



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for August 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### NEXT CLUB MEETING:

**Tuesday August 15th**

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: White Lion

Off of 71st and Yale.

6927 S Canton Ave

Tulsa, OK 74136

#### Officers and Committees

Rob Thompson – President

Cash Billups – Vice President

Denny Robinson - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

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

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

#### From President Rob Thompson

It doesn't seem possible that I have been with the Club about 6 years and have enjoyed meeting a lot of our members, especially the ones that attend the functions regularly. This next year will bring a lot of opportunities for us to meet and travel together to various destinations. I look forward to working with all of you and our new VP Cash Billups this next year.



I want to try something new this next year by starting a monthly article in the newsletter called... "Meet our Members". We all have a lot of history (not because we may be old) but in our interest in our British cars and others. I would like to feature a different club member and find out some things that may be of interest to the whole group about our love for cars, the current and past autos noteworthy and the like. Maybe include some old photos, etc. I think we have a great contingent of members with interesting backgrounds. I hope these articles might help get to know each other better and enjoy our association even more.

We are starting up door prizes again, if I can find some sponsors to share the love with us. See you at the next business meeting.

Editor: I like Rob's ideas and hope members will help out by offering input when requested. John

### **From Vice President Cash Billups**

I would like to start off by saying thank you very much for allowing me to be the Club's vice president. My love for Triumphs began at an early age when I caught a glimpse of my Grandpa's old, worn out, 1962 Triumph Spitfire racecar under a tarp in his garage.



From that moment on all I could think of was how awesome it would be to restore it and begin racing myself. Fast forward to my senior year of high school when I finally convinced my Grandpa to let me restore the car. Restoring the racecar became my after school hobby, and together my grandpa and I slowly began to rebuild his car.

After 6 months of intense TLC we got her up and running after 26 long years of sitting under a tarp. My first autocross was in April that following year where I broke a stub axel (more to come on this project later) on the second corner; of course, because no rebuild can be done the first time.

After 3 years of autocrossing and realizing just how much I enjoyed racing and spitfires, I decided I had to get one that was street legal. I have now had my 1965 Spit for about 4 years.

As for current events, I have not been able to enjoy either one of my spitfires lately. The '65 due to the heat, and the '62 because we have been working on getting our new garage addition (It's finally done after six LONG months!) to a useable state. Hopefully as it cools down and we get organized I can get around to tinkering out both of them. I have new headlights to install in the '65 and some electrical work that needs to be done on the '62.

I look forward to seeing everyone at the next meeting.

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

The annual meeting of Green Country Triumphs was on July 15, 2017 at Dennis and Kay Robinson's house in Sapulpa.



Retiring President Dennis Robinson called the meeting to order shortly after 7pm.

The minutes from the June meeting were approved as sent in the newsletter.

Jan Phillips reported that a large number of club members still haven't paid their annual dues which are due in July, please send in your check for only \$20.

John Phillips went to a Car Show in Sand Springs with Glen Larson and Art Graves and Clark Fraser. Art placed 2nd in his class and John got a 3rd place. Glen Larson did the best with a first place for both his TR3 and Jaguar! It was a nice day.

The parts committee chairman John Phillips said Jim Lindsay has a TR-6 which needs a new distributor and Trish likes to drive it to work. Jim's exhaust gas analyzer is a good tool to adjust the carburetor. John Phillips found that if you take a gauge out and work on it, it never works again (we've all been there). John Phillips has a speedometer that works on and off. He believes this is caused by a damaged housing causing the cable to become detached from the transmission intermittently. Finally, he reports that he has a power supply that converts from 120 AC volts to 12 DC volts for testing purposes.

Glenn Larson has a U-joint on his TR-3 which needs replacement in the near future. Frank Wood said when his car still has a leak. This resulted in the usual thought that "if it doesn't leak it is empty."

Admiral Alignment will be closing in March. Andy Wilmes' excellent alignments will be available until then. Apparently no one is likely to continue running the shop. This will be a disappointment to many of us.

Stan Lackey in Sapulpa will repair and color match leather...truly gorgeous work. Club members warned not to use leather cleaner on items without checking on a scrap or less visible area. But if you do end up with trouble Stan may be able to help. This man can even do leather jackets.

Activities were discussed by Kay Robinson. Adele and Rolf will arrange a lunch from noon to 2pm on Saturday August 5, in Prairie Artisan Ales at 223 North Main, if the space is still available. They have a nice room and we hope to have a big turnout. There is food and beer but no tour of the brewery because the beer is brewed in Krebs. Rolf will report on a possible trip there when more is known about tours etc. At this point a discussion of restaurants in Krebs ensued and concluded that Roseanna's Italian Food is the most reasonable. Some reservations were expressed by our more mature members (aka old folks) about planning a drive to Krebs in August due to possible warm weather. Please watch your e-mails for further information on these possible activities.

Kay Robinson said that Dorothy and Tom Chronister are hoping to host us at Grand Lake in September if they can keep out of the surgery room. In early October John Phillips is planning to introduce us to the "Roads of my Youth". Guy Fawkes will be in November at Jan Phillips. December our Christmas party finally has a good woman willing to host us.

At this point Rob Thompson took over from

Dennis Robinson as President and said Cash Billups agreed to serve as Vice-President if elected. No one else wanted to run so he was accepted by acclamation. Dennis Robinson will be the Member-at-Large. Adele Blom will continue as Secretary, Jan Phillips as Treasurer, and Kay Robinson as Activities Chairman. Kay reminded us to let her know about possible activities someone is willing to suggest and sponsor. There is no set formula for these activities except that they need planning in time to get the word out. We can do any activities we would like to plan for the group. Just let her know.

