



Triumphant Times

Green Country Triumphs

Monthly Newsletter for January 2018

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

ATTENTION
PLEASE!!

Next Club Meeting:

Tuesday January 16th

Dinner at 6:00 PM

Meeting at 7:00 PM

**Cancun International
Restaurant**

**Location: 705 S Lewis Ave,
Tulsa, OK 74104**

Officers and Committees

Rob Thompson – President

Cash Billups – Vice President

Denny Robinson - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

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

topaztr6@gmail.com

Activities Report

The annual activities planning meeting will be held on January 13, 2018 at 6pm, **13550 Heywood Hill Road, Sapulpa**. Please bring lots of ideas and enthusiasm! I will have an entrée and if you wish, bring a vegetable or dessert to contribute to the buffet. It would be really nice if members would RSVP, by phone 918-346-0306 or email robinson_kay@sbcglobal.net. Everyone needs to attend so that we will have an eventful fun year; I look forward to hearing your ideas!

January 20, 2018, The Mad Dog Demolition Derby will be at the Claremore Event Center, 400 Veteran's Pkwy. Gates open at 6pm and the show starts at 7:30pm. Tickets are advance on-line \$18 and \$20 at the gate.

Sunday, February 18, 2018, 4pm, we will meet for Ice Hockey at the BOK, 200 S. Denver Ave., Tulsa. If you are a member of Sam's Club you can get your ticket for free by stopping by the membership desk. Make sure you get tickets for February 18 game, so it will be the day our group is attending.

That is all activities planned prior to our meeting; see you then!

Kay

From President Rob Thompson

A New Year! The subject of my entry this month is ... What's in-store for the Green Country Triumph Club for 2018?

The answer? We don't know. That's up to us to Plan and find out what we activities we want to experience together.

Our monthly business meetings have been well attended (up by 20-30 %) and orchestrated by the locations chosen by our VP Cash Billups.



Our planning meeting is a great time of fellowship, but mostly we get hear your input about the monthly activities. Kay Robinson has already initiated the next two months of ideas and activities. I won't spoil it and tell you any details. I would have never thought of doing "that"!

What place would our group want to visit, What drives are there for us to take ? What ? If you have an idea and cannot get to Dennis and Kay's house the 13th of January at 6 pm, then call Kay and get your two cents in before next Saturday. Better yet, we need you there, especially if you have not experienced a "Planning Meeting" before. Even if you don't have a suggestion, come and give us your affirmative. This is our Club and we are a group of folks that like to get together and are excited about getting to know each other.

Happy New Year everyone and a prosperous and healthy one at that!

Rob t.

Interview w/Dennis and Kay Robinson– November 20, 2017 by Rob Thompson

Dennis and Kay as many of us knows is a world of fun and interest and this article does not even touch what they could tell us about themselves. After I concluded the questions/answers, Donna and I sat around in the comfort of their home and talked an hour about the trips they have taken, and the ones planned. To me the most astounding thing to hear he has 30 + years' experience in underground coal mining. I have 6 weeks ☺. We may want to interview Kay by herself, you know she can tell you how the cow ate the cabbage. Great friends.

Tell me about your first Triumph.

Thought about it (a Triumph) in Vietnam and I knew that's what I wanted. I came back on a Thursday and met my mom and dad here in Tulsa and we went over and found a white MGB 68 model with chrome bumpers at some used car dealer. There was a 67 corvette stingray sitting there also, both of the cars were \$2,750. Stupid me picked the MGB. That was in July and it lasted me until about December not helped by the fact I had it on the dragstrip every Sunday.

I then got a brand-new Triumph spitfire in St. Louis, exactly like the one I have currently, a 1979. We drove it; well, Kay drove it mostly back and forth to work, through the winter and everywhere throughout the St. Louis area. It had 43,000 miles on it in 10 years of ownership. Then I got a new corvette and I wanted it on my shop floor but I had 30-40 cars at the time and it was full. So I set it out back underneath a car cover. All of those cars were mine. I had a 27 Ford Roadster, my pickup and my daughter's car in my shop area. Kay's car was down at the garage attached to the house. I kept it for 10 years, and I sold it for I think \$3000 just a month after we bought the corvette. That was in 1989. We had a lot of fun with it; really enjoyed it.

Have you worked on other makes before Triumph?

Yes, I picked up a 96 ford escort that a gal had. Something quit on it and she didn't want it. So she gave it to a friend of mine, he took it and he didn't want it so he sold it to me for \$200. My daughter's friend needed a car and couldn't afford one so I put \$156 in it and I had it running like it was new. Then I sold it to her for \$356.

How did you get involved with the club?

It was our 40th wedding anniversary. I had been looking for another car and we found one in McAlester it had 16,000 miles with the factory hardtop. It still looked brand new. It was a Spitfire exactly like the one I have now. I got him down to \$5,000. I called Kay and told her to go get the money and we would go down the next morning to get it. Funny, we never could find him after that. The car was still there but we couldn't find him. He was avoiding us. So we never got that car. I kept looking for him and looking for him.

