



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for February 2016

<http://greencountrytriumphs.org>

#### NEXT CLUB MEETING:

**Tuesday February 16th**  
**Dinner at 6:00 PM**  
**Meeting at 7:00 PM**  
**Location: Hideaway Pizza**  
**8222 E. 103rd St.**  
**Tulsa**

#### Officers and Committees

Jack McGlumphy – President  
Denny Robinson – 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](mailto:tr6@atlasok.com)

#### From Our President *Jack McGlumphy*

Due to pressures outside his control Jack has had to discontinue submitting articles for the rest of his tenure as President.

#### From Vice-President *Denny Robinson*

Hi all. It was good to see a fair sized group at the last meeting. It's always better when we get a large group in attendance. This month's meeting will be at Hideaway Pizza, 8222 E. 103rd St. Tulsa. We have been there before and they have a room that will be set up for us. The best way for a club to get better is good attendance and be involved at meetings.

The breakfast this past Sat. was at a good location and the food was great. Wish more of you could have joined us. It wasn't quite tops down weather but three cars made it. Sure is hard to fold up and get in the Spit with the top up.

There were a few days last week that was good to get out for short drives and hope most of you took advantage of the warm days in Jan.

I hope all the members read the article of one of our fairly new members as he is doing a frame off on his Spitfire. It takes a lot of dedication to attempt this project. From the photos he shared, he is doing it right and having fun. He will have a show car when it is finished.

Since it is cold today I will put my Maytag washing machine gas engine back together and hope it runs. Can't ever tell when I may need it.

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

The January meeting of Green Country Triumphs was held on Tuesday January 19th at Zios' restaurant at 81<sup>st</sup> and Lewis in Tulsa. President Jack McGlumphy was not present so Vice President Dennis Robinson called the meeting to order in a timely fashion. Jack McGlumphy was otherwise engaged. We wish him well. The December minutes were accepted as posted in the newsletter.

Our Treasurer Jan Phillips shared the details of our finances. A unanimous vote was taken agreeing for the club to pay for all of the washer fluid at John Phillips garage since his work is for all of the club members' benefit.

Car Shows in Norman (VTR Regional being put on by OKC) will start on Wednesday April 23 but really get going by Thursday and end Sunday after breakfast April 24. The Embassy Suites hotel is \$104 plus tax. There is a link in the newsletter where we can register on line. The other big Car Show is the National VTR in Texas right near Sherman over the border from Oklahoma in October. We really should think about going to these since they are so close.

John Phillips gave the Parts Report. Jim Lindsay has a TR-4A which needs the cam timed. John has also put the top on his TR-8. Chad Jester had to bore 0.030" over-size to clear up some scuffing issues, so the engine will have higher compression and power. Perhaps 150 to 160 horsepower may be achieved.

to see Joe Landers and Jim Lindsay. Our merry band is growing.

Tom Chronister reviewed the calendar from the Activities Meeting at his house. The first activity will be an out and back to Hominy with the guidance of Rob Thompson. Adele Blom talked about going to Sequoia State Park near Tahlequah on October 29 for lunch with a stay over for those who would like. There may be fall leaves and we will be home for Halloween. There only are 24 Lodge Rooms left (\$95 plus tax) and many cabins which range from \$75 to \$125 for a two bedroom with a kitchenette. They haven't yet given me a group rate because we need to see the interest and each person would need to put down their own charge card info to hold their reservation. Recent renovations and visits by trustworthy people indicate this will be a great lunch and pleasant place to stay.

Tom Chronister showed people the wonderful shirts we can order which come with our club wreath and name. Contact Tom to add your name and size shirt you would like to the list. They

can be ordered in different colors and styles. Hats have already been ordered. There will be enough for late comers to get one or more. Prices are dependent on sizes of orders. Tom ordered a lot of hats.

Dennis

Robinson adjourned the meeting in less than half an hour. The meals, separate meeting room, and good company were enjoyed by all.



I love days like this one. I treasure my relationship with everyone in the picture. Even the guy that took it, Sam.

