



Triumphant Times

Green Country Triumphs

Monthly Newsletter for January 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday January 17TH

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Bricktown Brewery

11909 E. 96th North

Owasso, 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

From President *Denny Robinson*

Good morning club members,

Very cold today not planning on getting out of the house. A finally received a box of parts yesterday for the 64 and the 79 Spit. I had started to take a drive on one of the warm days before Christmas and heard a clicking noise on rear-end. No room in shop so jacked it up in garage. Found an axle u-joint was bad. Made an order to Moss for parts for both spits. Hope to get the 79 back together Monday when it's supposed to be warmer.

I have the front end completed on the 64 spit except for brake pads. Engine is mostly done except for parts that came in yesterday. I took transmission apart and replaced all gaskets. Still will have to mate the engine to the transmission. First, I want to get with John and do a check on overdrive.

This next meeting, we need to get a Chair person for the planning committee and get a meeting planned.

If anyone is interested in this position, please make yourself known so we can get events planned.

I'm not sure where the next meeting will be, but should be in newsletter.

Hope everyone had a good Christmas and a Happy New Year.



From Vice President

Rob Thompson

January Newsletter

On this snowy day, I walked by my TR6 safely tucked inside the garage and could almost hear it sneer....

"Don't even think about taking me out." True I couldn't imagine it.

Just got finished buying a new Company truck, a Toyota Tacoma 4x4 Off Road for one of my guys. Car buying in some ways has not changed but in others, it's a different game. Hagglng over the price is still a process, but the older I get, I haggle less and just state what I am willing to pay, having knowledge of what others have paid and invoice information.

My beef that I cannot seem to get around is the finance officer and his/her parade of offers for extended warranties, and all the varieties that is offered, from tire/wheel replacement, protective coatings, extended warranties, routine maintenance offers, gap protection, windshield repairs and the list goes on. If I would have accepted all of the offers, it would have added about 35 % to the total purchase price. They just don't only offer them, they argue with you and attempt to make you feel like an idiot if you don't take it.

As all of you know, none of the policies are owned by the dealership but are paid by other carriers. They (the finance officer) are just out to get their commission. I told the guy upfront, please save yourself the time and trouble, I am not interested. He must be trained to get three no's before giving up. This has happened repeatedly after buying several different makes/models. After about 30 minutes or so of saying "I'm not interested", he began to throw in "deals" and lowering the prices. Still no. He finally heard me when I said "I have my own financing, just give me some papers to sign and I will be on my way."

I should have been just bold faced rude to him but doing better with that kind of attitude is on my New Year's Resolution list. So

See everyone at Bricktown Brewery in Owasso on Tuesday the 17th. If anyone has any suggestions for places to meet for our business meetings, let me know. I have some ideas for



February but let me hear from you. Stay safe out there!

Secretary's Minutes of the Last Meeting from Adele Blom

No minutes from the Christmas Party so look for them next month. Editor



2017 Club Activities

TO BE DETERMINED.

John:

Please put my big thank you in the newsletter to John Phillips, Jim Lindsey, and my son Curt Chronister for all their help in installing a new exhaust system on my TR 4. We had several starts, stops, and restarts; but in the end with every everyone's help the system is in place and works well. THANKS AGAIN!!

Tom Chronister

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.sotxttriumphassn.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 27th, 2017 through Sat morning, April 29th, 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.

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

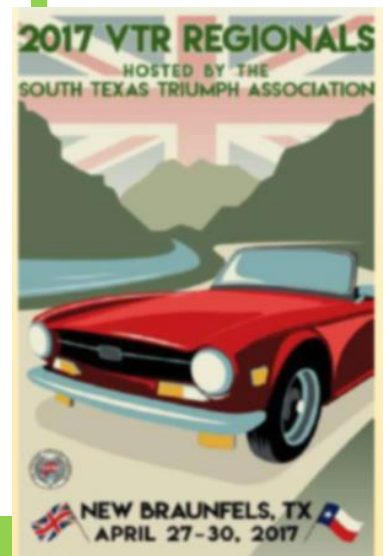
Best regards,

Joe Kboudi and Kent Kinnard

John,

After 20 years it looks like I need to rebuild my carbs. What is your recommendation for a parts source? By the way you must of done a good job of setting these up 20 years ago since this is the first time that I have touched them.

David



Hi John,

Thought I would give you an update on the painting. Well since I've never painted before all I can say is if I were described in one word it is slow. LOL.



My friend is painting the car and the paint was giving him some trouble. I think we found that one fitting was a little small so the paint was not coming out in a fine enough mist. Which

caused it to form small bubbles well drying.

