



Triumphant Times

Green Country Triumphs

Monthly Newsletter for August 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday August 16TH

Dinner at 6:00 PM

Meeting at 7:00 PM

**Location: El Rancho Grande
1629 E. 11th (just west of
Utica, across from Hillcrest).**

**Reservations made
Tulsa, OK**

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

tr6@atlasok.com

From President *Denny Robinson*

Hello Club members,

Well so far in Aug, the temperature has been so high I don't want to look at the drivable Spitfire. Only one's I look at are the ones in air conditioned shop. I have not done much on the 63 Spit as I have been waiting on parts. Someway the rear drive hub got damaged and had to order a used one off Ebay and it showed up yesterday. Parts for sway bar arrived from England on Sat.

I have the rear axle in Kay's freezer and she is not very happy with that. Hope to get the parts pressed onto the axle tomorrow. Then can start installing the rear suspension and finish front suspension.

I have the engine in shop and will mount on engine stand so I can start replacing all the gaskets and whatever else will need done before installing into the frame.

Kay and I will not be at the drive to the Rock House Restaurant or at the next meeting as we will be out of the country and Rob will be leading the drive and the next meeting.

The drive in Sept. will start at the Quick Trip at the Walmart at corner of HW 75 and HW 117 in Glenpool. We will leave the Quick Trip at 9AM and drive to Ponca City. Our tour starts at 11AM. The tour should take no longer than 1 1/2 hour. We then can take a 30-minute drive back to Clicks for lunch. After lunch we will make our way back to Tulsa area. I will try to map out a route as scenic as possible.

Kay is trying to sell her Charger before the new Jag gets here so if you know anyone that may be interested, have them give us a call.

From Vice President *Rob*

Thompson

What kind of old car buyer are you? I was watching Velocity one evening and a Mechem auction was on the TV. They were explaining the different kinds of buyers there are at out there. He rattled off several types... including investors, restorers, etc. until he came to me..... A sentimental buyer, someone who connects to a car because it was his first or one that he admired or always wanted or maybe your dad owned one.

It goes back a long time but the connection with British roadsters and me is one of fond and not-so-fond memories. In 1973 I traded my 1964 ½ Mustang (Lord why oh why did I not keep it) for a 1970 MG Midget. BR Green, and wires. I bought it at Green Renault on Peoria and drove it home. The next day it was back at Green for a new starter solenoid. Of course I loved it in spite of it breaking down every other month for the two years I had it. I remember rarely using the driver's door but did the Batman jump into the driver's seat. Great college wheels at Tahlequah, river roads, sweet babes, frat parties, etc. Since my dad was up to his gill slits in repair bills (I paid for the gas ☺), he convinced me under so uncertain terms to trade it off, which I did – a 1968 VW Beetle.

After I graduated from college in 1975, got married and moved to Tampa Florida for a year of fun and sun, which included my 2nd British Car purchase, a 1971 Spitfire. Dark blue w/ black interior and top. Nothing better than nice long drives along the beach of St Pete and Clearwater. Not a lick of trouble the year I had it.

Then 36 years passed until that sentimental feeling hit me again for another Brit. I always wanted a TR6 in my earlier years but, well who knows why the 36-year delay. Raise a family, career advancements and then start of company, maybe explains it. The current 1971 TR6 was a humbling experience in restoring it but I won't go into that again. (U da man John).

I remember the first day I drove it at John's after it was restored. The guys got the overdrive regulated (the last of the things to do). I backed it out and ran it around a 4 mile square course. I was again in the 70's. Nothing like the rumble/roar of the TR6 exhaust and all the memories behind me and still ahead of me. Fast forward over three years

now, I am really attached to my "Cecil" and the group of folks we call Green Country Triumphs.

Our next "out and back" is August 13th at the Rock Café in Stroud. We leave from the QT at Hwy 75 south and 121st Street Exit at 7:30 am. Hope to see you all then. A few of the Central OK OKC guys/gals are supposed to join us there.
Best Wishes to All

Minutes of the Last Meeting **from Secretary** *Adele Blom*

The July 16, 2016 annual meeting of Green Country Triumphs was called to order at Kay and Dennis Robinson's beautiful home. The minutes were approved as contained in the newsletter. 15 previous members have not yet paid. July 1 was the due date.

John Phillips talked about his TR-8 which he drove to the meeting. On the way the alternator stopped charging so with the kindness of our hosts he will leave it overnight and Jan and he will catch a lift home with Louise and Frank Wood.

Sam Clark's TR-6 is for sale. After winning many awards at VTR, 6-Pack, and other shows it is now a preservation class car. Only about 50 were made with the grey interior and emerald green exterior so it is a rare configuration. It has both a hard and soft top. Dennis Robinson and Sue Johnson suggested an ad in Hemming's Motor News or the Tulsa World. Ted and Loretta Dorton's car is in Hemming's right now. Jim Lindsay got a great paint job and now just needs a little bodywork improvement in the front. John Phillips reported that "Gonzo" at 54th S. and 100th E. Avenue fixed the air conditioner fan in his car installing a new electrical system. Gonzo has written books on auto electronics including sections of Haynes manuals.

Jerry Johnson touted lacquer thinner (just one cup) as a way to remove old oil and carbon from transmissions; however, he cautioned that the seals must be neoprene not rubber. He has even fixed power steering and rear end cylinders without having to remove them but of course he drains and refills with the correct fluid after the cleaning in place. Most of the cars he has done this on were American made autos. Sam Clark took apart his TR-3 to be restored and now John Phillips plans to

help put it back together. The wings and body panels will be assembled professionally prior to continuing with the remaining assembly.