In general discussions late in the meeting Secretary Adele Blom mentioned that she never throws anything out and hasn't for 5 decades. Her husband Rolf suggested that fact should be recorded in the minutes.

Rob Thompson asked for permission to adjourn the meeting, and with membership consent we returned to the good food and fellowship.

**Now here is something you don't see every day. Modified TR6 Hardtop Cool, Chad, need my top back.☺**





## Election Results

The club membership met for the July meeting at the home of Kay and Denny Robinson. The regular meeting was conducted as prescribed by the Constitution to the typical agenda and during the segment on New Business the President handed over the office to Rob Thompson who will serve as President for the next year.

Nominations were opened for the office of Vice President and Cash Billups was nominated. There being no further nominations the members present elected Cash by acclamation. Congratulations to Cash.

Nominations were then opened for the office of member at large. For clarification, this office serves as the membership representative if and or when executive council is convened to ensure the club is making decisions in the best interest of the membership. Denny Robinson was nominated for this office and as no other nominations were forthcoming the nominations closed. The membership elected Denny by acclamation to serve in this post for the ensuing year.

As Denny is the out-going President he deserves recognition for having fulfilled the duties and responsibilities with distinction. He attended meeting regularly and attended the regional and national VTR reunions. The club appreciates the manner in which Denny devoted time and resources to the club and to the hobby in general. Thanks for everything Denny.

Kay and Denny's granddaughter Addie provided some really great entertainment after the meeting. This 10-year-old young lady can play the violin with great skill. Music lovers in attendance were tapping their feet and moving with the music. Very enjoyable.



*Figure Picture by Tom Chronister*



**August 16 - 19, 2017**

**Celebrating 50 Years  
of the Triumph GT6**

**Visit our web site  
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/>

## 2017 SHOW SCHEDULE

### VTR National Convention

Location: Princeton, New Jersey  
Date: August 16 – August 19, 2017  
Web: <http://www.VTR2017.org>

### Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma  
Date: Sep 30, 2017  
Web: <https://www.facebook.com/morellicarshow>

### 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/>

## 2017 Club Activities

DATE	EVENT	FACILITATOR
AUG 5	Pub Tour	Adele/Rolf Blom
AUG 16 – 19	VTR National Convention	Art Graves
Sep 30	The Morelli Grand European car show at 5701 NE Grand Blvd Oklahoma City	Cash Billups
Oct 7	Breakfast followed by "Roads of My Youth Tour"	John Phillips
NOV 4	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	Charlie Brown

<p><b>SEPT. 30, 2017</b></p> <p><b>9:00 AM</b></p> <p><b>5701 NE GRAND BLVD.</b></p> <p><b>OKLAHOMA CITY, OKLAHOMA</b></p> <p><a href="http://WWW.BRITISHCARBREAKFASTCLUB.COM/MORELLI2017">WWW.BRITISHCARBREAKFASTCLUB.COM/MORELLI2017</a></p> <p><a href="http://WWW.FACBOOK.COM/MORELLICARSHOW/">WWW.FACBOOK.COM/MORELLICARSHOW/</a></p>	 <p><b>MORELLI</b></p> <p><b>GRAND EUROPEAN CAR SHOW</b></p>
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**From:** Cash Billups <cashman2310@yahoo.com>  
**Sent:** Tuesday, July 25, 2017 10:42 AM  
**To:** John Phillips; Rob and Donna Thompson  
**Subject:** Morelli Grand European Car Show

John,

The Morelli Grand European car show is going to be on Sep 30 at 5701 NE Grand Blvd Oklahoma City. I plan on attending this event and will be happy to host a caravan of British cars to the show from Tulsa. I can make a comment about this at the next meeting.

Thanks,  
Cash

## Weekly News from Just British

No new gasoline or diesel cars to be sold **in Britain** starting 2040. That is the plan, although it has yet to become law. This move is the latest step in Europe's battle against the damaging environmental and health impact of the internal combustion engine.

If this happens, and it seems likely, I see used car sales and values going up - at least in the near future. Sure, after a while the economies will change, fuel will be harder to get hold of, inspections and insurance will come in to play, and then there will be the ramifications at repair shops. But, I see a run on petrol and diesel vehicles before the ban kicks in.

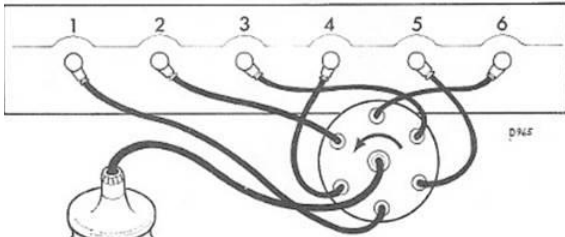
### Interesting License plate from ILLINOIS.