To make matters worse it is getting colder and my friend was kicked out of his garage by his wife because she says the fumes are too much! I would call her a Fair-weather triumph enthusiast!

So I had to become inventive, I purchased a pop-up outside carport from Harbor freight for \$180.



Things are just now slowing down after the holidays so we can get back to work, I will let you know how it goes.

I've also decided to put the mirrors on



the hood. I know it's technically not correct but I do think it looks cool!

Have a great and happy new year!

Dr. Joe Landers

National Corvette Museum

Clark Frayser

After our epic Indy adventure, Les Neidell and I didn't just return to Tulsa . We were close enough that a family visit for Les, to Kentucky, seemed in order.

While driving Les' Alfa Romeo is pretty much always enjoyable, the rolling green hills and semi-mountains of Kentucky are the ideal track setting - this side of a real race track.

Les dropped me off at the National Corvette Museum so that I could experience the only car museum in the world dedicated to just one model. We agreed to meet at a later time and I went to see Bowling Green's biggest tourist attraction.

GM has made the Corvette since 1953 and made them near the third largest city in Kentucky since 1981, so building a museum/shrine here isn't such a stretch. Built on the edge of Bowling Green, the enterprise has grown over the last 20 odd years. Besides the museum, one can eat at the '50's style diner and buy souvenirs in a huge gift shop. A few years ago a track was added (most museums don't have one) that was the icing on the cake. It really expanded the possibilities, what with track days and varied events tied to the museum.

The exhibits were mostly, you guessed it, Corvettes. They were staged by different eras, and in time capsule settings. Race and concept cars were a big chunk as was engineering and techy stuff. I have never been a Corvette fan, not having had a crewcut since 8th grade, but it was well presented with some really engaging exhibits.

Ok, let's not kid ourselves. The main thing the general public knows about this place is the surveillance camera shots of a huge sink hole swallowing up a bunch of Corvettes in the middle of the night!

A Great Hall at the National Corvette Museum has revolving displays of interesting, historic, rare and pretty much priceless cars. In that silent video it didn't matter; the floor opened up and eight cars dropped out of sight! Maybe the biggest loss was a white, regular looking convertible except it was the one millionth made and that was a big deal! That hall is now restored and before you go in it, you go into a "cave" exhibit that walks (or in this case, falls) you through that awful night.

As it turns out, of the eight cars that took the plunge, there were a range of damages. One car could drive off after being lifted out of the hole, while some took weeks to even find (what was left) in the rubble.

The ones that could be restored, were, - including the one millionth. In taking that car apart, the restorers found that there were signatures of all the line workers from that day in 1992. They saved all but one signature. That one worker, a lady now retired and living in the area, came and signed it at the big unveiling last year.

A

The hall has lines on the floor showing where the hole had been and a bigger outline showing the entire size of the sink hole. Parts of it were 90 feet deep and it took \$2.5 million to fill, shore up, and bring back the hall.

All in all, it was a good visit. I liked seeing the Great Hall, with the restored and the crumpled-with-dirt-still-embedded-on-them, cars and the rest of the museum. But, I think my favorite part was standing a few minutes outside waiting to meet Les.

Corvettes with their owners smiling wide, would drive up and have their pictures taken in front of the shrine, I mean museum! They come from all over and it is a steady stream. Each proud owner can now show the picture of "the day when..."



Figure 1 Clark in the main hall in front of a restored victim of the sinkhole.



Figure 2 This sinkhole victim could not be saved.



Figure 3 Others that could not be saved.



Figure 4 A typical museum display.

Clark and Les Neidell drove to Indianapolis to race his 33 Plymouth last summer. The Plymouth "retired from the field" with a fist sized hole in the engine and went off for repairs. See next page for the associated story.

Hitting the Bricks

By Clark Frayser

Les Neidell and I set out for Indianapolis earlier this summer so he could race his 1933 Plymouth racer. There are fewer races for pre-war cars each year, it seems, but the Indy Historical is a pretty big one.

It is a long way from Tulsa to Indianapolis, but this time the drive was different - big time! We didn't tow the race car in the worlds second ugliest trailer, but in fact, drove in style. We shared the driving of Les' 1984 Alfa Romeo GTV6. I think all Alfa's are fun to drive and this one was no slouch. It has a super charger for plenty of pep, and air conditioning for not melting in the summer heat. The supercharger is ready to go as soon as you press the go-fast pedal. There is no lag as with most turbos. The slight downside is that whine. it often sounds like you need to upshift - like you might over-rev it. That's just my impression, (being an Alfa, it revs higher than my English cars already). It just always sounds like that.

