



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for February 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### NEXT CLUB MEETING:

**Tuesday February 21st**

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Kilkinney's Irish Pub

1314 East 15<sup>th</sup> St

Tulsa, OK 74135, OK

#### Officers and Committees

Denny Robinson – President

Rob Thompson – Vice President

Jim Murray - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Tom Chronister - Activities

Art Graves – Car Shows

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

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

#### From President *Denny Robinson*

Hello Club members,  
Its cold today and my granddaughter is here so no work when we have her. Just do anything she wants us to do.



I finally got the 79 Spit back on the road again when the warm days arrived. Kay and I took a couple drives up to Braums for ice cream.

I had an axle u-joint yoke that was beat up so bad I couldn't get lock rings to hold cups in. had to pull axle off car and took to Tulsa Springs. I couldn't press the yoke of shaft with my 12ton press. They struggled, but finally got the yoke off. The yoke I received from e-bay had to be pressed on. Put it back together so we could have a few drives in the warm weather.

I found when I had axle out, that the rear wheel cylinder was leaking. Tore into brake yesterday and replaced the cylinder and brake shoes. Found the drum to be cracked and got the new one I had ordered for the 64 Spit., to replace. Only problem now is I haven't managed to get the top spring back in place after an hour of trying. I'll get back on it Monday.

This will not be published until after the planning meeting this Sat. evening. We hope to have a good group here and provide us with eventful drives for the rest of this year.

Kay will get the scheduled events typed up and be provided at the next meeting.

## **From Vice President** *Rob Thompson*

We just met at Dennis and Kay's for our Annual Planning Meeting to discuss this year's monthly activities/outings. The meeting was led by Kay and we all pitched in ideas to fill most of the next nine months. The one thing each activity had in common was "driving to the event" and in some cases the "Drive" was the event. My wife Donna asked me... What makes a good drive? Tom mentioned last night at the meeting that the drive the Club took last year (led by Al and Sharon) around Lake Ft. Gibson was one of his favorite drives. A good drive conjures up many things to me. The sound of the roadster on an open road, Curves and lots of them, driving in a new area of the state, country roads, the landscape, stopping at "hole-in-the wall" cafes, discovering small towns with antique shops.....or just getting away and leaving all the routine daily thoughts behind. And honestly, arriving home without any mechanical incident is icing on the cake.

You can take your Triumph or your fam car, but mark your calendar to "take a drive" with our Club. Watch for the Newsletter for tentative dates for the Drives and activities ahead of us.

February 21, a Tuesday, will be our next meeting at Kilkenny's on 15th Street. We have the back room reserved serving good Irish and American favorites and a plethora of brews.



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

The January 17, 2017 meeting of Green Country Triumphs was held at the Bricktown Brewery in Owasso. The meeting was called to order shortly after 7pm by President Dennis Robinson. The meeting was quite well attended (30 people) so tables and chairs had to be rearranged to accommodate the attendees.



There were no minutes to read from the Christmas Party. Everyone had too a time at Carol and Glenn Larson's gorgeous home to remember we needed a December meeting.

Treasurer Jan Phillips was absent; however, John reported there had been little change from the previous meeting in club's balance.

Show committee reporter Art Graves was not present; however, it was mentioned that the VTR South Central Regional Convention plans had appeared in the newsletter. It will occur April 27 through April 30, 2017 in New Braunfels, Texas.

John Phillips and other volunteers replaced Tom Chronister's exhaust system in his TR-4 with a new stainless steel version. It is now working well. In other parts committee activity Jim Lindsey and John Phillips said his car now runs happily, after the second or third try. With Chad Jester's help John Phillips got his TR-8 to run. Unfortunately, even though the car well on the initial outing, it later relapsed and would not start. In addition, the rebuilt transmission and speedometer are not yet communicating. These additional mysteries are still not diagnosed. Rolf and Adele Blom finally gave John Phillips the "new" repair manual to help with problems on TR-4 through TR-6 cars.

Dennis Robinson's difficulty in getting a volunteer for Activities chairman was finally resolved when his wife Kay offered to do the job. Kay very reasonably said if each couple could think up an activity they want to organize and call her to keep track of which months are available, we would have a great year. Rolf and Adele Blom said they would call her with respect to an idea which had occurred to them and then forgotten. It was possibly about a new craft brewery in Muskogee. Another idea which was mentioned was an Underground Downtown Tulsa tour which is done once a month. Please keep the ideas coming and call Kay. Her cellphone is always with her.