### 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.



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

### TR6 Soft Top Folding

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



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



2 Fold top forward without folding back window



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

[https://www.youtube.com/watch?v=IS2FhnWK6\\_o&feature=youtu.be](https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be)

### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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/>

40 Wt Nondetergent Motor Oil or 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





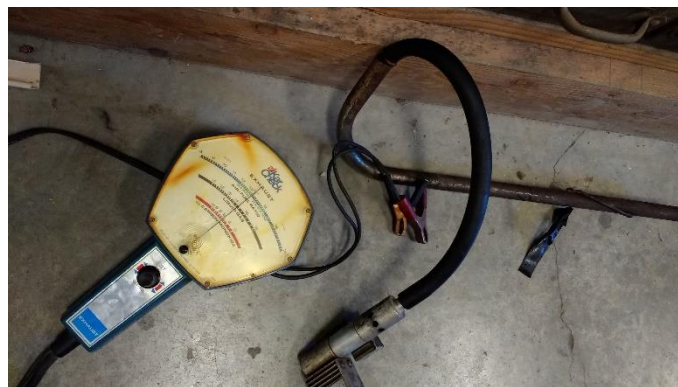
## Greasy Hands Garage North Update by John Phillips

**7-9-2017** – Changing the recirculation plumbing by adding a hose from the base of the carburetor to the carbon canister changed the way the air/fuel mixture was tuned. Sam said it would but I was not prepared for how much of a change.

I first noticed the engine struggling a little on the way to and from the reunion on Friday. It was running warmer than usual and was not running smooth and easy.

Today I drove around a little to get the engine warm then came home and parked in the shade. Summer is here.

Jim's Exhaust Gas Analyzer (EGA) was used again to set the air fuel mixture. The EGA reading showed the mixture to be very lean again so the change had a big effect on engine efficiency. The right side of the carb was adjusted richer by about 1 ½ turns then I moved the sensor to the other exhaust and adjusted the left side about the same amount.



*Figure 1 On the face of the gauge you can see to the left of center a green section that indicates the air/fuel mixture is correct. The probe that inserts into the exhaust pipe(s) is shown on the right. Great tool no longer available. The transducer at the bottom of the picture sits on the back bumper while the probe is in the exhaust. When the adjustment was begun the needle was not quite in the green to the right of center.*

Adjusting the air/fuel mixture took less than 5 minutes and the car runs much better, cooler and more powerful.

The air conditioner is doing pretty well I guess. When we started home Friday we had the windows down and there was this weird squawking

noise from the passenger seat. With the windows up the air turned on the weird noise went away.

As stated previously I am sure there will be a bunch more articles written about this car but I love driving it and it gets better every time something is changed or upgraded.

And yes the weird squawking noise was Jan saying something about humidity and no she does not read the stuff I write in the section of the newsletter.

**7/11/2017** – Since Jim L and I have not connected yet relative to me installing his temporary distributor in his TR6, the Pumkin was moved out of the shop this morning for a drive.

The drive was plenty far to get it completely warmed up. Darn that car is running well. Idles at 700 RPM and accelerates smoothly with no hint of dying.

I do not drive it as often as I should since Tinkerbell is doing so much better and still is being tweaked to get it in top condition.

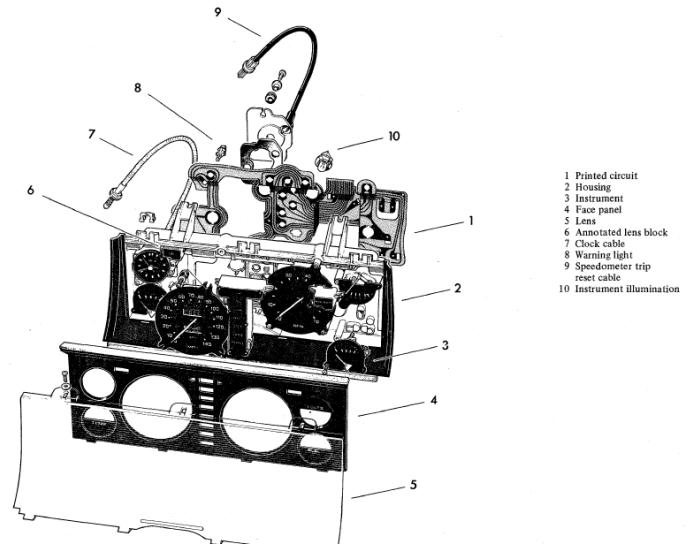
The one stop on the way home was for more milk for my morning oatmeal. Sure cool in the house. Feels good.

**7/12/2017** – I went for a drive in Tinkerbell today. I arrived back home to a very nice surprise. Al was here and he brought me a gauge cluster from a wedge car (TR7/TR8). I have been dreaming of a project and I see no reason that it will not work.

What I want to do is go old school for the dash wiring. I want get completely rid of the blue printed circuit (#1 in Picture). I want to rewire everything just like a TR6 is wired because it is easier to work with and is more durable.



*Figure 2 This is what the back of the gauge cluster looks like as accepted from Al.*



There are a lot of bulb holders on the old wiring harnesses in the shop. What I need to know is how many of each colored wire fed holders do I need.

Well, the old wiring harness bulb holders are going to work just fine. I just have to be patient enough to extract them properly to make sure they are functional after installation. Should be a fun project.

One reason for the drive today is that I wanted to take a look at the spark plugs to see how good a job was done using the EGA to set the air/fuel mixture. As you can see by the plugs the left bank is perfect, the right a tad rich. I adjusted



the mixture screw in 1/8 turn and will check it again soon to see if that is enough. Still impressed with the EGA. It got really close so final adjustment should be a breeze. Trial and error adjustments take some patience. I want it and I want it now.