The reason we could grand tour like that was that Scott and Linda Young were transporting the Plymouth (and Scott's NASCAR and their X-type and a golf cart!) The Young's have this marvelous semi/trailer/motor home and are also going to Indy.

In Indianapolis

We all stayed in a spacious condo, the kind Les seems to always find. We were able to all relax and re-group after long track days; but first we had to check out the track.

INDY - One doesn't need to say, Gasoline Alley, the Brickyard, the Indy 500, the Greatest Spectacle in Racing - all the things we grew up with, anymore. Well, we were here! We met up with Scott and Linda, figured out where things were at the vast (read: really BIG) infield and started getting the race cars ready.

Scott's mid-nineties Ford Focus looked not that much like a Ford Focus to me, but then it looked like all the other NASCARs and sounded just as loud too! His car requires a lot of prep to work: heating up, cooling down, charging this, checking that... The '33 Plymouth needs to have the oil checked now and then and some gas poured in the tank. This summer it did get a few upgrades so that did require a bit of fiddling. A new head, an extra carburetor and an overdrive transmission would "up" the performance quite a bit. Of course the tinker-toy steering and drum brakes held you to 1933 reality.

We all stayed busy with practices, qualifying, car shows, auction and the races themselves. Linda and I even fit in the Jaguar Challenge. This was an autocross set up to let people put new Jaguar's through their paces. After a little paperwork you could get behind the wheel of an XE or F-type and have at it, or you could have a race car driver show you how it's done. I chose everything. The F-type was a rocket but, the XE was a big surprise in that it had all the power one needed and in a great sedan package. Linda got driven around. She drove to the event in a Jaguar, but because she had on sandals the safety gods wouldn't let her drive herself. She got even the next day by coming back wearing tennis shoes and a little bit of an attitude!

On the important last practice for the pre-war cars we had a long wait on the grid. Some brilliant driver on the previous session had spread oil on about 3/4 of a mile of the track. The head of the grid workers was ready for the long wait. She had collected umbrellas that the drivers could borrow so that they didn't overheat themselves in the hot sun. With fireproof

underwear, driving suit and full helmet, it really helped to have that little shade. The funny part was that most of the umbrellas were kid's umbrellas. That Stutz or Blown Bentley just looked a little comical with a "Hello Kitty" umbrella!

Scott went on to fight the good fight on track but, Les' "33 came back to the pits on a trailer. The new engine had a hole in the block you could almost put your fist into. We never got to see its full potential that weekend.

The car show at Indy was not the biggest or maybe even the best that I'd seen, but interesting. Then the next race started. We had a lot of beautiful, interesting, rare cars to look at - and a race is going on right by us! That was pretty cool.

I had visited with a nice couple from Chicago. They had brought down their 1956 Jaguar XK140 fixed head coupe. Having one that may potentially be that good, I gravitated to them. There were also no other 140's, 120's or 150's to be checked out.

Later, while still at the car show, my new friend from Chicago got a call on his cell phone. It seems that the big auction that evening was missing some drivers. He asked me, and remembering what great father/daughter times I had had with Mary, I said I'd help. Getting to the auction early, getting my logo shirt and instructions, I found myself as "head driver". Being in the Jag Club and knowing how to start and drive old exotic cars (starter buttons and chokes) had given me a field promotion. I got to drive the most fun, expensive, cars that evening, although I did miss all but a few songs here and there of the Three Dog Night concert going on next door to the auction.

The Sunday was mostly cheering on Scott's NASCAR, as the Plymouth had retired from the field. Before we packed up to leave some thoughts on a couple of other "drives". From the stands you could see the Land Rover Challenge. Using dump truck loads of dirt, bulldozers had made a lot of random hills and people were driving new Land Rovers over them. I didn't do that, but it was mesmerizing to watch the string of Land Rovers making their way over the new mountain trails.

The "drive" was very excited about was the "crew drive". This was when the crew members were allowed to run the oval - at INDY! We all lined up on the grid, with a lot of great race cars from many eras, and some rules. No passing, Keep it under 60. Mind the corner workers and flags, blah, blah, blah. No, I was going to follow the rules; I was driving on the Brickyard! It was great to put the Alfa on the banking and I was having a ball. It was somewhat diminished when a pickup passed me. I just won't think about that.