We welcomed our newer member Wayne Pyle who has a 1958 TR3A. We also were happy

## 2016 Club Activities

1/9/2016	Activities Meeting	Tom Chronister
Feb. 27	Out and back lunch trip to Hominy OK	Coordinator – Rob Thompson
Mar. 19	St. Pats dinner Owasso	Coordinator – John & Jan Phillips
April 20 to 24	South Central VTR Regional	Norman OK
May 14	Joint event with OKC club lunch at Click's in Pawnee	Coordinator - Frank Wood
June 11	Visit to Grand Lake lunch and boat ride	Coordinator - Tom & Dot Chronister
July 3	Dinner and Fire Works	Coordinator – Dennis & Kay Robinson
Aug ?	Out and back lunch. Rock Cafe Stroud	Coordinator – Rob Thompson
Sept ?	Out and back Marland Mansion Ponca City	Coordinator – Kay Robinson
Oct ?	Visit and lunch Sequoyah Park (918-772-2545) Fort Gibson Lake	Coordinator Al Blom
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

# 2016 CAR SHOWS

### New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

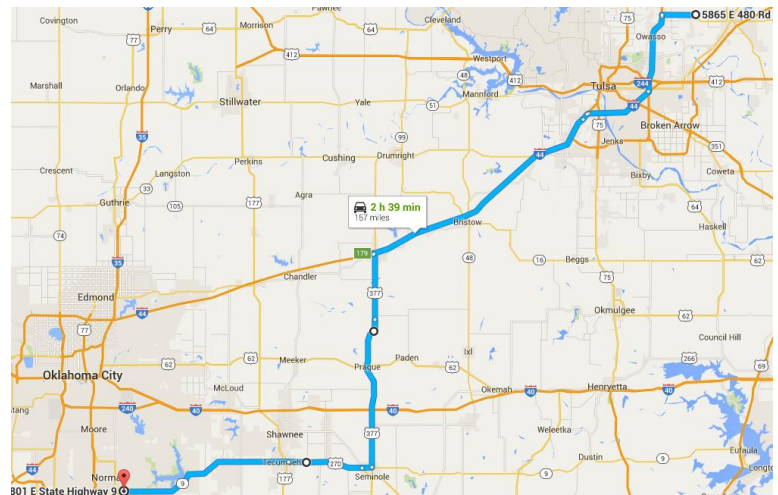
Date: March 19, 2016

Web: <http://www.bmcno.org/CurrentShow/Carshow.php>

### VTR South Central Regional Convention

Location: Norman, Oklahoma

Date: April 20 – 24, 2016



Web: <http://www.triumphsokc.org/#!/scvtr-regional-2016/ch5d>

### Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 1, 2016

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

### Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma

Date: May ???, 2016

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

### **All British Car Week National Meet**

Location: Blythesville, Arkansas

Date: June 2 – June 4, 2016

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

### **TRA National Meet**

Location: Painesville, Ohio

Date: June 15 - 19, 2016

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

### **Greater Ozarks All British Car Day**

Location: Carthage, Missouri

Date: July 22 - 24, 2016

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

### **Roadster Factory Summer Party**

Location: Armagh, Pennsylvania

Date: August 4 – August 6, 2016

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

### **Kansas City All British Car Day**

Location: Kansas City, Missouri

Date: September 3 - 4, 2016

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

April 2...We were thinking we would include a visit to the Rock Cafe on our way up to the Hallet Vintage races. Perhaps GCT would be interested in joining us for both.

May 14th... We put it down as a joint venture. Frank and I coordinating.

September 9-10...Brits in the Ozarks

Nov 5th...we will again be at the church camp near Chouteau. Perhaps we can work something out where we can repay you for your extreme hospitality the last time we were there in 2014. We'll discuss.

And of course we look forward to seeing you guys at the Regional we are hosting in Norman April 20th..

Looks like we'll have a wonderful year with lots of opportunities to mingle with our brothers and sisters to the Northeast. When you get the dates filled in in your schedule please let me know and I will pass it along to our activities person. Thanks.