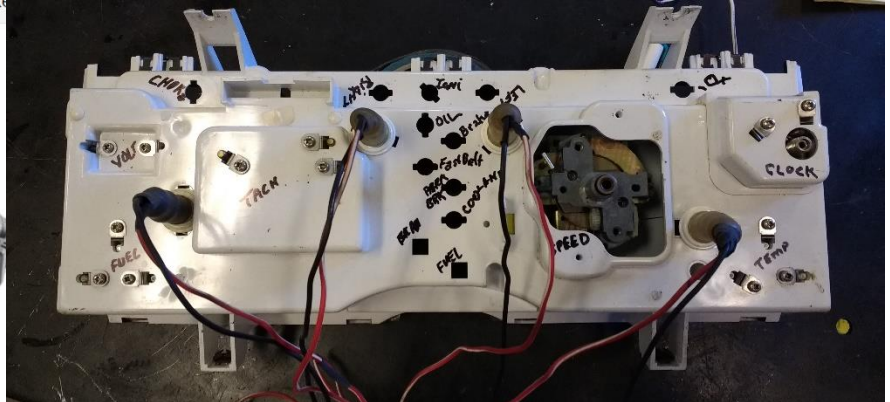
I also have on order the shown power supply. This should allow me to test electrical

### Accele PS30

12-volt test bench power supply — 3-amp output with lighter socket



The gauge will also have a black ground wire to be added to the new bundle taken from the TR6 harness.



components to see if they work prior to installing them in the car. I don't want to keep doing this until I get good at it. Imagine having a clock that actually works. Or maybe replacing the clock with an oil pressure gauge as originally planned.

**7/13/2017** — After yard duty I was drawn back to the gauge cluster project. A lot of time was spent recovering what I needed from the old TR6 wiring harness. Eventually I started soldering wires together.

To fill the most holes first I focused on dash lights. As with the TR6 this circuit is red/white so using the connectors from the tach/speed/oil/high beam lights I connected the red/white and black ground wires. All of the blacks were already bundled from the old wiring harness so that made it easy. The red/white wires were similarly bundled.

All of the needed wire colors have been identified so once they have been set aside and labeled the connectors will be attached. One end will have round eyes to go under the screws you see at each gauge that require power. The other end will be given the typical bullet connector found on the TR6 stuff.

Soon after that modular connectors will be removed from the wiring TR8 wiring harness and bullet connectors added to each wire under the dash. When the connector is attached a standard coupling will be used to couple the new wire from the gauge to the new connector on the TR8 wiring harness.

Each gauge and each lite hole has been identified as to location. Each lite hole will require a slight enlargement but no difficulty is anticipated in drilling the holes.

Feeling satisfied with the progress on the gauge cluster for one day Tinkerbelle was raised on the lift so the new clutch system could be bled again. I failed to get it adequately bled previously. Now for a test drive.

**7/14/2017** —

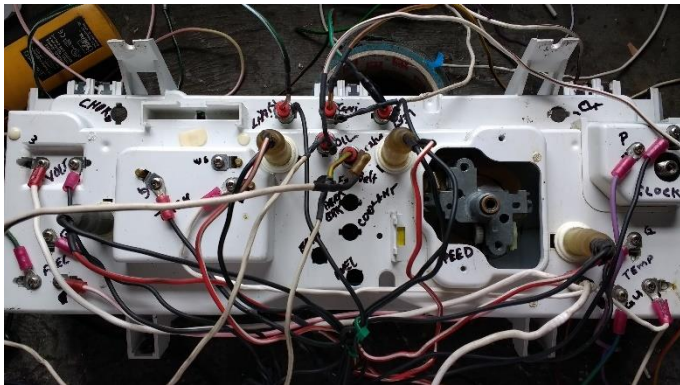
Remember that after checking the spark plugs the right bank was adjusted in 1/8 turn on the mixture screw? Check this out. As pretty a light brown tip color as you could wish for. Adjustments done.



Next I got busy on the wiring for the revised TR8 gauge cluster. I finished stripping out one wiring harness to get most of the wires I need and salvaged some bulb holder. Terminals were added to the grounding system salvaged from the TR6 harness and they were attached to what I think are the ground terminals for the gauges.

The old printed circuit was used to establish for sure one of the ground points then checked continuity between that point and the other gauges





to identify the ground point on each one. Worked pretty well.

The white or power circuit was worked on next and the power is hooked up to all the gauges but not

completely to all the dash warning lights yet. Had to order some more bulbs and sockets.



**7/15/2017** – The speedometer on Tinkerbell has been working intermittently when everything warms up. This morning with the car on the lift the cable was removed from the housing and it looks ok except for about 1/16 inch on the speedometer end.

The housing is wrapped with electrical tape near the transmission connection so I assumed it is broken which makes the housing a little longer which kind of pulls the end of the cable out by whatever distance the break is.

The Wedgeshop has a limited supply of the original style speedometer cables so I put one on order.

As previously stated the exhaust has been plagued with rattles since installation after the second engine teardown. While the car was up today the left side rattle was identified. The bracket that surrounds the muffler was too loose so it was shimmed it by wrapping a piece of aluminum strapping around the lower section to put some pressure against the muffler so it will not rattle.

Hopefully the speedometer will function and the muffler not rattle on the trip to the Robinson's tonight for the monthly meeting and annual election of a new V.P. and Member-at-large. Of course Rob Thompson will assume the President's position and the other officers will most likely remain the same unless they wish to be replaced.

**7/16/2017** – The speedometer did function without a hiccup and the muffler did not rattle. That is good. When we started home we drove not too far and turned on the headlights which opened and worked just fine.

