



Triumphant Times

Green Country Triumphs

Monthly Newsletter for January 2016

<http://greencountrytriumphs.org>

From Vice-President *Denny Robinson*

I hope all had a good Christmas and wish all of you a Happy New Year!

While the weather was warm on Dec. 24, I took the granddaughter for a ride in the Spit. This normally would be an unusual thing to do this time of the year, but it was 65 degrees. We both enjoyed the ride. The Spit is starting a lot better with a new starter and fuel pump. Guess the old one's were getting weak before it finally quit altogether.

I haven't been doing much over the holidays except doing what Kay wants. I have been working on my 1937 Maytag gas washing machine motor. Parts should be here this week to finish putting it back together and running. Don't know what I will do with it except watch it set there and run. The first motorbike I ever rode was powered by one of these.

Still have two tractors to run through the shop sometime this winter. No use getting in a hurry as they have been waiting for a few years, besides I'm retired.

For those that couldn't make it to the Christmas party at Rolf and Adele's home. You missed a good time and fellowship. The Dirty Santa exchange was fun and I was the winner of the horses this year. Some lucky person will receive it next year.

Adele and Rolf outdone themselves with a huge cake that had our club logo made into it, the meal she had prepared was outstanding and both were great hosts. Hope John puts photo in the newsletter.

Hope to see a good turnout at this month's meeting at Zios on 81st and Lewis Jan. 19 and don't forget the planning meeting at Tom and Dorothy's on Jan. 9 at 1 o'clock.

NEXT CLUB MEETING:

Tuesday January 19th
Dinner at 6:00 PM
Meeting at 7:00 PM
Location: Zio's
81st and Lewis

Minutes of the Last Meeting from Secretary *Adele Blom*

The December meeting of Green Country Triumphs was held on Saturday December 12th at Adele and Rolf Blom's house in Tulsa. President Jack McGlumphy was not present so Vice President Dennis Robinson called the meeting to order after dinner was finished. The meeting unusually informal because everyone wanted the move on to the "dirty Santa" gift exchange.

The minutes of the November meeting had been published in the December newsletter, and they were approved without objection. There was no report from the treasurer available at the time of the meeting.

John Phillips gave a short parts report covering his recent activities at "Greasy Hands Garage—North." The Show committee and Membership committee had no report.

Tom Chronister gave the activities report. As the December meeting/Christmas party (then in session) was the final activity in 2015; he simply mentioned that there would be an activities planning session at his house on January 9th. The meeting will begin at 1pm and it is suggested we bring side dishes which would add to the main entrée, which will probably be a beef brisket. As

always bring your own drinks; and importantly ideas for activities you would like to suggest and help organize.

With respect to old business, Adele Blom made a report of where name tags could be bought for a reasonable price. Jan Phillips gave valuable discussion based on experience. A motion to drop getting name tags made up and instead to have paper labels at each meeting which stick on was made by Jan Phillips. It was approved unanimously. Tom Chronister said 18 license plate frames had been delivered and those who still want them can go on line. An embroidery place has been researched which can take our own shirts or hats, etc. to look like our insignia. Meeting adjourned without opposition.

Engine Noise

Snippets from e-mail, etc. worth sharing.

Gentlemen:

See the attachment for 2016 activities, hopefully I listed everything we covered during today's meeting. It is a starting point and can be revised as the year progresses. Hopefully, we can make the Saturday breakfast out and back a regular activity. John, in the next newsletter **put in a note indicating that if anyone wants to order club shirts that they should contact me ASAP.** At this time I doubt I have enough shirts ordered to meeting their minimums. I will go ahead and order the minimum of 1 dozen caps.

Tom Chronister

Big thanks to Rolf and Adele for opening their home to club members for the Christmas party. Jan, Louise Wood and I were all very ready to head home way too early due to not feeling well.



Great Cake enjoyed at the party. This thing was huge. Good job.