We reintroduced our webmaster John Wood who asked us to send him any photos we

wanted in the newsletter. John Phillips birthday was today. Larry Rice brought Cyndi's darling 6-year-old grand-daughter Hayden who loves Spitfires because she can see over the side window. We had a drawing for a baseball cap with the club insignia on it which was won by Chad Jester.

There was no new business brought up and Dennis Robinson adjourned the meeting at 7:30pm.

## 2017 Club Activities (Partial)

DATE	EVENT	FACILITATOR
Mar 18	St. Patrick's Day Party AT GHGN	Jan Phillips
APR 15	Azealia Tour	Denny Robinson
MAY	Lake Tour or Miami Museum TBD	Rob Thompson
JUN	Visit Chronister's Lake Estate	Tom/Dorothy
JUN 22 - 25	Euromotor Extravaganza – Sand Springs	Jag Club (Clark Fraser)
JUL 3rd	Fireworks at Robinson's	Kay/Denny
AUG	Pub Tour	Adele/Rolf Blom
AUG 16 – 19	VTR National Convention	Art Graves
SEP 2	Breakfast followed by "Roads of My Youth Tour"	John Phillips
OCT	TBD	
NOV 4	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	TBD



-----Original Message-----

From: Henry Sossin  
[mailto:henryjs@cox.net]  
Sent: Friday, January 13, 2017  
12:47 PM  
To: John Phillips  
<topaztr6@gmail.com>  
Subject: Mechanic

Hi John,

My '76 TR6 starts and runs well; however, fuel is leaking either from the carburetor or fuel line. It leaks in a small constant stream, so I am reluctant to drive it.

Can you recommend a mechanic in South Tulsa that I can have it towed to?

T'Hank'S  
Hank Sossin

*Hi Hank,*

*Sounds like you need a couple of new O'rings on the plugs in the bottom of your carbs. When the weather clears we can set a time and I will run down and replace them for you. OK?*

On page 7 and 8 you will find a couple of pages written about Sarah Ann Robertson who was a dual member of our club. I thought it appropriate to share this excerpt from "The Ragtop" newsletter. She really loved that TR4.

Greetings Triumph Friends,

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

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

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

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

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

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

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

Funkhana – Saturday afternoon. Autocross – Saturday morning

Concours - Car Show Friday afternoon.

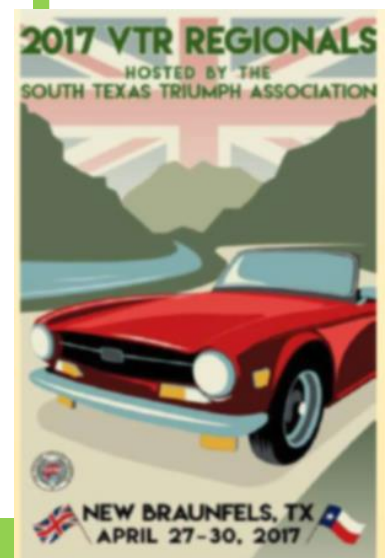
As you club begins planning for 2017, we hope you will schedule the South Central VTR Regionals on your club calendar and will begin making preparations to attend.

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

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

Best regards,

Joe Kboudi and Kent Kinnard







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



# **EuroMotor Extravaganza**

**Welcoming all British and European Automobiles**  
**On the Triangle in Lovely, Historic,**  
**Downtown, Sand Springs, Oklahoma**

**Activities:**

June 23 – Registration, tailgate party at Hampton Inn

June 24 – Late Registration and show setup in downtown

Sand Springs, Show & Valve Cover Racing

June 24 – Dinner and Awards Banquet, **location to be announced**

June 25 – Fun Run around Sand Springs

**Complete information is available on the web at:**

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



**August 16 - 19, 2017**

**Celebrating 50 Years  
of the Triumph GT6**

**Visit our web site  
VTR2017.ORG**

**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/>



## Sarah Ann Robertson Remembered

By Mike McPhail

Some of us knew Phil Walden from the old days...he was the fine fellow that introduced me to the Hill Country Triumph Club. He is not the only Triumph enthusiast to pass away last year...Sarah

Ann Robertson died March 17. I knew her from my early days in the club and even worked on her BRG 1964 TR4 once or twice. Her passing came to light when I saw this email blast from then

HCTC president Emily Barrett:

*Dear Mrs. Barrett,*

*This'll be a little strange, but please bear with me. I got your name from the January 2016 edition of*



