



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for April 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### NEXT CLUB MEETING:

**Tuesday April 18th**

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: McNellies

7031 S Zurich

Tulsa, OK 74104, OK

71<sup>st</sup> & Yale Area

#### Officers and Committees

Denny Robinson – President

Rob Thompson – Vice President

Jim Murray - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Tom Chronister - Activities

Art Graves – Car Shows

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

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

#### From President *Denny Robinson*

Hi club members.

Well the weather is good for the little cars. But I don't have one that will run. The starter went out on the Spit and is sent back to Calif. and waiting on one to get here. We had a work day at Johns and I took the overdrive for the 63 Spit. We ran it up with a drill and couldn't get any pressure. John called Larry Young and set up time for him to check it out on his setup with electric motor. Could not get it to adapt to the shaft. We went back with a drill and got pressure up to 120 lbs. I manually moved lever and the pressure went up to over 500 lbs. and the overdrive kicked in. Larry sent his gage home with me to do further tests.



I called a place John suggested and they said pressure was correct and should be OK. I asked about the fact that I had to push lever further to get it to shift into overdrive and was told that with drill spinning. about 500 RPM's and should be spinning at around 2500 RPM's if it was in the car. that would raise pressure up quicker, it should be OK. Guess I will go ahead and mate it to engine and mount it into the frame.

I have not worked on It today and we purchased all that was needed to plant the garden and that is done now. Hope to get back to car Wed. as I will go attend a coal council meeting tomorrow.

John said the meeting will be at McNellies restaurant around 71st. street. We need to have a good attendance. This club can only succeed if the members on the roster show up and be a part of the meetings. We only had 10 members the last meeting.

Kay is checking with Dewayne Pass that is to lead the underground Tulsa tour and will let everyone know exactly when.

## **From Vice President** *Rob Thompson* April Newsletter – VP

Greetings Everyone. As I mentioned last time, I have been insanely busy with work and looks like no relief is in sight until the end of June. So to make things worse, my wife and I have placed a contract on another home in Tulsa and are getting our current home on the market. If you have not worked with a Mortgage Company lately, you cannot imagine the mounds of paper work involved. We just faxed off 36 pages of documents and have already faxed/mailed two stacks that size or larger.

On a lighter side, I have a mystery oil leak on my TR6, then again, maybe not. I had my car (Cecil) idling in the garage to build up the battery, probably 10 minutes or so. I had moved the car back about 4 feet so that the exhaust fumes would exit the garage. When I moved it back into position, a 12-inch round deposit of oil was on the floor. This was odd because my car only drips a couple of drops of oil when parked after use.

Since this occurrence, no more similar leaks. John thought it might be leaking at the pressure relief valve mounted on the side of the block. There was no trail of oil in the area of the relief valve. Any thoughts from you guys?

Driving Cecil every week my last outing was to John and Jan's for Saint Pats Dinner. We will see everyone at Mc Nellie's Tuesday the 11th at 6 pm. It is located at 7031 S. Zurich (next to Charleston's at 71st and Yale.

## **Secretary's Minutes of the Last Meeting from** *Adele Blom*

The March 21, 2017 meeting of Green Country Triumphs was held at Roka (the Place used to be called Te Kei's) in a wonderful room. Dennis Robinson called the group to order at 7pm.



Minutes were approved and our noble treasurer Jan Phillips said the. Art Graves gave John Phillips the list of upcoming car shows which were put in the newsletter.

John Phillips reported for the Parts Committee. Wayne Burris' car is idling better but still having carburetor issues. John Phillips GM sychromesh transmission fluid would not work with his overdrive. He switched to 40 WT non-detergent oil for his TR6. The TR8 is giving him trouble with the lights in the dashboard. Dennis Robinson has huge plans for his retirement with an amazingly restored car in the future. Dennis plans to sandblast parts with soda ash in preparation for paint.

We had a report on Activities by Kay Robinson. The St. Patrick's Day Party at John and Jan Phillips was magnificent. It will help if you RSVP but attend by all means for a great time.

There was a good Breakfast Run. Azaleas may peak at Easter in Muskogee. Kay will try to e-mail us when a group is heading over to enjoy them.

On April 21, Friday, Dwayne Pass will be leading us on an underground Art Deco and old Tulsa tour. It will begin at 10am from 910 S. Boston (TCC). A May plan needs to be made by a volunteer because a few people are leaving town who might have organized the activity of the month.

Tom and Dorothy Chronister have once again invited us all out to their home at Grand Lake in June. This is one of the highlights of the year. Dennis and Kay Robinson will work on the July activity. Dorothy Chronister and Rolf Blom will look at the 2<sup>nd</sup> street breweries for an activity. Rolf and Adele Blom promise to get a plan together to include downtown museums and eating at Laffa for September. Janice and Al Garbart are working on October. Once again Guy Fawkes' attempt to explode the houses of Parliament in London will be remembered at Jan Phillips'. We need a volunteer to host the Christmas Party please.

Kay Robinson has developed cards to pass out to inform people about our TR club. She plans to hand some out at the next meeting. Dennis promptly adjourned after Al Garbart suggested and Tom Chronister seconded the motion. It was still early, so those who wanted sat around and visited.



