



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for January 2019

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1<sup>st</sup> or before**  
**of each year to the club Treasurer.**  
SEE LAST PAGE FOR ADDRESS

**Next Club Meeting**  
**Tuesday January 15th**  
**Pot Luck Dinner at 600PM**  
**Meeting at 7PM**  
**Regular meeting &**  
**Planning session**  
**Location: Donna & Rob's home**  
**3442 E. 61st Place**  
**Tulsa, OK 74136**

### ***Officers and Committees***

Rob Thompson – President  
Denny Robinson – Vice President  
Al Garbart - Member at Large  
Jan Phillips – Treasurer  
Adele Blom – Secretary  
Kay Robinson - Activities  
Art Graves – Car Shows  
Jon Wood – Web Master  
John Phillips – Newsletter, Parts,  
Repairs, Appraisals, Membership  
[topaztr6@gmail.com](mailto:topaztr6@gmail.com)

### **From President Rob Thompson**



Happy New Year Club.

Donna and I finally recovered from the flu/cold/grunge. It took almost three weeks to recover. We regrettably had to cancel our Xmas Club party. Didn't miss work though as I'm sure I infected hundreds of people. Our

company had one its busiest years, thank God.

This last year was again filled with monthly meetings, drives, and parties. The 15th of January will mark our next meeting at our House (see newsletter for details). It will be a pot luck dinner along with a business meeting. At the meeting will be the opportunity to plan Activities for 2019. Kay Robinson, our activities chair, will head up the discussion. We really need your input for ideas for events. We usually like to fill-up each month with some kind of event (i.e. drive, dinner drive, tour of a museum, etc.). Bring your ideas, and if you don't, then you can join-in the discussion. What have our Club or another club you belong to done in the past that might be fun and enjoyable? Let us know.

Look forward to seeing everyone on the 15th.

On a sad note, Carol Clark died on January 2. and her life celebration will be at Charleston's Restaurant on Peoria at 1PM on Wednesday the 9th. Our condolences go out to Sam and their families.

### **From Vice President**

**Denny Robinson**

No input this month.



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

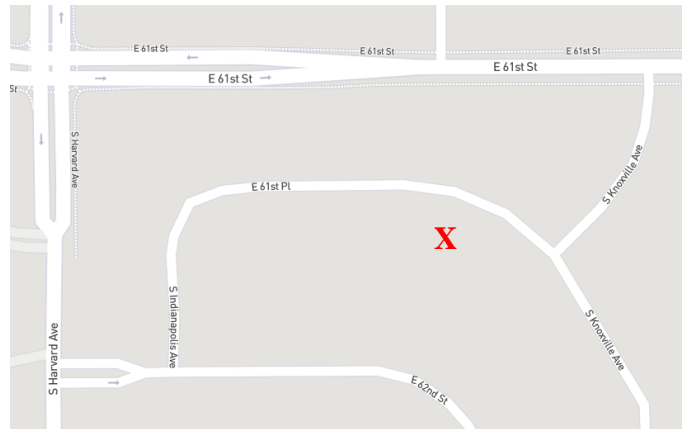


There was no meeting in December hence no minutes.

## Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

### 2019 Club Activities

| WHEN                         | WHAT                                 | WHO        |
|------------------------------|--------------------------------------|------------|
|                              |                                      |            |
| TBD                          | Drive & Picnic                       | Dale Smith |
| TBD                          | Bartlesville Trip                    | Kay        |
| TBD                          | Breakfast at Tally's                 | Kay        |
| TBD                          | Astronomy Club<br>Mounds night drive | Kay        |
| November<br>Friday 1 or<br>8 | Guy Fawkes                           | Jan        |
| December                     | Christmas Party                      |            |



### Donna & Rob's home location 3442 E. 61st Place

*Figure 1 I forgot to tell you I got a call from the 6-Pack magazine people who wanted to use my car for the back cover. Pretty lucky year for my car (me). It's pretty, but time to start the upgrades. Here's a picture of it. I got 4 copies. I actually did not like t. Clarence*







