



# Triumphant Times

## Green Country Triumphs

Monthly Newsletter for July 2016

<http://greencountrytriumphs.org>

### NEXT CLUB MEETING:

Saturday July 16TH

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: HOME OF KAY AND  
DENNY ROBINSON ([see map](#))  
Sapulpa, OK

### Officers and Committees

Jack McGlumphy – President

Denny Robinson – 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

[tr6@atlasok.com](mailto:tr6@atlasok.com)

that was in the last newsletter. It was a deal I couldn't pass up although I already had enough on my plate to not get it. It is pretty well complete except for bumpers and grill. I'm sure I will find more missing parts when I start getting into it. All the fenders are off, but in good condition. The engine is complete, but don't know how long it has been sitting. It does have an overdrive transmission. I talked to the man that had brought it to Oklahoma on trailer from California and he said it had been a race car. I hope there are a lot of goodies in the engine.

I plan to concentrate on the other Spit first. Still waiting on parts for rear suspension and torque bar to finish frame work before I set engine and transmission in frame.

Robert Hoffman, who is to be at meeting Sat. night will join club then. He has a 1980 Spit. He was over on past Sat. for me to drive and check out problem on car sluggish on takeoff. Told him his clutch is slipping. Also had bonnet rattling and determined that the rubber bushings that align bonnet to body were worn out.

Looking forward to hosting this month's meeting in our home on Sat. 7/16/2016. You all know the drill. Bring a covered dish if you choose and drinks. I'll have plenty to drink on hand if you forget.

We need to have a good turnout as this is the meeting where we elect new officers for the next year. The positions to be elected are vice-president and member at large. Keep in mind we need to appoint the other positions and it would be good to have members volunteer for positions. Tom has already said he does not want to be activities coordinator so that position is open. Members that are in positions and want to continue need to let their wishes be known.

### From Vice-President *Denny Robinson*

Hello Members,

It's not been a good month to ride around much in our little cars. As John put in an update of the last month's newsletter, I purchased the TR3



Denny's NewTR3



## **Minutes of the Last Meeting from Secretary *Adele Blom* by Kay Robinson**

GCTC Minutes for June 21, 2016  
Held at Bros. Houligan Restaurant

Vice-President, Dennis Robinson called the meeting to order at 7pm; 14 members were present. A motion to accept the minutes as printed in the newsletter was made by John Phillips and seconded by Tom Chronister. The motion was passed by a unanimous vote. John Phillips presented the treasurer's report. Tom Chronister made a motion to accept the treasurer's report with a second by Frank Wood. Club vote approved the motion.

Art Graves, Car Show Committee Chairman, reported the Carthage, MO show will

be July 22-24 and the Roadster Factory party will be August 5 & 6. VTR will be Mon.-Fri., Oct. 3-7 at Tanglewood Resort Pottsboro, TX.

John Phillips, Parts Committee Chairman, provided updates on the on-going car projects. John's TR-8 has been in the air conditioning shop for 8 weeks. John plans to install an oil pressure gauge kit and update the TAC when he gets the car back. Jim Lindsay's car is in the paint and body shop. Al has a rear light kit to install in his car. A TR3 is next in line for work at the Greasy Hands Garage. Denny's 63 Spitfire "rust bucket" project is coming along at a snail's pace. He plans to build a "puller" for the rear-end hub. The 3 rail system transmission was discussed.

Tom Chronister, Activities Chairman, reminded members of the upcoming club events. Saturday, Aug. 13 is an "out & back" drive to the Rock Café in Stroud. The group is to assemble at the QT at Hwy. 75 & 121<sup>st</sup> St. Glenpool, near Walmart. Plan to depart at 7:30am for a 50 mile drive for breakfast. Rob Thompson is coordinating this drive. The July 3 cook-out has been cancelled; details were published in the June newsletter. The July meeting and election of new officers will be on Saturday, July 16, 6pm at Denny & Kay Robinson's. Additional information concerning this party will be sent out via e-mail and July newsletter. September activity is a drive to the Ponca City Marland Mansion. A date has not been set at this time; Kay Robinson is planning this trip and promises to have information soon. October Al Garbart is coordinating a joint trip to Western Hills with the Oklahoma City Club. Date is to be announced later.

John announced Jessie Hernandez is a new member. Denny has a prospective new member, Robert Hoffman, owner of a white 80' Spitfire. Club membership dues of \$20 are to be paid for the 2016-17 year.

No old business was presented.  
(continued next page)

New business included a discussion on tentative plans for the 2018 regionals, which would be GCTC's turn to host. Club members are asked to think on the project. The club should decide on event location and date by April 2017. Other new business was the need to print new business cards having a blank for name and address of inviting member.

With no further business, Sam Clark made a motion to adjourn and Frank Wood seconded the motion. Motion passed. Minutes were taken by Kay Robinson.

### Engine Noise

**A CAR SHOW WORTH ATTENDING. THERE ARE SOME GOOD ROADS BETWEEN HERE AND THERE FOR SPORTS CARS. If Tinkerbell can make the trip I will be attending. Big IF**

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


Location: Carthage, Missouri

Date: July 22 - 24, 2016

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

## CARTHAGE CAR SHOW

HOME FRIDAY SATURDAY SUNDAY EVENT DETAILS REGISTER



Welcome to the 17th annual GOBMC all British Car & Cycle show

### FRIDAY

The Friday Night Tailgate Party!

MORE

### SATURDAY

Saturday evening! Saturday morning is total registration and the car show on the square from 9am - 2pm

MORE

### SUNDAY

Sunday morning is an incredible breakfast at the Thom's home in Carthage.

MORE

### EVENT DETAILS

On the Square in Historic Carthage Missouri, July 24 - 28th 2015

MORE

### CARTHAGE CAR SHOW

Join us for GOBMC's annual Car & Cycle Blowout

**July 22-24, 2016**

The Greater Ozarks British Motoring Club is pleased to welcome everyone back to historic Carthage, MO for our 17th annual All British Car and Cycle show!