## The Ragtop

February 2017

*"The Vintage Triumph". A friend and subscriber to TVT, Sarah Ann Robertson, has died. Some years ago she took her TR-4 to the home of a gentleman in Dripping Springs to have some work done. He is somewhat of an English car specialist, IIRC. I have actually been there, but I can't remember his name or address. As far as I and her brothers know, the car is still there. I am fairly sure the guy doesn't have a business as such, and his home was fairly off-the-beaten-path...does this by some chance ring any bells?*

*Thanks, Dwight*

Believe it or not the "gentleman" was not me, but a fellow named Chad, that lives a few blocks away. I had passed by his house many times, and had recognized the TR4 in the driveway. It had not moved for several years and I assumed that Sarah Ann had finally sold it to her sometimes mechanic. I had met him once upon a time, but that was per-

haps ten years ago, about the time the car visited my workshop.

After alerting her family as to the whereabouts of the missing Triumph, it was mentioned that I might be interested in buying it were it to come up for sale. Some time passed by before the brother called and offered me the TR4, which was still sitting in Chad's driveway.

I didn't really know what to do with it after dragging it home. It was in a sad state: paint peeling, moldy interior, and gaping holes in the floors...the usual. I did not recall it being too wonderful when it was Sarah Ann's daily driver...but she loved it so!

The poor thing sat next to my workshop for quite some time before I was able to get to it. To my surprise, the plucky roadster came to life quite easily and with some TLC, the engine was running better than ever. This made me determined to

get Sarah Ann's pride and joy completely road worthy.

Those rotten floors really put me off, but some new floor panels and a carpet set made things right. I had lots of slightly used TR4 bits left over from another project, so in no time the interior was clean and tidy. The old top from the "Purple Peril" found a new home, and a trip to Discount Tires had me rolling along nicely. After much tinkering, the TR4 was ready for its first major outing: the January 28<sup>th</sup> San Antonio Jaguar Club Luckenbach Rally.

Needless to say Sarah Ann's beloved TR4 performed flawlessly and I am sure she was smiling as she looked down upon us from Heaven.

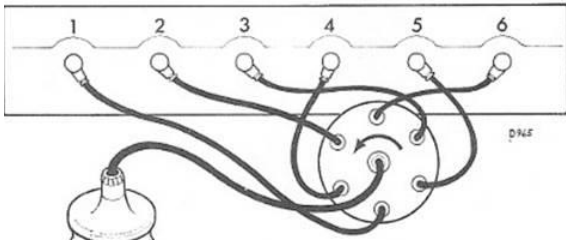




### JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



### TR6 Soft Top Folding

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



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



1 Fold top forward without folding back window



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

### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

Spin on oil filter sizes: TR6 Fram PH3600  
TR8 WIX 51515

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

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

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

Seat Belt Refurbish

Service After Storage

Rear Wheel Bearing End Float

Speaker Box Install

TR6 Wind wings

Rear Sway Bar Installation

Triumph Rain Cover

Flywheel Ring gear rework

Rebuilding Triumph TR Trans/Overdrive

Rebuilding Stromberg Carburetors



## **Greasy Hands Garage North Update by John Phillips**

**1/10/2017** - Denny and Jim got me off to a good start yesterday by helping get the engine back in the TR8. Today, low on motivation, time was spent in the shop attaching the driveshaft, the speedometer cable, the line for the oil pressure gauge, the wiring for the starter and oil pressure switch.

The brake calipers were reinstalled and the hoses for the power steering system were secured in place. Unless something has been forgotten only the exhaust system installation remains and replace the wheels and that will be all under the car.

With a higher level of motivation more could have been accomplished. Time for some more cold medication and a nap. More tomorrow.

**1/11/2017** – This morning it was time to tackle the exhaust system. I went to O'Reilly's and picked up some spark plug type anti-seize huckempucky and a new oil filter for the 8. The anti-seize was used on the exhaust connections so they would A. go together easier and B. so they would come apart easier. Permanent installations

on a Triumph have proven to be rare in my experience.

The filter was filled with Lucas brake in oil so that when the system is spun up to make sure everything is oiling, the first thing that hits sensitive parts is the best thing that I had. This is pretty good stuff. The gasket was oiled slightly and the Wix filter spun into place on the oil pump housing.