## **Club Alert!**

**April activity: Tulsa Underground Tour**

**When: Friday, April 21, 2017 10a.m.**

**Where: 910 S. Boston Ave., TCC Center for Creativity, Tulsa**

**Guide & Host: Dewayne Pass**

**This will be a most interesting experience. I look forward to seeing you there.**

**Kay**

## **2017 Club Activities**

DATE	EVENT	FACILITATOR
APR 15	Azealia Tour	Denny Robinson
April 21	Tulsa underground tour, meet at 910 S Boston TCC Center 10am	Dewayne Pass
April date to be announced	drive to Muskogee Azalea Festival	Denny
MAY	Lake Tour or Miami Museum TBD	Rob Thompson
JUN	Visit Chronister's Lake Estate	Tom/Dorothy
JUN 22 - 25	Euromotor Extravaganza – Sand Springs	Jag Club (Clark Fraser)
JUL 3rd	Fireworks at Robinson's	Kay/Denny
AUG	Pub Tour	Adele/Rolf Blom
AUG 16 – 19	VTR National Convention	Art Graves
SEP 2	Breakfast followed by "Roads of My Youth Tour"	John Phillips
NOV 4	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	TBD



**Sorry we missed the party, Cindy was home but had worked all night before and I was too sick to be around people I care about. But I did want to know if you were making any parts orders soon, as I'm down to my last jar of wire smoke.**

**Larry,  
 I never plan to have a parts order but it always seems to work out that I will, soon. Of course for an emergency like yours we can make a special order.**

**Editor**





# BRITISH ONLY SWAP MEET Saturday April 22, 2017

➤ Next to McLeod British Cars off I-40  
Exit 142, Hwy. 365 & Maumelle Blvd. ➤

12 x 15 SWAP MEET SPACE - \$15.00 each  
(Limited Space Available)

"Cars for Sale" Area - \$15.00 per space

LUCAS

Austin Healey

TRIUMPH



JAGUAR



BUY OR SELL YOUR BRITISH CAR!  
(Bring your title)

SELL YOUR EXTRA SPARE PARTS!

BUY THE PARTS YOU NEED!

LUCAS



TRIUMPH



Set-up Time begins at 6:00AM/ Swap Meet Time 8:00AM-6:00PM

British Cars & Parts and Related Items Only!

**No Admission Charge!**

In conjunction with:

McLeod's British  
Cars



British Motoring Club  
of Arkansas



For information and/or map call: 1-800-352-5816 or 851-2640

Greetings Triumph Friends,

The South Texas Triumph Association is pleased to extend this advance invitation to all of you for the 2017 South Central VTR Regionals to be held April 27 through April 30, 2017 in New Braunfels, Texas.

See web site for details

Please see our website at [www.sotxtriumphassn.org](http://www.sotxtriumphassn.org) for registration and full details of the Regionals, a schedule of events, registration form, and information for local hospitality.

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

Host Hotel – Holiday Inn Express & Suites New Braunfels. 830-626-1234. A limited number of rooms are reserved for our group @ \$99.00 per room per night + tax. Each hotel room night includes breakfast for each person. Our rooms are blocked under Vintage Triumph Register. Alternatively, rooms are available at the Fairfield Inn 830-626-4704 across the parking lot @ \$129.00 per room night + tax.

Registration Base fee - \$75 per car, additional cars - \$15 each.  
Saturday night Awards Dinner - \$55.00 each, cash bar available.

Registration: begins Thursday, April 27<sup>th</sup>, 2017 through Sat morning, April 29<sup>th</sup>, 2017.

Self Guided Hill Country Drives of New Braunfels and surrounding Hill Country.

Funkhana – Saturday afternoon. Autocross – Saturday morning

Concours - Car Show Friday afternoon.

As you club begins planning for 2017, we hope you will schedule the South Central VTR Regionals on your club calendar and will begin making preparations to attend.

The Coordinators for this event are Joe Kboudi and Kent Kinnard. Joe may be reached at 210-884-3036 or [jmkboudi@aol.com](mailto:jmkboudi@aol.com).

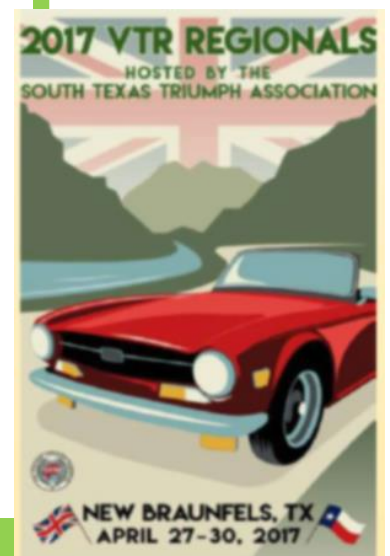
We are looking forward to an amazing gathering of all our Triumph friends and guests in April 2017 and hope to see you there!

Best regards,

Joe Kboudi and Kent Kinnard



**APRIL  
27<sup>TH</sup>  
THRU  
APRIL  
30<sup>TH</sup>**





**The Jaguar Club of Tulsa  
Presents the 2017  
EuroMotor Extravaganza**



## EuroMotor Extravaganza

Welcoming all British and European Automobiles

On the Triangle in Lovely, Historic,  
Downtown, Sand Springs, Oklahoma

**Activities:**

- June 23 – Registration, tailgate party at Hampton Inn
- June 24 – Late Registration and show setup in downtown  
Sand Springs, Show & Valve Cover Racing
- June 24 – Dinner and Awards Banquet, **location to be announced**
- June 25 – Fun Run around Sand Springs

Complete information is available on the web at:

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



August 16 - 19, 2017

Celebrating 50 Years  
of the Triumph GT6

Visit our web site  
[VTR2017.ORG](http://VTR2017.ORG)

**PLEASE NOTE THIS IS AN UPDATED FLYER WITH NEW  
DATES LISTED**

Please join the fun at the 2017  
Vintage Triumph Register  
National Convention which  
takes place at Forrestal Village,  
Princeton, NJ



The convention will be  
co-hosted by the  
Delaware Valley  
Triumph Club and the  
New Jersey Triumph  
Association. This will  
be the 2nd time the  
DVT has acted as host  
for this national event  
and the 1st time for  
the NJTA.