Current Values

Something I like to keep an eye on is the value of my cars. The example below shows what Hagerty has on their web site for the 76 TR6. Check out what your car is worth. As of 12/5/2016

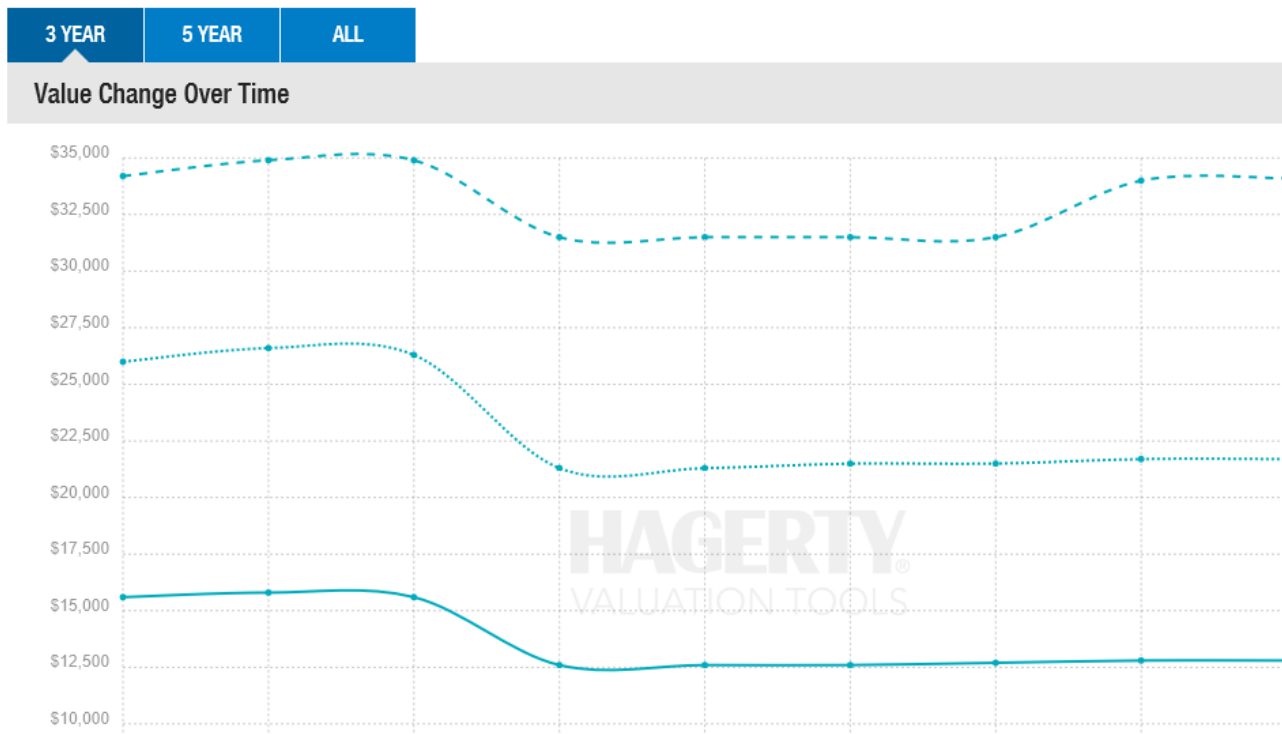
\$34,100 ----- #1 Concours

\$21,700 #2 Excellent


#2 vehicles could win a local or regional show. They can be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

\$12,800 ————— #3 Good

\$7,100 #4 Fair



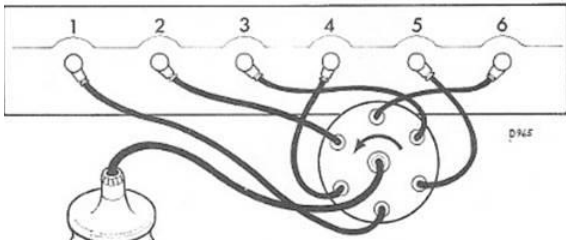
I would urge members that have cars for sale to market them nationally as values are much higher in other parts of the country. Ted Dorton received his full asking price for his car that went to Arizona. Editor

Lucas is an acronym for Loose Unsoldered Connections and Splices


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.



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



5 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

This message shows the current status of the TR8 engine as of 12/8/2016. I am sure there will be more to follow.

Daniel,

I would like to know if any progress has been made on the TR8 engine in there for evaluation and possible sleeve replacement. The last I heard nothing had been found that would result in severe engine ticking. If nothing is found I would like to proceed with the liner replacement.

If you have a source for liners that is good. If not, I have one and can order the liners if you think that is a good idea. Need to keep moving forward if possible. Let me know the current status please.