MikePiggott

### **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: ???, 2016

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

### **Triumphest**

Location: Ventura, California

Date: September 8 - 11, 2016

Web: <http://www.triumphest2016.com/>

### **Texas All British Car Day**

Location: Round Rock, Texas

Date: September 23 - 25, 2016

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

### **VTR National Convention**

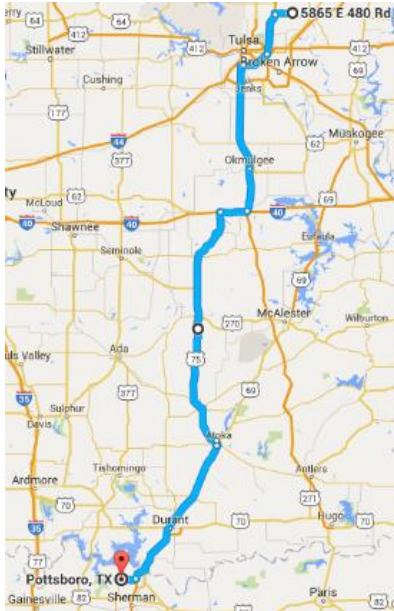
Location: Pottsboro, Texas

Date: October 3 - 7, 2016



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

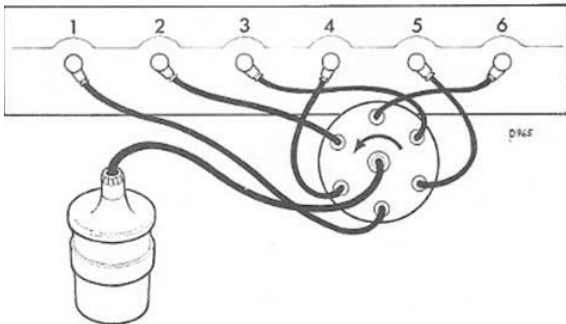
About a 200 mile drive to the national convention.



### QUICK TIPS

#### Plug Lead Positions (Fig. 55)

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



### TR6 Soft Top Folding

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



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



1 Fold top forward without folding back window



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

### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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.

### Engine Noise

*Snippets from e-mail, etc. worth sharing.*

John:

In our next newsletter please let those that ordered caps know that they will be available for pick up at the next regular meeting; the cost is \$12.00 each. Those that placed orders follows:

Dennis Robinson	2 caps
Frank Wood	1
Jack McGlumphy	2
Al Garbart	2
Jim Murray	1
Tom Chronister	2

The minimum quantity was 12 so there will be 2 extra caps available for sale. First come first serve for these 2.

Tom Chronister

## ETHANOL--Engine Slayer ARE YOU PROTECTED?

As many of you know, Lynn and I purchased a beautiful



Triumph TR6 in September of last year. After several weeks of driving locally, including a day outing to El Paso one rainy Saturday, I decided she was good to go so we signed up for the rally that Tom and Trish Custer had planned. The car ran exceptionally well on the weekend La Carrera Camino del Diablo trip to Silver City, NM and Alpine, AZ via twisting,

winding back roads. I drove her hard on the Devil's Highway and she responded beautifully. Our only problem was she didn't want to start right away on the chilly morning over 8000 feet elevation in Alpine but that was more than likely caused by me not allowing the electric fuel pump to run long enough before turning the key to start. And like every other driver on the trip, I gassed up at each opportunity with petrol containing ETHANOL without consideration. Bad idea!

The following weekend, we attended the Rio Grande Valley Regional Rendezvous put on by the BAOA of Albuquerque here in Las Cruces. Lynn drove the TR6 and I drove the Sprite to the Friday meet and greet. On Saturday, we rode together in the Triumph for the rally, all the while the car was running great. About half way thru the rally, I noticed the exhaust tone had changed and was sounding odd. Not long after that, a rattling sound started emanating from the engine. Thinking maybe the slow driving had fouled a plug or possibly the carbs were loaded up, I thought it just needed a good run so as we were driving out Hwy 70 to the Space Murals Museum, I opened her up. She was running well enough but the odd sounds just wouldn't go away.

When the rally was over and we pulled into the garage, I pulled all of the spark plugs to check and reset but they all looked perfect so I decided she would not be attending the rest of the Rendezvous. We drove Lynn's modern MINI to the Saturday night banquet. Lynn and I were both disappointed that we were not able to enter the TR6 into the Sunday morning car show along with the Sprite.

The following Tuesday, I drove the Triumph over to Mike O'Donnell's shop and as I pulled in, he immediately said "the valves are sticking due to ETHANOL". He said it's akin to putting sugar in the gas tank and it crystalizes and hardens on the valves and that using a heavy dose of fuel injector cleaner on a long drive may free them up unless the guides are sticking to the valves as well. So for 2 days, I drove up and down the valley, gassing up and adding more Gumout but the rattling sound would not go away. After about 250 miles of useless driving, I drove back over to Mike's and he said time for a head job. Bummer. But it gets worse.

Mike sent the head to the machine shop and other than replacing the bronze guides with stronger steel ones, everything looked good. The machine shop got the head done in less time than expected. Mike re-installed the head and adjusted the valves but when he started the car it wasn't running right. He removed the valve cover and observed the rockers and noticed one was not operating as it should. Therefore, a lobe on the camshaft had gone out. With only one week to go before the 7th Annual Morgan Run (which we had signed up for) it became apparent we might not be able to drive the TR. So Mike put in an order for the camshaft and related parts and I agreed to pay for expedited shipping. The parts arrived on Tuesday and Mike worked late into the night and all day Wednesday. He had the car running and drivable by Thursday morning but discovered a leak from the timing cover plate and thus had to remove the radiator, fan, pulley and timing cover again. However, since he had told me he would do everything possible to have the car ready for the Morgan run, he continued working on the car and he delivered! I picked up the car on Friday morning and we left home at 1:30 to meet with the group for the drive to T or C. The TR6 ran perfectly all weekend, thanks to Mike's efforts.