Visit us on facebook <https://www.facebook.com/2017VTR/>

Check out our Web Page <http://vtr2017.org/>



**GREATER OZARKS BRITISH  
MOTORING CLUB  
WOULD LIKE TO INVITE YOU TO OUR  
18<sup>th</sup> ANNUAL CAR AND CYCLE BLOWOUT**

**HELD IN HISTORIC CARTHAGE, MO**

**WE HAVE A NEW DATE - JUNE 9, 10 & 11, 2017**

**Enjoy Friday Night's Tailgate Party with Free  
Burger's, Brats & More**

**Saturday the Show Will Be Held Downtown on  
Carthage's Historic Square**

**Saturday Night is our Awards Banquet and  
Sunday we Offer a Drive Away Breakfast**

**Join us and Enjoy Lots of Cars Food & Fun**

**18<sup>th</sup> Annual GOBMC Car & Cycle Show  
June 9, 10 & 11, 2017**

Friday June 9<sup>th</sup> 04:30 - 09:00 pm Registration & Tailgate Party Precision Moments Hotel  
Saturday June 10<sup>th</sup> 09:00 - 11:00 am Final Registration  
11:00 am - 02:00 pm Popular Choice Voting & Photo Contest  
02:00 - 03:00 pm Driving Event  
07:00 - 10:00 pm Awards Banquet & Auction at Carthage High School  
Sunday June 11<sup>th</sup> 08:00 - 10:30 am Breakfast at the 'Thorn' Must be registered by June 9th  
**MUST BE REGISTERED FOR BANQUET BY JUNE 9th Banquet Theme 'Pajama Party'**

**BANQUET & BREAKFAST ARE RESERVATION ONLY**

**Accommodations**

Our host hotel is the Precision Moments Hotel, located on 2931 Grand Street, Carthage, MO. Special room rates for GOBMC show attendees while stock of rooms last. To guarantee your room, contact the hotel at (417) 388-5900, be sure to ask for the show rate.

**Registration**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone ( ) \_\_\_\_\_ Email: \_\_\_\_\_  
Vehicle #1 - Year: \_\_\_\_\_ Make/Model: \_\_\_\_\_ Color: \_\_\_\_\_  
Vehicle #2 - Year: \_\_\_\_\_ Make/Model: \_\_\_\_\_ Color: \_\_\_\_\_  
Club Affiliation(s): \_\_\_\_\_  
Free T-shirt with every registration - size ( ) S M L XL XXL \_\_\_\_\_  
First Car or Cycle \$30.00 \$ \_\_\_\_\_  
Number of additional cars X \$10.00 \$ \_\_\_\_\_  
Number attending Saturday night Awards Banquet X \$17.50 \$ \_\_\_\_\_  
Number attending Sunday morning Breakfast X \$8.00 \$ \_\_\_\_\_  
Additional T-shirts (size ( ) S M L XL XXL) \$30.00 ea \$ \_\_\_\_\_  
Total Registration Fee \$ \_\_\_\_\_

Please return completed form and check to:  
GOBMC, 3608 East Bingham, Ozark, MO 65721

For more information contact David & Rhonda Thorne, [regaffairs@gozark.com](mailto:regaffairs@gozark.com) or (417) 388-9666

Please and Thank You. We must have your signature to process your registration. In consideration for the right to pay the event fee and participate in the 18<sup>th</sup> Annual GOBMC Car & Cycle Show, the undersigned hereby releases the Greater Ozarks British Motoring Club, Hotel and sponsors from any and all liability for injuries and/or damages while traveling to, from and participating in this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
[www.gobmc.org/shows](http://www.gobmc.org/shows)



## 2017 SHOW SCHEDULE

### VTR South Central Regional Convention

Location: New Braunfels, Texas

Date: April 27 – April 30, 2017

Web:

[http://www.sotxtriumphassn.org/2017\\_sc\\_vtr.html](http://www.sotxtriumphassn.org/2017_sc_vtr.html)

### Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: April 30, 2017

Web: <http://www.kipmotor.com/abcd.htm>

### Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma

Date: ???, 2017

Web: <https://www.facebook.com/morellicarshow>

### All British Car Week National Meet

Location: Hot Springs, Arkansas

Date: June 1 – June 3, 2017

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

### Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 9 – June 10, 2017

Web: <http://carthagecarshow.com/>

### TRA National Meet

Location: Columbus, Indiana

Date: June 21 – June 24, 2017

Web: <http://triumphregister.com/tra-national-meet>

### Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 3 – August 5, 2017

Web: <http://www.the-roadster-factory.com/indexmain.php>

### VTR National Convention

Location: Princeton, New Jersey

Date: August 16 – August 19, 2017

Web: <http://www.VTR2017.org>

### Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 2 – September 3, 2017

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

### British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 15 -September 16, 2017

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

### 6-Pack Trials

Location: Hershey, Pennsylvania

Date: September 21 – September 24, 2017

Web: <https://hershey6packtrials.wordpress.com/>

### Triumphest

Location: Flagstaff, Arizona

Date: September 21 – September 24, 2017

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

### Texas All British Car Day

Location: Round Rock, Texas

Date: September 22 – September 24, 2017

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



*The Good Old Days. Memorable trip. My mom passed away while I was there, I bought two hardtops and it was my only visit to Ohio. I had hair and Sam was thin. Circa 2002.*

## 1960 Morris Minor 1000 Floor

### Recovery

By Robert Avakian

OK it's not a Triumph, but it is British and that's enough said. Built with a unibody design, the Morris has no frame as such. The chassis is made of channels of metal and each panel is meaningful, floors included.

After having the body repaired and painted by someone else it was time to attack the floors from the inside. After removing the seats and seat belts, (with a mixture of 14 mm and some English bolts), the first step was to remove all the old mixed fiber underlayment, (I was told it used to be horse hair, but this was obviously shredded rags).