## **CO-FOUNDER OF GREEN COUNTRY TRIUMPHS PASSES JANUARY 2, 2019.**

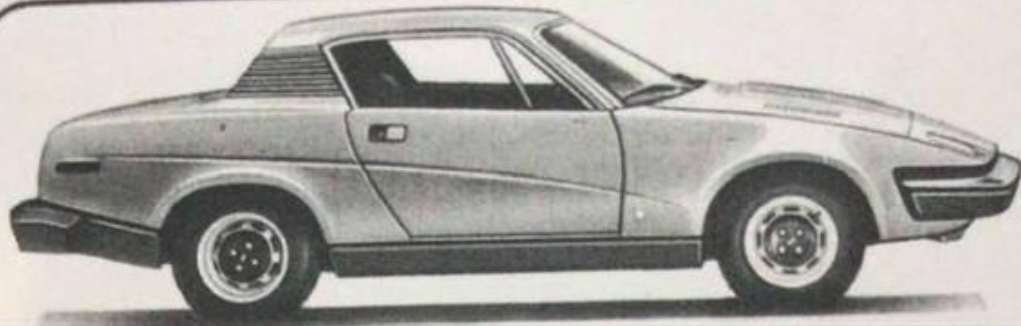
In spring of 1993 the late Randy Howard showed me the newspaper advertisement shown here. We both joined the new club. Carol and Sam Clark had started something that has provided a variety of opportunities for club members in the Tulsa area and across the region.

Our early car shows were in many ways a product of Carol's hard work and coordination abilities. Many times, show costs came out of her own pocket to make sure things were up to the standards that she set for the club.

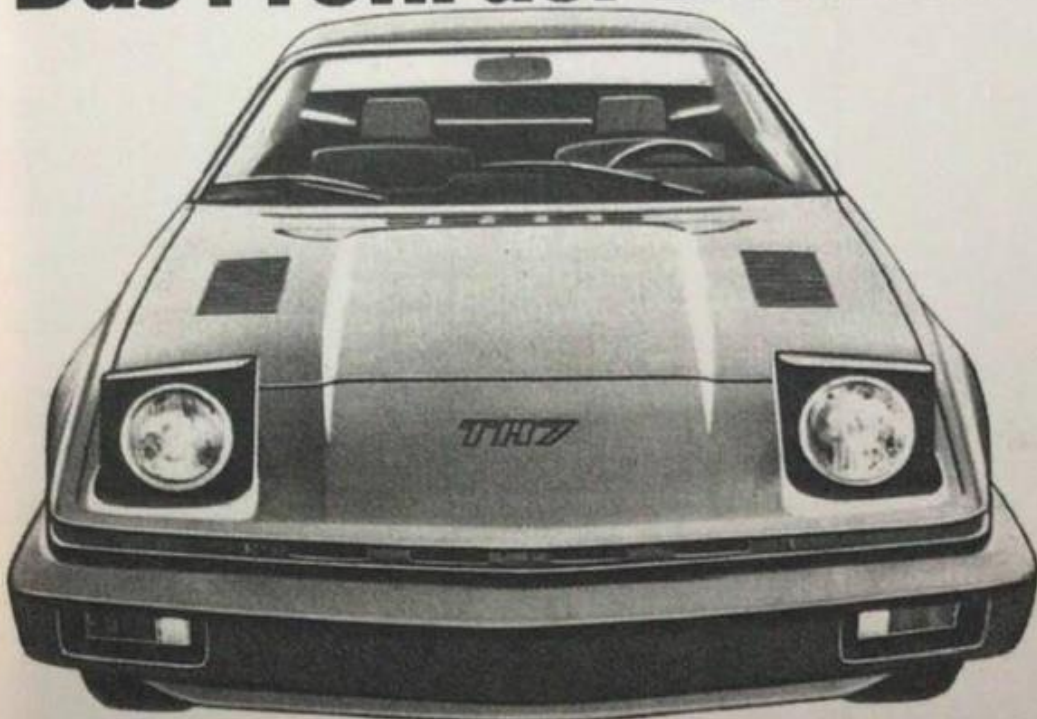
She was newsletter editor for years and also supported club membership and treasurer

responsibilities. The club will always owe her a great debt of gratitude for all that she did. She will be missed. God's speed Carol.