John Phillips

From: Daniel Wofford [<mailto:daniel@midwesternengine.com>], Sent: Wednesday, December 7, 2016 8:05 PM
To: John Phillips topaztr6@gmail.com Subject: Re: TR8 Engine
John,

I'm sorry I thought I had told u that we had found an oil clearance problem on the mains on the crankshaft and block. We heated them up to 180 degrees and had found the problem. We have been trying to locate main bearings to regrind the crankshaft. I will call you in the morning sir.

On Dec 7, 2016, at 9:29 AM, John Phillips wrote: The current main bearings came from <http://www.tsimportedautomotive.com/> if that helps.

I will be home until 10. If I do not hear from you before then I will stop by the shop around 2:30 after we finish our business. Thanks for the update. I appreciate it.

12/13/2016- Made a trip to Midwestern Engine Rebuilders today to check on the status of the TR8 engine. I drove the Pumkin and had a very enjoyable drive. Exercising the Pumkin is the main reason I didn't call them instead of driving down.

My first question was "Have you found the needed bearings yet?" The answer was no so after some discussion it was decided that it would be good if I could obtain the bearings to save some time and money as they would add a mark-up if they purchased them.

I had a list of parts to be ordered to support putting everything back together again, gaskets of course, water pump to replace the rebuilt one that leaks, head studs which are designed for repeated use in lieu of the original bolts which are not, etc.

I found everything listed on The Wedgeshop's web site but order confirmation has not yet been received. If everything works as hoped the bearings will be in stock and available for shipment soon.

With new bearings in hand the crank can be ground to specifically fit these bearings to get the needed very close tolerance required to produce the 28 PSI oil pressure as listed in the shop manual.

12/17/2016 – Contacted Woody at The Wedgeshop to status the order with the main and rod bearings. The ARP head studs should arrive at his shop on Monday so the order will probably ship to me on Tuesday. Perhaps by next Monday I can deliver the bearings to Midwestern so they can get going on my engine again.

Oh, wait, that is Christmas Day. Maybe Tuesday.

12/22/2016 – The parts order from The Wedgeshop arrived today and the crank bearings have been delivered to Midwestern. Daniel said the engine will be ready next week.

Jim Lindsey is ready to bring his car back to the shop for a stay to continue the reassembly and Tom Chronister is ready to install his new exhaust on his TR4. Going to be busy around here.

12/23/2016 – Yesterday Jim brought his TR4A out to get started on the reassembly. The car had been running well but he was having trouble with it. When he arrived at the shop a puddle appeared under the car and the location of the puddle was under the rear carburetor so it appears the carb needs a little more attention. At least we have a good idea why it was running badly.

We put Jim's car on the lift after moving Tinkerbell to the other side of the shop. Pumkin was then moved back inside and we had a beer and talked about how to proceed with the next projects.

The plan is to change the brake hoses because of age as well as the rack boots which are in need of replacement. That should be an easy one-day job so I better get to work.

Well not an easy one-day job but it got done none the less. Clark Fraser came out and helped bleed the brakes and take off and replace wheels, keep the brake fluid reservoir full, etc. Thanks Clark.

12/24/2016 – No work in the shop today but Jim dropped by in the afternoon to bring some parts and some reference books to help put his car back together. We plan to start again on Monday.

A follow up to yesterday's work; we used the wrong brake fluid. Jim wants to use silicone and we used DOT 3&4 Valvoline. The fluid will be drained, the system flushed and filled with silicone fluid (DOT 5).

12/26/2016 – Today the wiring for the lights on the front of Jim's TR4A was on the agenda. This work is not difficult; you just have to have your head on straight to make sure all the wires are going to the right place.

With most of that in place the radiator shroud was put in place and the wiring routed over the top in TR4 fashion. Hardware for fastening the shroud to the front valance was located and installed and we started with the grill and lights installed there.

At the end of the day there was some missing hardware for finishing the headlight and grill installation. On to something else.

Jim wanted to paint the bracket that holds the brake and clutch master cylinders so that was removed and I quit for the day leaving Jim to play by himself for as long as he wanted. This is just a hobby you know.

12/28/2016 – Jim was over yesterday and cleaned up some parts, did some painting, etc. Today I drained the DOT 3&4 brake fluid from the system in preparation for purging with isopropyl alcohol. After the purge it will be refilled with DOT 5 silicone fluid which is Jim's preference.

After that I decided to start getting the bumpers ready for installation since that is one of the things on Jim's do first list. The front bumper

looked easier so it was retrieved from the attic, the hardware located in the boot and the parts manual consulted to see what goes where.



The only issue is that the new bumper has some holes that are not shaped to fit the fasteners in the hardware kit. The holes should be slightly elongated so the bolt head will not turn in the hole when the nut is tightened. I think I will wait for Jim to decide what he wants to do about that.