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 Fort Gibson Lake The phone number at Sequoyah Park is 918-772-2545	Coordinator Al Garbart
Oct 3 to 7	VTR National Convention	Lake Texoma Pottsboro TX
Nov 5 2016	Guy Fawkes dinner	Coordinator John & Jan Phillips
Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator John & Jan Phillips

Here is another. A TR3 with a beego Ford V8



Well, it is done. What do you think? Ok, I can wish can't I? Nice looking car Tom Needham found on the internet.



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/>

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

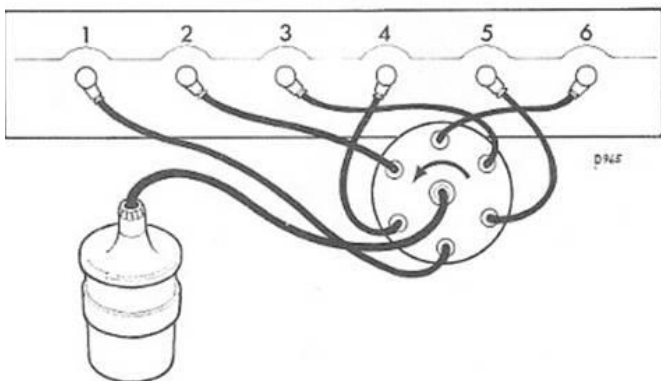
Date: October 3 - 7, 2016

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

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.



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 Transmission 30 Weight Non-Detergent Oil (Ask at your parts store) 1 1/2 Qts.

TR7 & TR8 5 speed transmissions: The current lubricant of choice for the LT77 is GM Synchronesh. It appears to be ATF-based and pours like ATF but, through the miracles of modern chemistry, meets 75W90 gear oil specs. It has the proper viscosity for low temperature operation and also contains the proper additives for synchronizer performance and the protection of any yellow metals in the transmission. No matter what the counter jockey may say, this is **not** GM ATF fluid (Dexron II or III). What you want is "GM Synchronesh Transmission Fluid", part number 1#12345349, available from your friendly GM dealer at \$7/qt.



Tips passed on by Tom Needham

John-

I copied these tips from www.lbcarco.com {Little British Car Co.} - therefore the names are not GCT members.

I received permission to reprint them as long as credit was given to Little British Car Co. and the individuals..... Tom N.

Of course edit or delete as you desire. TN

Repair Your Top or Tonneau snap Studs

From Bill Mason.

I had one of the studs for my tonneau (can also be used for top) cover come out on the rear metal clip and the nut was inside behind the upholstery and all the brackets for the top. Solution: Buy some very small plastic wall plugs and push one into the hole and then fasten one of the screw type studs into it. I used this method years ago and it is still a solid fit.

No Parts Washer? Try Oven Cleaner

From Scott Allen.

In cleaning the suspension parts for painting I discovered something that should seem obvious: for those of us that don't have a parts washer oven cleaner is the best part cleaner I've run across. One application did the trick for most of the parts while a second application was enough for the rest. It washes off with water and doesn't craze paint, and if you use the fume-free kind you can even clean the parts indoors.

Hot Seat?

From Sherry MacGregor.

I do not have a cockpit cover, so my seats get blazing hot in the summer if I don't want to put the top up while I run into the store. An inexpensive solution I have found to this problem is to use the pop up windshield covers. When I am driving they fold into a small circle shape and when I park I can unfold them into a rectangular shape, which fits over top of the seats from the head rest to the dashboard. This effectively keeps the seat cool and the contents of the car concealed. It also keeps light rain off of the seat.

Keep Yourself Clean During Oil Change

From Peter Burnside.

When it comes time to do that messy changing the oil filter, wrap a plastic bag around the filter (after you have loosened it a bit) and then spin the whole thing off, it's better than getting an armpit full of hot dirty motor oil.

Rounded Bolt? Socket Won't Fit?

From Mark Jackwood.