The next thing was to reinstall the exhaust. The forward pipes were attached to the exhaust manifolds, then the mufflers and cross pipe were pounded into place. Lastly the rear pipes were pounded into place and the rubber donuts used to support the system at the back and just forward of the differential.

Of course before the connections were made the anti-seize huckempucky was smeared on each pipe connection. We shall see how it works out.

Lastly for today, the front wheels were put back on and the lug nuts torqued to 74 lb. ft. Jan reminded me that if I expected to be able to get out of bed tomorrow it was time to stop for the day. I agreed.



Tomorrow it is time for electrical and hose connections and fluid replacement. So after that, start up.

**1/12/2017** – Jim joined me in the shop to help with finish up chores. Connected hoses for power steering, coolant and clutch fluid. Put the air conditioner compressor back in place and added the belt which we tightened.

The wiring harness was connected to the alternator and a couple of wires were added to the starter which were missed yesterday. The engine to frame ground was connected. So far the only thing not fully sorted is the cooling fan wiring. That should not take long in the morning.

Engine oil and coolant were added as were clutch fluid and power steering fluid, but more coolant and power steering fluid are needed. Trip to Tulsa tomorrow.



Jim did help bleed the clutch and connected the carb linkage and clutch hose. We had a good morning and got everything done that was intended. Chad is coming this weekend to help get it running.

**1/13/2017** – So, here it is Friday the 13<sup>th</sup>, a day famous for the extermination of many Knights Templar. The knights became feared by the church and were for the most part eliminated.

The Masonic fraternity is an outgrowth of the remaining Knights and includes the Scottish Rite, York Rite and many other lesser known organizations.

Many of our country's founders were Mason's and much of our history is based in the order. The dollar bill exhibits a masonic apron presented to Washington by John Paul Jones or Lafayette, I forget which.

Masonry is recognized as the world's oldest fraternity but like most things is much less popular today than in the past. Ok, enough of that.

What I forgot yesterday was to reinstall the shifter in the top of the transmission. That was



taken care of this morning.

Part of this assembly is a nylon button that functions as an anti-rattle device. This ornery little button is spring loaded to put pressure on the shifter to limit movement. If it gets away from you the button goes flying who knows where in which case I have lost one already. Fortunately this time it went in without incident.

Also completed was the connection of the cooling fan wiring. Some of the wires had gotten disconnected and one connector was pulled off one wire. Everything is back where it belongs. Just need to get it running now.

**1/15/2017** – Today Chad came over to help with priming the oil system, setting the timing and starting the TR8. The process was pretty typical except for having to get the wire connected to the oil pressure switch correctly. The fuel pump will not run if the wires are not in the proper location on the switch, but we got it.

The car finally started and the oil pressure gauge said 90 PSI. As the engine warmed the pressure dropped all the way down to 10 PSI at idle and the engine noise returned. Not happy.



*Chad sets the timing.*

The new water pump gasket leaks so there is more to do before it sees the road but I have decided to just drive it and enjoy it as long as it lasts. My first trip will be to Midwestern Engine to



see what if anything they have to say about the engine. We will see.

**1/16/2017** – This morning I went to the shop prepared to drain the coolant again so the water pump could be removed for gasket replacement. There did not appear to be very much coolant in the container placed under the car the night before so I decided to test drive the car to see if the leak persisted.

The car started and ran as if the electric choke was not working on the carb. That will have to be checked out. Also on the punch list is a non-working speedometer, brakes working on right front only and a bad engine miss below 2500 RPM.

On the plus side it appears the gasket on the water pump may be holding, which if it is will save a lot work replacing it.

Most major jobs on cars require some elimination of bugs. These issues will be worked through and that is why they call this a hobby. If I needed to drive the thing to work tomorrow it would be a problem. As it is it is just an irritation. And, since I am tired, I am taking the rest of today off. Not! Jim just called and wants to work on his Toyota.

Jim checked the brake pads on the Sienna and all was well. While he was here he helped put the bonnet back on Tinkerbell. Although the 8 started and ran earlier today, au be it badly, it did not start this afternoon. The fuel pump is not pumping fuel to the carb so some more de-bugging to do. Lots of patience is in order. Keep thinking hobby, hobby, hobby.

**1/19/2017** – Testing, testing, is this thing on? So a jumper wire was made to ensure that the fuel pump was getting power. Done.

The bonnet support was put back in place and fastened down. The car started. Time for a test drive. It started and I backed out to the street and headed East the right to HWY 20.

The car was running badly and the brakes were acting up. Fifty feet after getting on 20 the brakes locked up and the engine died.