Moral of story---the price of this repair would have treated approximately 1060 complete tanks of petrol with Star-Tron had I only have been more attentive to this. However, in my defense, the engine was not new and thus the problem was most likely already in progress.

There are two things I hope everyone will take from reading this article. One, Mike O'Donnell is a major asset to our club. A real wizard! And secondly, using an additive in your tank to protect from ETHANOL is a must on every fill up. I will always have a bottle of Star-Tron in the boot of the Triumph and one in the Healey from now on and will add to the tank every time I gas up.

Ron Farthing







## **Greasy Hands Garage North Update**

by John Phillips

1/11/2016 – And here we go. I made it to the shop around 9 or so and worked until about 3 trying to get all the carpet work done. I think I am



through except for the back panel which has to come out to put the new top on.

A decision to try and keep the interior panels and save \$300 is troubling me a little. The large panel behind the seats and door panels were very dirty and after cleaning show a lot of sun damage in certain areas. Getting the dirt off helped a lot as you can see of the ½ done back





panel, but under the dirt was significant discoloration.

Right now I think it might be worthwhile to try some vinyl type paint if the correct color is available. It will most likely be ok on the back panel but the tops of the door panels get more wear and the paint may not hold up. Never know until you try.

I was excited to hear from Chad today. The engine block is at the machine shop and he is getting ready to order all the parts for the engine. The pistons were worn in certain areas and the machine shop recommended replacement. The heads are in work using the new valve springs. The cam recommended by Chad will soon be ordered so things appear to be moving along.

Since the hood was removed to provide better access for installation of the carpet and the carpet is now in place, installation of the new hood is now needed to keep the new carpet clean. The hood will probably be installed in the next couple of days. After that the seats will be tackled.

**1/15/2016** – Yesterday was spent running around to doctors. Jan's spinal stimulator is scheduled for removal on 2/10/2016. After that an MRI can be made of her neck and upper back to see what needs to happen next.

Jim came out today to build a cradle for his engine for the trip to see John Gauldin for getting the engine timed properly before reinstallation in the car. While he was doing that I was installing Jan's Christmas present, a new hot water dispenser at the kitchen sink.

The hole was drilled in the granite yesterday by a pro. The heater was installed by me. Plumbing and electrical work by John. So far so good. Tomorrow, back to the shop. Tom is coming out on Monday to do maintenance on his TR4.

**1/17/2016** – On this beginning of my 71<sup>st</sup> year the top bows were reinstalled back on the TR8. While off there were a couple of areas that had some significant surface rust that needed some attention.

At first I tried some scouring pad material but that was not getting it. A file was used to get rid of all the surface rust and some primer was applied. While that dried a trip was made to Advanced Auto

Rust Repair



for paint which was then applied in hopes that the color would match. It did, Hooray.

Still to come is replacement of some felt strips that adhere to the top of the bows to reduce friction on the hood (top). After that the top can be permanently attached.

The support straps are somewhat discolored but very serviceable so the decision was to use them as they



are. The new tan color looks great and I much prefer the look over the original black top. I hope I don't mess it up.

**1/19/2016** –

Yesterday Jim Lindsey and I made a trip to his shop in Tulsa. He is considering doing something with the shop and is willing to move some of his equipment to GHGN for our use for as long as it is here. We moved a large bench grinder that I anticipate will come in handy as a buffer for trim pieces etc. and some more hardware bins still containing hardware we may need at times in the shop.





When the new stuff was in the shop Jim went about putting the

steering shaft back in his 4 so we can move it around more easily.

Meanwhile I was continuing work on the 8 top bows. The new felt was cut from some Velcro loop material still left over from the last TR6 hood installation and glued to the tops of each bow to reduce friction between the hood and bows.

The hood gluing process began and the day ended with the back of the new hood attached and the center fastened via the new Velcro.

I may have to wait until the weather is warm enough to stretch the new hood enough to fasten the side snaps and glue the front. Did I mention that the install process on this car is much easier than a TR6? And the new color is a great improvement in the looks of the car. Love it.

**1/20/2016** – As stated above the hood or top if you prefer, is going to be next to impossible to snap and glue in place until the hot sun shines on it for a while. This seemed like a good time to





dismantle the driver's seat and see why the bottom of it failed and ruined the seat cover.