GOBMC's signature event is once again bringing motoring history to life on the square in historic downtown Carthage, MO.

Join us for a weekend of relaxation, fun, food, friends and of course numerous British cars and motorcycles. Enjoy a relaxing event held in the heart of the Midwest in a town that welcomes everyone!

There are classes for every British car and trophies for 1st - 3rd in each class.

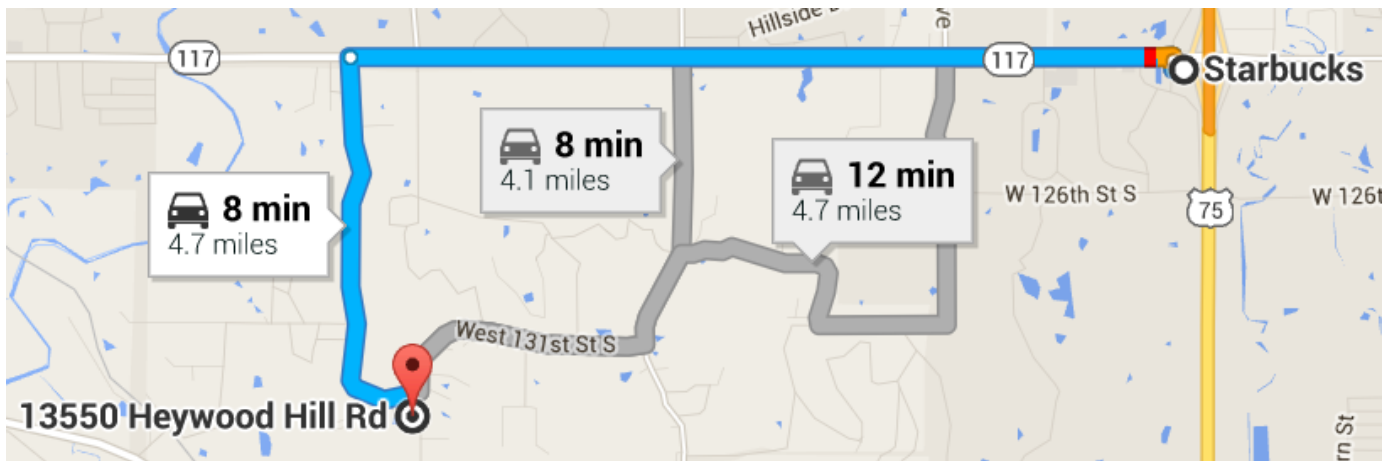
The theme this year is "GOBMC Country Hoedown"! Costumes are not required but encouraged so be creative, let loose and have a little fun!

Browse through the site, check out the cars, people, events, and come join us in Carthage!

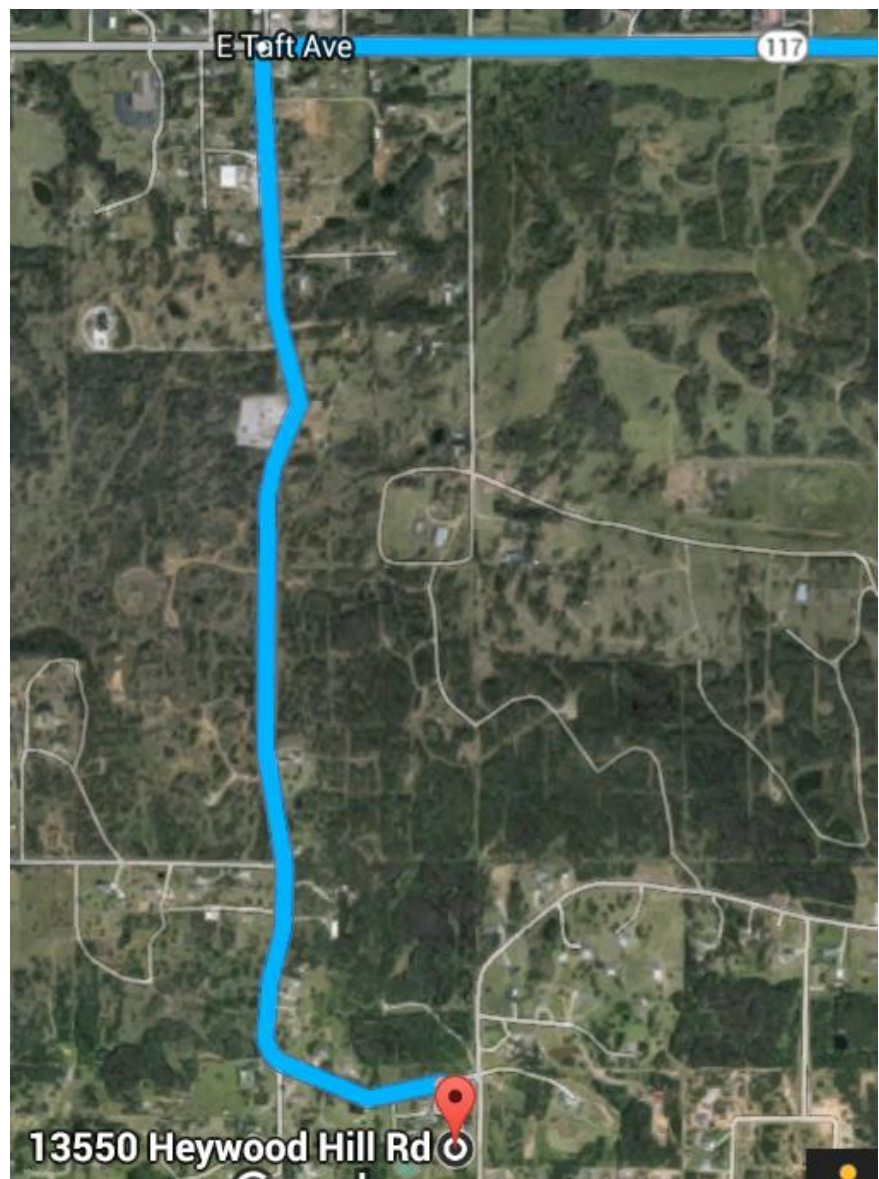
 Greater Ozarks British Motoring Club  
Like Page 222 likes







**Directions to the Robinson residence:**  
Take hwy 117 from 175 and turn left at the gas station. Keep going and you will see their house on the right at the stop sign.