Dennis Robinson said potential member Rob has a Spitfire with a slipping clutch but he will pull the transmission this winter.

Tom Chronister gave his final report on the club activities through December. We need a volunteer to become chairman of this committee. The next big responsibility will be a meeting in January to plan next year.

Rob Thompson is coordinating a ride to breakfast on August 13 leaving at 7:30 am and arriving in Stroud at Rock Café by 9 am to take advantage of the cool of the morning. Kay and Dennis Robinson will organize a trip to the Marland Mansion on September 17 leaving at 9 am followed by a lunch at Clicks for those who want. Marland was the Governor of Oklahoma and made and lost money in oil several times and married his step-daughter after his wife had died. Only \$6 admission and a docent will give us a very good tour. In October Janice and Al Garbart will plan a luncheon at Sequoia State Park which we may remember as Western Hills where we gave a Regional VTR show. Jan and John Phillips have offered to host both Guy Fawkes Party on November 5 and Christmas on December 10. Remember you can volunteer and be our December host.

A motion was made by Adele Blom that we not host the South Central Regional VTR in 2017 and we let the other clubs know now so that one can step up and have plenty of time to plan. The motion passed.

We welcomed our new officers for next year. Dennis Robinson will become President, Rob Thompson Vice-President, Member at Large Jim Murray, Secretary Adele Blom, and Treasurer once again Jan Phillips. John Phillips will try to get John Wood to help again with our website. Frank Wood moved to adjourn the meeting. We all thanked our host Kay and Dennis Robinson for a magnificent dinner.



2016 Club Activities

Sept 17	Out and back Marland Mansion Ponca City. \$6 admission and a docent will give us a very good tour leaving at 9 am followed by a lunch at Clicks for those who want	Coordinator – Kay Robinson
Oct ?	Visit and lunch Sequoyah Park (918-772-2545) Fort Gibson Lake	Coordinator Al and Janis Garbart
Oct 3 to 7	VTR National Convention	Lake Texoma Pottsboro TX
Nov 5 2016	Guy Fawkes dinner	Coordinator John & Jan Phillips
Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator John & Jan Phillips

F.Y. I. : TR6 Instrument Service Cost:

I talked to West Valley Instruments in California.

For "service, cleanup & calibration" -- not full restoration: Speedometer - \$180.00, Tachometer - \$160.00, Oil Pressure - \$120.

They want you to do a "ratio check" of your speedometer so they can correctly calibrate it. They will e-mail the instructions to do the test.

Turn-around right now is about 1>3 weeks.

Tom Needham

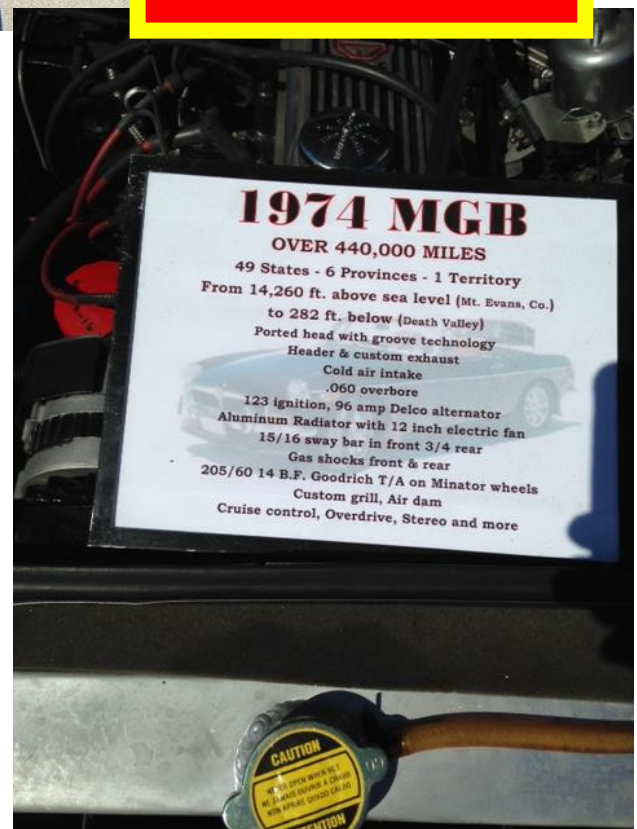


1st Place TR7: Al & Janice
1st Place TR6: Art
2nd Place TR6: Tom

Pictures by Tom Needham



One Hot Day in Carthage, MO



1974 MGB

OVER 440,000 MILES

49 States - 6 Provinces - 1 Territory
From 14,260 ft. above sea level (Mt. Evans, Co.)
to 282 ft. below (Death Valley)
Ported head with groove technology
Header & custom exhaust
Cold air intake
.060 overbore
123 ignition, 96 amp Delco alternator
Aluminum Radiator with 12 inch electric fan
15/16 sway bar in front 3/4 rear
Gas shocks front & rear
205/60 14 B.F. Goodrich T/A on Minator wheels
Custom grill, Air dam
Cruise control, Overdrive, Stereo and more



From: Robert Avakian <ravakian@sbcglobal.net>
Sent: Sunday, July 24, 2016 8:47 PM
To: John Phillips
Subject: Re: Moving Stuff - Australia Style

I just got a recall notice on my Honda's airbags.

They say the parts to correct the problem will not be available until late Summer or early Fall.