A guy topping Keetonville hill hit his horn but finally realized I was having trouble and helped me push it off the road. Another good Samaritan gave me a ride to the house where Jan and I got the truck and returned to the car.

A tow strap was attached to each and Jan drove the truck pulling Tinkerbell. We made it home and the car put back in the shop.

Ok, so what the heck is wrong? My armchair diagnosis is twofold. The old brake hoses are swelled internally not permitting fluid to move and release the brakes after they are applied, so new hoses will be on order today.

As for why the car is running badly, I believe the choke is sticking open. If so this should be an easy fix. We shall see.

If you are wondering why the oil pressure switch is causing me so much trouble, three have been purchased, only one has worked so far.

This system is a little complicated. The center post is connected to the white/orange wire. This wire is intended to furnish power from the starter solenoid which is temporarily energized to start the car. The thing to remember is that there is no oil pressure at this point in the process.

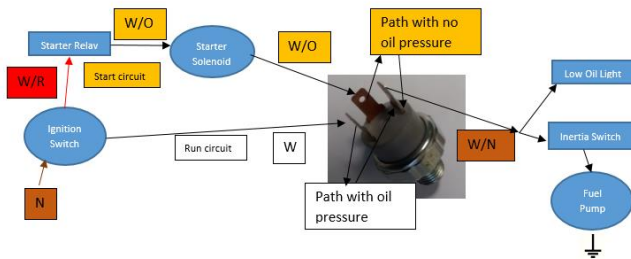
Power flows through the switch to the white/brown connection on the right, the fuel pump works and the engine starts. When oil pressure is present after startup, the switch moves internally away from the white orange post to the left side white post. White powers engine operation from the ignition switch.

Taking power from the white wire the engine runs until one of 3 things happen. If the ignition switch is turned off the power is cut. If oil pressure disappears the power is cut. If the inertia switch is operated due to a collision the power is cut. When any of these 3 things happen power to the fuel pump is cut.

During my testing phase, there is a jumper wire between the left and right connection which allows white power to the fuel pump when the ignition switch is in the run position, effectively bypassing one of the safety gizmos while I get the bugs out of this thing. Simpler is better sometimes.

So now you know everything you need to about the oil pressure switch on a 1980 TR8. Class is over.





**1/20/2017** – Did not do much today but did start the car and let it warm up. The choke appears to be working.

The brake hoses are on order. Just received a message from Woody, “*Out of stock till Wed. Sorry*”. Figures.

Planning a visit to Hank Sossin in the next few days to check out a fuel leak that he thinks is coming from the bottom of one of his carbs. The obvious guess is a failed O'ring on the plug in the center of each float bowl.

So a couple of O'rings will come out of shop supplies and a visit will be made to change out the O'rings. Will probably throw in some fuel line just in case there is an old split line somewhere.

While in Tulsa it will be a good time to drop off some more scrap metal to Andy. Tom's exhaust and some old shocks from Tinkerbelle as a minimum.

**1/22/2017** – Today the fluids were rechecked to make sure the levels were as prescribed by specifications. The engine oil was fine but the coolant and power steering fluid required topping off.

Next was a wiring issue. When Chad and I were working last Sunday a modular connector with 5 wires attached dropped from under the dash. A review of the wiring diagram revealed it was part of the windshield wiper system.

A quick look under the steering column was all that was needed to see the wiring harness from the switch was severed. The switch was removed and the 5 wires soldered back together and sealed with shrink tubing followed by wrapping with electrical tape. The switch was reinstalled and a test of the wipers is pending.

While my mind was there some polishing compound was used to remove a little more of the scratch in the windshield left from bad wipers or dirty blades. It is a very slow process but I prefer to believe it is working.

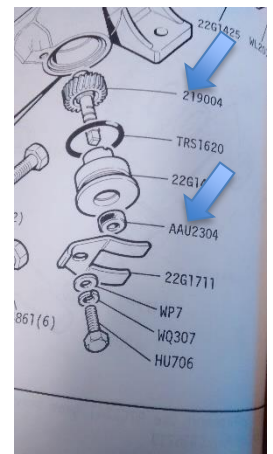
Next the routing of the plug wires was changed to clean up the look and separate wires from hot parts. Now if I can just get those brake hoses.

**1/23/2016** – Hank was not available to work on his car today so I tweaked on the TR8 a little more. Jim Lindsey and I did not get the bonnet location adjusted as well as I would like so it was redone and fits better now.