## **Das Profil der Zukunft**



Der neue Triumph TR 7, das Sicherheits-Sport-Coupé der 80er Jahre: Dynamische Keilform, 1971 ccm, 106 DIN-PS, 9,4 Ltr./100 km (Testverbrauch).

Unverbindliche Preisempfehlung **DM 16.990,-**

1 Jahr Garantie ohne km-Begrenzung! Ausführliche Informationen und Probefahrten beim nächsten Triumph-Händler.



**Triumph  
Leyland**

Importeur: A. Brüggemann + Co GmbH, Harffstr. 53  
4000 Düsseldorf, Telefon 02 11 / 7 81 81





This is the car  
that beat the Shelby GT-350,  
that beat the Lotus,  
that beat the Mustang,  
that beat the other GT-350,  
that beat the Corvette,  
that beat the Porsche 911  
that raced at Savannah, Georgia.

If his Triumph TR-250 beat one or two—or even three—of the big guys, maybe you could figure Bob Tullius just got lucky that day. But not when it outran every A, B, C, and D production car on the track at the Savannah Nationals to win OVERALL.

How did a 2.5 litre machine like the TR-250 beat out the big guys? Basically, by giving just a little on the straightaways where the big guys naturally had the advantage and then outmaneuvering the devil out of them in the turns. (Which just proves that a lot of expensive litres go to waste in a tight turn.)

Power and handling also helped the TR-250 grab wins in the Las Vegas and Danville Nationals. And it's only been in the U.S. for a few months.

Want to know more about the upstart? Talk to your Triumph dealer.



**TRIUMPH**

TR-250

Leyland Motor Corporation of North America, 111 Galway Place, Teaneck, New Jersey 07666.

## **2019 Car Shows**

### **New Orleans All British Car Day**

Location: Delgado Community College, New Orleans, Louisiana

Date: March 23, 2019

Web:

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

### **VTR South Central Regional Convention**

Location: Lake Texoma, Texas

Date: April 24 – April 27, 2019

Web: <http://redrivertriumphclub.org/2019-registration-home/>

### **Dallas All British & European Car Day**

Location: White Rock Lake Park, Dallas, Texas

Date: May, 5, 2019 (Tentative)

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

### **TRA National Meet**

Location: Dillard, GA

Date: May 20 – May 24, 2019

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

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

Location: Carthage, Missouri

Date: June 7 – June 8, 2019 (Tentative)

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

### **Roadster Factory Summer Party**

Location: Armagh, Pennsylvania

Date: August 1 – August 3, 2019 (Tentative)

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

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

Location: Kansas City, Missouri

Date: August 31 – September 1, 2019

Web: <http://www.heartlandallbritish.com/index.html>

### **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas

Date: September 6 – 7, 2019 (Tentative)

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

### **Triumphest**

Location: Santa Maria, California

Date: September 12 – September 14, 2019

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

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

Location: Round Rock, Texas

Date: September 21 – September 23, 2019

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

### **6-Pack Trials**

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

Web: <https://ckeefe4.wixsite.com/6-packtrial2019>

### **VTR National Convention**

Location: Dripping Springs, Texas

Date: October 6 – October 11, 2019

Web: <http://hillcountrytriumphclub.org/vtr2019/>

**1/4/2019: This is just a quick note to let you know TRF is back open for business. We started processing orders again on Thursday and we hope to finish getting caught up by early next week on voicemails, emails and other loose ends.**





## Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends



April 24-27th, 2019

### Tanglewood Resort in Pottsboro, Tx

This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig it? Go through your attic and pull out those 1970 inspired groovy duds...you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Planel De planel" when you walk through the Perrin Air Force Base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Denison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at [www.tanglewoodresort.com](http://www.tanglewoodresort.com)

Ready to Register? [Click here](#) for the Online Registration page

Registration is \$90 until April 1st, 2019, then goes up to \$115. No April Fools joke.



## VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



# Welcome to 6-Pack Trials 2019

## An Unforgettable Event

Note: The First 50 cars to register with the host hotel (click on "hotel information" above,) will be entered into a drawing to win 3 nights base room charge + tax (approx. \$418 value). Club officers and event organizers not eligible.

Welcome. We're excited to extend an invitation to our upcoming event, which has been months in the making. Please find all the details that you need on our site and get in touch if you need more information. For general questions contact Kevin Blume at [KBlume1@gmail.com](mailto:KBlume1@gmail.com)

This is the 6-Pack Triumph TR250/TR8 Owners Groups Annual Meeting

Drive our scenic 2-lane roads stopping at wineries and other venues along the way. Explore our city sites, including historic Route 66

Follow us on Facebook by clicking the link at the bottom of the page to get the latest updates.



## Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

**From:** John Phillips

**To:** c.d.alexander

**Subject:** question

Since you probably won't make lunch on Friday, I have a question. I tried a new gasket sealer on your oil pan and I was wondering if it is working for you or not? Should I do the same to mine?

*John Phillips*

Hi John,

The gasket material is working well. It looks pretty dry all around the perimeter except at the back of the engine where it looks a little wet at the flange of the pan, but I think that it is from the oil that was on the block prior to the installation of the new valve cover gasket. Overall it is amazing how you have been able to seal up the engine. I will look at it tomorrow a bit more closely and get back with you.

I replaced the dodgy emissions lines. The car is running really well.

John,

The oil pan gasket is holding up just fine. The only engine leak that I have is isolated to the spin on oil filter adapter which may have been just a bit too loose.

Thanks,

David

David



### International Drive Your Triumph Day

10 February 2019



Annual driving event in honor of Sir John Black's birthday.

Get your car out, take some pictures and email them to Rye Livingston with the Triumph Travelers Sports Car Club at [driveyourtriumph-day@gmail.com](mailto:driveyourtriumph-day@gmail.com), along with your name, year and model and place the photo was taken.

The photos will get published in the TTSCC newsletter, in *The Vintage Triumph* and online at <https://driveyourtriumphday.shutterfly.com>

**NOTE:** We will forward photos of our Triumphs taken during the Polar Bear Run to Rye for publication.

## IN MEMORIAM: CHARLES RUNYAN, 1946-2018



Charles Runyan, former owner and proprietor of The Coventry Inn Pub & Restaurant and long-time owner/operator of The Roadster Factory (TRF), in Armagh, Pennsylvania, passed Saturday, 22 December at age 72.

He bought his first British car, a 1960 TR3, in 1969 after graduating from the Indiana University of Pennsylvania. According

to employee Dan Mabon, Charles' five-year restoration of the TR3 after a clutch failure (the obituary in the *Indiana Gazette* quoted Runyan: "I tore it apart without any idea of how I would put it back together") drove his decision to create TRF. In 1983, he moved the business to the family farm near Armagh.

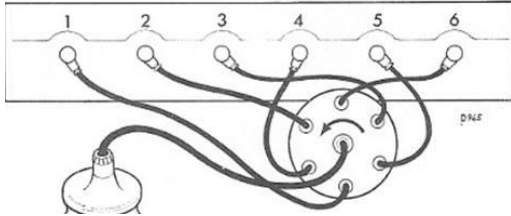
Runyan was preceded in death by his son Simon in 2017; he is survived by two sons and a daughter. Funeral arrangements are pending. His restaurant, The Coventry Inn, closed this last September due to a lack of staff. Plans for the possible continuation of TRF and its annual, early August "Summer Party" gathering – which dates to the late 1980s – are to be determined.