Then I found one online down in San Antonio and I bought it online. It wasn't as nice as the pictures posted and he ended up giving me \$500 back since the overdrive and transmission was slipping. Original asking price was \$4,200. It was the overdrive unit itself that was wrong. I dropped it off up at 11th street at that European place and I spent \$1600 before I ever even brought it home. After the repairs, it was still slipping. So I started working on it myself. Took the transmission out and took it up to a guy in Missouri and he agreed to do an exchange for \$1000. That is when

I had it torn down that winter. So I guess it was 2010 was my first club involvement.

How long have you and Kay been together?

Kay and I have been together for 48 years this coming July.

Tell me about your kids and their ages.

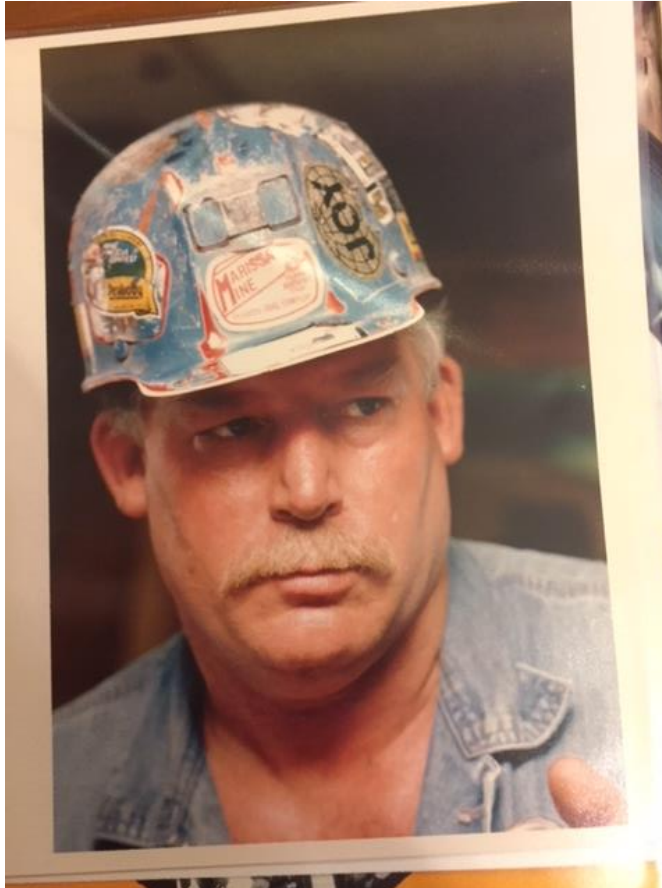
Kay and I were married for 2 years before we had our daughter, Polly. Our daughter Polly now is 44 and she works at St. Johns. Joshua is 24 and is an electrical engineer for Frontier Electronics. We don't know what he does, they have it pretty locked down over there in Stillwater and you can't just walk in. I think he does work for the government (hee-hee). We have 1 grandkid, Adaline. She's a violin player. We went over yesterday to see her play at Promenade mall with the orchestra. We'll be going to a birthday bash at Cain's ballroom and she will be playing with him (Bob) there.

In the work world, tell me your first job as a kid.

Hauling hay. I was 15 and did wheat harvest in Enid. A farmer there wanted me and a buddy of mine to come out and help with his farm. We stayed there all summer. I'm from southeast OK, Poteau area, near Lake Wister. I still have 114 acres down there.

I went to the army in October of 67. I went to Vietnam in July 68 and got back July of 69. I was in artillery intelligence. We computed all the data for the guns in the bunker. I volunteered for the draft and got 2 years (service). The Army talked to me about going to OCS (officer candidate school) and then they wanted me to fly helicopters. I didn't want to do that because that was for a 6-year stint.

The first thing I did when I got back was drive my car, drink and chase girls for 6 months. I went to work for a welding shop after a couple weeks. Started working for a coal mine and spent 31 years in the coal mine underground in IL, OK and KY. I also did consulting work all over the



country. I hooked up with Kay first part of June 1970 and we got married a month later in July 1970. We both got into flying and both got our pilots license, although they aren't current now. We had 3 airplanes at one time. Students would learn to fly in our planes. When the coal mine closed I was in the middle of a semester at school. I was on unemployment for 4-5 months then we moved to IL and that's where both kids were born, 30 miles from St. Louis.

Tell me about your hot wheels collection.

I started buying hot wheels for Josh when he was born. He has hundreds or thousands of them. He remembers each one he has. He still buys some every once in a while, to add to his collection. I bought that new shed with the loft to put parts in and I have his hot wheels and some of his Legos up there in the loft.

What's your favorite dish you like to eat?

Chili; anything Mexican.

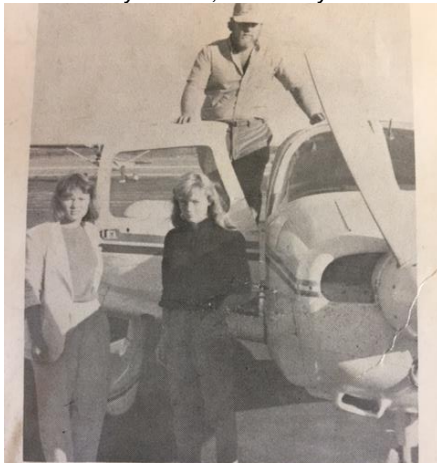
I know you're still a young man, but what's on your bucket list we'd like to know?