A little more polishing on the windshield was done but this is going to take a long time. The polish is very fine so as not to do more damage to the glass.

When tired of rubbing a switch was made to the non-functioning speedometer. On the advice from Woody I checked the attachment at the transmission. **There was no drive gear.**

A message was sent to Woody requesting that the drive gear from my old transmission be sent back for installation in the newly rebuilt unit. The other part that **missing is a grease seal.**

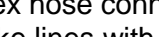


Since it fits down in a hole it should have no effect on the length of the cable. I think I will remove the cover and see if there is a gear in there.

**VOCP** (Vehicle Out Of Commission For Parts). An old NASA acronym that means HURRY UP. Message from Woody says gear will be shipped with brake hoses tomorrow. Due Friday 27<sup>th</sup>.

**1/26/2017** – Another think learned about the TR8 is that it has 3 brake hoses in lieu of 4 as on a TR6. Since the rear axle is not independent suspension but a live axel, the rear brake lines move with the axel.

The rear flex hose connects the axel mounted steel brake lines with a body attached steel line from the master cylinder. I like the improved efficiency of this system.



A technical diagram showing a rear axle assembly with a flex hose connecting the axle-mounted steel brake lines to a body-mounted steel line from the master cylinder. A blue arrow points to the connection point of the flex hose.



The more I learn about this car the better I like it. The only thing found to be a negative, in my opinion, is the electrical system. Much more complicated than my TR6.

The factory carpet set was a much better installation than the aftermarket stuff but it looks ok.

Yesterday Jim Lindsey dropped off a portable work table for use in the shop. It will replace my old

wooden/formica work bench slammed together with a piece of old cabinet top and some 2x12 left over wood legs. I think this is going to be a little bigger and a lot more stable as a work surface. **Thanks a lot Jim for everything you have donated to the shop. I/we really appreciate the improvements.**



**1/27/2017** – Well there was can of black paint left over from some of the TR8 stuff so it was sprayed on the donated work table. I think this is going to work out well as it is the same length as my old table but about 4 inches wider with wheels on one end. Great size.

As scheduled the speedometer gear and brake hoses arrived this morning. The old hoses had already been removed as had the plug in the transmission where the gear is installed. I noticed a jeep in the drive and opened the shop door putting a scare into the lady delivering my parts. Guess I was a little anxious.

I had requested that an oil seal that is placed at the junction between the cable housing and the plug that positions the speedometer gear but it was not received and there was no explanation. If a leak develops one will be ordered.



By noon the new parts were installed and the brakes were bled. Time for a test drive. The car started and as the carb was fiddled with it died and wanted to wait a while before it started again.

It did eventually start and it was driven about 4 miles around the house so the walk home would be manageable if needed. It was not needed. I did notice the turn signals were not working so that will get sorted soon. No currently aware of any other issues.

The idle speed had been set high so the engine would not stall and also to see what effect this had on the noisy engine issue. The noise was reduced a lot. Back at the shop the idle was brought down to 1000 RPM, a little over the recommended high of 900. When the engine has more miles on it the idle can be readjusted as appropriate.

With the idle readjusted the car was backed out to the road with intention of going for a longer ride. I stalled the car on takeoff and it would not restart presumably because it was warmed up and the very tight tolerances were holding it back from restarting.

It was coaxed back into the drive and coasted to the shop. After a cooldown and a cleanup, me not the car, we will try again. Stay tuned.

More: Well the cleanup was only partially successful but the drive was a success. Tomorrow will see some errands run and some fresh fuel. Hopefully the turn signal issue will be resolved. Having more fun now.

**1/28/2017** – Today's agenda was to repair the turn signals on the TR8. Some of the research on the wiring harness was helpful and replacing the blown fuse seemed to give hope to correction.

In the end though the cause of no power to the flasher has not been determined. The signals are still nonfunctional.

I did drive the car anyway to get some fresh fuel. After that I visited the credit union and went on to O'Reilly's to return some cars stuff not used during the last engine assembly.

Then a visit to Reasor's for essentials. The point of this is that I made it to these places and away from these places with little difficulty. The car still has a miss in the engine and it does not start easily. It appears there is some tuning to do.



On the plus side when you step on the gas it goes and sounds very good doing it. This is turning out to be the little hot rod I wanted. Still much to do.

**1/29/2017** – The assumption made after replacing the fuse yesterday was that the turn signals did not work as shown by the discussed test drive. The direction lights on the dash did not light up to indicated the signals were working.