Their interim solution? They recommend not allowing anyone to sit in the passengers' seat. But not a word about the driver's side air bags. Maybe I can drive from the back seat?

Bob Avakian

2016 CAR SHOWS

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 3 - 4, 2016

Web:

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

Hi John, The Kansas City All British Car show has changed their format and venue. It will still be held over Labour Day weekend, September 3 & 4. Here is a link to the new web site where you will find all details including a registration form and hotel information.

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

Cheers, Art

6-Pack Trials

Location: Loudonville, Ohio

Date: September 8 - 11, 2016

Web: <http://www.6-pack.org/j15/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 10, 2016

Web: <http://www.britishironnwa.org/show15.html>

15th ANNUAL
BRITS in the OZARKS
ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"

SPONSORED BY
BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS

PRESENTED BY
Castrol

University of Arkansas Agri Park
Fayetteville, Arkansas
September 10

SPECIAL GUEST
Mike Dale, CBE
Former Employee of Donald Healey Motor Company,
Former President of Jaguar Cars North America

Car Display • People's Choice Judging • Concessions Available

Host Hotel
Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT
BILL WATKINS OR DOUG SCHREANTZ
479-656-2168 479-531-1783
www.BritishIronnwa.org doug@britishironnwa.org

Logos: MG, Rover, Lotus, etc.

Triumphfest

Location: Ventura, California

Date: September 8 - 11, 2016

Web: <http://www.triumphfest2016.com/>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 - 25, 2016

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

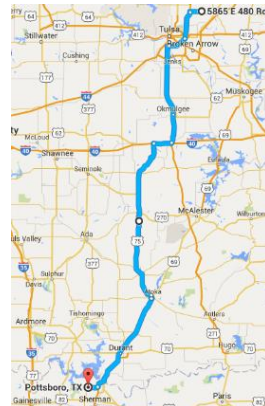
VTR National Convention

Location: Pottsboro, Texas

Date: October 3 - 7, 2016

Web: <http://www.VTR2016.com>

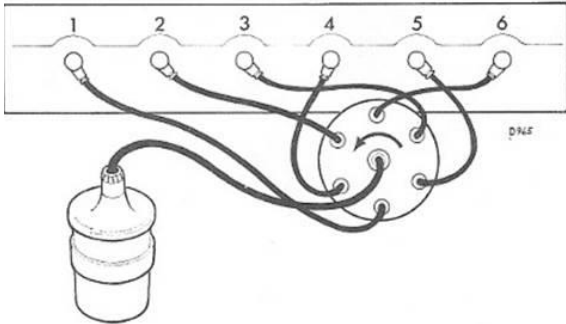
About a 200-mile drive to the national convention.



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.



Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

<https://www.tacomaworld.com/tirecalc?tires=205-50r15-185-70r13>

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm

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

Spline Lubricant – CV Joint Grease

Overdrive and 5 Speed Transmission: GM Fluid 88900399 Synchronesh Friction Modified Manual Transmission Fluid

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

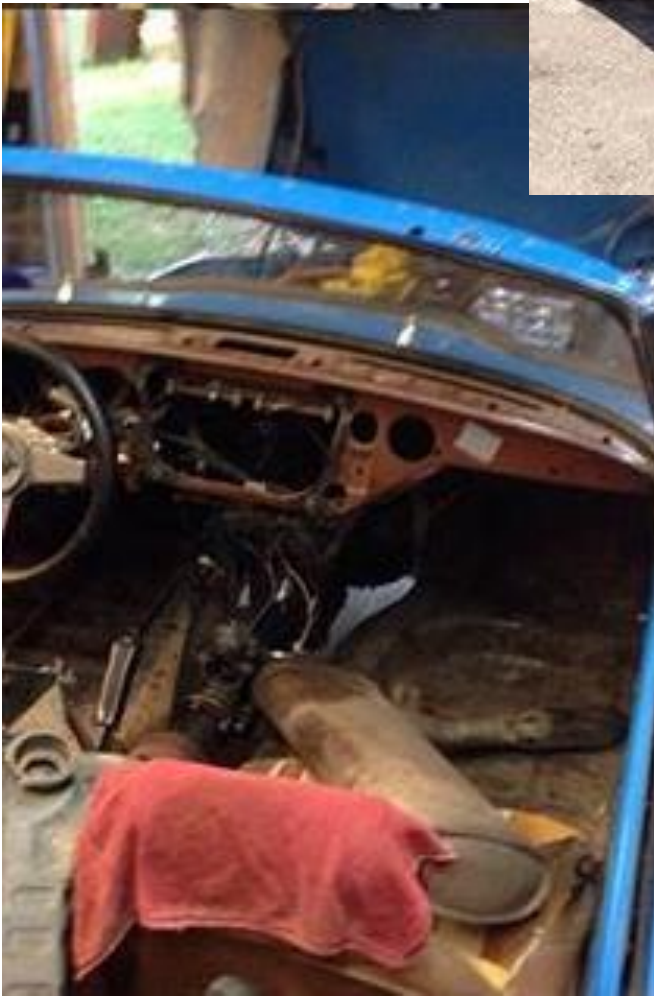
This web site is terrific for selecting a tire size that will work with your speedometer.

<https://www.tacomaworld.com/tirecalc?tires=185-70r13-195-55r15>

It is Great to Have a Hobby!

By Jesse Hernandez

There is not much more I like doing than tinkering with stuff. In fact, my mother quit buying me new toys when I was a boy because I would just take them apart to see how they worked. Thus began my addiction to fixing things. At first it was my toys,



obviously, but that led to friends' toys, then anything I could take apart and finally, anything on wheels.