Here is a tip I learned working on bull dozers and tractors. If the head of a bolt is rounded off and a wrench or socket just won't turn it, (which happens a lot with rusty LBC's) hit the end of the bolt with a hammer to flatten out the edges, then put the wrench (best to use a box end wrench if possible) or socket back on. You may need some gentle persuasion with the hammer to get the wrench or socket back on, then loosen as usual. Works every time!

Simple Theft Tool

from John Orrell.

An interesting way of monitoring your car. Some owners are so worried about theft or damage to their car, they do not like to leave the car in a motel parking lot overnight. Don't worry anymore. If you have this fear, you need to buy a baby monitor and place it in the car in the parking lot. Not only can you hear if someone tries to take the car, you also get to hear all the comments as people take a look at your prized possession.

PrepH

From Anon

This tip is not about fixing a car, it's about fixing yourself. At one time or another we have all burned parts of our body on hot exhaust pipes, manifolds or headers. A while back, my old Triumph motorcycle fell on me. The burn was

about 2"X3" and starting to hurt like hell, I ran in the house and got a tube of Preparation H and put a good coat of the stuff all over the burned area. Pain gone in a few minutes and a week later when I was at my Doctor for my yearly tune, up the leg was looked at by a pro. The Doctor was floored at how fast the "very bad" burn had healed and awed by how well the Prep H worked on bad burns. After thinking about it the Doc concluded that the fix was sound and I wasn't as dumb as he thought.

Engine Noise

Snippets from e-mail, etc. worth sharing.

From:

The_British_National_Meet@mail.vresp.com

Reply-to: reply-c78422125e-7cdc1bf362-8bf4@u.cts.vresp.com

Sent: 12/24/2015 11:40:49 A.M. Central Standard Time
Subj: 2016 British National Meet

This years event will be held at:

The Arkansas Aeroplex
4701 Memorial Dr
Blytheville, AR 72315

June 3rd & 4th 2016
for more information and a list of event,
please go to:

<http://www.TheBritishNationalMeet.com/>

emails will be sent out when registration is available.

Engine Noise

Snippets from e-mail, etc. worth sharing.

From Chad Jester

The Society of Automotive Engineers (SAE) published a paper in 1995 suggesting how outside mirrors could be adjusted to eliminate blind spots. The paper advocates adjusting the mirrors so far outward that the viewing angle of the side mirrors just overlaps that of the cabin's rearview mirror. This can be disorienting for drivers used to seeing the flanks of their own car in the side mirrors. But when correctly positioned, the mirrors negate a car's blind spots. This obviates the need to glance over your shoulder to safely change lanes as well as the need for an expensive blind-spot warning system.

Engine Noise

Snippets from e-mail, etc. worth sharing.

From: Janna Wilson

[mailto:janna@mredsaction.com]

Sent: Monday, December 7, 2015 4:55 PM

To: topaztr6@gmail.com

Subject: From Janna Wilson

Message from Green Country Triumphs of Tulsa

Name: Janna Wilson

E-mail: janna@mredsaction.com

Message: We have a Triumph convertible in an upcoming auction, and believe there is an error in the title we have. Can anyone in your club assist us in decoding the commission number? It is: FC 28354 L We are unsure of the year. The car is set for auction on December 14. Thank you, Janna Wilson Mr. Ed's Auction Co.

Response:

Spitfire

■ **Spitfire 4 (Mk1)**

Oct. 1962 (1963 model year)-Dec. 64 (1965 model year),
Commission # FC1- FC44656
45573 cars made.

[More information...](#)

It appears the car is a very early version of a Spitfire made in the first year. Probably tagged as a 1963 model.

<http://www.triumphspitfire.com/History.html>

John Phillips

Green Country Triumphs

Greasy Hands Garage North

Claremore, OK

<http://greencountrytriumphs.org>





Greasy Hands Garage North Update

by John Phillips

12/1/2015 – After getting the newsletter out I decided to get started on next year even though at this point there is still a month to go in 2015. As you may recall I was in the middle of trying to find someone to mix up some Midas Gold paint for

In the meantime some POR-15 was purchased and used as it is ok to paint over in case I do find the color matching paint. If not it will just stay semi-gloss black.



