road spring is the most difficult part, but unlike the TR6, the entire suspension must be disassembled to replace any of the bushings. And of course, I did it several times due to inexperience.

Then I turned my attention to the brake calipers. I thought a simple seal and dust cover replacement would fix them right up. No way!! Couldn't even get the pistons out of the caliper body. I took them to John Phillip's garage hoping compressed air would force the pistons out. They did not budge. Then I remembered a trick using a grease gun (hydraulics) to force them out. That worked a treat. Now I needed new caliper pistons. It goes on and on. Anyway, a session with a wire brush on my drill and some mineral spirits and coat of paint, they are cleaned and assembled now.



Calipers with pistons removed.



Inside of piston cavity.

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

Brake calipers ready for installation.

The front suspension is not the only project that took multiple tries. I have the interior heater core installed complete with all the hoses – except the driver side demister hose. After looking at several TR3s at shows, I have determined that I need to loosen and rotate the heater core so that the demister hose can be routed to the front side of the heater core.

As I said, it goes on and on.

I found this post on the Triumph Experience website. It doesn't make sense to me, but the guy at O'Reilly's seemed to understand. At any rate, he turned the rotors.

Found the Service Info Bulletin No "Sports/16/R", dated May 1958. It states that no more than .025" can be removed from each side of the TR3 rotor. The distance from the inner surface of the rotor hub to the inner surface of the rotor cannot be greater than 1.025" and the distance from the inner surface of the rotor hub to the outside of the rotor cannot be less than 1.475".

Difference between these values is, amazingly, .450" or .050" less than the original .5" thickness. Caution is advised to maintain a gradual radius at the innermost point of the rotor's inside surface.

Art





New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 26, 2022

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

VTR South Central Regional Convention

Location: Boerne, Texas

Date: April 21 – 24, 2022

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 1, 2022

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

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: June 9 – 12, 2022

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 10 – 11, 2022

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: June 11, 2022

Web:

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



VTR National Convention

Location: Galena, Illinois

Date: August 29 – September 1, 2022

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

Triumphest

Location: San Diego, California

Date: September 8 – September 10, 2022

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

6-Pack Trials

Location: Lexington, Kentucky

Date: September 22 – 25, 2022

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

Rio Grande Valley Regional Rendezvous

Location: Eagle Nest, New Mexico

Date: September 22 – 25

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 22 – 24, 2022

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 – 25, 2022

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

Red River European Car and Motorcycle Show

Location: TCC South Campus

5301 Campus Drive, Fort Worth, TX 76119

Date: October 1, 2022

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

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

This shot from early club years shows a more active time for the club. We had a nice display at the Starbird show that year. I even brought my hair.



Hello Jim, I am curious as to whether or not you sold your car.

Car is sold. Has not been picked up by transporter. Sent title to buyer last week. You can put anything you would like in newsletter. I will send you picture. Thanks for all the work you did on car over the years. I really enjoyed learning from you.

Jim Beasley

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





Greasy Hands Garage North Update by John Phillips

7/16/2022 – There was one more remedy seen on the internet related to sealing oil leaks. It was an obvious option but I had never tried it. Since my ideas and the others found and tried earlier were not working, I decided to give this process a try. I had nothing to lose.

The idea is to spread silicone around

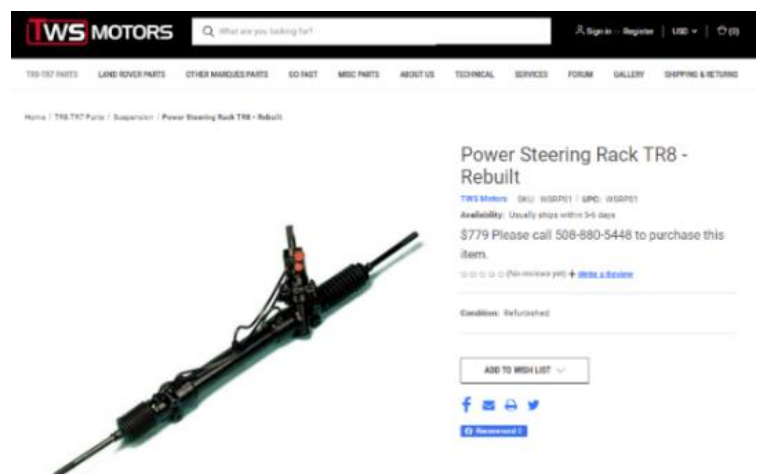


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oil sump to seal the edge of the gasket to the engine and sump. This should provide some sealing action and reduce if not eliminate oil escaping out of the sump. I am really anxious to see the results and pass on related information in the newsletter. If this sounds desperate, I am.