Now I'm not someone who buys something just because I want it or can afford it. I've talked myself out of plenty of things. This car though, this beat up, blue, 1978 Triumph Spitfire, sitting half together and half in pieces, called out to me. Maybe

it was the way the hood or "bonnet" I should say, tilted forward and made me think "oh that's cool". Maybe it was the fact that here at last was a project I could tackle at my leisure. To be clear, this was not a car I am even slightly familiar with. I've worked on many American cars, but this one, well it seemed like a challenge I couldn't back down from.

So it starts, in September of last year. I asked my wife's brother Tim for his trailer and asked my sister's husband Dave for his help getting it home. I mention them to show that there were two different men who played a part in this story, both of them my brothers in law. I don't have a brother but I do have 4 sisters. Anyway, we get this thing home and roll it into my back yard until I can make enough room in my shop to roll it in, since it's not drivable. Yes, I bought it not knowing if anything on it was in working order! I figured I could cross that bridge when I got to it. And so it sat in my yard for a few weeks until I could push it inside my shop, which I did with the help of my daughter Jesseca, all 5'3" and 115 lbs. of her. Thank god the car doesn't weigh much more than a big touring bike lol!

I spent the winter months looking it over, planning my attack, making a list of parts I would need to order and getting it up on jacks. I wasn't in a hurry to get it running after all. Speaking of parts, the purchase price included boxes of new parts, an extra transmission with overdrive, extra differential, drive shaft, and an extra set of wheels and tires. Going thru the boxes I came across, seals and



necessary wires were connected properly, I said a little prayer, (couldn't hurt right?), and turned the key. The sound of the engine turning was music to my ears even though it wasn't actually running. Just knowing the potential was exciting. Now the real fun, or headache, could begin.

Thanks John, for letting me share a bit of my story. I hope you enjoyed it and I'll keep you posted on the progress. Any feedback is appreciated. I'll attach some pics to share too.

bearings and the convertible top, two tonneau covers and a bra for the front end. Awesome! There's a few things I can scratch off my list!

It wasn't until late March early April of this year that I finally got motivated enough to see if I could get the engine to turn over. I bought a battery for it since that was one of the parts it didn't come with so I could see if the engine would at least turn over. That would tell me if it was a good investment or an expensive one. Once I made sure all the





Greasy Hands Garage North Update by John Phillips

7/13/2016 – Beginning the 8th newsletter of the year. It just does not seem possible that time is passing so quickly.

I guess the good news is that Tinkerbelle came home today. Gonzo at Superior Auto Electric finished up air conditioner work begun at Bryant Auto Air and it was working pretty well on the way home from the shop. Work done included:

REWORK A/C ELECTRICALLY
GET THE COOLANT FANS TO WORK WITH THE A/C
ADD AN IDLE UP SOLENOID FOR THE A/C

NONE OF THE LOCATIONS OF THE RELAYS OR CONTROL UNITS ARE CORRECT ON ANY OF THE PRINTS.
THE ACTUAL A/C CONTROL RELAY IS UNDER THE HOOD ON THE DRIVER'S SIDE (NOT BEHIND THE GLOVE BOX) AND YES.... THIS IS ALL FACTORY WIRING.

USED THE HIGH PRESSURE SWITCH TO CONTROL THE COOLANT FANS RATHER THAN THE TWO SPEED COOLANT FAN. (THE COOLANT FAN WAS CHANGED TO A SINGLE SPEED FAN AND WIRED TO THE AUX. FAN. (WORKS GREAT THAT WAY)

SEVERAL BURNT CONNECTIONS ALONG THE PATH TOO.
RESET THE THERMOCOUPLER (UNDER THE DASH ON THE DRIVER'S SIDE OF THE CORE)

REWORKED THE CONNECTIONS AT THE CONTROL SWITCH IN THE DASH
REWORKED THE TEMP CONTROLLER AS WELL.

A/C LINES WERE NOT TIGHT, LOOSE A/C COMPRESSOR BELT, AND LOOSE FITTINGS AT THE DRIER UNIT. ALL TAKEN CARE OF.

Now, Gonzo is the expert on auto electronics just about anywhere. One of the things he does is write the electrical section for the Haynes Manual people. This means two things, it is probably going to be done right and it won't be cheap. He did however invest about 10 hours that were not billed which I appreciated very much.

On the way home and with only 160 miles on the car I was taking it easy but even at that the performance seems sluggish. My mind wants to consider a tight engine, needs more fine tuning, the air conditioner is pulling power from the engine and who knows what else at this point.

Two noises bother me, I think I heard a tire rubbing right rear on bouncy road surfaces, and there are some suspension and / or exhaust banging noises that need to be found and eliminated.

One noise that does not bother me a lot is gear noise. I suspect the differential is worn quite a bit.

The car sat outside some while it was gone so it needs a good wash job to get the dirt off.

Later in the day after fetching the dogs from the groomer I needed to run a couple of errands. I drove the Walgreens about 5 miles away then to Lowes another 3 miles.

Lowes did not have the hardware I needed but recommended I check with the hardware store. On the way there I stopped at a stop sign at 129th and the car died. It did not start again. Another AAA ride home.

One thing that causes a car to not start when hot is having the timing advanced too much. I think it prudent to gather input from my friends before changing anything.