While waiting for coat 1 to dry there was some shopping to do. After that, coat 2 was applied and left to dry. I started to clean the engine mount brackets but was tired so I called it a day. December has started with me not feeling my best so it is hard to stay hooked up to the restoration some days.

Thursday, while in Tulsa anyway, the plan is to drop the exhaust headers off and have them ceramic coated in a bright aluminum color. The air conditioning guy is a mile away so the air components will be dropped off for evaluation and refurbishment.



Tinkerbell. The engine bay frame rails needed some paint pretty badly.

If the suspension goes back in on Friday I can start on interior and trunk stuff after which the new top can go on. Plenty to work on while the engine is getting attention.

12/2/2015 – Today Frank wanted to work on his car again to see if we could get everything straightened out and get the car running with the newly rebuild distributor.

We started all over again at the top of the oil pump and made sure everything was set as it should be. The gear that drives the distributor was out of position by about 160° so we spent some time getting it right where we wanted it.

Next the wires from the cap to the plugs were repositioned in the correct orientation and sequence.

The test light was set up to do the static timing and with the ignition switch in run position and the number one piston at 24° BTDC the light was lit. The distributor was turned until the light went out and we were ready to start the car and start it did.

The timing light was used to do final set on the timing and the job was done. Now when Frank's yard dries some he can drive the car for a while and we can recheck everything to look for any needed improvements.

12/3/2015 – Good day for the shop but not in the shop. This morning after a leisurely start a trip to Claremore was made to do several things. The first was a visit to a medical supply place to try to get authorization from the government for a piece of CPAP equipment. (Political comment deleted).

Next was a visit to Auto Paint Supply to check on the status of their finding the needed information to mix Midas Gold paint for me to touch up the engine bay. Their contact is on vacation so they don't know anything yet.

So now it is on to Tulsa and a stop at Bryant's Auto Air to drop off the air conditioner components for evaluation and upgrade. So far there will be hose replacement as needed, the compressor type has had upgrades and the newer ones make a nice upgrade so that is on the list. As Al can attest, there is a funky little switch that turns

the second cooling fan on when the air comes on that is subject to failure.

Charlie Bryant had a very simple and reliable upgrade switch so that will also be incorporated.

The component in the heater assembly will be checked by them when the car can be taken in for final check before making the system operational. That way if that component is ok the dash does not have to come apart.

This is very exciting for me as the air conditioner was the main reason for buying another Triumph in the first place.

The next stop was at Precision Coatings on E 42nd street. The exhaust manifolds were dropped off for a bright aluminum color ceramic coating to improve heat control in the engine bay and appearance of the overall set up. Even Frank was satisfied with their product.

After that it was on to the Cardiologist who finished by saying if you need me call me, otherwise lose weight, exercise on the elliptical for 4 or 5 minutes at least once a day and eat like a rabbit. It occurred to me that he actually might have said 45 minutes. Good thing I wasn't wearing my hearing aids. Sounds great, right? Right?

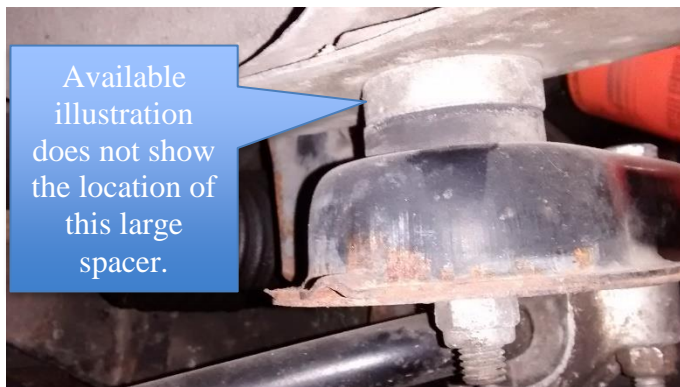
Chad is working through end of the month issues at work so the engine dis-assembly is progressing slowly. He is saving the damaged engine parts for me so we may have a show and tell at a meeting after they have been picked up.