7/17/2022 – I got the 8 out in spite of the 101° temp to learn what I could about the

status of leaks on the car. I drove about 15 miles and by the time I got back to the shop the power steering had completely failed due to leakage of the fluid, all of it. Tomorrow at least one of the hoses comes back out for something. Engine oil leaks are not yet apparent.



7/18/2022 – Today the hoses were removed and tested for leaks. I put them under water and applied air pressure to look for bubbles. No bubbles so no leaks in the



hoses. So, what else could it be? No loose connections at the steering rack but the rack boots were wet. **Ok, is it the rack itself leaking?** That is all that is left. The pump was replaced earlier so it should still be in great shape.

In desperation I sent a message to Andy Wilmes to see if he would do the work even though he is retired, or recommend someone to do the work without sending mine to MA for a rebuild. I also reached out to John Gauldin to see if he could help.

7/22/2022 - Since neither Andy nor John responded I have to assume they are vacationing in the south of France or maybe Disney World or wherever. Anyway, I stopped at a restoration business in Claremore to see if they were interested in restoring my steering rack and heater. They quickly let me know that they were going out of business in a month and their backlog is still high so they had to pass. They did however let me know that they were sending customer to James Brown who is the owner of Brown's Performance.

They asked if I knew him and I said yes and when I left, I headed straight for his place which is northeast of town a couple of miles. He is well established and has a good

reputation. His facility is large and he has a staff of 5 other folks in the shop. He does a lot of work for Charlie Brown and his dad on their Mercury Cougars that are frequently mentioned in the newsletter. Paula is the one who shows the TR6 that previously belonged to Tim Hensley. It is currently in the paint shop.

I explained what I needed done and describing the parts procured in support of the work. I agreed to purchase a repair kit for the steering rack and have that, the heater core and related pipes available to support the work.

When we got down to doing business, James said it would be about 6 weeks before he could schedule me in. I agreed to that, and committed to call every two weeks to update the status of his backlog. Every repair place that I saw was packed with vehicles all around the buildings. I hope James does not back out when he sees how much work, that is not typical, there is to do on a TR8. Anyway, at least for now I have a restoration guy, not too far from home, committed to do the work. I am hopeful.

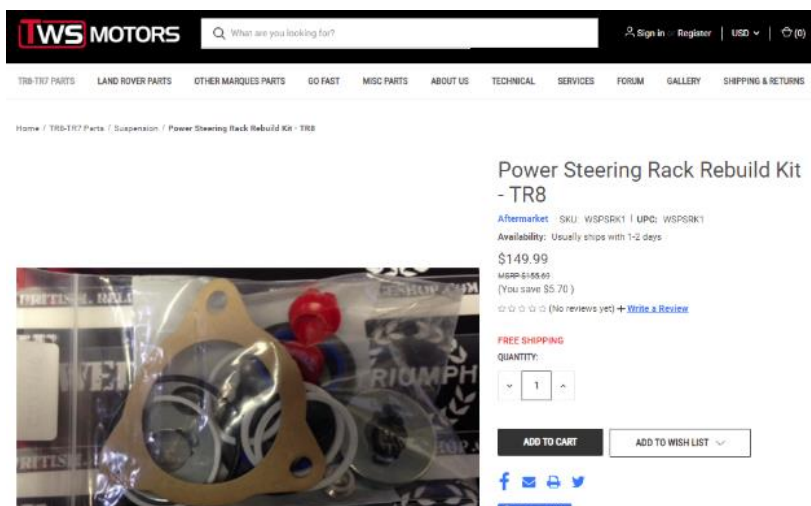
This afternoon a wheelchair ramp was delivered to and assembled for Sam to allow him to access a low area in the sun room.

The ramp has a 4° rise from the low part to the 3" higher high part. It provides additional access while he is wheelchair bound which I hope will not be too long.

7/23/2022 – For some reason the oil pressure gauge in the TR8 is not working so I figured while waiting on James Brown I would tackle any other issues that need to be addressed.

The trouble shooting accomplished so far is:

- Disconnect pipe at gauge, start engine and look for fluid to come out. It did not.