The dash lights however did not work and I would not stop to try to find the connection to wiggle to get them back on that Al told me about. The substitute light came from the interior light on the door. Fortunately, they are the same as was in Jan's Jag and to operate them you move the light itself like a switch.

With the light in the normal position the light is off. Flip it down and it comes on when the door opens. Flip it up and it lights and stays lit until moved down one or two positions.

With the light on I had plenty of light to see the gauges with the exception of the oil pressure gauge which is currently under the dash. The drive was easy and casual and Jan and I just enjoyed the drive home.

This morning I drove into Owasso for fuel then tried out the new car wash behind the Post Office. It worked well and there was a breeze through the bay. With no one waiting for the bay I shammied the car off there.

The car was idling a little fast with no more adjustment on the idle screw. Back at the shop the timing was checked and was a little fast. With it at 5° ATDC the idle was down to a shade below 1000 RPM. I can live with that. But the hold down fitting bolt was not tight enough to maintain the timing setting.

I wiggled the harness connection under the dash and got the dash lights working at least for now. Enough for today. Nap time.

**7/17/2017** – Remembering the difficulty that Chad and I had getting the bolt installed in the distributor hold down, it was with trepidation that I

removed it, changed the lock washer to a thicker one and added a flat washer. It felt to me that the bolt was bottoming out in the hole before the distributor movement was eliminated. By adding to the height of the washers it gave me a little more room at the bottom of the hole and raised the head of the bolt so that the distributor wrench would actually work.

I warmed up the car then set the timing at 5° after top dead center. Car still runs great, starts easier and idles at about 1000 RPM. On to something else.

The bulbs and sockets arrived today. At the

Part Number	Description	D	Option	Core	Price	Quantity	Total
LU54364380	LUSPB354 SUPPLIED			\$0.00	\$4.50	24	\$108.00
13LLB281	CON BULBUCAS	A		\$0.00	\$0.97	24	\$23.28
LUCA8302	CON BULBHOLDER	L		\$0.00	\$6.95	4	\$27.80
						52	\$159.08
Shipping - UPS Ground or Parcel Post							\$23.00
TOTAL							\$182.08

time of ordering I had some major sticker shock. You can see that check out price was \$182 for 28 sockets and 24 bulbs. When they arrived today the total price was \$69 which is way better. So far this is the only cost incurred in support of the retro gauge cluster for the TR8.

The bench power supply has not arrived and after driving the Pumkin in the heat this morning to put some miles on it and driving Tinkerbelle to warm it up for setting the timing, I have had enough heat and work for one day.

While out this morning I did locate a paintless dent repair guy in Collinsville that is supposed to be really good. Tinkerbelle needs a little TLC.

**7/18/2017** – The bench power supply arrived late yesterday. I made sure it worked before my nap. This morning I checked all the lights currently installed in the gauge cluster. One failed as soon as power hit it. Glad it was tested before going in the car.

The holes for the next two lights ended up a little large to install with a press fit. Have to be more careful.

Jim dropped his TR6 off to get the distributor changed out to see if the car would accelerate properly. I did the swap and the car ran no better.

Now I am thinking that the timing may be off perhaps due to a failed harmonic balancer. Will probably connect the vacuum gauge and see if the

timing can be adjusted with that in lieu of the timing light. If that fails I may set the engine on TDC and make sure the timing gear is positioned correctly on the oil pump. It will get figured out.

**7/20/2017** – Well, today was rewarding. Jim's TR6 is here to find out why it ran so badly. I checked lots of stuff then decided there was something amiss with the rear carburetor.

I removed it and disassembled it to find out why no fuel was getting to the engine. It turned out to be the first thing I checked. The mixture needle was removed as was the float bowl so you should be able to see through the tube the needle rests in, right? Wrong!

The darned tube was completely blocked. So, it was cleaned out with some bailing wire which was pretty effective. When checked previously a drill bit was used but it turned out to be too short to clear the blockage. Well it is clear now and the car actually runs kind of like it needs too.

Naturally I ordered the wrong gaskets for the float bowl from Vicky Brit so I had to make one. Hope it does not leak. Everything else related to the carb was in tip top shape. It should be this is at least the 3<sup>rd</sup> time I have had it apart. Nobody is perfect.

There are more issues; the turn signals are not working and a new oil pressure switch is needed to turn off the light on the dash. The other thing was to make sure the air shocks are at the correct pressure. I guess if the wheel wells are the same height front to back the pressure is right???

**7/21/2017** - So the day started by returning parts to Vicky Brit that I ordered by mistake and to TRF because the newly substituted parts did not work in my TR8 gauge project.

Back at the shop I wanted to finish up Jim's TR6 so I could get back on the TR8 projects. He was under the impression that some of the lights did not work but I found none. He was also thinking his air shocks might need some air but he has none.

It appears there may have been air shocks on it at one time but not now. Everything is stock as far as the suspension is concerned. It was an easy day on Jim's car as nothing was found needing attention.

The next thing was to repair the door window seals on Tinkerbelle. Before actually starting I decided to see if by any chance replacement material was available. The Wedgeshop has it so some new replacement material will be installed in lieu of trying to glue stuff back together and wait for it to fall apart again.

The speedometer cable and gauge cluster are all that are on my current to do list and I am hot and sweaty again so it can wait a while.

**7/22/2017** – Jim was over yesterday to drive his TR6 and was pleased with the progress. He came back this morning to drive it to breakfast at Mom's with a friend of his. When he left the shop it did not sound right. I drove the Pumpkin and joined them.