## 2016 Club Activities

Aug 13th	<b>Out and back Breakfast. Rock Cafe Stroud 7:30 am, meet at QT 121<sup>st</sup> &amp; 75</b>	<b>Coordinator – Rob Thompson</b>
Sept ?	Out and back Marland Mansion Ponca City	Coordinator – Kay Robinson
Oct ?	Visit and lunch Sequoyah Park (918-772-2545) Fort Gibson Lake	Coordinator Al and Janis Garbart
Oct 3 to 7	VTR National Convention	Lake Texoma Pottsboro TX
Nov 5 2016	Guy Fawkes dinner	Coordinator John & Jan Phillips
Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator John & Jan Phillips

**August 6<sup>th</sup> was selected for the out and back luncheon. I see no conflicts unless the Roadster Factory Summer Party is on your calendar. If we prefer a cooler ride, I suggest a breakfast drive starting at 9:00 am.**

**Route 66 Rock Café - We will leave from the QT at Hwy 75 and 121<sup>st</sup> Street South (Glenpool) at 11:00 travel thru Sapulpa on Hwy 117 to Hwy 66 west and thru Kellyville, Bristow and Finally Stroud to the Rock Café (46-mile trek). Please RSVP to Rob Thompson ([rob@libertyohm.com](mailto:rob@libertyohm.com)).**

**Rob Thompson, CIH, CSP  
President - Liberty OHM  
918.742.1567 office  
918.606.3020 cell**

**On Friday the 17<sup>th</sup>** about a dozen club members traveled to Moore's Fish Farm to enjoy a very good catfish dinner. The buffet styled dinner included in addition to the catfish some BBQ meats, hush puppies, fries, corn, beans cornbread and a variety of desserts. Lemonade was served and a couple of other options that I did not try. There were probably more things to choose from that I did not see or try.

We traveled from the QT in Catoosa down 412 to the turnoff a couple of miles past the 88 interchange at Inola. We traveled generally north for a few miles to the farm and found a parking place in the crowded parking area.

Inside the place was packed and people were standing in line to pay prior to self-serve from the buffet. The folks running the operation were very practiced at managing this many patrons so the wait was not long.

We were seated in one area and enjoyed a very good meal in facilities not quite adequate for that many people.

The road from 412 to the farm was curvy and a little hilly so it would have been a great drive in the TR8 if I had it back yet. There were a couple of TR6's in the group (Needham and Jester) but the weather was not very conducive to travel in an un-air conditioned roadster. Kudos to Tom, Chad and Ariane for braving the heat. Also attending were Rolf & Adele, Bob and Barbara Avakian, Kay and Denny Robinson

We had Frank and Louise Wood with us and we made our way home via 88 and around the south side of Claremore via country roads. Nice evening.

Tom C. did a good job setting up this out & back for the club. I think most participants enjoyed the event that Tom put together. John





**Old Business Topic Information:** One issue to be discussed further at our next meeting is how to proceed with our club's rotation in the regional VTR convention, specifically the 2018 convention as it is our club's turn in the rotation. Considering the erosion in our participating membership as it relates to managing an event such as a regional convention it seems appropriate to share an article that appears in this quarter's VTR magazine.

## THE VINTAGE TRIUMPH

LETTER FROM THE

### President



Jack McGahey

This is going to be a column full of congratulations and thanks. Okay, I will get around to begging for help too, but first the congratulations and thanks.

Thanks, first, to Bill Lynn for an incredible record of service to our hobby and organization. Volumes more could be written about that, but I'll stop there and say congratulations Bill, on finally being able to ease into retirement from the responsibility of serving as VTR Membership Secretary. At its last meeting, the VTR Board of Directors elected long time VTR member Dick Birch to fill Bill's incredibly large shoes and serve in that capacity. Thanks, Dick for taking on this tedious and essential task. Dick is a welcome addition to the VTR Board of Directors in any capacity and we can't thank him enough for stepping up to serve in one of our club's most essential positions. If you've been to a VTR Convention anytime in the past several decades, take a look at the event group photo (if you bought one) and odds are you will see Dick and Judy Birch standing next to one of their Triumphs (usually a Pimento red 74 TR6), both wearing the event T shirt.

Thanks AND congratulations to The Central Oklahoma Vintage Triumph Register for hosting The 2016 VTR South Central Regional and giving us a great report (elsewhere in this TVT issue) on this fine event. Congratulations to the entire VTR South Central Region and all of its Chapters for the incredible job you all do as rotating hosts for this annual regional VTR event. I've been to one of those fantastic South Central Regional events, and I'm determined to make it back to another one (or two or three) one day. They really could serve a model for other VTR Regions to follow.

Congratulations to the "Friends of Triumph" – a proudly unorganized group of Triumph driving Vintage Racers – for the 2016 edition of the race for The Kastner Cup reported elsewhere in this issue. Thank you for keeping The Glory alive.

Thanks to Red River Triumphs for all the hard work you are putting in right now, to host the 2016 VTR National Convention. I hope everyone reading this is making plans to be there, since, as far as I know right now, it may be the next to last VTR National Convention ever held. I'll just skip a line here to let the zinger in that last sentence sink in.

We have now arrived at the part of the column where I beg for help. I'm starting to feel like the little boy who cried "Wolf" so many times that eventually nobody paid any attention. Meanwhile, we edge closer and closer to the first year there will be NO VTR National Event for lack of a host. Right now it looks like 2018 will be "That Year". If you have an idea to push "That Year" a little farther off into the future, please let me and VTR Events Coordinator Jamie Palmer know what it is. All our contact

info is inside the front cover of this magazine.