- Disconnect pipe at oil pump to look for stoppage, there was none.
- Remove gauge, apply air pressure to verify gauge works. It does.
- Verify oil light on dash does not light up with engine running. It does not so there should be oil pressure when engine running.
- Blow air pressure through pipe to gauge. This test was not completed. Could not see gauge from the oil pump. Need another set of eyes.

So, it seems visibility is an issue in resolving the gauge issue. It seems that folks are either ill so far away I feel guilty asking for assistance. It will work out.

7/26/2022 – Tom Harris called this morning and said he was on his way out to pay his dues which was good news. I got his money and his help.

He graciously watched the gauge while I applied air pressure to the pipe from the oil pump side. No reading. With everything else checked it was obvious that there was a problem with the pipe such as pinched or kinked.

Tom had other things to do so he split. I clipped the brass fitting from the oil pump end and pulled the pipe from the engine bay through the firewall and then to the driver's floor area where the gauge is.

With the pipe out it was easy to see the



damage causing the problem. I did a quick search to see if anyone in the area had a kit to replace the damaged pipe and fittings. The

computer said I could get one at the AutoZone near Reasor's on 116th. I hurried out there and bought the only one they had.

The pipe in the kit was 6 ft. long which was a tight fit but it did fit and did not touch any exhaust parts so it should not melt.



With new hardware and pipe installed it was time to see if the gauge worked as it should. Except for a little correction in the clocking of the instrument, it appears to be working properly. Done next day.

This is a good day because I actually fixed something. It wasn't something big but it was something. Good day.

7/27/2022 – You can easily see that this writing is in late July and you are reading it in mid October. I write ahead because I do not know when the input from me will dry up due to a lack of projects. I have no plans to get another project and members (perhaps wisely) have not brought any work to the shop lately.

Tom Harris was last with his oil leak on the car that he bought from Frank. That problem was mostly leakage around the pan bolt threads which he was able to adequately reduce to an acceptable small level. Not perfect but darn good.

My leaks may have been eliminated for a while except for the leaking steering rack. I

expect to see great improvement when the rack has new seals and O rings.

This morning with the temp at 91°, Tinkerbelle was backed out and driven to Collinsville and back. Some corners are difficult to maneuver without power steering but other than that the drive was very pleasant. Since I feel it can be driven safely and without further damage to the rack, I see no reason that it should not be driven some to keep everything working correctly.

As far as the shop goes, it is still available to members. I will assist as little or as much as you prefer. All reference material is still available as are some specialty tools. What could possibly go wrong?☺

We are still a club and still have benefits to offer existing or new members. Let's not throw in the towel, let's figure it out.

8/10/2022 – As scheduled, I called James Brown this morning to find out if he had room in his shop for the TR8. He asked me to call on Monday and if his plans worked out, I could bring the car to him then.

Needles to say I am a little excited about perhaps getting my car finished in the foreseeable future, hopefully in time to drive it during the fall months.

8/12/2022 – Experiencing a little cabin fever sent me to the shop today to piddle a little. I doubt that many of you have seen my work bench without a pile of used hardware to dig through in search of piece of hardware needed on the spur of the moment.

I looked at that pile and dreaded the

prospect of separating and sorting and storing everything there. I decided to separate the stuff that was not a nut, bolt, washer or screw into one pile and leave nothing but fasteners in the original pile with a third pile of obvious trash.

Of course, this process was tedious and not very rewarding until the task was finished and the top of the bench was visible for the first time in years.

The process yield was two piles of approximately like volume so ½ of the original pile was put in each of two peanut cans, fasteners in one, miscellaneous in the other.

So now I have two smaller, better sorted tasks to complete instead of one that scared me on when I saw the scope of it. I think now I can actually get everything sorted and stored such that it can be found and used when needed.

8/15/2022 – This morning I moved the TR8 to the restoration shop, Brown's Performance, for work on the heater/air conditioner and steering rack. He is also at this point going to work on the carburetor and tachometer. I am very excited.

8/19/2022 – Yesterday put a damper on my level of excitement when James called and said that the matrix and pipes procured to





replace what failed, do not fit the car. I went there to see what did not fit.

I could see no way the new parts could replace the old one. We decided to rebuild the old one and set the new stuff aside. The core

and pipes were not in bad shape so I agreed to repair the old one. The failure was caused by poor workmanship when the matrix had a new core installed at some previous time.