7/15/2016 – In hopes of quieting the noisy hydraulic lifters a heavier oil was changed out for the 30 weight Valvoline / Lucas break in oil that was put in after the rebuild. Only 200 miles was on that oil but since it was the first oil in the engine I was ok with the change.

I went looking for the Castrol formulated for classic cars with great properties as discussed in past newsletters. I found none but did find a blend of Mobil 1 racing oil that had high zinc content. That with a new filter really made the engine stop laboring so much but did little to quiet the lifters.

The car also got a wash and the alternator belt was tightened. I am liking the way the car functions more and more but still have a low confidence rate at this point. We may drive it to the Robinson's tomorrow if I can get up the nerve.

It also still has rattles that have not yet been identified and eliminated. There is a rattle on both sides of the car that sound as if they are above each rear wheel. It is driving me a little nuts so I will have to find them.

7/16/2016 – A look under the car turned up a fuel line that was not secured to the bulkhead. Most of the clips had been broken through wear or rough handling. I moved one remaining clip to a point thought to provide the most support but the rattles continue. Now looking for clips that are affordable. The ones available in the UK are just too expensive.

There appears to be no adjustment for the noisy lifters. I guess the options are change the lifters or drive the car.

7/17/2016 – I drove the car 40 miles. Jan and I went to the meeting at the Robinson's in it. The good news is we got there.

About 1/2 the way there the car started running badly. We had the air on and the car really seemed to be laboring. After a couple of miles, it smoothed out and ran fine. About 3/4 of the way there I looked down at the volts gauge and the car was not charging.

We went through a short rain shower so the wipers were turned on and they worked ok. I turned them off and back on and they quit.

I turned the air off to conserve battery power and we made it to the meeting without further problems.

I chose to not stress the battery to provide lights for the ride home and left the car at the Robinson's. This morning I plan to take a trailer to Sapulpa and get the car for a ride back to the shop. I am not sure what went wrong but I plan to check fuses, the voltage regulator if there is one and anything else I can think of.

This car still needs a lot of love to get to be a good road car. Most of the stuff is done but getting the bugs out certainly is not. Keeps me off the streets, right?

Back from Sapulpa with the 8 and it is resting in the shop. The borrowed trailer is back home. I am in the air conditioning and even though the outside temperature is only reading 84 at the moment I am sweating like a pig. Done outside for the day.

7/18/2016 – Took Tinkerbelle to return a movie it ran fine. The volt gauge stayed about 1/2 range all the way. Lifters noisy after warmup.

Back at the shop the car was raised and more looking for rattles. The exhaust was adjusted on both sides to provide some space between metal components. I hope the rattles are gone.

7/19/2016 – Ok, took a short ride this morning to listen for rattles and the problem is about 90% gone. Yippee!

Tom Chronister came out today for about 30 minutes to spray a rust preventative on the bottom of his car. It got a little hard to breath in the shop but the process did not take long then we got out of there.

I tidied up the place while Tom was working and then when he left I moved the Pumkin & Tinkerbelle back in.

Chad is looking in to what needs to be done about the noisy lifters and my next project is first to check the alternator to see if it is working as it should. After that depending on what Chad finds out will be engine alterations or installation of the new tachometer and oil pressure gauge. We shall see.

7/21/2016 - Well, the new oil pressure gauge is all plumbed in on a temporary basis to see what the pressure is actually doing. While installing the gauge I created an electrical problem. I cannot as yet get power to the starter. The oil pressure gauge connections can prevent power to the starter and fuel pump if not correctly connected. I have not yet hit the right combination obviously as there is no power.



I should note here that the fittings furnished with the gauge kit from Rimmer arrived with a TEE that was set up for 1/4 NPT threads. What is needed is 3/8 NPT threads. I plan to let them know that if this is a joke they should be laughing. The tubing provided is also a foot too short.

I took pictures of the connections prior to removing the switch to add the TEE to add a connect point for the pressure gage tube. Using the picture as a guide to proper location of the connections has not yet proved helpful.



The switch used to screw directly into the engine block. The kit purchased had the wrong size threads on the TEE section so I found what would work and put it in. I used galvanized water components (Tee and coupling) to plumb the pipe to the gauge and the connection to the switch. I don't know if this setup is appropriate or not but dimensionally it works. Not sure about electrically if applicable.

Not sure what to do but will continue working tomorrow to solve the problem. I have to take Sam's car back to his house tomorrow morning so it will be afternoon before I start on the 8.

7/22/2016 - Ok. Finally figured out what stupid thing I did and got the car running. When I was creating a path for the oil pressure gauge line I had unplugged the new engine wiring harness and yes I forgot to plug it back in. Once it was plugged back in the car started and I got to test the new temporarily installed oil pressure gauge. Of course I had to stop the oil leak at the gauge by putting some thread dope on the attach point.

Message to Chad:

Requested Oil Pressure values:

Per TR8 Manual – Should be 28 PSI at 2000 RPM / 35 PSI at 2400 RPM.

LUBRICATION SYSTEM

Pump	High capacity rotor pump
Pressure at 2000 rev/min	1.97 kgf/cm ² (28 lbf/in ²)
Oil filter	Disposable 'full flow' type
Oil filter	Sealed cap on rocker cover

Oil Pressure Per gauge – (Tach not installed)

- *at start up at idle 35 PSI*
- *warmed up at 55MPH 20 PSI*
- *warmed up at idle 8 PSI*

Compared to my TR6 this scares the crap out of me. What does Ted think? (Ted Schumacher who furnished the engine components.)

Engine Noise

Product review: Rimmer Bros.
Feedback on TR8 oil pressure
gauge kit.