### 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](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?tires=215-65r15-205-70r15>

Classic Car Motor Oil

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

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



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.

**Admiral Alignment (Still in business)**

*For Brakes, Suspension & Steering*

11323 East 20<sup>th</sup> Street

(918) 437-0070

**Andy Wilmes C.A.T.**

**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

**LESSONS LEARNED**

- When using an electronic ignition system byp the **ballast resistor** is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag 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).

Spark plugs for TR6 – NGK BP6ES

Spark plugs for TR8 – Champion RN12YC



## *Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*



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

**12/12/2018** – My personal maintenance schedule for the TR's is to do it during the winter. The shop is less busy then and sometimes the weather is less inviting as it relates to taking a drive.

To that end I decided that since the 8 was low on oil (engine still not broken in) that it should be serviced first.

I drove for several miles to get all the solids and contaminants suspended in the old oil so that they would drain better. Back at the shop the car went up on the lift and the oil plug was removed.

While the oil was draining, the transmission plug was removed to check the fluid level. Perfect.

The engine oil plug was replaced and the oil filter removed. When that drain process was complete, the new filter was filled with fresh oil and installed. Doing this gets fresh oil to the engine quicker than if the filter had to fill with oil before going on into the engine.

Next was the differential. The fill plug was removed and about a ½ cup of gear oil spilled out. Ok, too much was put in when the dif was rebuilt. Not good. The plug was replaced.

With the car back on the ground the brake fluid was checked in the brake and clutch master cylinders. Ok as is.

The dipstick on the 8 is not one of my favorite features. The range is bout 4 inches long. I decided it was time to make some marks that tell me when it is a quart low.

The existing marks are reached when the sump contains about 3 quarts of oil. I put in 4.5 quarts of oil and let the car sit for a while so the oil would reach a stable level.

The dip stick was removed and the Dremel tool used to make a small mark on the stick so I could tell when it was 1 quart lower than standard. At least I have better information than I did before.

That is all the maintenance called for by the manual at this mileage. With 64,700 miles on the clock since new, I have driven the car from 58,600 miles when I purchased it. All though the car is a lot of fun to drive, all of those miles have not been pleasant. I hope as tweaking and improving continues the smiles per mile reach a very high peak.

**12/16/2018** – Efforts to eliminate oil leaks on the Pumkin are again in process. Yesterday I replaced the gasket and sealer on the oil pan (sump). I used several reluctant muscles to remove the pan and scrape away the silicone sealer used last time. The installation was the same as on David's car.

**9/2018** - *"I used a different technique today. I have never used this particular sealant but it looks very promising. I hope it does not leak."*

## Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

*In the way of preparation, I took a lot of time to straighten the sealing surface of the pan. Of course, that surface and the sealing surface of the engine block were cleaned very well. Before the sealant was applied the surfaces were wiped with acetone to remove any remaining oil or other*



*debris.*

*The sealant brushes on and is thin. I brushed the pan and gasket and rolled the gasket to get a good consistent seal all around the pan.*

*The engine block was then brushed with sealant as was the top of the pan gasket. Lifting the pan into place is always a challenge as it takes a little maneuvering and the intent is to not let the sealing surfaces touch until they are in perfect alignment with the holes in both components.*

*Since there is no visibility related to what really happens there you just have to hope it all went together as you intended.*

*The bolts threads were coated with a copper-based thread anti-seize compound. The hope is that it will keep the threads from rusting in place and prevent oil from leaching around the threads and causing a leak under the car."*

*The email comment made by David Alexander about where he thought a little leak may exist was around the spin on oil filter adapter. That is the area where my leak is so that got me thinking.*

I looked at various supplier web sites and finally found a replacement sealing kit available at British Parts Northwest. As usual it was \$5 for the kit and \$10 for the shipping. Not a bargain but at least you get everything you need with some assurance that the parts are correct for the application.