12/4/2015 – After doing what Jan wanted I headed to the shop about 10 am and started cleaning the parts that hold the sub-frame in place. The sub-frame holds the steering rack and front suspension as well as the engine. With it back in moving the car as needed becomes possible.

Tom Chronister arrived and took over the cleaning operation and I concentrated on figuring out how to put everything back together. The TR8 manual is less user friendly than the TR6 Bentley manual as it has fewer pictures and illustrations to help figure things out. Likewise, the parts books do not show where the components are supposed to be in the assembly.

Tom Needham also came out to help and we wrestled the sub-frame and suspension back into place. The only thing we could not figure out was where one large spacer belonged in the sub-frame attachment to the main frame.

The only illustration that we could find was not detailed enough to help so Tom Needham



headed for home and Tom Chronister and I made a road trip to see Jack McGlumphy and his wonderful TR8. I took a picture of the stacked up parts so as not to forget how it is assembled and then bought lunch for my friends Jack and Tom.

Back at the ranch Tom and I made quick work of putting parts in as they should be and called



it a day about 2:30. Jan said Sam was at the house for a while but he had left before Tom and I got back.

Tinkerbelle is again ambulatory so the rack can be used for other purposes if needed.

12/5/2015 – Saturday and Tom Needham held up his hand for some carb assistance. He purchased some new carb needles so he brought them out to have access to a Posi-drive

screwdriver. He knew there was one here because he furnished them to the shop.

The needles were replaced at the bottom of the air valve and the air valves put back into the carbs. The car was started and the fuel mixture adjusted. One choke needed a little adjusting while we were playing around. In my opinion there was nothing wrong with the old needles but there were signs of a buildup of ethanol residue.

At this point Tom is testing the result of changing the needles. I expressed the opinion that the problem will remain until the work on the head is completed. At some point a leak down test will be performed to see if the results are supportive of the compression check done previously.

As for Tinkerbelle the engine mount brackets were cleaned but I decided to have them powder-coated while they are out and available since they are visible in the engine bay.

12/6/2015 – While in the shop for a very short time today a bracket that supports the power-steering hoses was replaced on the reinstalled sub-frame. Difficulty was encountered due to a reconfiguration of the hose during replacement of the rubber hose components.

The original style swaged components that connected the rubber to the metal tubing were not available so common type compression fittings were used. The new fittings did not sit properly in the bracket so a longer screw was required and the position of the bracket may now interfere with the sump on the bottom of the engine. We will have to see what happens and make any necessary corrections when the engine is installed.

I have been on the lookout for some hooks that attach via magnet. They were located at Home Depot. It appears they will work very well in providing a place from which to hang the too long air hose. It should probably be shortened to fit in the retractable wheel on the ceiling but I would rather not do that unless absolutely necessary.

12/7/2015 – Engine mount day. I was trying to figure out if the TR6 mount was the same as the TR8. Turns out they are, however



TRF has an up-rated version for the TR8 and TR5. A set of the up-rated version has been ordered since the old ones were cracked as shown by a screwdriver stuck in the cracks in the attached pictures.

The brackets have also been cleaned and are awaiting coating. Since the mount is black the bracket may as well be also. I have the POR-15 and may as well use it so tomorrow they get black.