We're trying to do them now. This past year we've been to Dominican, Jamaica, Yellowstone, and Grand Canyon. We're going to Israel and Jordan in March with some minister we met here in Tulsa. He and I were mentoring a robotics team for 6 years. I've been doing robotics competition since then. That's what I did this past Saturday. It's neat.

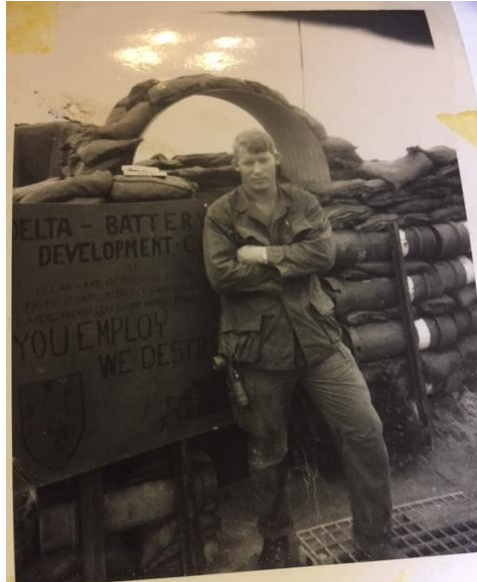
Besides working on cars, what other hobbies do you have?

Traveling. Car meetings/clubs. Robotics.

Out of all your cars, what was your favorite?



Most of Dennis' four to five hours of flying is recreational, however, he is also a lieutenant in the Civil Air Patrol and participates in search and rescue missions.



I don't have a favorite I don't think. I've always wanted a 1932 3-window coupe. One of these days I hope to have one.



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>





This photo is the 64 Spit. Body for 64 Spit will have all paint removed by dustless paint removal maybe next week so I can start on body repair.



From Vice President *Cash Billups*

I hope everyone had a wonderful holiday and a happy New Year. This past month has been extremely busy for us. Cassie and I have been busy wedding planning and have been consumed by all of the things that have to be done, but it is coming along!

I haven't had nearly as much time as I would like to work on rebuilding the transmission and the overdrive, but I can happily say that I have the transmission all rebuilt and ready to put in the car. On the driveshaft, I had the U-joints replaced, and had it balanced and painted so that is also ready for installation. As for the overdrive, I am not having great luck so far. I had the overdrive all torn down, cleaned, and ready to be put back together; but last week I ran into a little roadblock while trying to press out the bearing on the rear housing. While pressing out the bearing, the housing cracked severely and is now no good. I'm not sure if it was uneven pressure or what but needless to say, I am on the lookout for a new rear overdrive housing. I have contacted all of the parts places I know of and several people on Ebay to see if they have one that they would sell, so far no luck. The overdrive change out is on hold until I find a new housing. Luckily this winter is going by faster than what I thought it would (I don't care much for the cold), which means the setback has happened at a decent time since I need to start focusing my attention on the 1962 Spitfire racecar before autocross starts. That car needs to be gone through, tightened up, double check the electrical, and investigate an odd noise coming from the rear end that popped up at my last race. I am hoping it is just a brake that needs to be adjusted, but we will see. I am hoping this year is going to be filled with fun times and excellent memories of both Triumphs.



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

No minutes provided for the club Christmas party at the Brown's.



2018 Club Activities

January 13 th 6:pm	Planning Meeting	Kay
TBD	Breakfast followed by "Roads of My Youth Tour"	John Phillips



Glenn came up with a great Triumph related Christmas card this year. I have not asked where it came from but I like it.



Busier time at GHGN



UPCOMING EVENTS **SW1**

CITY OF WESTMINSTER

2018 VTR SOUTH CENTRAL REGIONALS

By Texas Triumph Register

SAVE THE DATE AND RESERVE YOUR ROOM!



Come join the Texas Triumph Register as we host the 2018 South Central VTR Regionals along the shores of Lake Conroe, north of Houston on April 19th – 22nd, 2018. Our event will be held at the beautiful, lakeside LA TORRETTA Resort and Spa, offering such amenities as onsite restaurants, private beach, adult and children's pools, lazy river, tennis courts, golf course, fitness center and spa.

Catch up and enjoy some fun with your fellow Triumph lovers and friends. We have negotiated the following rates for your rooms (plus reduced resort fee and occupancy tax) at La Torretta: ·

- ◊ Tower King or 2 Doubles \$139.00++ per room/per night ·
- ◊ Golf Cottage King or 2 Doubles \$139.00++ per room/per night ·
- ◊ 2-BDRM Golf Cottage \$278.00++ per 2-bdrm/per night (this equates to \$139 per room/per night) ·
- ◊ 2-BDRM Lake Villa \$339.00++ per 2-bdrm/per night

Book your hotel room now at La Torretta, before the reduced rates end, [Book Here](#)

For those of you who would like to come early on the 18th, the resort is offering the same rates for April 18th. Look for Registration information and forms to be posted on our website, www.texastriumphregister.org, this fall. We look forward to seeing you next April.