No mystery here, the diaphragm was completely over aged and fell apart after 36 years. With two new ones hanging on the shop wall this was not a big concern, however even though TRF catalog says this diaphragm fits TRs 4 through 8 the holes don't appear to align with the frame. Installation will be attempted tomorrow after the paint is dry and more will be reported then.

I compared the old seat foams with the new ones and was disappointed to see that they require rework to be installed properly. Another opportunity to mess something up. Something to worry about tomorrow. Nap time.

**1/21/2016** – Bad day. I started on the driver's side seat today. I looked in the box and the bag the foams were in for instructions on how to proceed but found none. I looked through the plastic the covers were in but saw no instructions.

Naturally, being one of superior experience and intellect I proceeded to glue the foams to the seat frame. Frank joined me about this point.

The foam for the seat backs were not configured as they should have been so some foam was cut off and re-glued in the proper location. No this is not where I messed up.

We pulled the bottom cover from the package and found the instructions. This is where I messed up. Since the foams were already glued together, a flap that is supposed to be precisely

located prior to gluing the bottom foams together was not properly located.

Trying to back-fit the process did not happen as intended. The end result is that the bottom cover is skewed to the left about a ½ inch. Enough to be noticeable.

Since the glue can emptied before finishing Frank and I went to his house to try to fix a

computer problem. We did fix it by downloading Adobe Reader. His version was either lost or out of date. At any case he can now open PDF documents.

After that we went to oh really's and bought another \$10 can of glue. Ron's was the next stop for a small bowl of chili then back to the shop to finish the driver's seat. Tomorrow the passenger seat gets done, hopefully better.

**1/23/2016** – Well like they say, stuff happens and yesterday was one of those days. After the first seat turned out to be not what I wanted I sulked in my chair most of the day and rested my stiff hands.

Today Jim called about 11 and asked if he could work on his heater in the shop and I said yes. My plan was to stay in my chair again but he motivated me. The first seat was not to my liking

so I pulled it apart and re-glued the seat bottom so that it was straight. Looks better.

As for the second seat, disassembly was in order so all the clips were removed first then the





seat covers, then the foams. A lot of the glue was removed from the frame but we quit for the day before the frame was ready to paint. That should make for a short day tomorrow.

The refurbished frame should be ready for foam and seat covers on Monday.

**1/24/2016** – Chad says the heads should be ready next week and parts for the engine are



arriving. The power coating of the intake and valve covers should be done tomorrow. Today seat 2 frame was cleaned and painted as planned.

Some of the foam and cover work was begun as well. I think I have decided that I don't like the upholstery part. I really respect people who do it right. About out of 3rd can of glue at \$10 a can. Will probably need another can to finish

the seat and the top.

While the TRF sale is still on a cover for the top while down was ordered which saved \$100. I hope it is the same color tan as the top and not the caramel color.

Seats should go back in the car tomorrow then I can repack the wheel bearings to hopefully avoid the same experience Al had with his 7. Fried both spindles.

This picture shows a mislocated piece of foam as illustrated by the piece of fiberboard that is supposed to glue in around it. The

mislocated portion has to be cut off and re-glued in the appropriate location.



**1/25/2016** –

Well, so much for plans. Ran out of glue again so this makes \$80 for glue on this project. I really do hope to finish the seats tomorrow. Not really too happy with the second seat so far. I hope for the best.

I did put together a lot of information on wheels and tires and dropped it off at Discount Tire so they could come up with some wheel options and some Michelin tires to go with the wheels. We will see what happens.

Performance Coatings did not call today about my powder coat stuff and the local Chevy dealer did not stock the Synchronesh transmission fluid that is recommended for the TR8 5 speed tranny. I will try Miller Buick and if they do not stock it will find an alternative. Valvoline makes a version that may be ok.

**1/26/2016** – The schedule went out the window on finishing the interior but it is finally done. Carpet and seats. After the transmission is back in the center console can be re-installed and after the





top is all settled in the very back carpeted panel can be put in place. The speakers still do not have a home but I want to think about that for a while.

The end result for the interior is less than hoped for. The multi-piece carpet is difficult to work with and does not look as finished as the molded carpet that was original. I am sure the seats would have turned out much better if professionally done but for me they could have been worse. Not great but serviceable. Jan has been very good about pointing out everything I did wrong.

**Switching topics now** to transmission fluid. I recently found a recommendation for GM Synchronesh Transmission fluid part number 12345349 as the preferred replacement for TR7/8 5 speed manual transmission lubricant.

Some of the claims for this product are almost too good to be true. Worry, worry. But there is a catch, it is very hard to find and GM won't sell to individuals. The chevy dealer would order it but only in quantities of 24 quarts which way too expensive for me.