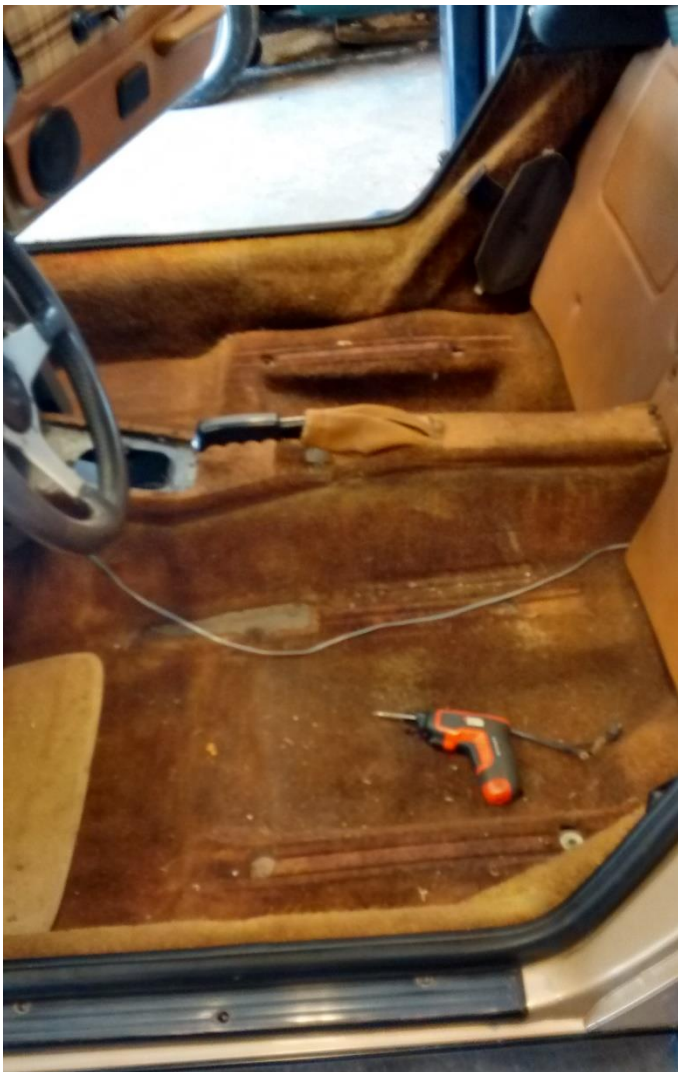


12/8/2015 - The brackets are black and drying. The seats are out to provide access to the carpet. The new carpet is a lighter color than the



original which delights me no end. That dark brown color is not attractive to my eye.

Getting the console out was a bit of a wrestling match but it is out and none of the pieces are broken any more than when I started. Next the



back panel and side panels on the center dash support have to come out. Not yet sure what else.

At 6:30 pm I joined Chad at his house to finish dismantling the engine. We actually started closer to 7:30 and finished about 9:30. The crank bearings were showing some copper but the crank looks very good as do the cylinder walls. The next step is to take the heads and block to the machine shop for inspection and honing as necessary.

In addition to worn bearings the cam was missing two lobes and the corresponding lifters were heavily dished. The bolt that I thought had gone into the engine was never found so the mystery remains.



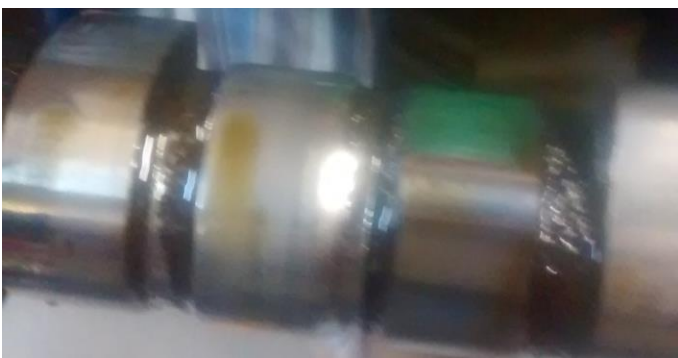
The valve covers and intake manifold are now ready to drop off for powder coating when the exhaust manifolds are picked up.

12/11/2015 – So after a couple of days of running errands and tying up loose ends today the condenser for the air conditioner was installed. It looks a little odd as it is about 1/4th the thickness of the old one. The old brackets were used so it installed the same way. The other components will install later after the engine is back in.