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>

2018 SHOW SCHEDULE

New Orleans All British Car Day

Location: , Louisiana

Date: March , 2018

Web:

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

2018 South Central Regional

April 19 – 22

LA TORRETA RESORT & SPA

Lake Conroe, north of Houston

www.texastriumphregister.org

2018 VTR Nationals

July 17 – 21st, 2018

La Crosse, Wisconsin

Web Site: www.mntriumphs.org

6-Pack Trials

September 27-30, 2018

Fontana Dam, North Carolina

Web Site: <https://jimholewka.wixsite.com/trials2018>

<http://www.6-pack.org/j15/>

6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROAD...

[Home](#) [Hotel Information](#) [Driving The Dragon](#) [The Roads...](#) [Schedule of Events](#) [More](#)



2018 6-Pack TRIALS

Fontana Dam, North Carolina • September 27-30, 2018

*Celebrating the 50th Anniversary
of the Triumph TR250*



Minnesota Triumphs
beckon you to the
VTR NATIONAL 2018

July 17-21, 2018 at the
Radisson in La Crosse, WI
Facebook VTR2018 www.mntriumphs.org

On the banks
of the historic
Mississippi River



Featuring 50 years of the TR250

ONE OF THE BEST MOVES ON

Gonzo, Superior Auto Electric

I don't know if this will reach you or not but in the hopes that it will I want you to know that I think the industry has lost one of the great ones when you retired. It is sad when someone like you steps down but I am happy for you.

I had a heart attack in 92 but had to keep working until 2012. Some other life changes were made to reduce stress, one of which was getting a sports car as a hobby (76 TR6). Anyway I am still here as are you.

I wanted to say thank you for the help on the TR8. There was and still is a lot for me to learn about the car but it is road worthy and everything except the clock is working, which is fine. You did very good work setting up the air conditioner for which I am grateful.

I enjoy your company and if I or our club can do anything for you please let us know. Stay healthy and live a long life. I wish you the very best in recovering from your heart attack.

John Phillips

Thank You John, I really appreciate it.

Yes, stepping down from my life as a shop owner/mechanic/auto electrician has been a bitter sweet decision. The shop has been purchased and the name will remain the same as well as the telephone number.

Me, I'm teaching at OTC (Oklahoma Technical College) at 4444 S. Sheridan for now. I still am writing my column and writing for the Haynes Corp. (DIY manuals found at most parts stores). So, I have plenty to do, even though I'm not turning wrenches.

The current owner of my shop will contact me, off and on, to help him with some of the transitions as the new owner. Although, how he operates the shop and what repairs he is able to make is strictly up to him.

I have a "no compete" clause in the sales contract of a 60-mile radius. For 36 months. Which means, at best, I can offer suggestions for repairs. I could, however, come to some of your meetings as a paid speaker and offer "guidance" on how to make certain repairs. Even though I'm not making the repairs, I can at least get paid as an instructor on how to perform the repairs yourself.

Let me know.

Gonzo

I appreciate you guys so much it's hard to put it into words.

www.gonzostoolbox.com

Get a copy of my new book "Hey Look, I Found the Loose Nut"

Hi John,

FOLLOW UP

Feeling much better, starting the long process for dental implants. Superior Auto Electric's new owner, Tom Nelson, seems eager to tackle British Classic cars and his current project is his 1962 Corvette. He repaired my turn signal problem. I had requested that he bypass the voltage regulator, he said he didn't need to because it had full voltage to the coil & distributor. Everything in the system checked out to be getting proper voltage. He charged me \$303 for his labor and parts which i thought was a little high. The car is still hard to start from cold, but once warmed up, starts quickly. So I guess the jury is still out on how good he is. He seems like a nice guy, (He even sent me a Christmas card!), and I will try him again before I make final judgement.

Glenn



The Miracles of WD-40

Randomly found on the internet

What is the basic ingredient? A resident of San Diego arose early one Sunday morning to find someone had sprayed red paint all over his beige car. His neighbor came over and told him to grab his WD-40 and start to work. Sure enough, the WD-40 removed all unwanted paint and did not harm the finish. WD-40, Water Displacement

#40. The product was discovered while searching for a rust preventative solvent and degreaser to protect missile parts. It was created in 1953 by three technicians at the San Diego Rocket Chemical Company, searching to discover a "water displacement" compound. After many failures they were successful with the 40th chemical formula, hence WD-40. The Corvair Corp. bought it in bulk to protect Atlas missile parts. The main ingredient of WD-40 is Fish Oil.