"Thank YOU ALL for being VTR members, and let's have "National Drive Your Triumph Day" not just February 10 but on as many days as possible."

## Correspondence

### Thanks for the VTR Directory

Thank you for such a NICE booklet. YOU have outdone yourself. It was a long time a coming, but worth the wait. VTR mag, # 155, top of the line as always. Have a Triumphfun day.

John Dabars, VTR # 6500

## Vintage TSOA Items

One of the Capital Triumph Register (CTR) members sent me the attached scans and I thought you might enjoy seeing them. One item is a TSOA application from 1968. The second is a copy of the District of Columbia TSOA newsletter from July 1968.



TRIUMPH SPORTS  
OWNERS ASSOCIATION



Membership Application



Top Left: Faded 1970s photo shows a happy Bill Yurasko in his TR-250. Top Right: In the old days, Standard-Triumph administered the club and this application was in every new Triumph's glovebox. Bottom Left: The July 1968 issue of the DC TSOA newsletter – remember mimeographs? Bottom Right: Christopher Yurasko and family, wife three children and, of course, the TR250.

Our member Christopher Yurasko inherited his car, a 1968 TR250, from his father Bill Yurasko when his father passed away a few years ago. Bill

# 2016 CAR SHOWS

## Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: July 22 - 24, 2016

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

## Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 4 - August 6, 2016

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

## Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 3 - 4, 2016

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

## 6-Pack Trials

Location: Loudonville, Ohio

Date: September 8 - 11, 2016

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

## British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 10, 2016

Web: <http://www.britishironnwa.org/show15.html>

15th ANNUAL  
**BRITS in the OZARKS**  
ALL BRITISH CAR & CYCLE SHOW  
Benefiting the ALS ASSOCIATION  
"Fighting Lou Gehrig's disease"  
SPONSORED BY  
BRITISH IRON TOURING CLUB  
OF NORTHWEST ARKANSAS  
PRESENTED BY  
Castrol  
University of Arkansas Agri Park  
Fayetteville, Arkansas  
September 10  
SPECIAL GUEST  
Mike Dale, CBE  
Former Employee of Donald Healey Motor Company,  
Former President of Jaguar Cars North America  
Car Display • People's Choice Judging • Concessions Available  
Host Hotel  
Holiday Inn Convention Center of Northwest Arkansas  
1-49 and Highway 412, Springdale, AR  
FOR REGISTRATION INFORMATION CONTACT  
BILL WATKINS 479-656-3168 OR DOUG SCHRANTZ 479-531-2783  
www.BritishIronnwa.org doug@tazam@gmail.com  
Sponsors: Honda, Yamaha, Harley-Davidson, etc.

Hi John, The Kansas City All British Car show has changed their format and venue. It will still be held over Labour Day weekend, September 3 & 4. Here is a link to the new web site where you will find all details including a registration form and hotel information.

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

Cheers, Art

## Triumphest

Location: Ventura, California

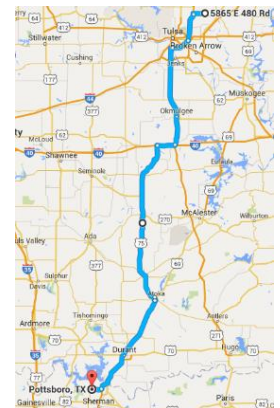
Date: September 8 - 11, 2016

Web: <http://www.triumphest2016.com/>

## Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 - 25,



2016

Web:

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

## VTR National Convention

Location: Pottsboro, Texas

Date: October 3 - 7, 2016

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

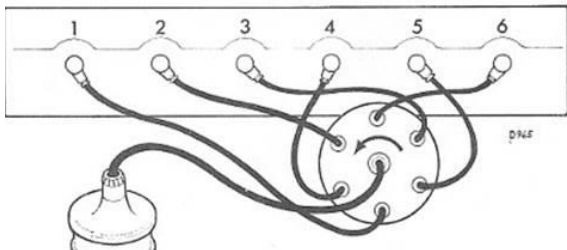
About a 200-mile drive to the national convention.



### 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



2 Fold top forward without folding back window



down fold TR6 top as shown.

### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

<https://www.tacomaworld.com/tirecalc?tires=205-50r15-185-70r13>

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

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

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

Spline Lubricant – CV Joint Grease

1. Release top from rear bow and

snaps at the sides then spread out over back of car.

Overdrive and 5 Speed Transmission: GM Fluid 88900399 Synchronesh Friction Modified Manual Transmission Fluid

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

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

<https://www.tacomaworld.com/tirecalc?tires=185-70r13-195-55r15>





## Greasy Hands Garage North Update by John Phillips

**6/14/2016** – There is not a lot I can do in the shop today. Sam's car is held up for parts and the TR8 is still in the shop (Air Cond.).

The old seal was still in Sam's dif so I decided to get it out in preparation for installing the new one. I walked into a mess in the shop.

The dif was on my work bench with the front raised to prevent leakage. It was listed to one side about which I was not worried, that side seal was still in place. Bad idea.

I should have leveled the dif because the side seal leaked like crazy so there was a puddle of gear oil to clean up from the bench and the floor. The bench got towels, the floor got oil dry.

At this point there is no plan to replace the side seals because the process requires removal of bearings, seal installation, bearing replacement. Bigger job than the front and the degree of leakage from the sides is minimal. We shall see what is decided and done.

After cleaning up the mess and leveling the dif I tried to get the old seal out with my seal puller. It took some effort but it worked. The old seal is out. Just need the new seal from TRF.