Next step was to identify the areas of surface rust and attack them with a drill and wire brush, a simple hand brush, and a chisel to dislodge all the loose rust and loose factory (?) coating. Were I a perfectionist, I would have taken everything down to bare shiny metal. But I had neither the time nor the dedication to go through: paint, some orange coating, a layer of tar like insulation, and more paint, not to mention at least 40 years of accumulated dust, rust, insect bodies and random wires. I figured that if it had stuck on for 60 years it was probably a pretty good bet to do so for another decade or so.

Enter chemical warfare. Rather than use some green stuff which sold on the web of \$30 or more a quart, I opted for plain hardware Phosphoric acid. The acid converts rust from iron oxide to iron phosphate, a black inert substance that can be sanded, painted and adhered to by all normal materials according to the manufacturer. Remember that old story of mechanics loosening rusted bolts with Coke? Yep, Coke and other carbonated drinks have phosphoric acid in them. The acid costs more than Coke but there is no sticky, sugary residue.

Three coats of acid and we ordered Dynamax Extreme on the web at Amazon. And so we sit at the mercy of the Postal System.

Lessons learned (I think):

A) Wear a good dust mask. After all the brushing, mine looks like it had gone through a Panhandle dust storm – definitely reddish brown.

B) There are bound to be several stray pieces of rust dislodged by the acid so use small amounts at a time or it gets pretty gritty.

C) Remember to dribble some into every seam you can get at.

D) Do remove grease, brake fluid and such before using the acid.

E) Use three coats of the acid lightly brushing after each.

## TR6 Values per Hagerty

### Current Values

**\$33,700** ----- #1 Concours

**\$21,400** ----- #2 Excellent

#2 vehicles could win a local or regional show. They can be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

**\$12,600** ----- #3 Good

**\$7,000** ----- #4 Fair

[About Hagerty's Condition Ratings](#) | [About Our Prices](#)

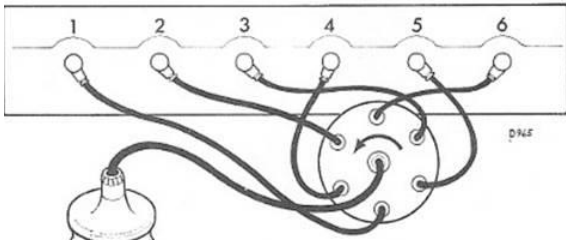




### JOHN'S QUICK TIPS

#### 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.



1 Release top from rear bow and snaps at the sides then spread out over back of car.



1 Fold top forward without folding back window



3 Fold side windows at vinyl onto back window. No folds in any window. Add cover

### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm or add Lucas Break-in Oil at each oil change to your regular oil.

<http://www.corvetteforum.com/forums/c3-tech-performance/2484100-list-of-flat-tappet-oils.html>

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

Coolant: Evans Waterless High Performance Coolant is specially formulated for gasoline engines in classic cars and high performance vehicles. <http://www.evanscooling.com/>

Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

### 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



## Greasy Hands Garage North Update by John Phillips

**3/18/2017** – Well we live, we try stuff and we hopefully learn some stuff along the way. When Larry and I, mostly Larry, rebuilt my transmission after the shaft mysteriously broke, I was very careful to put a Teflon sealing washer on the top bolt at the top right of the O/D unit. That location is famous for leaking badly if not sealed really well.

Just prior to installation the tranny was filled with **ACDelco 10-4014 Friction Modified Synchronesh Manual Transmission Fluid** which turned out to be the best stuff in the world for transmissions that do not have clutches in an overdrive unit. To say that another way, I recommend



it for transmissions that have a lot of gears like a 5 speed or 4 speed, but not with overdrive. It is too slick and the clutches slip.

I could use the standard GL4 gear oil as recommended by Triumph or as recommended by Quantum Mechanics use 40 WT non-detergent motor oil. John Esposito provided evidence that the manufacturer of the overdrive unit stipulated the use of mineral oil, aka non-detergent oil, for use in the overdrive unit. Larry recommended use of the GL4 gear oil.

At this time the TR8 is using the 10-4014 which was recommended by the Wedgeshop. Since this is not working in the TR6 the plan is to drain the 10-4014, change the filters in the overdrive unit and refill with one of the two options, 40 WT or GL4. Since the St Patrick's day party is today the work will not begin until morning at the earliest. Right now I am leaning toward the 40 WT but that may change by the time something is put in to replace the 10-4014. I just hope the needed friction will return to the clutches in the overdrive. At high speed I sometimes get slippage in the O/D unit.

**3/19/2017** – First thing in the shop today was to check for a drain on the battery since it had



gotten low enough on two occasions that the TR6 did not start. No sign of a drain so the battery was removed and taken to AutoZone for a test. It tested bad so it was replaced with another 5-year battery very similar to the old one, which was purchased in 2011. I guess you cannot complain about a 5-year battery that lasts 6 years.

AutoZone gave me a \$58 credit towards the new battery which was about ½ price so I was satisfied. That works out to a little over \$10 a year for the battery. I can live with that.

After the battery was replaced the Pumpkin was lifted up so the transmission service could proceed. Remember that the goal is to change the fluid and filter in hopes the overdrive plates will not slip when in overdrive.

The drain plug was removed then the cover over the filter access. The pickup strain was pulled off then the filter plug and washer were removed followed by the filter which looked a little worse for wear. Definitely glad I changed it.

Everything was cleaned up and the huckempucky (gasket seal) applied. The new filter, washer and plug were put in place then the pickup strainer which was held in place by the cover and gasket.

I do not remember ordering the set screw



that came with the pickup, filter and gasket but it was in the bag. If I ordered it I hope I can remember for what.