As can be seen in the photo the soldered end of the matrix had failed and was blown off to cause the massive steam release at the time of failure.



This morning I took the parts to a radiator shop in Vinita that James uses and has had very good luck with. He opens at 8 and I was there at a quarter till 8 and he was standing in the drive like he was waiting for me. We discussed the repair and I left it with him. I

expect time in his shop to be about a week.

On the way home I stopped at the repair shop to take pictures for the newsletter. I admit it was a little jarring seeing the car in this stage of disassembly. I was a little unhappy with the folding of the top. The plastic windows were not properly protected as I found it. I straightened it a little.

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

8/22/2022 – Art came to the shop on Wednesday, I think, to work on Sam's brake calipers. They had sat for so long that the pistons had rusted and would not easily be removed.

Our first thing to try was what I was used to, air pressure. My compressor is good for 150 PSI but the pistons would not move using air pressure.

We scratched our heads for a while then Art remembered that Mike McPhail had once told him that he had used a grease gun to hydraulically push them out. Well, I have a grease gun so we tried it.

One piston started to move so it was held in place until the other piston began to move, which it did. We used a hammer and chisel to finish knocking them out. Art then removed the O rings and put the caliper





bodies in the parts washer to soak for a couple of days.

On Saturday he returned and finished the preliminary cleaning, planning to wire brush and paint them at home. We got to spend some time in the shop and made a little progress towards getting Sam's TR3 back together. He has new pistons on order and kits on hand.

8/23/2022 – This morning Steve Smith of Vinita Muffler and Radiator called to tell me the heater matrix (core) had been repaired and was ready for pickup.

He said he took it all apart, cleaned it, rodded it out and soldered it back together. He also said there was a hole in it that had been put there with a drill bit. He asked if I had been drilling holes under the dash and the answer was no.

I have been smelling antifreeze for several years but it was not sufficient to cause me to try to get it fixed. It is also possible that the damage was done while all the rivets were being drilled out to facilitate removal of the core for repair. In any case it was soldered at no extra cost to me so all is good. Naturally I forgot to get a picture of the finished product but the solder work looked quite professional and I was assured that it would perform very well.

I dropped the core off at Brown's Performance on the way home so they should be able to make some more progress on Tinkerbell. The steering rack is complete which leaves the heater/air conditioner, carburetor adjustment and tachometer repair.

One thing that I heard from the second radiator repair person is that **they use and recommend straight antifreeze in their own cars**. This removes the water which is what causes all the problems in a cooling system. This has to be close to using the Evans Waterless Coolant at a drastically reduced

cost. That is what Jack's TR6 has in it and it worked great for me.

8/26/2022 – I have heard nothing on Tinkerbell's progress. The assumption is that one of three things is happening.

1. Everything is fine and work is in progress.
2. Nobody is working on my car.
3. Waiting on parts.

I am sure everything is fine with the car. Well, pretty sure anyway. What the hell is going on?

8/31/2022 – Yesterday I got a call from James Brown about the car. Everything is done EXCEPT for getting the engine to go above 4000 RPM. I made a quick trip out to look and discuss the issue.

The car runs great up to 4K when it shuts off. The possibility of there being a rev limiter in the system has been discussed for a while even before I took it to James. The things to do list included this problem and wondered then whether it was a carburetor, distributor, timing, or something else.

When I got there, a guy was working on the car that was a former Buick dealer mechanic and was very familiar with this engine and was a big fan of them. That was great to hear.

After discussing the issue, it boiled down to thinking the distributor had something wrong with it. They told me that Grand Prix auto parts had a distributor machine that could determine anything that was needed to adjust, fix or repair a distributor. They suggested that I take it to them to make sure it was working as it was supposed to work.

When I arrived, the technician looked at it and said that they are authorized by Pertronix to do anything needed to adjust or replace parts that were actually in stock at their store. The unit was left with them to do their thing. He said it might be done yesterday

but here I sit at 10 A.M waiting and the phone is still silent. Come on, Ring, Ring.

And now it is 1 P.M. No Ring.

9/1/2011 -

Called Grand Prix about 8:30 but John, the guy working on the distributor, was out running errands. James Brown called at 9:00 to find out the status and I told him I was working on it.

I called back at 9:30 and John was there. His test found nothing wrong with the distributor. He verified the distributor had no rev limiter. I called James and said I would go pick up the part and bring it to him now.