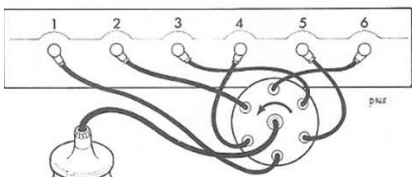


- Keeps ceramic and terra cotta garden pots oxidation free
- Removes dirt and grime from barbeque grill.
- Removes tomato stains from clothing.
- Restores and cleans chalkboards.
- Protects silver from tarnishing.
- Cleans and lubricates guitar strings.
- Keeps flies off cows
- Removes stains from stainless steel sinks.
- Removes bug guts from exterior of your car
- Keeps pigeons off the balcony (they hate the smell).
- Protects the Statue of Liberty from the elements.
- Attracts fish! Spray a little on live bait or lures for big fish
- Use on fire ant bites. Removes sting immediately and stops the itch.
- Removes crayon marks from walls.
- Removes road tar and grime from cars

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



2 Fold top forward without folding back window



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Motor Oil: 15W50 Mobil 1 with added ZDDP or add Lucas Break-in Oil at each oil change to your regular oil.

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

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

Transmission: 40 Wt. Non-detergent Motor Oil or Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2

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Something New from Goodparts

Shock Link Set, Rear, TR4A-TR6, Rod End



US \$139.00

Product code (SKU):

2613

Weight: 3 lbs

Qty: 1

Add to cart

The original type shock links connect to the trailing arm with a rubber bushing above and below the trailing arm. Compression of the soft

rubber allows the trailing arm to move up and down a little without moving the shock lever. These spherical rod end links transfer all movement of the trailing arm to the shock lever so the shock can dampen even slight movements of the trailing arm. Replacement original type shock links are prone to failure at the upper end. These upgraded links are a much stronger design that should hold up better than replacement original type links.

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

LESSONS LEARNED

- When using an electronic ignition system bypass of the ballast resistor is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

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

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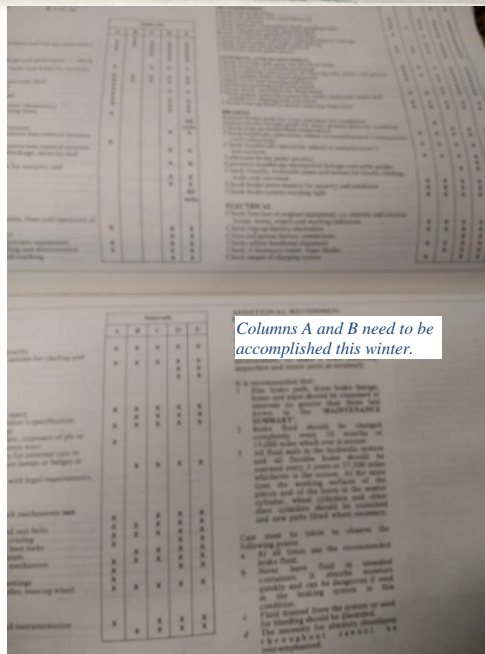
Greasy Hands Garage North Update by John Phillips

12/5/2017 – While waiting on the replacement radio I decided to piddle in the shop for a while. Lots of stuff needs to be put up or pitched out.

The new 12-volt test unit needed a home and the shelf was full. I noticed that one item on the shelf was an air pump that needed to go in the boot of the TR8 so it came down and the test unit up.

With the pump now ready to store in the boot I needed a tire plugging kit and thought I remembered one in the garage and it was hanging on the peg board as remembered.

The pump came with a pouch so the kit was added to the pouch and stored in the boot. At some point the spare tire will be taken from the wheel and the wheel well used to store stuff like the pump and spare parts as I did with the TR6. If I can't fix it with a plug and pump a tow truck is needed.



The old door panels from the TR8 were stored in the attic. The dash pod under development using old technology was put in plastic for storage when I am completely finished with the new pod which is still waiting on the new volt meter.

I then started thinking about winter maintenance on both Triumphs. Starting with the TR8 manual for guidance the maintenance section was found and the charts therein consulted. I was taken aback to say the least.

There were two columns that ran down the page three times with things to check, replace, adjust, etc.

Naturally the thing to do was to come in the house and take a nap.

12/6/2017 – Good time to start the long list of recommended maintenance items. I started with coolant hoses. Since they are kind of new and are known to shrink over time and cause leaks, and because of the waterless coolant in the TR8 that is too expensive to have a leak, each heater hose and coolant hose clamp was tightened.

None were seen to be leaking yet but most accepted a little tightening so perhaps it was a good time to do it.

Next was an inspection under the car including suspension and leaks at the brakes, clutch, shocks, transmission, engine and the lowest radiator hose. The only issue was oil leaks. There was the remaining oil collection from the no longer leaking oil pressure gauge but unfortunately I found more leaks.

There was a puddle found on top of the valley pan. The seals in front and back were tightened a little in hopes the leaks will stop but I am not holding my breath. There was a trail from the puddle down the bell housing and oil dripping off the housing and transmission. If necessary, the valley pan will be replaced and any other gasket that is leaking.

The leak is small compared to the oil pressure gauge issue and drips are few and far between but will be addressed in time. There also appears to be some seepage from the valve cover gaskets. The heads have to

be re-torqued so a better installation will be attempted after that process.

12/8/2017 – Today was a very good day for Tinkerbell. I went to Code Zero Customs this morning about 9 am to get a different radio and an upgrade on the installation. They said I was next.