In the end I decided to try the 40 WT non-detergent oil. The main reason is that I had it on the shelf along with a ½ bottle of stop leak for

transmissions so I said why not. If there is reason to follow up on this product I will.

The transmission was filled to overflowing and left to sit for a while. Oil does not flow into the overdrive unit quickly so it pays to refill to overflow 2 or three times to make sure the transmission is actually full.

The thermometer in the shop said 80 degrees and I was really feeling the heat so about 1 pm I headed for my chair and cooler air. May have to get a couple of healthy guys out to help remove the old air conditioner and install the new one. Can't handle heat as well as I used to.

After a nap the transmission was topped off again and it was time for a test drive. The route was East to Claremore, South to Verdigris, West to 169 and North to Owasso. By then I was hungry so Braum's called to me to have a burger and a malt.

During the drive the overdrive seemed very happy. I detected zero slippage during acceleration or at speeds up to 95. That will work.



The enormous leak from the transmission has slowed drastically (see picture). I am hopeful that the leak will disappear and the car be leak free for the first time since I got it in 1993.

After Braum's a stop at Atwoods to look for more 40 WT non-detergent oil with no success like at O'Reilly's. Have to keep looking I guess. TSC is supposed to have it on the shelf so maybe a trip to Skiatook tomorrow.

**3/20/2017** – Bad day. Lost Maggie. Did however get the oil needed from TSC.

**3/21/2017** – Bought azaleas for my daughter's birthday, made a club deposit naturally too late for it to show on the report for tonight's meeting. Procrastination is Jan's specialty.

Back at the shop the transmission fluid lever was checked on the Pumpkin and it was good.



Yippee. The next chore was an oil/filter change for Tinkerbell. The used oil was still at the top level but had about 800 miles on the new engine. This change should last until next winter. Once a year changes is plenty no more miles than they get.

Also tweaked the fast idle adjustment up a little and it went to 2000 RPM. Tweaked it back down 1/8<sup>th</sup> of a turn. Getting close now.

The carb is still behaving badly at times and Charlie thinks the jets may be too big for my engine. We'll see.

**3/23/2017** – Glenn Larson and Denny Robinson visited the shop today. Denny wanted to check out an overdrive transmission and Glen was concerned about engine and other noises.

The odd thing is that Glenn's new fuel pump failed as we were driving his car so I could get a feel for his concerns. We were on highway 20 but pulled off. When we had checked everything out and had concluded that the fuel pump was not working we used the prime lever on the bottom to fill the system as much as possible.

When there was a break in the traffic we went as far as we could before the carbs ran out of gas. That got us to the turnoff in front of Paul's old house, now Karl's. We primed the system again and made it another half mile. One more time got us back to the shop.

The new fuel pump was removed and we saw that the lever that rides on the cam was bent out of shape so the cam was not moving the lever so the pump stopped working.

Glenn drove the Pumkin back to his house to get the old fuel pump. While he was gone we checked out Denny's transmission and determined that the solenoid was working, the transmission switch is working but the overdrive does not engage.

After finding some helpful information on the internet Denny took on the task of performing several of the troubleshooting steps to see if the overdrive needed adjustment, had enough pressure (400 PSI min.) and a couple of other things. We had done about all we could do today.

Glenn returned and we refurbished the old pump and installed it and the car runs fine with no leaks. Glenn bought lunch at Ron's in Owasso.

Back at the shop we checked the fluids in the transmission and differential and investigated an issue with the gas pedal sticking and a noise when

the brakes are applied pretty hard. Neither of these issues were resolved today but there is plan on how to proceed.

Denny and Glenn then assisted me with bleeding the brakes on Tinkerbell. A good 4 or 5 hours in the shop with good friends is always a treat. Now I have to get ready to go to my grandson's baseball game to see him pitch. Busy day.

**3/25/2017** – Worked on the dash lights again. Wiggled the plug and the gauge lights came on. Might stay, might not.

Tried again to figure out how to get the turn signal indicators to working without success. I am about ready to go retro and find convert the gauge cluster to old school wires in lieu of the stupid worn out printed circuit system.

Mine is worn out and there are no replacements. Wires and bulbs are sounding like a good alternative.

Since the rear springs are shot, I also ordered today a suspension kit from the



Wedgeshop.

**3/30/2017** – Yesterday was the first day that an attempt to get the radio to work was made. The red power wire contained a fusible link that had failed so a visit to a place that installed them said just replace it with a regular fuse. Came home installed the fuse and no luck.

The orange power wire that controls the display also has a fuse which is ok but the wire must have gotten disconnected when I installed the new engine harness.

A trip to town and a visit to four different stores failed to get me the orange, stranded, 16-gauge wire for extending the wire at the radio to a brown power source. Guess I will use yellow which I have in the shop.

The suspension parts arrived today but since Glenn is visiting the shop again Thursday work on the TR8 can wait until next week.

**3/31/2017** – Glenn arrived in his TR3 promptly at 10 am for a difficult day in the shop. Tom Chronister arrived a little while later the help. The first task was to correct an error from the last visit, attachment of a retainer bracket for the oil pressure switch to the fuel pump bolt.

Of course it took longer than it should just due to the difficulty in working in the confined space between the pump and the firewall. But we got it done.

Next we focused on the sticking gas pedal. Glenn found a place on the new heat shield between the carbs and the exhaust manifold where the linkage was hanging up a little. A Dremel tool was used to remove a little of the metal shield and the interference was eliminated and the gas pedal no longer sticks.

The next thing on the list was to apply anti-squeal compound to the back of the brake pads. This task went fairly smoothly and Glenn finished up in short order.

Lastly we began the process of replacing the motor mounts. We lifted the car with the floor jack and a couple of 2X4 boards. The old mounts were removed and the new ones put in place.