As my online search continued I landed on another product with the same claims for success.

One review posted on Amazon: *If you're the type of person who really obeys manufacturer instructions, you'd be lead to believe that transmission fluid is vehicle make-specific. And you'd waste money on crappier fluids.* Note: MTF means manual transmission fluid

*I first heard about GM Synchronesh Friction Modified Manual Transmission Fluid from a friend who said it solved some of the problems my track-day toy was experiencing. That toy is a stripped-down Honda S2000 that I push very hard. On some very hard shifts into 2nd or 3rd, the car would literally "reject" the gear and pop into neutral as soon as I let go of the clutch. It didn't happen all the time, but it was often enough that it was bothering me.*

*Being that I like to take care of my toys, I flush both the differential fluid and the MTF on the S2000 every 5k miles. Yes, that's excessive, but even street-driven S2000s are apparently adept at dirtying up oil, requiring MTF changes after 10k or so. On one of those changes, I tried using the Synchronesh Friction Modified fluid. The car didn't screw up the shifts even once with this fluid inside.*

*Always the experimenter, I went back to MTF from Honda for the next flush. The problems were back. The next change was with GM's NOT-Friction-Modified Synchronesh. The bad shifts seemed less frequent, but they were still there. It wasn't a scientific study, so I can't really say if it truly WAS less frequent with the regular Synchronesh or if it was just in my head, but it did feel that way. The next shift was with Royal Purple's Synchromax MTF. This was as bad as Honda's fluid. Finally, I then went back to the GM Friction Modified stuff, and all was perfect again. Believe me, I am not the kind of guy to buy into hype and make stupid statements about products' performance based on*



*some ridiculous seat-of-the-pants observation.*

[Read more >](#)

By [Bruce](#) on November 10, 2014

Verified Purchase

*This stuff is the absolute best fluid for my '05 Acura TL's manual transmission. Not that you'd ever hear Honda/Acura admit it, but these boxes have a propensity to balk at being shifted into 3rd gear. It's a known issue (similar to Honda transmission glitches noted in other reviews here); also check the Acura owners' forums. Since I first started using this GM SFM about 75,000 miles ago, it has shifted smooth as butter into every gear 100% of the time. Car has almost 120,000 miles and is going strong.*

If you want to see more information here is the link.

[http://www.amazon.com/gp/product/B00BK7M2VW?psc=1&redirect=true&ref=od\\_aui\\_detailpages00](http://www.amazon.com/gp/product/B00BK7M2VW?psc=1&redirect=true&ref=od_aui_detailpages00)

Just copy and paste into your browser.

It should be noted that this product has a different number than the one in the initial recommendation, but the reviews are for the alternative part number. I ordered 6 quarts to use in the Pumkin and Tinkerbell.

**1/27/2016** – Well this turned out to be a good morning, sort of. Got a call from Precision Coatings about the intake and valve covers. They were ready so I drove down to get them. I was very happy with the result.

On the way I stopped by Andy's place to drop off some metal for recycling but the shop was closed up. I guess he had some business elsewhere today. I need to check up and make sure he is ok.

Another stop was at Danny's Differentials to start thinking about the clunking differential in the Pumkin. It uses a 1990 Infinity Q45 differential obtained from

Richard Good along with his installation kit a few



years ago. He got the dif from a salvage yard and made no claims relative to how good it was.

The young guys at the desk seemed to have an idea about the cause of the clunking and said it is common and not expensive unless there is some problem other than what is expected. Next summer after the TR8 is on the road.

After the trip into Tulsa and back I felt up to doing a little stuff in the shop. First thing was to reassemble the intake and valve covers. A couple of gaskets were made for the powder coated water hose connection ports and the thermostat was installed along with them.

The studs for carb attachment were put in place as were a couple more water ports.

After that some brackets were cleaned up and painted bright aluminum to go along with the theme being used for the engine bay.

Tomorrow Tom Chronister is due out to work on maintenance for his car, oil change, etc. If there is time I may try to install the hydraulic supports that hold the boot lid up. These are easy in concept but very difficult to reach as Jack M. can attest.

Frank is coming out Friday to finish adjusting the timing and carbs on his car after the newly rebuild distributor was installed.



**1/28/2016** – Tom C. was out today to change oil, check fluids, work on leaks, lube, etc. Found that the dif gear oil was leaking into the brakes so when he feels the time is appropriate he will order a couple of seals.