The kit is on order so I guess other maintenance issues can be addressed while I wait for the parts. *Note! Ordered Saturday, shipped Monday, received Wednesday, USPS from Lake Oswego, OR in two days. USPS Rocks!*

In the shop the sump was finished up. The fasteners were all torqued to 20-foot pounds as stipulated in the manual. Of course, this is not done without risk. The fasteners are threaded into the steel block for the most part. Two of the bolts in front are threaded into an aluminum cap that fits under the crank shaft. Aluminum is not as strong as steel so the threads frequently get stripped out.

Fortunately, there is a fix for this, Heli coil inserts as seen on the tip of the black tool second from left in the picture.

If you use a long 21/64ths bit you don't even have to remove the pan to make the fix. Pretty cool.



So, with a long drill bit, a Heli coil kit and the help of some 8-point sockets this job is easy and very effective as long as you can drill and tap a hole straight.

You simply drill the stripped-out hole to size to be tapped. Then tap the

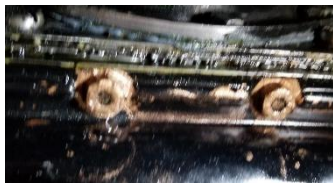
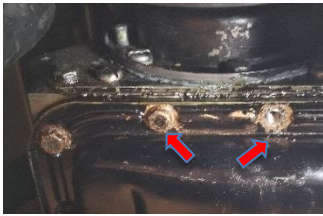


*Figure 2 Everything needed to install the inserts.*



hole for the 5/16-24 UNF threaded insert. The kit tool is used to install the insert in the threaded hole. Then reinstall the original fastener.

The copper color



around the bolt heads is the copper based thread dressing I got from David Alexander when he cleaned out his garage prior to the move. Good stuff, think I am going to like it.

All bolts are now torqued properly so any seepage from the front is now doubtful. I may yet achieve a leak free TR6. Ok, stop laughing now.

Note! 8-point sockets are handy because as you will see, the thread tap and insert tool are square on the end. This type of socket is appropriate for square applications.

**12/18/2018** – I watched a YouTube video that shows an interesting problem related to some spin on filter adaptors. If you have one it is worth watching, especially if your car leaks oil.

<https://www.youtube.com/watch?v=6ltnlq011Kk>

1Kk

The picture shows a drop of oil on top of the adaptor. The oil appeared while the engine was running via a porosity hole in the adaptor. Not unusual on aluminum castings, that is why special non-destructive tests

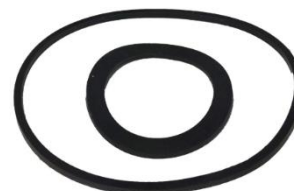


are performed on this type of product in the Aerospace industry and others to check for excess porosity.

**12/20/2018** – Yesterday afternoon the adaptor kit arrived with the mail while I was taking a nap. When I woke up, I felt like getting everything back together so it was off to the shop.

I put petroleum jelly on the two seals to hold them in place during reassembly. The new sealing washer was placed under the head of the large bolt that holds the adaptor to the engine and the bolt inserted into the adaptor.

The bolt was aligned with the threaded hole and hand tightened. The petroleum jelly made it easy to rotate the adaptor to the perfect position so the filter did not interfere with the clutch slave cylinder.



I have always tilted the adaptor to the rear of the car but this time tilted toward the front. With this attitude the filter is much more perpendicular which allows more complete filling of the filter prior to installation.

With the filter full and the gasket filmed with oil, it was screwed onto the adaptor and the job was done. I should say that the bolt was probably a little over tightened due to my experience with oil blown all over the shop floor due to an improperly seated cannister or not adequately tightened bolt.