They worked me in and started on my car about 10:30. The first task was to install a spacer that better aligned the radio with the opening allowing the radio to actually look like it belongs there. The spacer required two different modifications to get the installation to look the way it should but they did it.

Next they installed the other radio as it was believed that the first one had a short. This led to a lot of changes to wiring plus a new fuse during the trouble shooting.

The last thing done was to move the battery ground cable from the body under the battery in the boot and drill a bigger hole in the floor of the boot to allow for a longer battery cable that was connected directly to the frame. Doing this fixed everything with the radio. All this work took about 2 ½ hours but it was worth it. No charge for the work or materials.

Back at the shop the car went up on the rack immediately and the oil was drained. I went in the house to tell Jan I was home and found that the new volt meter had been received from Robsport. Goody. Back to the shop.

While the oil continued to drain the differential was checked and is shows no leaks and was at the correct level. It still whines but nearly so bad.

Next was checking the transmission and it was a little low so I added some fluid to get the level up.

The oil filter was removed and discarded and a new one filled with oil and replaced on the car. The drain plug was replaced and the car lowered.

It should be noted that a supplement to the TR8 Repair Manual lists and updated lubrication matrix. I was pleased to see that Mobil 1 oil was on the matrix as that is what I have chosen to use in the rebuilt engine. The weight selected was 15W50 with added

ZDDP to accommodate classic engines. We

RECOMMENDED LUBRICANTS AND ANTI-FREEZE SOLUTIONS—UK MARKET

COMPONENT	PERFORMANCE LEVEL	UNIFIL	BP	CASTROL	DUCKHAMS	ELIX	MOBIL
Engine Coolant and Oil Cool	RE Car Ltd. specification — R.E. 21-04-01	Unifil Rover Motor Oil 15W/50	BP Super Rover 20W/50	Castrol QX 20W/50	Duckhams Q Motor Oil 20W/50	Elux 20W/50 or 15W/40	Mobil Super Motor Oil 15W/40 or Mobil 1

shall see how it performs as time goes by but I am pretty impressed so far.

With the new oil and filter in place, transmission and dif looked after, my attention turned to the new volt meter.

The now familiar process of gaining access to the gauges was completed and the old voltmeter removed. The new meter was very carefully put in place of the old one. Since I am not sure what was done to the old one to make it not work extra care was warranted.

The dash was then reassembled and it was time for a test drive to check out the new meter. It worked like a charm and since I was passing the new gas station in Claremore I filled up with 91 octane real gas.

With the car running well and more of the maintenance completed I enjoyed a nice drive home.

I also thought to check the valley pan to see if it was still gathering oil and it was not. It appears that tightening the two seal brackets really helped. Continued monitoring will be advisable. Very pleased. Good day for Tinkerbell.

Last but not least the cell phone was paired to Tinkerbell's new radio via Bluetooth. This is neat to keep me from missing a call but to actually hear and understand someone I will probably need to pull over and reduce the noise level of the car.

12/13/2017 – Today I took a shot at adjusting the headlights. They need more distance on dims.

They adjust like other TR's once they are raised up. Fortunately, they do raise up and that is one system that works so far with no help from me.

The dash switch was turned on and the lights popped up. With a screwdriver one side adjuster and one top adjuster on each light was adjusted. The tops were the primary point that needed adjustment but

they were fully adjusted in the up direction. The sides were adjusted a little so perhaps that direction was helped some.

I guess the up adjustment will have to be achieved some other way. Back to the books for more research.

12/14/2017 – Continuing on with the TR8 annual maintenance, some grease in the steering rack seemed in order. The plug was removed to make an attach point for a grease zerk which was borrowed from a new ball joint in the shop stash.

With the zerk in place the grease gun was retrieved from the drip pan where it is kept which prevents a mess. The liquid portion of the grease had leaked out as expected but I did not expect the grease to become so solid. The seal failed to move the old grease so the gun was trashed and a new professional model purchased along with a type of grease that appears to be a type that will not separate and become hard over time, hopefully.

Back at the shop the grease was inserted into the steering rack. I forgot to turn the wheels all the way to the right before putting the grease in so I hope it works ok. The zerk was removed and reinstalled on the ball joint and stored.

The tires were checked and brought up to 26 PSI where needed and the wheels cleaned. The next maintenance task is to check the front wheel bearings and repack with fresh grease. That is the last planned operation at this time.

However, on the repair side, the fresh air vent flap on the heat/cool system is not moving when the lever is moved. The console and dash fascia has to be removed for access. Should be fun but there is risk of breaking some old plastic knobs.

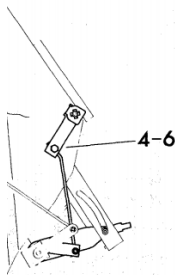
12/15/2017 – Today was the day to work on the heater, more specifically the vent flap since it would not close and kept cold air flowing into the car. That is now rectified.

Every time I try something on this car that I have not done before it begins with a certain amount of trepidation. I always wonder, "Can I do this?" Well for this task the answer turned out to be yes.