Wow, what a monster of a job. The holes/stud in the new mounts are not lining up with the holes in the frame brackets and the studs do not align with the holes in the engine brackets.

We worked for several hours and finally decided to try again tomorrow. Both old mounts are out and the new ones are partially installed. I hold out very little hope of getting all fasteners in place, but maybe we will get lucky.

**4/1/2017** – Resolution of the motor mount difficulty. The problem with the installation was that the failure of the old motor mounts allowed the engine/transmission assembly to move forward



*The old mount on the right was not preventing the engine from moving forward while braking which produced a nasty noise.*

about ½ inch. So the solution was obviously to move the said assy. Back into its normal location.

Since leverage did not work the solution was to detach the transmission from the rear motor mount and then apply leverage which worked. Unfortunately, we had to cut the exhaust system off to get to the fasteners holding the rear motor mount.



We used every wrench in the kit to remove the 4 bolts holding the rear motor mount bracket in place because they install from the top side and there is precious little room to work in there even with the exhaust out of the way.

Naturally the bracket was now under pressure to remain rearward so it had to be levered forward into position and held there by temporary



bolts installed from the bottom up to hold it in place



*It can be seen here that with all motor mounts in place, the placement of the attachment points causes strain on the mounts. Perhaps this is why TR6 mounts/brackets are slotted to allow for adjustment to relieve the strain.*

so the first two appropriate bolts could be installed from above. With those in place the temporary bolts were removed and the other two appropriate bolts put in place, all with great difficulty.

The new motor mounts are now in place after working quite hard from 10 am to 6 pm. If we had known what was required and been able to plan the needed steps ahead of time the job would have been done in about ½ the time. But after struggling for



two days the badly needed new motor mounts are in place.

There was another key step that allowed us to raise the engine enough to get the new mounts in place. The bottom coolant hose was detached from the radiator after the coolant was drained. This provided just enough room to do what was needed. Pieces of 2X4 lumber were used to lever the engine

from side to side into the proper location for the engine to fall onto the new mounts.

Tomorrow we replace the drained coolant, repair the cut-up exhaust with some couplings and that job is done. Depending on what happens tomorrow we may move on to replacing the shock absorbers. We will see as Glenn and I are a little beat up after two grueling days in the shop.

So what did we learn? How should the progression have gone? Hindsight says we should have done things in this order.

1. Raise the car and drain the coolant to remove the lower radiator hose. This provides for access to the mount for removal/installation and allows the engine to be raised as needed.
2. Remove the mount fasteners and lift the engine/transmission off the old mounts.
3. Install new mounts in particular the two bolts in the bottom.
4. Lower the car onto the studs assuming the engine mount is aligned with the stud front to back. If not go to step 5.
5. Remove the exhaust to gain access to the rear motor mount at the back of the transmission. An option would be removing the transmission tunnel for access.
6. Remove the 4 bolts from the bottom mount bracket.
7. Position the engine by applying leverage to move it into position over the studs.
8. If the studs require alignment from side to side to fall onto the studs lever the engine from side to side as needed. A 2 foot long 2X4 is what we used.
9. Install nuts on mount studs.
10. At the rear motor mount, lever the bracket forward to align the holes for the retaining bolts. An awl or nail set can be used to fine adjust the bracket alignment. It may also be necessary to install over length bolts from below the bracket to hold the



bracket in place while installing the retaining bolts from above.

11. Reinstall the exhaust system or transmission tunnel.
12. Reconnect the bottom water hose to the radiator and refill the system with coolant.

**4/2/2017** – As usual activity began in the shop around 10 am today. The thought was to start by filling the cooling system on the TR3 while waiting for Glenn. The pile of dirty, greasy tools grabbed my attention so with towel in hand clean up and put away began.

With work still to do not everything was put up but a lot was. Then the TR3 was lowered, the petcock closed and coolant poured in. More came out than it would hold so naturally the floor got wet.

While working with the coolant Glenn arrived and we got on with the serious work of reinstalling the exhaust system. He had brought clamps and couplings to hold it all together and after a couple of hours it was all back together.

With that done we started to change out the front shocks. The left front went pretty well as expected but the right side decided to be contrary. The brackets that slip over the studs and holds the bottom of the shock were rusted in place.

It took a lot of penetrating oil, hammering and levering to get them off. The humidity is high today and we were exerting ourselves so the sweat was in abundance much of which ended up in our eyes.

With new shocks, new motor mounts and resolution of several nagging problems Glenn left the shop after two and ½ very hard days of work. Time to rest up before tackling installation of the new air conditioner and installing the new suspension on Tinkerbell.

Oh yeah, Frank has no brakes. Guess maybe that comes first. At least I know how to work on a TR6.

**4/3/2017** – The opening for the new air conditioner is now ½ inch wider and ready to accept the new air conditioner.

**4/5/2017** – Denny and Glenn answered the call for help to install the new air conditioner and it was in place by lunch time. We discussed some things related to maintenance of our cars and set up a couple of meetings.



Glenn is going to visit with Sam about purchase of the covered trailer Sam no longer needs and Denny is going to take his transmission to Larry Young's house Saturday for pressure testing.

Denny left before lunch to do some things at his place and Glenn and I had BBQ at Trails end. After Glenn dropped me back at the house I did some makeshift arrangements on the exterior of the air conditioner to repel water until warmer weather is here then headed for the nap couch.

Thanks for the help, guys.