The fittings furnished with the gauge kit arrived with a TEE that was set up for ¼ NPT threads. My 1980 TR8 requires 3/8 NPT threads. The tubing provided is also a foot too short. I was able to find a copper TEE and nipple to complete the temporary installation however 8 feet of new tubing and two new compression fittings would be appreciated to have enough for the permanent installation in the gauge cluster. Please replace at your earliest convenience. Thank you.

From: sales@rimmerbros.co.uk
[mailto:sales@rimmerbros.co.uk]
Sent: Friday, June 10, 2016 10:48 AM

So the oil pressure kit from Rimmer is worthless. Just buy the gauge and source the fittings and pipe elsewhere.

As stated, the 3 prong oil pressure switch will screw right into a 3/8 NPT T fitting. A short nipple will attach it to the block. A reducer with a compression fitting on one end for the pipe will attach to the T and you are done at the engine.

At the gauge you will also need a ¼ straight thread reducer to screw on the gauge and a compression fitting for the pipe.



Compression fitting / Reducer / Tee / Oil Pressure Switch

7/26/2016 – So after some more research and consulting with Chad the decision is to check the pre-load setting.

7/27/2016 – Low oil pressure appears to normal for these V8 engines and Tinkerbelle certainly has pressure and it is not much lower that

Engine Noise

Product review to Rimmer Bros.
Response: Feedback on TR8 oil
pressure gauge kit.

Thank you for contacting Rimmer Bros.

This is an automated acknowledgement of your email. Please do not reply directly to this message as it will not be answered. Your e-mail has been successfully received and we will reply as soon as possible.

We aim to respond within 24 hours, however at weekends and busy times, this may vary.

With kind regards,
Rimmer Bros

Sent: Friday, June 10, 2016 10:48 AM

Thank you

regret longest tube we stock is 6ft as in the RX1260 KIT

**Regards
Trevor
Rimmer Bros**

what the specs say is normal so today I decided to drive car. I drove it up 169 to Collinsville then back down Garnett to 76th street where I stopped for gas.

So I filled up with 91 Octane 100% gas and tried to start the car. No dice. I let it cool, nada. Tried jumper cables, nothing.

Jan came and picked me up and then back to GHGN to get the truck, up to the old home place to pick up the trailer then back to 76th street to load the car.

Got the car loaded with a little help from the nice guy running the oil change business there at the station. No pushing this time, used come a longs to move the car onto the trailer. Took longer but not near as much strain on this old body.

Back at the shop I unloaded the 8, returned the trailer and came in the house. Everything else can wait until tomorrow.

Up until the point I turned the car off the drive was really very enjoyable. The air conditioner works well but I believe it is doing something to the charging system as the battery does not have enough power to spin the engine after using the air. Or, the engine is just tight enough that the battery cannot spin the engine, or the new alternator is not working.

For a while I will just have to make sure that I don't turn the engine off until I get home or make sure it is not too far from the trailer & truck. I still have to check the timing.

7/29/2016 – Today I decided to get the alternator checked to see if there could possibly be something wrong with the charging system. I was in hopes the alternator was the problem, even though it is new, so I would not have to look further for the cause.

I got my wish. After trying O' Reilly's who were just too busy to wait, I tried the guy in Claremore who was on vacation so off to Shorty's in Tulsa for an evaluation. He noticed that one of the terminals was burned right off and said it was bad.

It will be repaired by next week since he had to order parts. I also ordered a new connector and will read the instructions this time to make sure it is properly installed. I think I have to take the alternator apart and re-clock the casing to get everything to hang properly. Bugger!

While working in that area I noticed oil around the frame under the new oil pressure switch. I tightened one connection some more and hope it is now leak proof.

7/30/2016 – Charlie Brown is bringing his TR6 over this morning to chase down a leak. Maybe more than one. At this point it is easy to say that everything leaked except the battery.

On day one we removed the exhaust, differential and all 3 seals. Yet to be addressed are the rear brakes, transmission, engine and



radiator. It appears that the whole car will be de-leaked and cleaned up.

Charlie's transmission has a bad second gear synchronizer so it will be switched out with the one salvaged from Paul's old 71 parts car. That is a known good transmission. The seals will be refreshed before installation.



The radiator will be replaced. The timing chain cover seals and probably the pulley/damper as well. There is going to be a lot of maintenance on this old beauty and it needs it. After that the car needs a good tuning. This is going to be a really good project.

7/31/2016 - After a trip to the car wash the rear seal was installed in the now cleaner replacement transmission. The front seal was removed but installation is waiting on receipt of a seal from TRF.

The clutch cross shaft had previously been welded to the throw-out bearing forks. We usually cross drill the fork to the shaft and add a grade 8 bolt to ensure the fork pin does not break and fail to secure the fork. Whoever worked on the transmission before came up with a different approach however it should work fine.

The shop is full again until the maintenance on Charlie's car is complete and the lift is tied up until further notice.



8/1/2016 – This day started with removing coolant, the shroud and radiator from Charlie's 72 TR6. It will be replaced with a new aluminum version.

Next the fan and pedestal were removed then the steering rack loosened and the timing chain cover removed. The seal and seal bushing will be replaced to end a leak in the front of the engine.

The pulley/damper also needed replacing and Charlie was advised so he could get one on order. Tomorrow the interior starts coming out to remove the existing transmission.