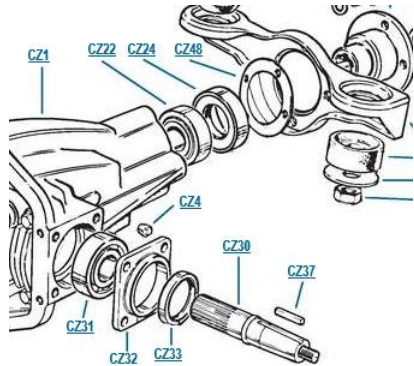
**6/18/2016** – So here it is another ½ a month after a year of restoration and the TR8 is still at Bryant Auto Air. I guess it may be time to cut back on being a nice guy.

The dif seal (CZ24) has not yet been received from TRF so Sam's dif is still on the work bench. The right ½ shaft was taken apart to check



for a possible bad spline or bad U-joint. The U-joint is fine and the spline is visually ok but has a little slop in it. The plan is to clean it up and re-lubricate it and put it back together. It will most likely outlast any of us.

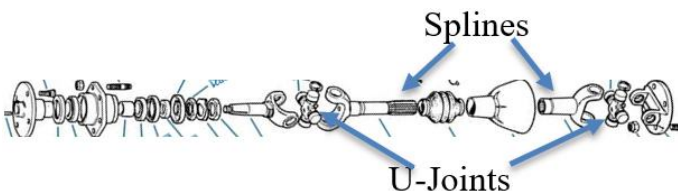
I am still squirming a little over the side seals (CZ33). We have decided to not replace them to avoid the possible damage to the bearings that



would have to be removed to get to the seals. I would prefer to replace them but that is not the current plan.

So after mowing the yard I decided to reassemble the ½

shaft. The small end of the dust boot was pushed onto the male end of the spline and safety wired in place. The spline was wiped off as best as it could be and some additional lubricant applied. Take note that one of the preferred lubricants for these spline is CV Joint Grease, which is what I used.



The stone guard was placed on the female end of the spline. With lubricant on both male and female spline components, the female spline was fitted to the male end. The spline dust boot fell into place and safety wire applied to keep the boot in place. Another note, if no wire is available wire ties have been used successfully to secure the boot.

With the ½ shaft back together it was checked for play and there was none. This confirms to me that the play was definitely in the spline and not a U-joint because the new grease on the spline was enough to stop the previously found play in the assembly, at least temporarily.

The vent on top of the dif was covered with lots of mud, gear oil and other stuff. To get the vent

to work, which keeps the gear oil from being pushed out of the unit around the seals, the gunk had to be cleaned from the top of the dif. Nasty. Just need that seal now.

Ok, Sam called to say he was bringing the seal up and he did. We installed it and so far the oil is staying put in the dif.

Also, we discussed the condition of the side seals and he decided to replace the bearings (CZ31) and seals (CZ33) on each side. This is a good thing. Now we just have to wait for parts again but at least they fit.

**6/19/2016** – Started working on getting the seals off the side flanges today. Went badly but finally progress was made. Going to rob replacements for damaged parts from one of the old difs stacked in the shop. One is not worth anything anyway, might as well use it for parts.

**6/23/2016** – Sam has the bearings and seals at his house so am just waiting for a delivery. The salvage of replacement parts and cleanup is complete. Bearings and seals are next on the list.



**6/24/2016** – Today Sam brought the seals and bearings for the differential side shafts. We got the parts installed in the diff and wrestled the diff back into place under the car. I said that pretty quickly but it was hard work getting everything in place and the nuts on the attach points under the car.

As soon as the diff was fastened in place we quit for the day. Tomorrow I plan to attach the drive and ½ shafts to the dif and install the exhaust system.

The trim tape on the grill cross bar is coming loose so I will replace that then the car will be ready to take to Sam to be traded for his TR3 which needs assembly after paint. Should be a fun project.

**6/25/2016** – Today the bolts/nuts were reinstalled in the shafts that connect to the differential and the exhaust was reinstalled. A piece of gaffer's tape was stripped off the roll in the right





width and applied to the grill to replace what was falling off. The car is done.

I took it for a 20-mile test drive most of it with the windows up so I could listen for noise. When we started there was some noise that sounded like a bearing but we could not tell where the noise was coming from. The noise is gone

so it must have been coming from one of the bearings we replaced in the dif. Good.

The car is now much more quiet but the new tires are noisier than I had expected them to be. That of course is not the cars fault. The defender tire is different from the tires installed on Tinkerbelle and I am glad I made the choice that I did. They are much more easy to live with.

Ok, salmon eye just have to coordinate swapping his TR6 for his TR3 so I can get to work on that and get it ready for its next owner. Stay tuned.

**6/26/2016** – Ok, one more thing. During a test drive yesterday, I noticed the idle speed was a little high which kind of prompted some dieseling after the ignition was turned off.

Today I backed the car out onto the concrete apron and let it get up to operating temp, and removed the air cleaner. The linkage between the carbs was then loosened to accommodate individual tuning of both carbs.

The fuel mixture on the back carb was increased a little but the front

carb was adjusted as rich as it would go. The idle screw on the front carb was raised to lower the idle speed while the back carb was pretty much ok when the carbs balanced.

Tightened the linkage screws and replaced the air cleaner and the car now dies as it should when the ignition key is turned off. Take note if you have a dieseling problem to make sure the idle speed is less than 1000 RPM.

**6/27/2016** – I have the Pumkin back on the rack today looking for my oil leak that just keeps on leaking. I have tried everything that I know to try except replacing A. the seal on the front of the crank that installs into the timing chain cover and B. replacing the timing chain cover gasket.

So the seal is on order from TRF, the gasket is on the wall as donated by Tom Needham after his newly reworked head was installed on his car.

This is a bigger job than I want to do on the Pumkin but it is really needed as the size of the oil puddles is getting out of hand.