Today I did a quick check on the wire from the fuse box through the hazard flasher to the turn signal flasher to determine whether or not power had a good path, aka continuity. The continuity check was positive and eliminated a bunch of potential bad problems. This is good.

Then I looked for power coming out of the flasher and that was good. So I decided to just test the switch by trying the signals and they worked as they should, but there was still no indication on the dash light. I think I will live with that for a while and just have some fun driving.

While I was at it the head lights, running lights and brake lights were checked and working fine. Not perfect yet but very good. Tune up stuff is probably next.

Went for a ride of about 100 miles today. There is a stumble upon acceleration and it backfired a little through the carb once but all in all it runs really good. As usual there is a lot to do but that is what makes this a hobby, right?

I tried to turn the radio on but it does not appear to have any power. Will most likely work on that next.

**1/30/2017** – The first thing for today was to take a look at the plugs after yesterday's drive. They showed a lean condition so I watched a video on YouTube to see the proper way to do it on a Holly Carb.

They used a vacuum gauge to adjust the fuel/air mixture, however when I hooked up my gauge there was no vacuum at all. Each adjustment screw was turned ¼ turn to richen the mixture before a trip to Tulsa.

I also noticed that there was oil in the air filter which will need replacing after the cause of the excess oil is eliminated.

I drove to Grand Prix auto parts for another gallon of waterless coolant. The car has enough now but I had no supply in case some is lost for some reason.

Then a stop was made to visit with Jack McGlumphy for a few minutes, then lunch at the Corner Café adjacent to the Meadow Gold sign. Very greasy. Can't recommend the food but the service was tops.

The next stop was Midwestern Engine Rebuilders to get an opinion on the noisy engine. They were told that the oil pressure is much better but the noise is still there. They listened to the engine and now think it to be in the preload on the lifters. If so the issue can be fixed by either: A. different pushrods, or B. removing some material from the rocker pedestals, depending on what they determine by their testing.

We discussed the shims that Chad and I put under the rocker pedestals previously and they speculated on whether up may have been the wrong direction and want to see what happens with more pressure instead of less.

The car goes in next week for some evaluation using adjustable pushrods to determine what length will apply the correct amount of preload on the lifters to stop the noise if that turns out to be the problem. Stay tuned.

**1/31/2017** – Went back to the internet last night to try again to find some more guidance on adjusting a Holly carburetor so today the vacuum gauge will be attached at a different location to hopefully get enough vacuum to help with the adjustment. The bigger cam supposedly affects the way this process works so this is a trial and error thing.

According to what I found the symptoms now experienced can be eliminated with a proper adjustment of the air fuel mixture. That will be very good.

Some of the electrical issues are also on the agenda while waiting to get the car into Midwestern Engine Rebuilders for noise evaluation/elimination. The radio has no power and the indicator lights for the turn signals would really be helpful.

Well, the air/fuel mixture is richer but the miss in the engine is no better. Must be an ignition problem. Will start work on that tomorrow.

**2/1/2017** – O'Reilly's had to order the new spark plugs and will be available in the morning. The carb air fuel mixture adjustments are working. The car runs much better and starts easier. However, the choke is not working as it did when

first installed on the car. It appears it will need adjusting as well. Something else to figure out.

**2/2/2017** – The 8 was used to pick up Jan's brother from work at Rogers State University yesterday and it missed badly at one point about ½ way back. I woke up this morning wondering if it is running out of fuel.

The first thing today was to check the in line fuel filter and the filter between the carb and the carbon canister. There being no restriction or resistance to a blow through they were just reinstalled.

The fuel line was re-routed around the other side of the carb to hopefully reduce the amount of heat applied to the line which may help reduce boiling of the fuel in the line when the engine is turned off. Kent had wrapped the fuel line in some heat resistant material some of which is still in place. I may have to replace what was removed.

After a trip to O'Reilly's for spark plugs I was sleepy when getting back home. Maybe I will do more later. A sinus infection may be sapping what little stamina I have left. Something sure is.

**2/3/2017** – Today the new spark plugs were installed. There is a special anti-seize compound especially for spark plugs in an aluminum head I learned recently so it was applied before installation. Of course the gap was also set at .035" which is a little over the setting for the engine since it has the electronic ignition.

I should note that plug #8 was coated with oil when removed and appeared to be not firing. It was badly fouled so there was hope this was the source of the miss in the engine.