Since we have company coming I quit before getting to the over-riders. Good place to start tomorrow.

12/29/2016 – Spent some time in the shop with Jim assembling and installing the rear bumper system. Only one over-rider was installed since the other light is still at Jim's house.

If work on the TR8 engine has progressed as Daniel expected it should be ready for pickup by tomorrow. Really anxious to get a call.

12/30/2016 – Daniel called about 11:10 am and 20 minutes later I was in the shop watching a pressure test on the TR8 engine short block. It never got below 42 PSI so that is a definite improvement.

In the final analysis the previous crank grinding to $-.010$ " was dead on. No problem there. The problem was that the $+.010$ " on the bearings was undersize by about $.004$ " which created too much space between the bearings and the crank shaft and ruined the oil pressure.

Midwestern measured the bearings then re-ground the crank to fit the $+.020$ " bearings, approximating a $-.020$ " crank grind.

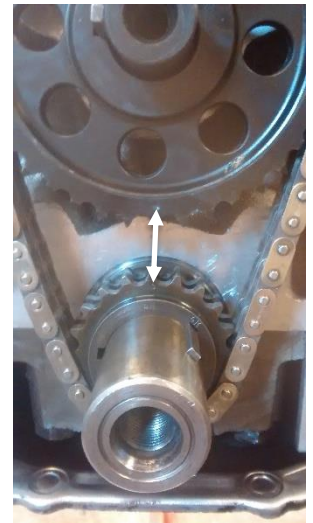
Now I have to put everything back on the short block in the correct position/attitude and in the correct order. Then it goes back in the car. Should be fun unless I mess something up.

1/1/2017 – After fiddling with the TV for a couple of hours this morning I finally made it to the shop and the waiting short block. I started with the timing chain and related gears that connect the crank to the cam.

If you zoom in on the picture you can see the two dimples in the gears that must line up to set the timing properly.

The first try I was a tooth off but got this result the 2nd time.

The number one piston needed to be at top



dead center when installing the timing gears and being a little short on inspection equipment made this set up for my dial indicator. It is a little hokey but gave me great repeatability while setting the TDC location.

So the next thing was the timing chain cover. Since I had a new seal received with the replacement gasket kit I used it and replaced



the one Chad had installed. The components had gotten kind of oily and dirty since the engine was assembled in Chad's shop so some cleaning was in order.

The new water pump was next. Other than just bolting it on with a new gasket with the proper huckempucky, the only thing out of the ordinary was one bolt hole with stripped threads. Luckily the appropriate helicoil inserts were





available in the shop so repairing the threads took a few minutes but worked out fine.

Tomorrow I will finish the front of the engine and move to the oil pan and oil pickup tube, then pack the oil pump with petroleum jelly and assemble that. Maybe one of these days I will be able to call myself a mechanic, or maybe just an apprentice.

4/2/2016 –

Continuing with the engine assembly the oil pickup tube was installed then the oil sump. The oil pump was next so the housing was attached to the engine and filled with petroleum jelly. The pump gears were then put in place in the petroleum jelly and the cover put in place. The petroleum jelly is needed to sort of prime the pump so it starts pumping oil when the oil pump is started.



With the bottom work done to this point the heads were put in place and the front of the engine was continued with all the brackets and pulleys needed to spin everything. There was a lot of progress but there is still a lot of stuff to be added.

Tom Chronister is coming tomorrow for installation of a new exhaust system. Jim Lindsey continues to work on his 4A and the bumpers were finally finished today. Good

day in the shop. I am having fun with the engine so

if it takes more time that is ok. This is still a hobby. ☺

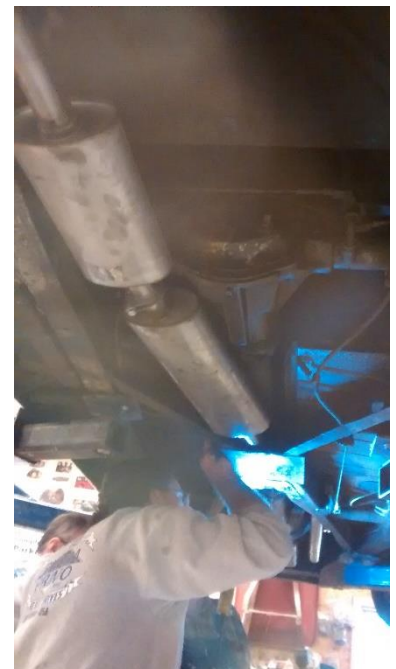
1/3/2017 – Wow, I figured installing the new exhaust on Tom's TR4 would take a couple of hours max. We started about 10:30 and finished at 4:30. I recommend reading the instructions first. We did not.