After breakfast, back at the shop I decided to install the new speedometer cable. From inside the cable was disconnected from the gauge and pushed through the hole in the firewall to the grommet. With the grommet out of the hole the connector was pushed through.

Under the car the cable was disconnected from the transmission and moved to the work bench for removal of the grommet since I had no more in the shop stash. The grommet was still in almost new condition with lots of elasticity so it was easy with which to work.

Vaseline was used to lubricate the cable then the grommet was forced over the transmission end and the gauge end was pushed up through the



firewall enough to engage the grommet in the hole.

The transmission end was then attached to the transmission, the car lowered and the gauge end attached to the gauge. The cable was held in place by a clip at mid-range and some dum-dum at the firewall.

I raised the car again to make sure the new cable was not touching the exhaust anywhere as there was a burned spot on the old one but all was well.

Jim brought the TR6 back and left it to have the new oil pressure switch installed after received which should happen Monday.

I got to thinking about the sound of the car and went out just to look things over. Sure enough, a couple of the spark plug wires were mislocated. They were switched to the correct position and the car runs great.

**7/23/2017** – While playing with the timing the other day I noticed a puddle of coolant near the base of the distributor. I cleaned it up and tightened the water hose clamp just above it.

Today it was time to check the other water hose connections. It turns out a couple of others needed to be tightened. Just a reminder that new hoses will take a while to shrink to a stable size and will at some point require a little tightening.

The next thing was to do a little research on the carburetor. The choke is now working and it idles well and runs well but still does not start well.

I removed the float bowl screws to see if the floats were shutting the fuel off at the correct level but there was no fuel in the bowls. So the needles and seats must be faulty if the gas is draining out of the bowls when the car is parked. Now I have to learn about that part of the carburetor to get them working as needed.

Good old You Tube had some information that sounds reasonable and since you can't put anything on the internet that is not true I should have this issue resolved in no time.

Two possibilities; 1 is the needle and seats need to be cleaned, 2 is the carb gets too hot sitting on the intake without a spacer between the carb and intake and all the fuel boils out.

My fear is that the issue is #2 because there is no more space for a spacer. I had to get a shorter air filter to keep from interfering with the bonnet as it is. Not sure what to do about this.

The only other thing found was a recommendation to pump the gas pedal 3 or 4 times before starting the car. I was only doing it once so I will give that a try.

After that a drive was in order to see if the new speedometer cable was doing the job in



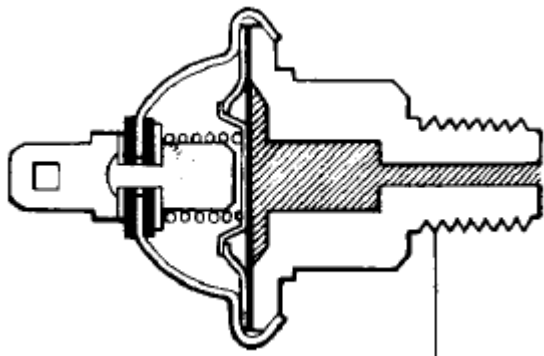
Tinkerbell. I backed out to the street and moved forward but the speedometer did not respond.

I pulled back into the shop and double checked each connecting point of the new cable. The top seemed ok so I concentrated on the transmission connection.

The clamp was loosened and the cable wiggled around to make sure it was in all the way and the mating surfaces were making contact all the way around. The hold down clamp was reinstalled and tightened down almost to the point of making me nervous since the attachment hole is aluminum.

Back in the car the speedometer worked just fine. After a little drive, mostly with the air conditioner on it was back to the shop.

**7/24/2017** – This is the day that the oil pressure switch is due to be delivered for Jim's TR6. In preparation for installation when the mail gets here the old switch was removed. Out of



curiosity I wanted to see if perhaps the oil inlet was blocked keeping it from working.

With the switch out of the car conductivity was positive between the threads and the terminal. When air pressure was applied to the inlet conductivity ceased. This shows the switch was actually good.

I decided to see if the port in the engine block was not clear. Using some bailing wire inserted into the port and twisting it around a piece of black gunk was pulled out. The switch was reinstalled and connected to the wiring harness. With the key on the light was on. When the engine was started the light on the dash went out as it should. Job done.

I called Jim to tell him his car is ready but he won't be able to pick it up until tomorrow. If I get out today I may take it home.

**7/25/2017** – Since Jan and I had a couple of errands to run she followed me to Jim's so I could drop his TR6 off. He called later to say he likes the way the car runs and so do I. It runs out really nice now but still needs tires and a little TLC elsewhere.