To get Tom's car on the lift we had to move all the cars. Tinkerbell is now on the west side, Jim's TR4 is on the lift for short time and the Pumkin is center. The 8 need not be on the lift until the engine comes home.

Discount Tire is doing some research on wheels and tires so it will be interesting to see what they come up with. The current tires look ok but I am not familiar with the brand and they have a few



years on them. Not intersted in putting new tires on the old wheels.

**1/29/2016** – Frank came out today so we could reset the timing and carbs. That did not take long so when we finished it was time for a test drive. I drove and the car runs very well. We drove about 5 miles and were returning to the shop when it suddenly started running badly.

I told Frank it sounded like a bad rotor but the rotor was new and from Advanced Distributor so that was hard to believe. Back at the shop a different rotor was installed and the car ran great again.



Frank left happy with the way the car was running. A long road but we finally got there. Before he left he asked what I was going to do the rest of the day. Good question.

The list of things to be done pending the return of the engine is getting much smaller. The most obvious thing is finishing the top installation. When that is done the carpet job can be completed. Part of the top redo is to refurbish some plastic parts that cover the top frame mechanism. The problem is that the plastic has broken where a screw hole is located.



The material for the top is easily stretched when warm but it was not warm. With much trepidation the heat gun was put into use and the

snaps at the bottom rear of the top were able to be fastened.

They were left fastened overnight to allow the material to set as much as possible so that fastening the snaps later will be less difficult. The front will be glued later.

Next a couple of aluminum stiffeners were fabricated for the plastic parts and J B weld was used to fasten them in place. If this works the plastic parts will not have to be replaced if replacement is even an option. When the parts are finished a better picture will be provided.

That made for an easy day but at this point there is no reason to rush



through anything. The new transmission fluid should be here Monday so I can start draining the old fluid and put the new stuff in. There are some things to do on Jim's TR4 so it is good that it is on the rack.

**1/30/2016** –

After breakfast at Freeway Café with several club

members I came home to nurse my new cold. I did check on the repaired plastic parts. They needed a little cleanup of messy J B Weld and a coat of



Plasti-coat paint. Turned out pretty good. What is repaired is there is now a hole where before there was just broken plastic. No one will ever know.

Jim called later in the day to say that Mike Piggott had offered to transport the TR4 engine to John Gauldin for timing. The initial plan was for Jim to meet Mike at Larry Young's house to hand off the engine. As it turned out the engine was left at Larry's for timing perhaps as early as Monday. If everything goes smoothly perhaps the engine & transmission will be back in the 4 by the end of the week.

Mike also donated a lot of the parts that Jim needs for doors and windshield. Jim hit the jackpot today.

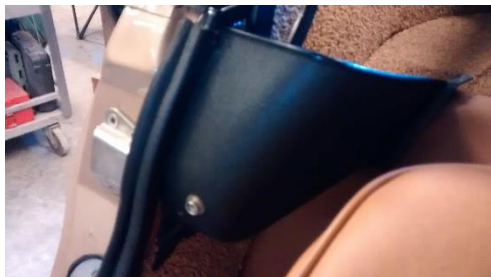
**1/30/2016** – Slow day in the shop today. Replaced the transmission fluid with the new magic AC Delco semi-synthetic synchromesh fluid. This stuff is supposed to be something very special so I am anxious to find out how it performs.

**2/1/2016** – I went out to clean the furnace filters and walked through the shop to get the soap. While the filters were drying I started installing the repaired plastic pieces that cover the attach point of the hood bows. The reinforced hole at the top is working very well, however the original holes at the bottom are proving to be very delicate,

One of the holes broke out but not in a way that would interfere with the integrity of the installation so I will do nothing with that. Installation on the other side is still in progress but is going well.

One thing to be resolved is a location for the rear speakers. I think I have found a great location if a method of fastening them in place can be devised.

Later in the day Tom Needham called and asked to borrow some stud pullers so I took



them over. The issue was removal of the head for a redo. I have participated in removal of several over the years so I thought it appropriate to lend a hand.

We worked on it for a while trying every trick I knew to get it off but nothing worked. We even tried reading the instructions. I left, defeated. This

is the first time that we have not been successful in getting the head off. There was no further plan in place when I left Tom.

**2/2/2016** – After trying one complex mounting method for the speakers they were eventually just tucked into a place and held there with screws into the carpet. If that works I am done. If not I will try something else. Kind of like it though.

Jim is due out tomorrow to drill the holes in his new transmission tunnel and do whatever he plans for the engine mounts while his car is on the lift. When finished we will move it off so the Pumpkin can be moved over there for its annual service. Then back on the 8 to finish up the top and install the new supports for the boot.