Jim Lindsey was here when Tom Chronister and son Curt arrived. I was in the shop a little earlier working on the TR8 engine and Jim was fiddling with his TR4A.

We moved cars around and got Tom's in the air. We cut the old exhaust off and installed the new one, incorrectly. After lunch we took it apart and reinstalled it. It went a lot faster the second time but there was one clamp that did not tighten up



By the time we had backed it up with a second clamp the day had gotten away from us. The good news is the job is done. Tomorrow Jim and I plan to finish up his brakes then move his car of the lift to the other side of the shop and put the TR8 on the lift in preparation for installation of the engine. If things go well maybe this weekend.



1/4/2017 – Not used to typing 2017 yet. Jim said he was coming back today to work on his brakes. Clark came out to bring some newsletter stuff and stayed to help put stuff on the TR8 engine.

Jim got here mid-afternoon and we finished up his brake and clutch fluid replacement and got them bled. We worked on installing new rubber cushions on the wiper mounting bracket and they were really difficult to put in place, about like throttle rod bushings. With the wheels back on his car we can switch it to the other side of the shop when I get ready to put the 8 on the lift.

1/ 5/2017 - We got the remaining stuff put on the engine, the starter, exhaust manifolds, motor mounts and oil pressure switch/gauge plumbing. Good day in the shop. Made a lot of progress. The engine is ready to go back in the car. I think a day



to recuperate is in order so Friday is a day to catch up on other stuff like a driver's license renewal. Saturday we have some family stuff to take care of so it will be at least Sunday before I start the preparation for reinstalling the engine in the car which will probably take at least a day, maybe two depending on what catches my attention for correction like cleaning. No real hurry, this just a hobby, right?

1/9/2017 – Sunday came and went and I did nothing. Denny and Jim came today and we moved the 8 to the lift. With the car in the air we removed the front wheels and then the sub-frame.

With the front in the air we moved the engine/transmission under the car using a car dolly



then lowered the car to jack stands in the front and wheels in the back.



The arms on the lift were then raised and the front two moved over the back of the engine. Chains were used to lift the engine/transmission into the bay.



The sub-frame was then reinstalled and the engine mounted to the sub-frame followed by attaching the rear of the transmission to the body attach points.

Getting the engine and transmission in today was the primary goal. It was a pretty intimidating task but we made it. Thanks so much to Denny and Jim for doing a lot of good work on Tinkerbell.

With my goal achieved we moved to a couple of Denny's projects, installing a new throughout bearing and replacing a U-joint.

The new throwout bearing looked different and did not install as I felt it should but it in where it belongs. As for the U-joint, we had difficulty with it as well and the job was submitted to Drive Shafts, Inc. for resolution.

Tomorrow I will start by attaching the drive shaft and exhaust systems. Then the oil pressure gauge line and engine wiring harness. Then the power steering hose, water hoses, etc.

This project has taken several months and I am looking forward to a successful startup and finally driving the car for a while. Wish me luck.

We got a new attitude adjustment system for the house this year. Here is a picture of the control panel.



☺

Excerpt from Senator Lankford's Newsletter 12/16/2016

- The GAO reports were completed a few weeks ago, which allowed me to chair a hearing for my Subcommittee on Regulatory Affairs to examine the EPA's management of the Renewable Fuel Standard. After the hearing, it was clear that the ethanol mandate is unworkable and must be repealed.



Note! Julie has pulled her TR7 from the for sale pages. When I asked if it had sold the response was that no it had not sold it was just no longer for sale.

Lucky guess on my part. Glad it worked. Gotta vent that gas tank.

From: Clark Frayser [<mailto:fraysro@gmail.com>]
Sent: Wednesday, December 28, 2016 1:48 PM
To: John Phillips <topaztr6@gmail.com>
Subject: Genius

Hey John, The Healey just got back from a 13 mile trip--- still running good! I took the rubber gasket off the gas cap--- you solved the problem! It hasn't gone more than 8 miles before starting to run rough before....

Classified Section

For Sale:

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

Sam Clark

Green Country Triumphs

(918) 625-6798 Mobile

(918) 455-8993 Home

trdoctor@aol.com

13415 S. 127th E. Ave.

Broken Arrow, OK 74011-7444

<http://www.greencountrytriumphs.com>



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



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

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

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

Sam Clark



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)

White/ new black interior, new top, also have hard top. New chrome mags. Have original wheels. Overdrive!!!