When I got to Brown's Performance, we had run out of options to fix the 4K limit on engine speed. He will put everything back together and power wash the oil and gunk off the bottom of the car. He wants to let the car sit over night so that he can look under it to check for any leaks. If there are no leaks, I will take my checkbook with me to pick it up tomorrow.

On the way home, DOT was opening up part of the new road that eliminates Keetonville Hill. I had to wait while they moved the barrels to form the new temporary lanes but I was one of the first cars to be allowed to drive West on the new road. There is a silly detour on our end of the new part. Maybe they will fix it.

9/2/2022 – Today Jan and I went to Brown's Performance to get the TR8. James Brown and crew had rebuilt the steering rack and refurbished the heater using a rebuilt core.

We settled up with James then Jan followed me back to the house via the newly opened road from the river up the new route to HWY 20. Once you get on you cannot get off since the access roads have not been finished and opened yet. It is inconvenient right now and I hope the access roads become available shortly.

The air conditioner works but a couple of knobs were not installed on the correct levers. I will have to look into that in a day or two.

It is good to have the car back home but there are some new projects on the horizon I believe. We shall see.

As for now I will take a look at the remaining car shows and evaluate my interest in each one. Taos is inviting but a long drive. Ozarks is a nice drive but I have been there many times. We shall see what happens.

9/4/2022 – Well that did not last long, thinking that everything was ok to take off on a long drive, that is. The wind shield was pretty well covered with fingerprints so I got the Windex out and a sheet of old newspaper and gave it a good cleaning.

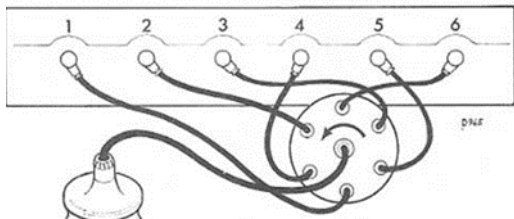
During that process I noticed that the passenger side windshield wiper blade had come apart and needed to be replaced. Oddly, they do not make the filler blades for those anymore, you have to buy the blade already fixed in a brace. Maybe I will write more about this next month.



JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



Unsnap the top from the rear bow and beneath each side window. Spread over boot lid.



2. Fold top forward without folding back window



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.
<https://www.>

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

This web site is terrific for selecting a tire size that will work with your speedometer.

<https://www.tacomaworld.com/tirecalc?tires=215-65r15-205-70r15>

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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

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

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

Differential: Red Line Heavy Shockproof Gear



Oil

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6



What's on the [Web Site](#)

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs. All 12 V are needed. Exception: Leave Tach wiring if applicable.

When diff seals leak, clean the vent.

Cleaning the vent releases pressure in the diff and many times stops leaks.

Coolant hoses get loose over time. Be sure to tighten them periodically.

The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.

Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

Find paint codes at PaintRef.com

Early TR6 Seat Backs Won't Stay On
Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

So far found only at NAPA and considered best for gasket sealing. Does not harden.



Classified Section



Sam Clark has

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

Location: Broken Arrow, OK.

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

One TR3 wire wheel 15"

Battery Box

TR3 Transmission

New in box tire storage lid, red

New Muffler, still wrapped in plastic

Stainless Brake Tubes and fittings

Chrome Guard and Brackets for exhaust

Mark 1 & 2 Spitfire Parts 1964 & 1966

Front and rear suspension both left and right side

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

Frame for Mark 1

2 Tappet Covers

Spitfire Hubcaps, 2 sets small, 3 large

2 Doors off 1966 Spit, complete with windows

2 Rear Ends

Electric Fan

Gas Tank, complete with fill cup, Chrome

4 Wheels with good tire, 1 extra wheel

Drive Shaft

2 Steering Wheels, 1 original, 1- 13"

1966 Steering Column

1966 Radiator with Horns and Water Bottle

Sway Bar

1200cc Engine Complete except exhaust & carburetor

1200cc Engine Block, Head and Oil Pan

deugenerobinson@icloud.com



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, Greases, Sparks, Whines & Friends

**FREE
FOB
GHGN**



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

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

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

PEOPLE STUFF	MEMBER INFO	CAR MODEL	YEAR	COMMISSION#
MEMBER NAME				
CO-MEMBER NAME				
MAILING ADDRESS				
PHONE NUMBER				
E-MAIL ADDRESS				
V.T.R. MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
6-PACK Member?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
TRA MEMBER?YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
ANOTHER CLUB?				

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

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

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