**2/4/2016** – Jim is dismantling the two doors he received from Mike Piggott in preparation for installation into his car. The provided headlight buckets are also getting disassembled and cleaned up for use. Not sure what I will do with the left over doors but they will be available if needed.

As for my projects, the only thing done today was to replace a seal on the Pumpkin driver's door. The rubber had a tear at the back where it meets the glass. Fortunately I had several new spares plus clips.

**2/5/2016** – Today I went in search of the special Castrol oil with fortified ZDDP content and found none. I had to settle for a zinc additive. Nuts!! I guess I will have to try to find it on the internet. This was for the Pumpkin as it is time for me to perform the annual service.

Back at the shop I pushed Jim's TR4 off the lift and into the yard. The Pumpkin was placed on the lift, raised and the oil drained and filter removed. Got an oil leak. I know, don't laugh. I always say if it ain't leaking it is empty. Joking aside, I don't like oil leaks but first things first.

While lifted, the transmission was drained. When last we visited this subject I was following the advice of John Esposito at Quantum Mechanics and using 40 weight non-detergent mineral oil as called for by Triumph. Honestly, it did not work for me. I

would frequently grind when moving quickly into first gear.

Larry voiced his opinion at the time that the GL4 gear oil was just as good or better as an alternative. Probably right.

I refilled the transmission with AC Delco Synchromesh Synthetic Transmission Fluid. I look forward to reporting on how well this does or does not work. Stay tuned.

After the dif was checked and no wet rear brake backing plates were found the various grease zerks received a shot of grease. Of course oil was used in the lower trunnions.

The front wheel bearings had a little play so I decided to tighten them a little. Then the car was lowered and replacement oil put in. The brake and clutch reservoirs were checked and the water was checked. The tires were also checked.

Next was to try to pinpoint the oil leak. It may have been coming from the distributor area. I pulled the distributor and replaced the gasket between the block and pedestal. This was needed but I may still have a problem with the clamp that positions the clocking. It may need to be turned upside down to seal better.

I noticed the valves were noisy again so tomorrow I will run the valves again and replace the valve cover gasket again in case some of the leakage is from there. Good to go for another year of Triumphant Times.

When I was finished on the Pumkin for the day and Jim was still working on headlight buckets my attention went to the boot struts on the workbench. Ok, I have put this off for too long. Time to tackle the difficult installation.

What makes this hard is lack of space so to make as much room as possible the battery was removed and the foam piece was pulled out after which there was plenty of room if using the right tools. The back bolt head was captured with vice grips and the nut was removed with a ¼ inch drive ratchet using a #10 metric socket. This is one of the places that a metric fastener was used.

With everything out of the way and the bolt head held in place the nut was easily removed.

Replacement was also quite simple. The battery tray had a little rust so it was cleaned and repainted.

With a good process now in place the other side went without incident as well. A dreaded job turned out to be not so bad after all.

**2/6/2016** – As planned I pulled the valve cover off the TR6 to check the valves. Although they had sounded a little loose yesterday they checked out fine and only a couple were tweaked a very little bit.

A thin cork gasket was made and added to the area under the distributor clamp to ensure that no oil was being blown out of that area creating an oil leak. We shall see if that helps.

## Engine Noise

*Snippets from e-mail, etc. worth sharing.*

**Message from Green Country  
Triumphs of Tulsa**

Name: **Ronnie Palmisano**

E-mail: [ronniep@cox.net](mailto:ronniep@cox.net)

Message:

Trying to update my SC VTR Region Contact list. Please send me email address of your President and Newsletter Editor. Thanks, Ronnie Ronnie Palmisano  
BMCNO President / Newsletter Editor  
British Motoring Club New Orleans  
BMCNO.org





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



I am selling my black hardtop so if anyone wants one here is your chance. \$500 will make it yours. Newer paint / original headliner and hardware. Call John (918) 283-7017

**Greasy Hands Garage North Has Used TR6 Parts If You Need Something  
Structural parts for suspension and steering  
Transmissions and Differentials  
Windscreen Frames, Some with Glass  
Lots of other stuff so if you need something for your TR6 contact:  
John Phillips at [tr6@atlasok.com](mailto:tr6@atlasok.com) or phone (918) 283-7017**





## Great Car



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.

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.

### **Ted & Loretta Dorton**

(918) 274-9959 Home  
[ted.dorton@cox.net](mailto:ted.dorton@cox.net)

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





## ***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](mailto:djlpj@yahoo.com)>

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

**To:** Pat Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.com)>

**Reply-To:** Patricia Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.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.

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PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#

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  
 maudp@atlasok.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.**

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