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

\$14,000 Wayne 918 227-0011



Hot Resto-Mod

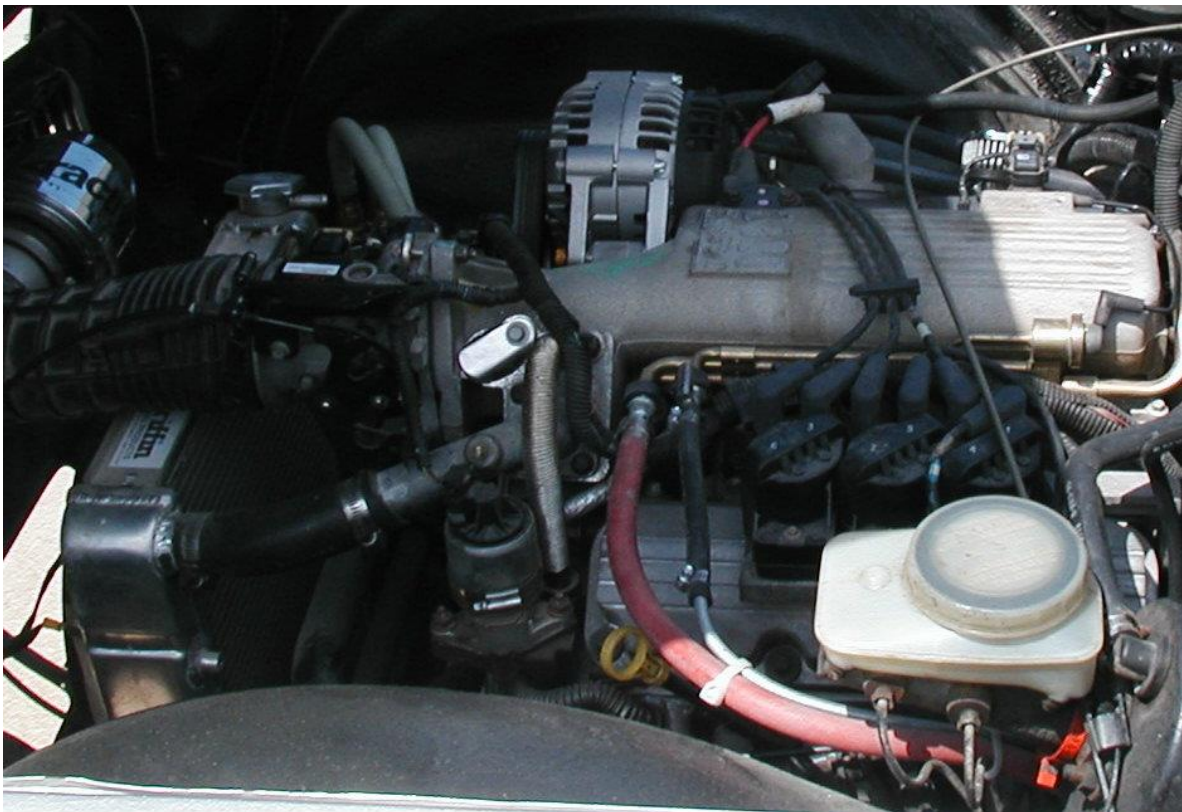
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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

Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



JOHN'S PAGE – STUFF FOR SALE

I Just like the tan one better

**Greasy Hands Garage North Has Used TR6 Parts If You Need Something Structural parts for suspension and steering
Transmissions and a Differential
Windscreen Frames, Some with Glass
Lots of other stuff so if you need something for your TR6 contact:
John Phillips at topaztr6@gmail.com or
phone (918) 283-7017**



Figure 6 **TR8 WHEELS /
REMINGTON TX120 TIRES \$300**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.
ASKING \$125 CONTACT JOHN 918 283-7017 OR topaztr6@gmail.com**



**Price
Reduced**

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Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

Membership benefits typically include reduced cost on parts, tech support, access to required tools and repair facilities, extra hands to accomplish labor and a full activities calendar to enjoy club fellowship.

PEOPLE STUFF	MEMBER INFO		CAR MODEL	YEAR	COMMISSION#
MEMBER NAME					
MEMBER NAME					
MAILING ADDRESS					
PHONE NUMBER					
E-MAIL ADDRESS					
V.T.R MEMBER?	YES	NO			
6-PACK Member?	YES	NO			
TRA MEMBER?	YES	NO			
OTHER CLUB?					

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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 Check # _____ Check Date _____

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 5865 E. 480 RD
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 maudjpp@gmail.com

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

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