Some of the instructions did not make sense to me until the control cowl was out of the car. Fortunately, removal of screws that I did not understand a location for were already loose so even though I skipped that step the cowl came out anyway. It won't do that again.

So all this amounts to is taking out screws and remembering where they get reinstalled.

With the heater exposed the left most lever was moved up and down. I do not understand why but the flap worked perfectly with the cowl out of the way. I played with it and tried to determine if something was slipping or binding up the lever or connecting rod that attached the lever to the flap. I saw nothing.



At this point reassembly of the cowl started and it went smoothly. A couple of things are back together better than they were when disassembled and one light bulb was replaced in the light bar so the work was worthwhile. The flap now works freely, the light bulb was replaced and the installation is a little more stable.

I was concerned that the knobs on the levers that control the heat/air might be damaged by removing them but they are not difficult to remove. In fact, they come off a little more easily than I like but they don't fall off so since they are not broken, I won't fix them.

The trip to the store for Jan proved the vent flap is closing much better but not completely. Perhaps a foam type seal has deteriorated and should be replaced. Maybe, sometime.

Back in the shop some time was spent trying to get the new radio adjusted so that I can hear it. It had way too much treble and not enough bass. Speaker output was also tweaked. It is better so will try that for a while and see what happens.

12/25/2017 – The next thing to do to the TR8 is to upgrade the throttle linkage with this kit. The current set up is pretty funky and not very stable. The bracket attaches through the intake manifold to the head which



I do not like. This Lokar kit solves that problem by attaching to the carb base using the furnished bracket. Much more efficient.

I saw this picture on the TWA group page which was helpful in pinning down the correct part number to order.



12/30/2017 – The above kit has arrived but today Jan's folks come to finish up Christmas giving & eating. The replacement rear view mirror found on sale at TRF should be here today or Monday. At that point everything should be working except the clock. Not sure what to do with that yet.

The TR8 is starting easily and running well. If something is leaking it is not falling on the shop floor.

On the agenda is service for the Pumkin, TR6. It also is a joy to drive and I try to get it out at least weekly to keep it in the great shape that it is in.

Jim has mentioned his TR6 is not running well all the time. So if it is

intermittent it is most likely something not perfect in the ignition system. I also plan to use the exhaust gas analyzer to check the air/fuel mixture. More later on this job.

1/3/2018 – Today seemed like a good day to try to install then new carb linkage on Tinkerbell.

The Lokar package was opened and parts accounted for prior to assembly. The first parts installed were the much better bracket and return springs.

The cable housing was next to be attached at the firewall. Before installation the threaded end had to be cut off as it was much longer than the TR8 version.

The instructions for cutting the housing for length said to leave 2 inches over the minimum so I did and it worked out well. The housing was then attached to the bracket.

The carb end of the hardware was installed per instructions. Next came the



cable fed through the housing from inside the car and attached to the pedal shaft using the original clip.

The cable was then cut and attached to the hardware via set screw. The cable tightness was adjusted at the bracket and the job was done. Very nice kit and the instructions were written in American. Very pleased at this point.

There is still some oil collecting on the valley pan. I guess at some point the intake

and carb will have to come off to redo the valley pan gaskets. I don't do well with leaks.

TRF had mirrors on sale for \$10 so since the one on the car had a faulty lever to adjust for bright lights behind at night, I bought one. Simple to change so that was also done today.

1/4/2018 – Thank you Al. Today was a good day in the shop because Al previously provided a gauge pod including gauges for the intended change to old school wiring project. When the new pod/printed circuit became available the need for the project kind of vanished.

I have been hopeful that the clocks might also be available as the volt meter was but that did not turn out to be the case. It occurred to me to test the clock in Al's pod and it worked.

The winding cable was not on it but my old clock had one so I used that. The dash was again partially disassembled to gain access to the pod and the old clock removed.

First off I checked for voltage to make sure there was power to the clock and there was. The winding cable was attached and the clock carefully placed in the pod and the retaining screws put in place.

The plastic covers were put back and the top sections reinstalled. I don't know for how long but the little clock is ticking away and appears to be reasonably accurate. So thanks Al, that was the last thing in the pod to get to work and now it does. It will be interesting to see how long it runs.

1/6/2018 – I received a message from Jon Wood with a request to assist in moving his TR6 project car to his new house near Gundy's Airport.

I picked the trailer up about 9:15 from Karl (Jan's brother) and headed over to the old house.

First we tried to push the car onto the trailer but it was more than we could handle. Using come-along the car was loaded and to the new place. One more trip for other than car stuff and the trailer was returned. Nice place and nice shop.

The carbs have what in them?!!

While going through a bunch of old photos one of the ones that caught my eye was this early shot of the Proud Pumkin at about the time it ended up in my garage.

The existence of hair notwithstanding, the things that stand out to me were the wheels first. Reflecting back I kind of like the black wheel centers with the silver caps. This kind of brings back the air of whitewalls on tires. I still like the look.