After a much needed shower I got a call from Shorty's electric about the TR8 alternator. The needed parts had been ordered, received and installed. The bill for this episode of my being stupid was \$55. Very fast service and after installation and a test drive I found that A. the alternator works and B. the oil leak has not been eliminated.

That looks like a job for tomorrow since I am tired. Lifters still noisy but car runs great.

8/2/2016 – While waiting on parts for Charlie's car it seemed like a good idea to schedule Tom Needham in to use the lift for some maintenance issues including:

- Brakes pulling Left.
- Replace both front shocks.
- Replace both front motor mounts.
- Replace front sway bar rubbers & brackets.
- Prep for Brits-in-the-Ozarks & VTR Nat'l drives
- Change oil/filter.
- Chassis lube.
- Check trans & diff oil levels.

What a day. As for the list above we did not mess with the brakes or the oil change. Other items accomplished.

As Tom arrived this morning I was pushing the 8 out onto the yard followed by Charlie's TR6. Tom pulled his car onto the lift then said a four letter word because he had left his parts at home.

I sent him off in the Pumpkin while I raised his TR6 and started removing the old shocks. As I was finishing up Tom called and said the Pumpkin had overheated. I fetched the trailer then the car and Tom and I headed back to the shop.

The Pumpkin spent the day on the trailer while we concentrated on Tom's tasks to be done on his car. The shocks were removed and replaced then the bushings for the sway bar were also removed and replaced.

The trunnions were oiled and the fluids in the tranny and dif checked. We then began the task of replacing the engine mounts. We made the job a little harder that it needed to be but we finally had the new ones in place and I left Tom to tighten the nuts while I worked on getting the Pumpkin off the trailer.

With the car in the shop it was easy to find my error. I forgot to connect the temperature switch back into the fan circuit when the front of the engine was refurbished. I am claiming a senior moment on this one. A loose plug wire at the distributor was also replaced and the coolant topped off. Ready to roll, perhaps.

I guess the day was a success but now I have to run down a couple of oil leaks, one on the Pumpkin that appears to be coming from the front of the engine and one from Tinkerbell that appears to be coming from the connections for the new oil pressure gauge. I am not looking forward to finding out the leaks are in the wrong place to be addressed easily.

8/3/2016 – This morning I got up weary from the work on Tom's car yesterday, but the lawn needed to be mowed so I got it done. Tinkerbell was on the lift so I raised it up to try again to eliminate the oil leak at the new gauge/switch junction.

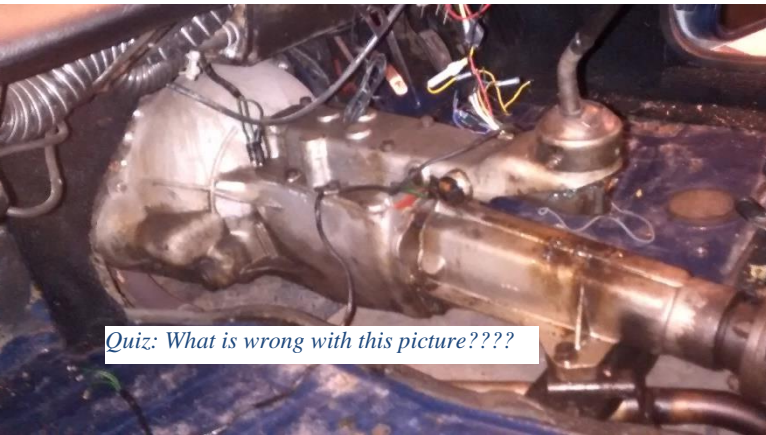
One of the connections was tightened more then I drove to the carwash to get the oil off the undercarriage. Since I had driven through a rain storm getting to the Robinson's earlier I went ahead and washed the whole car.

After drying the car, I drove home and on the way smelled motor oil and sure enough the leak was still present so I have more work to do.

So I said enough on the TR8 and turned my attention to Charlie's car. My schedule was to get the interior out of the way and maybe start on pulling the tranny. My problem was I was still tired



from yesterday so with the interior out of the way I called it a day. The tranny can come out tomorrow.



Quiz: What is wrong with this picture???

8/4/2016 – It is noon and the old transmission is sitting on the shop floor. Very nasty indeed. The clutch is exposed and is ready to remove but this is something Charlie may want to see coming out as it may result in more parts.

Another issue uncovered was a wet floor under the pedals which means either the brake or clutch master,



or both, are leaking. We will have to figure that out and most likely replace the leaking unit.



8/6/2016 – Charlie and I had a great day in the shop today. We started by checking the clutch components for any bad stuff but all was good. It all looked brand new so we just put it back.

A shipment of parts arrived yesterday and Charlie brought more with him so we had lots to do. We put seals in the transmission, the differential and the timing chain cover.

We then reinstalled the transmission and started to reinstall the differential but found a real problem. The TR6 has a history of breaking the front right differential mount because that is where all the engine torque becomes something



destructive. The mount in Charlie's car was the worst one that I have seen. The picture clearly shows that the mount is broken all the way across and bent backward. Fortunately, Charlie has a friend that is a welder so he will be invited to the shop to weld the broken bracket and add some gussets on each side for extra strength.

I had this fix done on the Pumpkin a long time ago and it is a good fix for the long haul.

Moving on to something we could work on we moved to the front of the engine and replaced the timing chain cover with the new seal in place, the fitting that the seal seats against, the new pulley/damper, fan pedestal, and fan.

We also replaced the fan belt and installed a brand new aluminum radiator. That is a thing of beauty and should be great functionally.