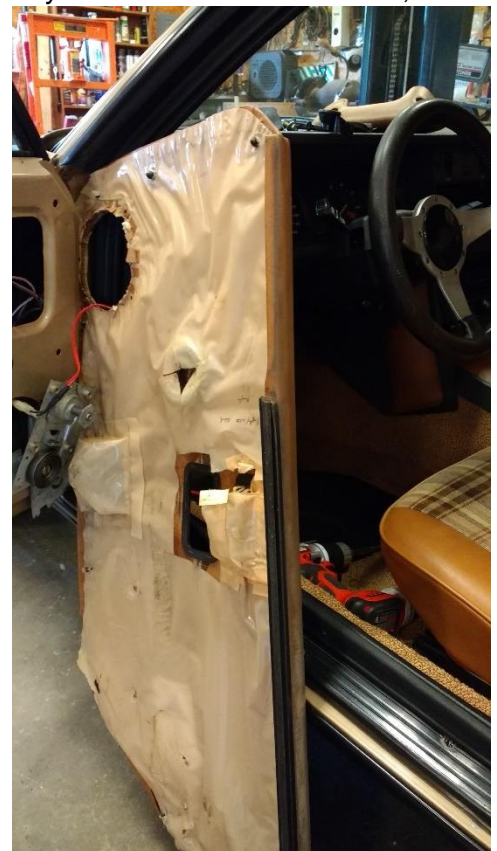
I ordered new window channel rubbers for Tinkerbell and they should arrive tomorrow. The old ones just fell apart last week. I guess today it is time to get back to the old school gauge cluster project.

**7/26/2017** – Working inside doors is not one of my favorite tasks. The new window channel rubber arrived today so I wandered out to the shop trying to muster up some enthusiasm for the job.

The manual discusses some of the process as it relates to the fixed head coupe. Trying to follow these steps on the drop head coupe proves to be difficult.

Disassembly includes the door handles, arm rest, speaker, courtesy light, door panel, rain guard, regulator, window glass and rear channel. With all this stuff out of the way the new rubber is a breeze to push into place with no problems.

The problem is getting the glass rollers back in the channels on the regulator and getting



the retaining screws back in place. I figure I fiddles with it for at least an hour and ½ before it was back in place. At 5 pm it was time for some chair time. The rest of the stuff can be reinstalled tomorrow. Then the other door can be started.



Rear channel and old rubber insert

**7/27/2017** – 2:30 pm and I am finally finished with installation of the new window channel rubbers. I had more difficulty with this side than the other for some reason.

The only thing visibly different is the new rubbers are not falling apart as shown in the picture and the broken speaker brackets have been glued back together.

I am glad this job is done. Wrestling with the window regulators is helped if the window is in a good position and secured in place to keep it stable. Then getting the three rollers and winding mechanism in place is difficult. Then the fasteners have to be put back in place. Wow, what a job.



**7/31/2017** – Since the TR8 is getting a much shorter punch list to be done after the recent rolling restoration, I contacted a guy named Keith Perkins who does paintless dent repair today. He is doing work for a dealership in Claremore tomorrow and will stop by here to see what he can do with the dents on Tinkerbelle. I am anxious to hear what he has to say.



The old one falling apart.

**8/1/2017** – Well that was disappointing. Keith did stop by and we had a great visit but he says working with 35-year-old paint will result in chips. He advised that I not mess with it.

So it appears Tinkerbelle will have to wear her scars as is unless at some point I go crazy and buy into a new paint job. Not likely.

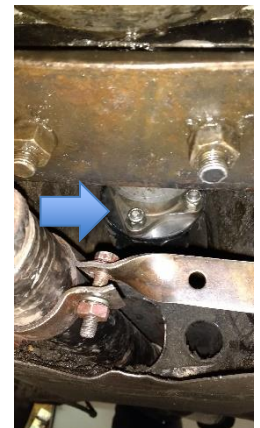
Glenn is due out tomorrow to change out the U-joints on his TR3. Should be a fun day.

**8/2/2017** – Glenn did make it out today and he brought stuff. The first thing he pulled out was a new driveshaft followed by two U-joints for the old one. He donated the old drive shaft and new U-joints to the club. It can be used on all TR's 2 thru 6.

We started by removing the old driveshaft. The bolts/nuts attaching at the differential were easily accessible but still took some fiddling.

The front attach point was totally different. It was above the panel that is attached to the frame on each side. The exhaust bracket is in the way and sockets will absolutely not work. The only thing we found that works is an open end 9/16-inch wrench.

The limited space allowed for only 1/8<sup>th</sup> turn at a time so removing the three bolts (yes, one was missing) took a lot of time.



There was a replacement bolt in the shop stash and all new lock nuts were used to attach the new driveshaft. Installation was just as slow as removal. Glenn and I both have neck strain from looking up to work with the fasteners. We spent about 3 hours on the job then Glenn bought lunch.



Good day in the shop. Glenn has more projects on his list so perhaps we will see more of him soon.

**8/4/2017** – Glenn left his old drive shaft here and donated it to the club along with a couple of U-joints. If you need one, it will be in the shop.

I got it apart today and intend to clean it up then install the new U-joints so it will be rebuilt and ready for use in any TR2 thru TR6.

Jim came over around 4 pm to change the oil and filter. I once told Paul Moore that I did not want to do anymore changes on his car because he had the original canister filter on his car. Every time I did one oil covered my shop floor and was a big mess to clean up.

Jim's "new" TR6 has the original style oil filter and there were several of the original type filters in the shop so one was donated to Jim.

We wrestled with the thing for a while and had difficulty getting the new seal to stay in place while the canister was put back in place with the new filter inside. Time and persistence paid off and everything went back in place.

With the canister tightened back up I was apprehensive based on past experience. I used a ballpeen hammer to tap on the filter in as many places as I could reach. After that a ratchet wrench was used to tighten the bolt again and it moved about two turns to get tight.

The end result was that there was no leak or explosion of oil all over my shop floor. If there was a problem, it was after Jim left the shop.

Looking forward to the lunch at *Prairie Artisan Ales' Prairie Brewpub* tomorrow. I have driven Tinkerbelle to many club functions yet so it will be good to get out.