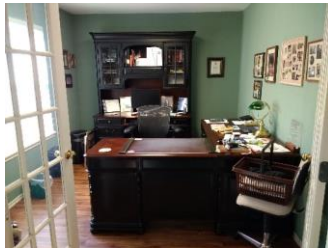
The other thing that I noticed is that the rear wheel well still shows the effects of a rear wheel bearing failure that happened sometime before I got the car. That damage was corrected a little while later when the car was repainted.

The seats had been done badly by a shop down on Admiral but were usable and a

top had been added also, badly by me. I know better now. The original top bows had been misplaced and a questionable aftermarket assembly procured from Vicky Brit that does not fit perfectly to this day. There are more in the attic that I may refurbish and install if and when a new top is installed.

Anyway this is where the Triumph saga of my life began. It has been quite a journey so far and it is not yet over.

By the way, the reason I am going through old photos is that Jan got some new office furniture and we are cleaning out stuff that should have been purged years ago. Burned old records in the fireplace. Took three days.



Classified Section

**Jon Wood
has
moved
and needs
to sell the
car ramp
shown for
an asking
price of
\$400.00.
If
interested
contact
Jon at
(936) 499-
0090**



1954 Triumph Tiger 650cc

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

Dewayne Pass
918-851-5331



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

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

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

\$14,000 Wayne 918 227-0011



Hot Resto-Mod

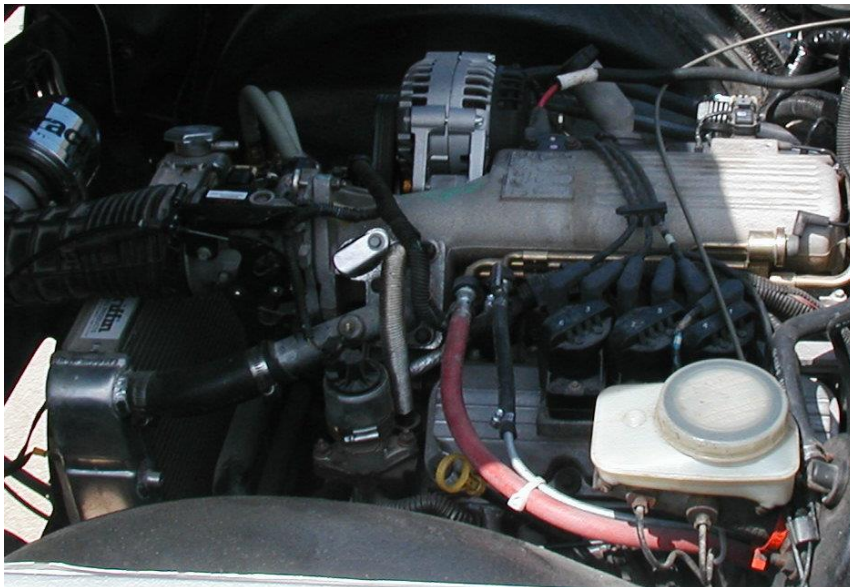
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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

Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



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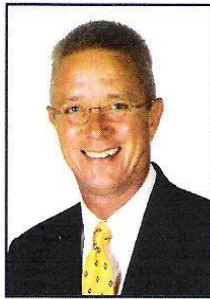
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JOHN'S PAGE – STUFF FOR SALE



Used Crane Ignition System for TR8 - \$50. Assumed bad but learned later the ballast resistor must be removed from system when electronic ignition is used. Bargain



TR8 WHEELS / \$300 or best offer, no tires. Fifth wheel being used as spare also included.

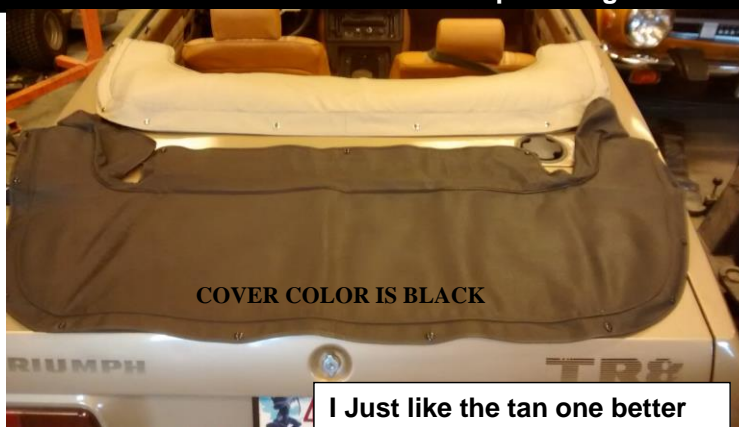
Greasy Hands Garage North Has Used TR6 Parts If You Need Something Structural parts for suspension and steering Transmissions and a Differential Windscreen Frames, Some with Glass Lots of other stuff so if you need something for your TR6 contact:

John Phillips at topaztr6@gmail.com or



BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED. ASKING \$75

CONTACT JOHN 918 283-7017 OR topaztr6@gmail.com



I Just like the tan one better

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

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To: GREEN COUNTRY TRIUMPHS
Check # _____ Check Date _____

GCT C/O JAN PHILLIPS
5885 E. 480 RD
CLAREMORE, OK 74017
(918) 283-7017
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.



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

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

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