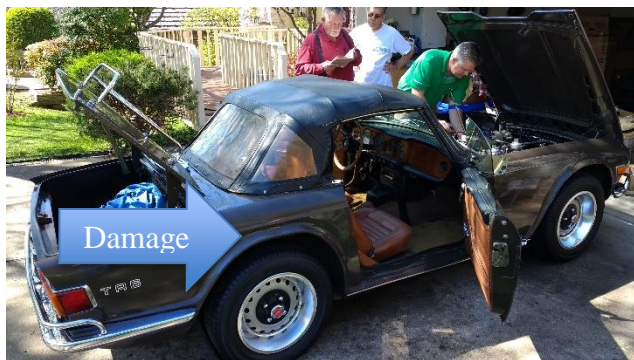
**4/7/2017** – I was contacted yesterday by a couple that needs to sell a 72 TR6, brown w/brown interior, no overdrive, new tires, new radiator, rebuilt carbs.



The car needs interior work, a top and a little body work, not much. All in all, I would say a very good car.

I let club members know the time and place to see the car and three of us showed up, Chad Jester, Jim Lindsey and I showed up to see it.

After the carb rebuild the car failed to start for the owner so we started to try to figure out why. As usual the carbs were not the problem, the rotor



bug in the distributor was brand new and faulty. Luckily he had another which worked.



The car started but the front carb leaked



most likely due to a bad float or dirty needle valve. At the end of the visit, Jim was interested enough to



visit with Trish about it and if that does not work out I said I would make a lowball offer to "help him out." That assumes the car drives right after the carb is reworked to eliminate the leak.

Which of us will end up with the car is up in the air right now so we will see. My intent would be to just turn around and offer it for resale.

**4/8/2017** – It is Saturday and I need to be in three places at the same time. Denny is taking his transmission to Larry Young's house to test the pressure in the overdrive system at one, Chad is trying to bring his GT6 to life and welcomed extra hands, but, Jim is going to buy the TR6 (see left) assuming the front carb can be reworked to get the float to shut the needle valve and the test drive does not identify any issues with the transmission, clutch, ½ shafts, etc.

I told Jim I would help with the carb to get that deal closed. If it goes well and we finish, there we may make a stop at Larry's to see how that is going.

In the meantime, this morning while waiting for Jim a little repair in the kitchen was completed and then the radio in the TR8 was brought back to life.

After a fuse was previously put in place on the red wire to replace the non-working fusible link, reading the instruction let me know that the orange wire required constant battery power for the display.

Thanks to Dewayne a brown wire was pulled from the stash that he provided a long time ago. Brown signifies always hot so it was used to run a circuit from the battery connection on the starter, along the engine wiring harness bundle through the firewall which dropped the new feed right at the right side of the radio.

At this point since the brown wire was bigger than the orange wire, a four connection coupler was attached to the orange wire and the brown wire. This leaves two more connections in reserve in case power is needed for something added later.

I went old school on this connection because the lucar connectors and coupling were available and I find them reliable.

A quick check and the radio came to life so if I should tire of the sound of the exhaust, I now have the option to listen to oldies on 93.5 FM.

Later in the day Jim and I traveled to Tulsa to get his new TR6 running. The front carb was leaking gas so it was removed as was the float



bowl. We saw no problem in that area so after reassembly the carb was replaced. It no longer leaks but the car will not run.

As it was late we decided to go back on Monday to continue trouble shooting the problem.

**4/10/2017** – On Monday we started early at 9 to leave for another day of troubleshooting the brown TR6.

To make a long story short, the front carb was not getting gas. To backtrack it had previously been getting way too much gas. When we initially arrived the needle valve was stuck open. After our initial work the needle valve was stuck shut, no gas.

Today we changed the needle valve and got the car running long enough to get a pretty good adjustment on them. Then the engine stopped.

We worked on lots of stuff but late in the day we found there was now no fire at the spark plugs. Tracing backward we found there was no fire coming from the coil to the distributor. There was power on the positive and negative posts on the coil but nothing coming out.

So on Tuesday we will take a different coil back and try that to see if we can get constant ignition and carbs working at the same time. Frustrating day.



## Want a better seal on your oil pan?

By Tony Robinson,  
tonyr@dzn.com

When an oil pan is overtightened, it causes the holes to bend upward toward the block. A gasket will seldom fill in the “new” gaps so it leaks.

Sealants will work and fill in these new spaces, but we are all guilty of being in too much of a hurry so we don't allow them to cure properly and when you put oil or any kind of pressure behind it, it blows out the sealants ability to seal.

Two gaskets of the “rubberized” material variety may help by providing the cushion necessary to fill the uneven surface created by overtightening.

I have used everything from a 1x4 board to a 500 lb. anvil to straighten out oil pan holes. If you use a 1x4, place the even sawed, smooth end under the lip (outside bottom) of the pan and with a hammer, lightly tap the area of each oil pan hole until it is visibly even with the rest of the sealing surface of the pan.

Spread a thin bead of sealant on the sealing surface of the pan, and apply the gasket, pressing down all

the way around the pan and sort of wiggling the gasket a bit to spread the sealant. Turn the pan over and place it on a smooth even surface and press down in the center of the pan lightly and let it SIT OVERNIGHT.

When you are ready to put the pan back on, clean each bolt hole in the bottom of the block with a good parts cleaner such as carburetor cleaner. Run a bead of sealant on top of yesterday's gasket and smear it as evenly as possible. Hold the pan close enough to the block to get the bolts started without actually touching the pan to the block until you have several bolts in to hold the pan up. Apply some sealant to the bolts before you thread them in. (This is why you cleaned the holes in the block)

Once all the bolts are in place finger tight, snug them down in a criss- cross fashion until they are all just snug. When they are all snug, go back and torque them in the same criss-cross fashion to I would guess 7-10 ft. lbs. No more or you'll bend the holes out of shape again.

Now, let it sit overnight again to let the sealant cure. Hopefully, we have stopped your leaky pan.

I have found that LBCs are not too expensive to maintain, they just take a lot of TLC.