I watched and read as much information as I could find on setting the choke on a Holly carb. This is new territory for me and it was showing as I fumbled my way through it.

I also checked the voltage on my power source for the choke and it was ok. After adjusting a couple of things a test ride was in order.

The miss is indeed much improved and perhaps gone. Not sure how much my imagination is at work at this point. Time will tell.

The choke is no better so more to do there.

Drove the 8 to Owasso for burgers and found out there are no dash lights. Hope it is just a fuse. Check it out tomorrow.

**2/4/2017** – All fuses are good so that is not the problem. I fear the printed circuit board that feeds the lights is toast. I have inquired of the TWOA as to what is a recommended replacement system.

**2/6/2017** – Today I was to contact Midwestern Engine for a time to take the TR8 in for an engine evaluation. The time established is Thursday the 9<sup>th</sup> so now I have time to work on the choke before taking it in.

Sam says he is an expert on Holly carbs so if he wants to pitch in that is great. Time to give him a contact.



## Classified Section

# For Sale:

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

### Sam Clark

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

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

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

Sam Clark



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



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

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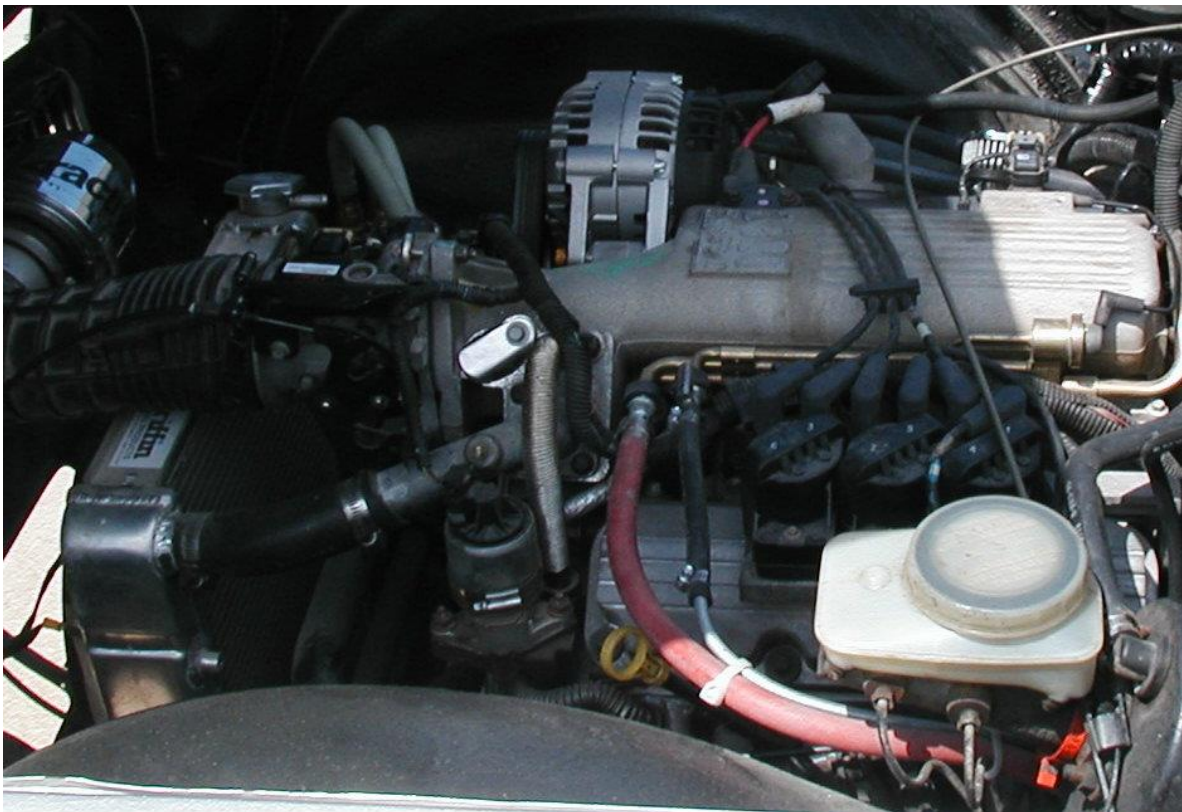
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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

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(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



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Figure 2 **TR8 WHEELS /  
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PEOPLE STUFF	MEMBER INFO		CAR MODEL	YEAR	COMMISSION#
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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

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 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.

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