With the engine running there was no immediate evidence of a leak. A little oil spilled under the carbs put off some smoke but everything looks ok at this point. The plan is to wash the engine today so that if there is still a leak I can see from where it is escaping.

Later in the day, I drove the Pumkin to Collinsville to wash the engine. I went ahead and washed the whole car which it needed badly. At least if there is a leak, I might be able to see from where. After the wash I drove around a little before heading for home where the Pumkin was pulled into the shop and parked where a puddle of oil

## *Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

would be extremely visible and went inside to watch TV.

I waited about 3 hours then went back to the shop and rolled the car backward to reveal the floor which had been under the car. The result was no oil on the floor. A later drive and subsequent sitting in the shop did however leave a small spot on the floor but it is much smaller than before. Progress but not celebrating yet.

I owe a lot of gratitude to David Alexander for discussing his leaking adaptor and waking me up to the possibility that my leak also sprang from the same location on my car. Thanks David. I owe you a lunch. I think you said February?

**12/21/2018** – Yesterday I made a trip to Commercial Metals to clean the shop of old metal. There was an old water pump, a brake disc, a few other small pieces, the top from an old 55-gallon drum and David's old radiator.

They paid me \$28 for the lot but note that the radiator was \$23.36 of the total. If you have old metal cluttering your space consider turning it into lunch or fuel or something fattening. It beats stepping over it all the time.

**12/27/2018** – The sun was shining late this morning so I decided to take a drive in the Pumkin just to keep things working well. I had purchased some lights for Jan but naturally they were the wrong ones so those were exchanged for some that are also probably the wrong ones. With that done it was on with my drive.

First stop was in Collinsville for a little fresh gas. It only held 4 gallons so after that is was northward bound toward Oologah. Before getting there, I took the turnoff to old highway 88 and followed that to Claremore and then back home.

Not a long drive but was none the less enjoyable. I try to drive both cars every week to make sure that they do not suffer from lack of use. They both run well and I want them to keep on doing that.

**12/28/2018** – Pumkin was again on the lift so that pinpointing points of oil leakage could

continue. The lower engine and transmission were wiped down so that any leaks could be found.

Only one was obvious, the drain plug in the bottom of the transmission had a drop of oil hanging from it after a short period of time. There was no indication that the drop originated anywhere other than the plug itself so the surface bolt thread surface was cleaned and some silicone sealant applied to the threads of the plug. If this does not stop the leak, the fluid/plug will be removed and the threads treated, the plug reinstalled and the oil replaced.

**12/30/2018** – Pumkin has been in the air for a few days now so any leaks in other than the engine may have shown up by now. And there it is, another wet spot.

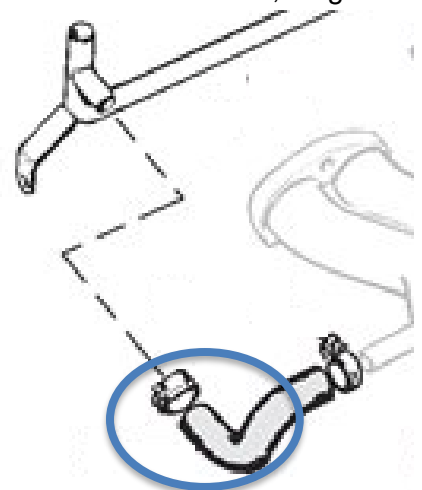
One of the heater hoses at the firewall had shrunk since new which they always do. I guess I forgot to retighten that one after it set in for a while.

I took the air cleaner off for better access and used my 1/4 inch drive socket wrench, long extension and 5/16 socket to tighten the clamp that was now loose.

I noticed the throttle shaft was rubbing on the hose slightly so at some point I will remove the hose and shorten it a little to improve the fit and eliminated the contact which could rub a hole in the hose eventually.