## **Classified Section**

**1974 Triumph TR 6 (Reassembled after paint in 2013 at GHGN)**

**White/ new black interior, new top, also have hard top. New chrome mags. Have original wheels. Overdrive!!!**

**Has all rebuilt gauges. New wood dash. Many new components.**

**\$14,000 Wayne 918 227-0011**





## ***Hot Resto-Mod***

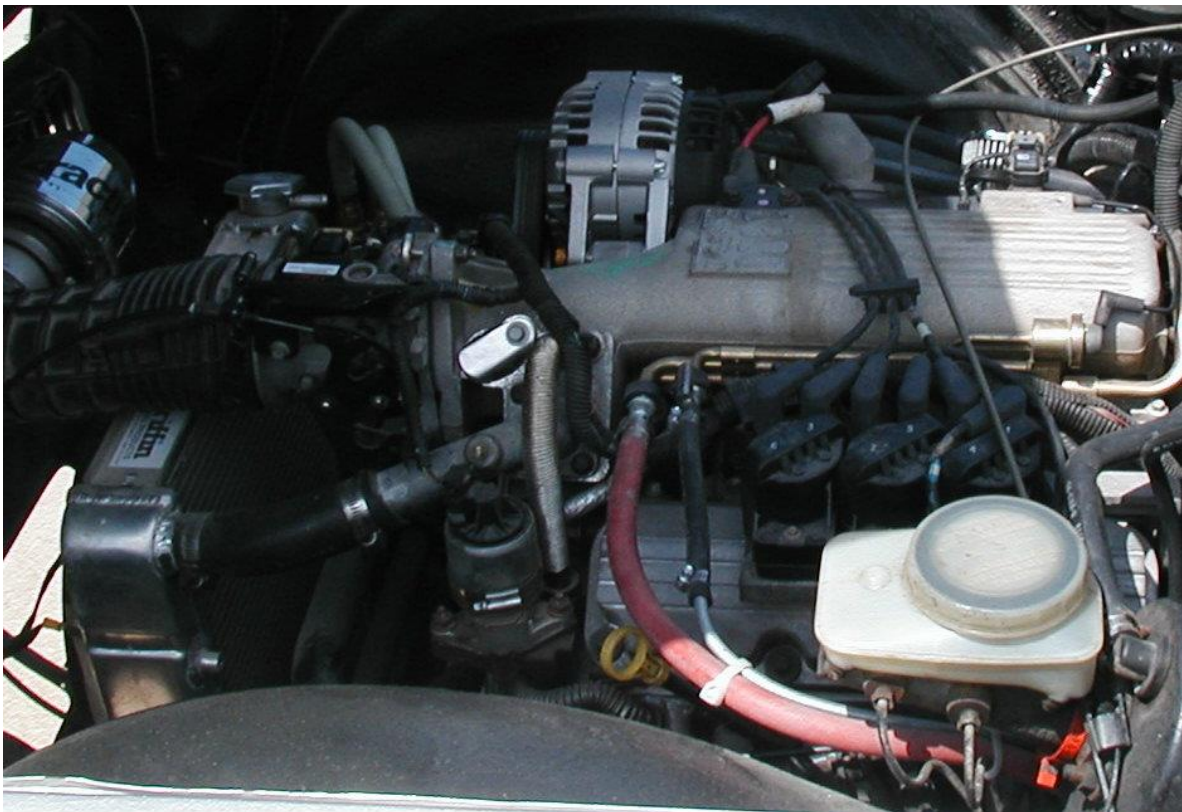
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,

***Tony Mullenger***

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!





**Admiral Alignment**

*For Brakes, Suspension & Steering*

11323 East 20<sup>th</sup> Street

(918) 437-0070

***Andy Wilmes C.A.T. Service Manager***

**We accept and recycle used oil, transmission fluid, brake fluid, power steering fluid, anti-freeze, old tires (the state requires a dollar be collected for each tire), batteries, radiators, metal, etc.**



***Tony Mullenger***

*"Superior Service - Uncompromising Integrity"*

445 S. Brady

Claremore, OK 74017

[tony.mullenger@aaaok.org](mailto:tony.mullenger@aaaok.org)



Office (918) 341-2100

Fax (918) 341-2154

**Specializing in Home & Auto Insurance including  
Collector Cars, Boats and Motorcycles**



**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@pobox.com**



**+1 800 381 2068**



## JOHN'S PAGE – STUFF FOR SALE

I Just like the tan one better

**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](mailto:topaztr6@gmail.com) or  
phone (918) 283-7017**



Figure 2 **TR8 WHEELS /  
REMINGTON TX120 TIRES \$300**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.  
ASKING \$125 CONTACT JOHN 918 283-7017 OR [topaztr6@gmail.com](mailto:topaztr6@gmail.com)**



**Price  
Reduced**



### GREEN COUNRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

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

PEOPLE STUFF	MEMBER INFO		CAR MODEL	YEAR	COMMISSION#
MEMBER NAME					
MEMBER NAME					
MAILING ADDRESS					
PHONE NUMBER					
E-MAIL ADDRESS					
V.T.R MEMBER?	YES	NO			
6-PACK Member?	YES	NO			
TRA MEMBER?	YES	NO			
OTHER 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 74017  
 (918) 283-7017  
 maudjpp@gmail.com

Dues are payable on July 1<sup>st</sup> each year. If you join(ed) between Jan. 1<sup>st</sup> and Jul. 1<sup>st</sup>, next dues are payable July 1<sup>st</sup> in the year following the year in which you join(ed). Membership is discontinued Oct. 1<sup>st</sup> following the date dues were due.



# JD YOUNG™

the document solutions people

## On Site Printer, Copier & Fax Repair



### Call (918) 925-3388