#### TIMING CHAIN COVER

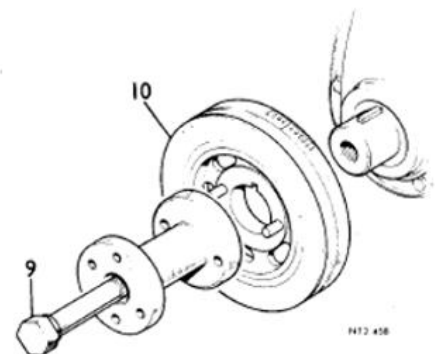
– Remove and refit

12.65.01

Special tool S341

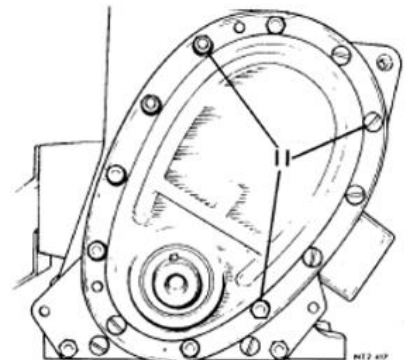
#### Removing

1. Isolate the battery.
2. Drain the cooling system 26.10.01.
3. Remove the radiator cowl.
4. Remove the radiator 26.40.01.
5. Remove the fan blades.
6. Remove the chassis cross tube 76.10.05.
7. Remove the fan belt 26.20.07.
8. Remove the steering rack 'U' bolts and ease the rack forward 57.25.01, instructions 5 and 6.
9. Remove the centre bolt securing the fan extension and crankshaft pulley and remove the extension by tapping it with a hammer to free it from its locating dowels.
10. Withdraw the crankshaft pulley 12.21.01.



11. Remove the set screws, bolts and nuts and spring washers securing the timing chain cover to the cylinder block and engine front plate.
12. Prise the timing chain cover from the engine taking care not to damage or distort the cover.
13. Remove the oil seal sleeve.
14. Remove the gasket.

**NOTE:** The timing chain cover is located by two dowels and two studs.



This job has been set aside so I could finish the TR8, Sam's car, Jim's work to this point, etc. so now all I need is the seal and a couple of days of effort to hopefully eliminate the leak.

The process of cleaning the cooling system prior to using the waterless coolant is time consuming and a little difficult so I have not considered it for the Pumkin. Now I have to option to use that system and never again worry about changing coolant. Of course adding the waterless coolant when something in the system goes bad is always a risk, like a failed water pump which I had last month, or a failed hose, or a failed heater core, or who knows what else. Maybe I will just stay with anti-freeze.

I did tell the guys at the air conditioner place to absolutely under no circumstances introduce water into the TR8 cooling system. I hope they listened.

**6/28/2016** – Follow-up to the carb adjustment on Sam's car, I drove it to town for chicken last night since the Pumkin was high on the lift. When I got back home the idle speed was back up to 1200 RPM. Sam considers the car done so it is.

The Wedge Shop sent out a message allowing \$5 off on any purchase. I ordered a speedy sleeve to ensure a good fit on the new front seal coming from TRF. The sleeve was less than \$5 so I only paid for shipping.

I also ordered a new oil pressure switch to replace the new one already installed by me previously. Not sure these switches are worth the money but I gotta have it.

**7/1/2016** – The front timing cover seal was received today along with a new oil seal sleeve. The sleeve will fully replace the original sleeve and eliminate any wear groove that can reduce sealing efficiency.

Now all I have to do is install them. I plan to have the job done by the end of the 4<sup>th</sup> of July weekend. We will see how it works out.



**7/2/2016** – I was late getting to the shop. Google notified me that my email password had been hacked so I changed a bunch of websites where that password had been used. Yeah, I know you're not supposed to do that.

Anyway it was about 11:30 before I started work. The steps are listed above so I won't bore you with going back over what was done. I will say that since I had no fan or pedestal on the crank nose that that step was bypassed and the replacement part was removed instead. Additionally, the air intake in front of the radiator had to be removed since it is an aftermarket item it does not show up in the list of things to do.

To make a long story short, in about 3 hours of actual work all the things that needed to be moved out of the way were, the timing chain cover was off as was the sealing surface for the new seal.



*Removing this gasket is extremely difficult*

As nasty as everything is I expect tomorrow will be dedicated to cleaning and repainting a few things with reassembly on the 4<sup>th</sup>. There are a couple of things to be replaced naturally, like the fan belt and the radiator shroud, perhaps a few more

items but for the most part everything looks pretty good with grease on it. Wonder what is waiting for me under the grease? We shall see.

Thanks club for the mineral spirits, I need it tomorrow. To pay some of that back I removed a set of solid rack mounts that I plan to replace with poly bushings. That is the one thing that I did



that really made a difference in the way the car makes you feel when you hit a bad spot in the road. There is a lot of shock that comes through the steering system with the solid mounts.

If someone else wants to try them they are yours. If you are building a race car you probably want them, assuming you don't already have them. I think some of the early cars came that way. Anyway, if you want them raise your hand.

One more thing then I will shut up. After teardown the oil seal sleeve had no groove. Naturally I will install the new one going back but I will keep the one taken out in case someone else needs one. Again, just raise your hand.

The new stuff is already soaking in motor oil just to make sure it is as well lubricated as it can be prior to installation.

**7/3/2016** – Today I was going to get all the cleaning and painting done so I could reassemble tomorrow. The painting is done, the cleaning, not so much.

Whatever Chad Hodges used to seal the gasket around the timing cover was really, really good stuff. It came off the cover via wire wheel but it took a while.

Getting it off the engine side is a nightmare. The job is about 1/3 done. The stuff does not cut with anything so a wire wheel on the drill is the most effective tool but it is painfully slow. After about 3 hours it seemed smart to stop before getting out of bed in the morning got to be a problem. It may take two more days to get it all off, but I will. The replacement belt and shroud will not arrive until the 11<sup>th</sup>

**7/4/2016** – After about an hour and a ½ the old gasket had been removed to my satisfaction. It involved using a variety of tools to finish up. The repainted timing chain cover was readied for installation by inserting the new seal. The gasket was retrieved from the space on the wall where it was kept and guess what, it did not fit.