At that point I declared that I was tired and Charlie was surprised that we had been going full speed from 8 am to after 1 pm. We got a lot done in our time today and I should be able to have everything else done in a couple of easy days.

8/8/2016 – I got a late start today but managed to get the new clutch slave in Charlie's car and bled.

I replaced the spline boot on the right rear 1/2 shaft. That side had recently had some work and did not need a wheel cylinder as the one in place was new. I did go ahead and replace the brake shoes while in there.

Tomorrow the rear brakes on the left side get done and the spline boot replaced there as well. This side will definitely require a wheel cylinder.

I also hope to get the new seals on the tranny tunnel, test the new brake light switch, reattach the drive shaft and install the tunnel and seat. Better get an early start.

8/9/2016 – To end up this month Charlie's car is most likely going to be finished in a couple of days assuming his friend the welder can do the work needed on the front dif mount.

Today the rear brake cylinder on the left was completed and a new spline boot put in place. U-joints greased and 1/2 shaft secured with new lock nuts. The drive shaft was reattached to the replacement transmission and the wiring to the new backup lights checked out.

The wiring is good but the grounds at the lights have to be worked out. The tunnel has never been drilled at the front and some blind nuts are needed to attach the tunnel to the firewall. The blind nuts that attach the tunnel on each side were

re-tapped to straighten out the threads damaged by use of the wrong fasteners previously.

Tomorrow the tunnel goes in then the center dash support and a little carpet work prior to installing the seat.

Some welding and installing the dif and some fluids and it can go home.

Classified Section

For Sale:

Contact Sam Clark. I figure everybody in this VTR region already know everything there is to know about this car. Overdrive, Hardtop, original Grey Interior. New Tires

Sam Clark

Green Country Triumphs

(918) 625-6798 Mobile

(918) 455-8993 Home

trdoctor@aol.com

13415 S. 127th E. Ave.

Broken Arrow, OK 74011-7444

<http://www.greencountrytriumphs.com>



**This is what a
Preservation Class car is
supposed to look like
under the bonnet.**



The time has come when I must part company with my 1972 Emerald Green - Body code 65, with ORIGINAL GREY - trim code 78, interior. Many out there may know of my '6. It has participated in MANY VTR events and placing first in class or BOS in almost every event entered. It also has two "Gold Plus" awards in Triumphfest gatherings. The major restoration was completed in 1995, refreshed in '97 and meticulously maintained since. At almost every event the validity of the Grey interior is contested in judging. I can't remember how many times I have heard "I've been restoring these cars since they were new and I have NEVER seen one with grey interior. These never came this way"! Well . . . "Trust Me" There were only 50 or so '72 TR6's built with the Grey interior, according to the British Trust. Very few exist to this day. This is the only one known in the U.S. The hardtop is installed and the convertible top is stowed in the car.

The car is rust free (you can still see red primer underneath and behind each panel.

Please contact me for further information. Telephone number upon request.

Sam Clark
CC82030U O



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

John, I have decided to sell my 1976 TR7 for about \$5200 obo. Would you please put it in the newsletter? I feel I don't give it justice. I don't drive it as often as I should. I still love the wedge look and driving it.

It does have new tires. It does still pull to the right a bit...I took it to Admiral Alignment and he said that the frame has shifted a little due to age but he aligned it the best he could.

It drives great and runs down the road like it owns it.

Julia (Julie) Cross

(918) 625-6932 Mobile
(918) 321-5692 Home
alwaysthecross@yahoo.com

P. O. Box 8
Kiefer, OK 74041



Great Car



Engine rebuilt by Chad Hodges.
Transmission rebuilt & OD added. All new electrical harness front & back. All hydraulic, master cylinder, brakes & wheel kits. Gear reduction starter, Panasport wheels, Steel hard top with new lining & hardware, Rebuilt carburetors, and all new interior. I am sure there are other items I have forgotten over the years.
I am asking \$15,000 including the hard top.
I will work on getting you some pictures.

I bought the car in 1997 from a club member who own it for several years, it has always been garage kept. List of things John Phillips, myself & club members have worked on over the years. John is a good reference on the cars condition.

Ted & Loretta Dorton

(918) 274-9959 Home
ted.dorton@cox.net

9007 N. 127th E. Ave.
Owasso, OK 74055



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.

Has all rebuilt gauges. New wood dash. Many new compnents.

\$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!!!



For Sale: TWO Triumphs: A 1979 Spitfire 1500, slightly modified with engine, Trans and hood bubble. It has a new top and new lamb seat covers still in the boxes. And there is also a 1979 parts car Spitfire. \$2,500.

Also, a 1970 GT6+, highly modified, looks like a Porsche 911 Turbo. It has a 350 Chevy, 4 speed Trans, 10 bolt Chevy axle, 76 Camaro front wheels and disk brakes, 8000 RPM Tach, 160 MPH speedometer. Body needs work and paint. NOT BENT! Make offer.

Both cars have been sitting, but titles and tags are up to date!

From: Patricia Johnson <djlpj@yahoo.com>

Date: October 31, 2015 at 10:22:58 AM CDT

To: Pat Johnson <djlpj@yahoo.com>

Reply-To: Patricia Johnson <djlpj@yahoo.com>



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 or phone (918) 283-7017**



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



BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED. ASKING \$225 CONTACT JOHN 918 283-7017 OR topaztr6@gmail.com



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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 _____

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 5865 E. 480 RD
 CLAREMORE, OK 74017
 (918) 283-7017
 maudjpp@gmail.com

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

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cartravel@pobox.com