The next project was carpet. The nasty old stuff had to come out. After the center console was out the carpet came out pretty easily. Most of it was formed prior to installation in one big piece.

The new carpet set has lots of pieces that either glue in or just lie against the floor with no real attachment method recommended. At this point I





am inclined to use snaps as I like that method as used on the TR6.

I much prefer the new color as it is a lot lighter and cleaner looking. The dark brown just was not my color.

Installation of the new stuff is pending receipt and installation of a Dynamat kit. With the old stuff out the flimsy, tinny sound of the sheet metal made me think the car would be much quieter and sound better with the deadening material. I hope to have enough left over to also do the doors.

The new uprated engine mounts arrived today. The better quality is visually discernable. I am impressed.

The seat foam is also here and the covers should arrive before Christmas.

12/16/2015 – Going through the same upper respiratory illness that Jan did last month. Not fun. Have not been in the shop for days.

Got a call from Precision Coatings that the exhaust manifolds were done. Managed to drive



down and pick them up and drop off the valve covers, intake and a couple of water fittings for some powder coating. I like these folks.

Jim Lindsey called with an update on his project. He obtained a cylinder liner and piston from John Gauldin and it appears he was able to save the rings from the old piston. He plans to get the engine back together and get John's assistance in getting it properly timed prior to putting it back in the car.

12/19/2015 – The valve springs and Dynamat arrived yesterday but the virus is still keeping me down. I was in the shop long enough to



steel wool an aluminum bracket to a bright condition and coat it with a clear coat to prevent

oxidation. It will look as good as most of the other stuff under the bonnet when finished. Enough! Back to chair.

12/23/2015 – Jim was out yesterday and removed the crank shaft from his TR4A engine. A conversation with John Gauldin prompted the removal to take advantage of a better rear engine seal while the engine was down.

Jim did all this in the shop while I sat in my chair coughing and hacking. Really getting tired of this.

12/27/2015 – I ventured into the shop for the first time in a long time today. The idler pulley needed a fresh coat of paint so that was the first thing done. The floor on the driver's side was then vacuumed in preparation for Dynamat. I noticed a long metal screw protruding from under the car and decided to change the fastener and use the proper fender washers to make a more practical attachment.

The best process was a 1/4 inch pop rivet with a big washer inside and out but the rivet was not quite long enough. Now next time out the rivet will have to be drilled out and a different installation

process used to secure the insulation board between the transmission and the tunnel.

I left the shop and drove the new valve springs down to Chad so the heads and springs could go to the machine shop for needed work. The road was wet and it was cold but the only trouble was hitting a huge pothole at the bottom of Keetonville hill. Probably need to go see Andy sometime.

12/28/2015 – It is windy and cold but the rain and snow have stopped. It was slow going getting to the shop today but I did go. About 2 hours was spent reattaching some stuff under the



car and getting started on the Dynamat.

I was a little surprised to see that some sound deadening material had been applied to the floors at the factory. It should be really quiet by the time I finish.

I am going slowly because of lost stamina due to fighting the cold all month. I don't recover from that stuff as easily as I

used to.

12/29/2015 – More work on the Dynamat today. Ended up with a cut finger and called it a day.

Jim called to say he was going to pick up his crank from the machine shop and bring it out but it was not ready. The machining is being done to accommodate a newer type rear seal to keep the oil where it belongs, in theory.

1/5/2016 – Still not back in the shop. Ran errands yesterday and taking Jan to the doctor this morning so stuff is in the way. Picked up upholstery glue yesterday and plan to pull the top off tomorrow for better access to the areas of carpet on and around the package tray.

Chad let me know that the heads are now in the hands of Chad Hodges for rework. Funds forwarded for rework of the harmonic balancer and the block should be going for final prep prior to reassembly of the engine.