I had thought that it was left over from Tom Needham's work but it must have been donated by Jim Lindsey as it fits TR2 thru TR4. A new gasket is on order but the reinstallation is stopped.

There are air filters to clean, ugly parts to repaint, etc. so tomorrow will be a work day to get everything ready for reinstallation. The only tricky part that is anticipated at this point is getting the chain tensioner in place when the cover goes back on. After that it should be smooth sailing. We shall see.

**7/5/2016** – The filters were washed and left to dry before the new filter oil is applied tomorrow. Several parts were cleaned and repainted. The big surprise of the day was seeing the back side of the pulley / damper assembly.

There is no sign of age or damage on the front side but the backside shows checked rubber with lots of cracks in the damper or harmonic balancer.

More heat and more oil here. This thing might have lasted for as long as I can drive but I am not prone to taking chances with stuff like that.

I only found one replacement that was

adequate to actually install on the car. Of course Moss was NA as was Rimmer and Victoria British, TRF was not original engineering, BPN was the only one that had the timing numbers on the pulley as original and the product was very high quality made in Germany. The part cost \$212 but I trust the product more than anything else located.

The belt width increased over the years from 3/8-inch-wide for the TR250 to ½ inch on the late TR6. I think it was Victoria British offered one pulley for both models.

So, the wait for parts just got a little longer. Oh well, it is just a hobby, right? Too hot to drive? Boy, I wish I had an air conditioned TR8 to drive during all this hot weather.



**7/6/2016** – One part got painted over the rust conversion applied yesterday. I went to Bryant Auto Air to check on the TR8 progress related to the air conditioner installation.

Component installation was complete. The Freon was to be added then the car is to be moved back to Superior Auto Electric to hook up the fan system so that one fan works from the temp switch in the radiator and the other comes on when the air conditioner comes on. I hope the car has a shorter stay at this shop than the last one.

My next stop while in Tulsa was at Admiral Alignment to bother **Andy Wilmes** for his annual dues. I told Andy about the work being done on the Pumpkin and that the old pulley/damper was about shot. He shared a little of his wisdom with me in that **a worn damper can cause enough movement to cause the front engine oil seal to fail**. Well, Duh, that is exactly what I am trying to fix. I just did not know why until Andy turned on my lightbulb. Thanks Andy.

He also asked if I was able to find a good one and I told him about the German made unit purchased from British Parts Northwest. He seemed ok with a German made component but did not speak kindly of other brands. Sounds like I made the right choice of pulley/damper to purchase.



**7/7/2016** – Jim called about 11 am to see if I could take him to Jim's Paint & Body Shop to pick up his TR4A. I did, it is now in his garage waiting for parts and the right time to work on it. He has a busy time coming up so not much will get done on the bumpers, interior, doors or dash for a while.

I followed Jim home since he had no lights, turn signals, etc. The car goes down the road well and does not smoke. The paint is looking very nice and when the car is finally assembled it will go back to the body shop for some final tweaking.

**7/8/2016** – Today the cleaned and oiled air filters in the cold air system were replaced into the pick-up fitting and are ready to install on the radiator bracket when everything is ready to go back in the engine bay.



Also, the gasket for the timing chain cover arrived so one side of the gasket was spread with sealer and placed in position on the front of the engine. The cover was then spread with a coat of sealant and readied for placement on the engine.

The timing chain tensioner requires something to keep it in place while the cover is being put in place. I was able to use my little finger to push it into place.



The cover was pressed into place over the locating studs and dowels and the screws and bolts put in place to fasten it to the engine. The new pulley/damper is next to go on when it arrives the n the rest of the components can be reinstalled.



**7/11/2016** – The remainder of parts needed to finish this job on the Pumkin arrived today at about 3:30 pm. Good progress was made installing the pulley/damper, steering rack and radiator.

Tomorrow morning the radiator hoses, coolant, new shroud and overflow bottle will be put in place. That should just about do it except the new shroud has to be modified to accommodate the Good Parts cold air box intake that houses the air filters. The filters sit in front of the radiator and bring air to the carbs via a hole in the shroud that connects to the box via a 4-inch rubber hose.



When working on the TR8 I thought the TR6 would be available to drive until the TR8 was finished. Well, the TR8 is taking so long that the TR6 is going to be ready before I get the TR8 back.

If this fix works the car will be a lot easier to live with.

**7/12/2016** – It is noon and the Pumkin is back on the road, I assume. It is raining so a road test is pending, but everything, new and old, is back in its proper place.

Today hoses and bumper braces were replaced, alternator reinstalled along with the new belt and the shroud trimmed to fit and modified to accommodate the cold air intake system.

A tip here is to trim the grill side and radiator

side to fit the space. The grill side is not on the right



curve to fit the fascia and the radiator side does not have enough room to accommodate the overflow spout. I used to just push them into place but started trimming to fit with the one before this one. It makes them so much easier to put in place or remove for service, which I have to do to clean the air filters.



For now, the car is done assuming nothing leaks and no other issues arise. The other leaks will just have to wait until the TR8 is back and all the coming improvements completed. There is a tachometer and oil gauge to get installed. I am pretty excited about that.

Since this is still a Triumph I am sure that other issues will arise. Since the car has been used to pull a car on a trailer the differential is suspect but replacement upgrades are available. Third gear synchro is still to be considered at some point. If the air works well enough I foresee Carthage coming up, assuming I get the car back.

**More later, hope your 4<sup>th</sup> of July holiday was enjoyable. I hope to see you at the Robinson's place this Saturday. We can check out his Spit and TR3 first hand. Should be a good meeting/social event. See you there.**

## 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](mailto: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  
CC82030U O



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

John, I have decided to sell my 1976 TR7 for about \$5200 obo. Would you please put it in the newsletter? I feel I don't give it justice. I don't drive it as often as I should. I still love the wedge look and driving it.

It does have new tires. It does still pull to the right a bit...I took it to Admiral Alignment and he said that the frame has shifted a little due to age but he aligned it the best he could.