Now to drive it some more and see if anymore wet spots appear after it sits for a while. That makes two more leaks addressed in the last week of the year so maybe the new year will start off with no leaks. I can hope, right.

**12/31/2018** – Well, I drove Pumkin again. When I arrived at the store steam came out of the bonnet, back, right corner. Same area where I tightened the hose. Still a problem there. I will check it out in the morning. Not a good way to end the old year.





## *Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

**1/1/2019** – A good way to begin the new year was finding a spare hose in the shop stash to replace the problem one. I even found one original style clamp in the drawer.



The old hose was pulled off and the new one put on. The clamps were tightened and a little coolant topped off the cooling system. Job done.

An inspection of the old hose showed some small cracks and a rub mark from the throttle shaft, but the big issue was that the clamp was not far enough up on the water return pipe assembly. When the clamp was tightened it was not on the pipe far enough to clamp down and ended up just pushing the hose off the end of the pipe partially. The hose was on the pipe but not secured by the clamp.

I tried to make sure the new hose was properly located and clamped. There is not much

clearance between the hose and the throttle shaft but there should be no more problems, he said again with undying hope.

**1/2/2019** – After replacing the manifold return hose I expected to have to add coolant after a drive. Jan was in the mood for BBQ so I used Pumkin as transportation so I could get a feel as to whether or not it needed more coolant.

Naturally I did not check the weather forecast before leaving and it started to rain before I got to 169. The wiper on the driver side had been sitting so long in the curved position that it took a set and did not touch the windshield when the wipers were turned on. Nothing new here.

Got the food and returned home. The temp gauge went up to past  $\frac{1}{2}$  even on this cold night so it appeared the air had been purged from the coolant system and the level was low in the radiator as expected.

**1/3/2019** - Next day the coolant was topped off and I checked for spots on the floor. There was a small spot of oil so I guess stopping leaks is not something I do well. I give up. Many hours have been wasted trying to eliminate leaks to no avail. I am just going to drive them and enjoy them, leaks and all.

I also received a Paintless Dent Removed kit and have started playing with it trying to not mess anything up. Maybe I can get someone in the club to bring their car out so I can practice and not mess mine up. Any takers????☺



## Classified Section

**Sam** is selling his trailer. He

no longer needs it and says it is in great shape. It has served him well but is no longer used.

I suspect he would also entertain the idea of selling the truck as well.





*Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

**MESSAGE FROM FRANK WOOD!**

**I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.**

**Many thanks for your assistance on working on it over the years**



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#### **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. · Form not required for renewals but changes to information may be communicated using the form.¶

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

| PEOPLE-STUFFα    | MEMBER-INFOα       | CAR-<br>MODELα | YEARα | COMMISSION#α |
|------------------|--------------------|----------------|-------|--------------|
| MEMBER-NAMEα     | α                  | α              | α     | α            |
| CO-MEMBER-NAMEα  | α                  | α              | α     | α            |
| MAILING-ADDRESSα | α                  | α              | α     | α            |
| PHONE-NUMBERα    | α                  | α              | α     | α            |
| E-MAIL-ADDRESSα  | α                  | α              | α     | α            |
| V.T.R-MEMBER?α   | .....YES□ → → NO□α | α              | α     | α            |
| 6-PACK-Member?α  | .....YES□ → → NO□α | α              | α     | α            |
| TRA-MEMBER?α     | .....YES□ → → NO□α | α              | α     | α            |
| ANOTHER-CLUB?α   | α                  | α              | α     | α            |

SEND YOUR DUES TO THE CLUB TREASURER: · \$20

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**Dues are payable by July-1<sup>st</sup> each year.** · If you join(ed) between Jan.-1<sup>st</sup> and Jul.-1<sup>st</sup>, next dues are payable July-1<sup>st</sup> in the year following the year in which you join(ed). · **Newsletters are discontinued Oct.-1<sup>st</sup> following the date dues were due.¶**