The seat covers are due to be delivered tomorrow. A decision is pending on whether to do something about the transmission or use it as is. It works well except for the 3rd gear synchro. Is it worth about \$1300 to obtain a rebuilt unit? To be determined.

1/6/2016 – After taking Jan to Jenks for a doctor appointment the phone was ringing when the garage door went up. Jim Lindsey was ready to come out to continue working on his engine, Jan was ready for some couch time and I was ready to join Jim in the shop.

Jim got the crank settled back into the block and 3 piston rods reinstalled. The front plate had a broken pivot pin which serves as an attachment for the spring tensioner so Jim purchased another pin and took the plate home to do the repair. With so few threads on the pin the previous pin had been welded in place. The hole had to be re-drilled and tapped for the new pin which will also be welded to make sure it stays in place.

As for Tinkerbell, the old top was removed to provide better access to the package tray area to accommodate new carpet installation. The covers over the shock access holes were removed and repainted. The old broken sound deadening material was removed and Dynamat put in its place.



The seat covers are here so as soon as the carpet is back in place the recovering of the seats will begin. The biggest problem right now is that the shop is completely full of the disassembled TR8.

Stuff is going to have to start going back in or floor navigation will become impossible.

1/7/2016 – Jim Lindsey came out to continue working on the TR4A engine. The replacement sleeve and piston are in and the next step is to get the lifters out for cleaning. The plan was to remove the cam and push the lifters out, clean everything and put it back in. For some reason the cam has not come out yet. Jim will continue work on this on Friday.

The carpet is going back into Tinkerbell. While attaching the back panel the screw caught the nap and pulled some of the carpet off the backing. Not sure what to do about it yet. Will have to think about it.



Jim had some hardware that was not being used all stored in a commercial grade set of drawers that he donated to the shop for club use. Thanks Jim, I am sure they will be used by the members with gratitude.



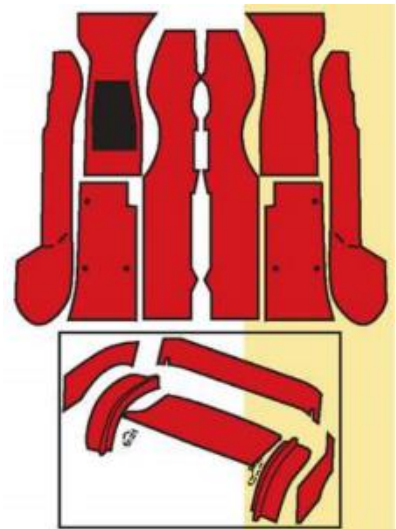
1/8/2016 – Today Jim is working on cylinder rebuilds. He rebuilt the clutch and brake master cylinders. He saw firsthand the rubber deterioration resulting from using DOT-5 brake fluid when last filled.

I finished up the package tray, correcting a couple of errors and installing the seat belts. I had not installed the small brackets that support the tray outboard of the seatbelt location but they are now in place and the carpet is appropriately glued as it should be. Not having a feel good day so I called it quits while Jim kept on working.

1/10/2016 – It was 11 degrees this morning as I fetched the paper from the mailbox. Good weather for staying inside. The shop is inside so I resumed installation of the carpet in Tinkerbell.

It seemed logical to install the floor carpet from the center out since there were so many pieces. Instead of glue I used snaps under the center console.

The original carpet was one piece; the replacement floor kit is in 8 pieces. I am not having fun locating holes and trimming back the insulation backing where needed. Lots of work.



FALL COLOR AT GHGN



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 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

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>

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

To: Pat Johnson <djlpj@yahoo.com>

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



GREEN COUNTRY 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	
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?		

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

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For Brakes, Suspension & Steering

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(918) 437-0070

Andy Wilmes C.A.T. Service Manager

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



445 S. Brady
 Claremore, OK 74017
 tony.mullenger@aaaok.org

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**Assorted TR3 & TR4
 parts Contact: Larry*
cartravel@pobox.com**