It was warm when we left so I turned the air conditioner on. To miss the 244 construction, the route home was 75 to 116<sup>th</sup> North and on home.

The stop lights at Quick Trip were a problem. The car did not like idling with the air conditioner on

so it died. It needed to cool of so a couple of nice people helped push it into the church driveway.

I let it cool for about 15 minutes and it started and ran. I drove it home with no problems although the air conditioner was not used further.

Nice activity. Thanks Adele and Rolf for setting this up for us.

The lunch at *Prairie Artisan Ales' Prairie* was attended by the Garbarts, Clark Fraser, the Robinsons, the Chronisters, the Bloms, the Lindseys and the Murrays and of course me.

The drive down was detoured off 244 at Sheridan for me while others tried to muddle through a construction zone. I got back on at Sheridan and off again at the first down town exit. Or course I turned too quick and ended up going the wrong way on a one-way street. Since traffic was minimal it was not difficult to make to the next cross street to turn.

I found a shady spot for the car and walked a block to the pub. We had a nice crowd and the food and beer were good.





## **Classified Section**

### **1954 Triumph Tiger 650cc**

With a lot of time, money and thought I put this bike together out of parts about 10 yrs ago. It is titled to the engine which is a '54 T110 600 cc Tiger. The frame is a '59 Triumph. The front forks, hub, wheel, fender and Tank are '70 Triumph. The rear hub is a Triumph conical laced to a 15" Harley wheel. The rear fender and chain guard are Harley. I just installed a Quiet Drive belt drive primary last year. There are a lot of custom touches to the bike which runs and rides like a Triumph. Contact for more specifics. \$4900

Dewayne Pass  
918-851-5331





**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***

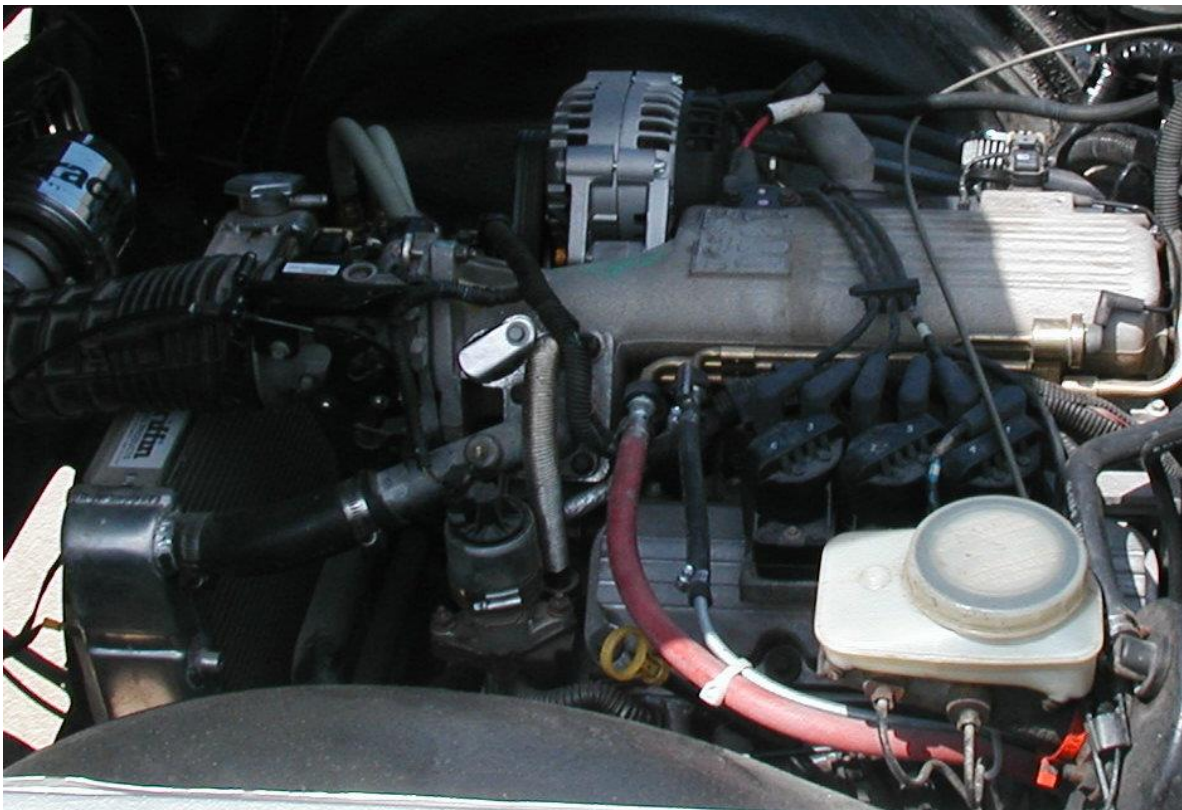
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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!!!





**Tony Mullenger**

*"Superior Service - Uncompromising Integrity"*

445 S. Brady

Claremore, OK 74017

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



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## 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 3 **TR8 WHEELS / REMINGTON TX120 TIRES \$300**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED. ASKING \$75 CONTACT JOHN 918 283-7017 OR [topaztr6@gmail.com](mailto:topaztr6@gmail.com)**



**Price Re-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.



**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**

**The TR6 that Jim Lindsey recently purchased came with a set of almost new Sheep Skin Seat Covers which Jim does not need. If you are interested in Sheep Skin Seat Covers for a TR6 contact Jim at (918) 857-7150**