It drives great and runs down the road like it owns it.

**Julia (Julie) Cross**

(918) 625-6932 Mobile  
(918) 321-5692 Home  
[alwaysthecross@yahoo.com](mailto:alwaysthecross@yahoo.com)

P. O. Box 8  
Kiefer, OK 74041





## Great Car



I bought the car in 1997 from a club member who own it for several years, it has always been garage kept. List of things John Phillips, myself & club members have worked on over the years. John is a good reference on the cars condition.

Engine rebuilt by Chad Hodges. Transmission rebuilt & OD added. All new electrical harness front & back. All hydraulic, master cylinder, brakes & wheel kits. Gear reduction starter, Panasport wheels, Steel hard top with new lining & hardware, Rebuilt carburetors, and all new interior. I am sure there are other items I have forgotten over the years. I am asking \$15,000 including the hard top. I will work on getting you some pictures.

### **Ted & Loretta Dorton**

(918) 274-9959 Home  
[ted.dorton@cox.net](mailto:ted.dorton@cox.net)

9007 N. 127th E. Ave.  
Owasso, OK 74055





**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.**

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

**\$14,000 Wayne 918 227-0011**





## ***Hot Resto-Mod***

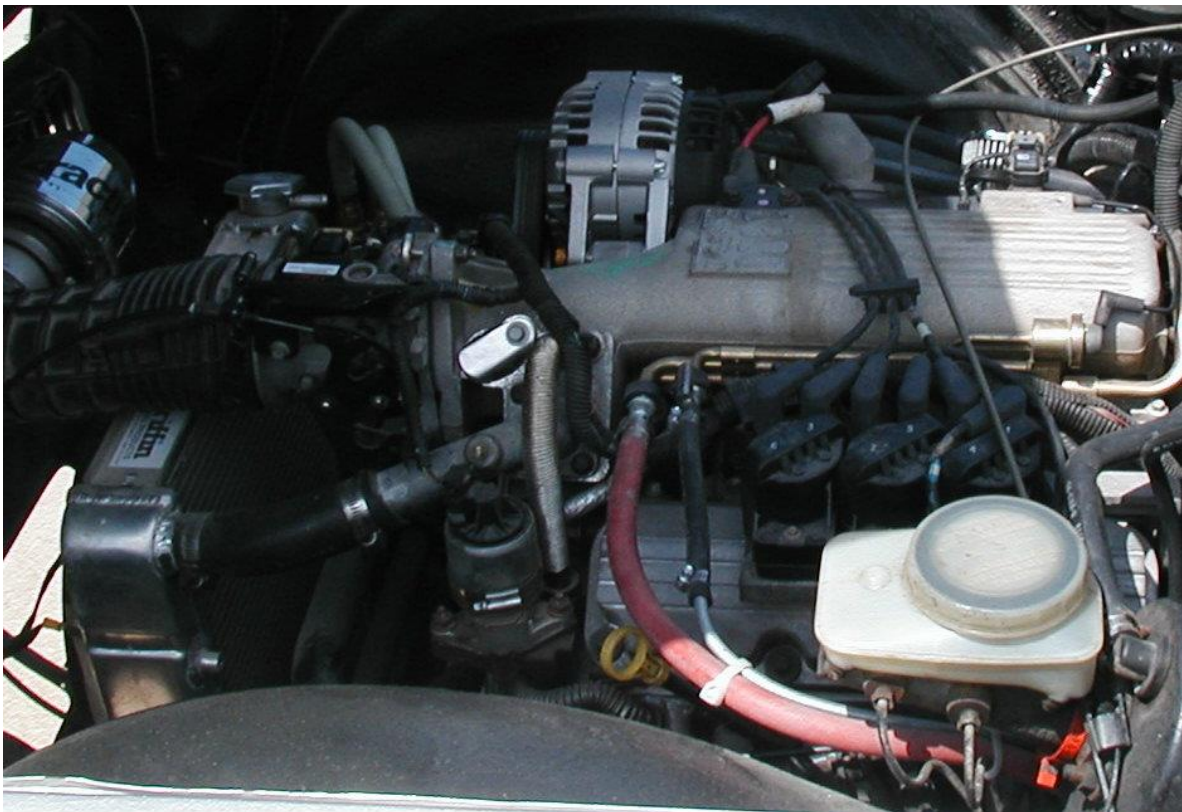
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon-I would really like to see it go to someone that would enjoy and drive it!

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!!!





For Sale: TWO Triumphs: A 1979 Spitfire 1500, slightly modified with engine, Trans and hood bubble. It has a new top and new lamb seat covers still in the boxes. And there is also a 1979 parts car Spitfire. \$2,500.

Also, a 1970 GT6+, highly modified, looks like a Porsche 911 Turbo. It has a 350 Chevy, 4 speed Trans, 10 bolt Chevy axle, 76 Camaro front wheels and disk brakes, 8000 RPM Tach, 160 MPH speedometer. Body needs work and paint. NOT BENT! Make offer.

Both cars have been sitting, but titles and tags are up to date!

**From:** Patricia Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.com)>

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

**To:** Pat Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.com)>

**Reply-To:** Patricia Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.com)>





## 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](mailto:topaztr6@gmail.com) or phone (918) 283-7017**



Figure 1 **TR8 WHEELS / REMINGTON TX120 TIRES \$300**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED. ASKING \$225 CONTACT JOHN 918 283-7017 OR [topaztr6@gmail.com](mailto:topaztr6@gmail.com)**



### GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

PEOPLE STUFF	MEMBER INFO		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  
 5865 E. 480 RD  
 CLAREMORE, OK 74017  
 (918) 283-7017  
 maudjpp@gmail.com

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

### **Admiral Alignment**

*For Brakes, Suspension & Steering*  
 11323 East 20<sup>th</sup> Street  
 (918) 437-0070

**Andy Wilmes C.A.T. Service Manager**

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

  
**Insurance**  
**Tony Mullenger**

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

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