



Triumphant Times

Green Country Triumphs

Monthly Newsletter for July 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Saturday July 15th

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: The Robinson's

13550 Heywood Hill RD

Sapulpa, OK 74066

Officers and Committees

Denny Robinson – President

Rob Thompson – Vice President

Jim Murray - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Tom Chronister - Activities

Art Graves – Car Shows

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

topaztr6@gmail.com

From President *Denny Robinson*

Hello club members,
I hope all are doing well
and enjoying the hot weather.
Kay and I spent a week in
Jamaica the last week in June,
and missed the car show in
Sand Springs. John done well
as did Art.



Not much work getting
done in my shop this summer.
Seems there is always something else that has to
be done. I've had a lot more consulting work that
has come up and will be out of town more this year.
Guess this is a good reason that my office term is
up this month.

The club election meeting will be at our
home Sat. the 15th. I hope all club members will try
and attend. Remember if you are not here you
could be nominated for office. I will be grilling
hamburgers and hot links. If anyone wants to bring
desert or salad, it would be great. Adele has said
she is bringing a large watermelon. We will have
plenty of sodas and beer.

Our address is 13550 Heywood Hill Rd.
Sapulpa.

From Vice President *Rob Thompson*

July Newsletter

By the time we receive
the newsletter, we will have all
celebrated Independence Day,
one way or another. We
usually celebrate the 4th at our
lake home on Grand, which is
probably the worst day for boating, with all the
yahoo's on the water.



This year we contributed to the Yahoo
population by hosting 10 college seniors for 5 days.

Luke's frat buddies we really like, a great bunch of nice young men, but you can imagine the activities they enjoyed.

Donna and I figured we had separate jobs. She was responsible to feed them and perform first aid. I was responsible to keep them out of jail and the emergency room. Mission accomplished. Not too many mishaps..... one hole in the wall, one broken-down See-doo which we towed to the dealer and roasted skin.

They generated a lot of recycled cans. We played jumbo Jinga, Catch Phrase, Ride the Bus (they are all drinking games, of course). Some of them went to Duck Creek to watch the fireworks, we just watched the neighbors show from our deck. Maybe we are crazy, but those guys were crazy fun and threw me back again to my youthful college days.

Happy 4th everyone and please plan to attend the annual meeting where we elect new officers and have a great meal at Dennis and Kay's. See you there.

Secretary's Minutes of the Last Meeting from

Adele Blom

The June 20, 2017 meeting of Green Country Triumphs took place in Owasso's Bricktown Brewery on 96th street North.



President Dennis

Robinson called the meeting to order promptly at 7pm.

The minutes from the May meeting were approved as sent in the newsletter. John Phillips was unaccompanied by our Treasurer so there was no Treasurer's Report this month. We voted to donate \$100 for Charles Runyan's late son at the last meeting. It turned out that John had to do this with his PayPal account and then reimburse himself.

The Car Show in Carthage MO was discussed. Art Graves won a first place and John Phillips won a first place. Congratulations!

John Phillips has finally had time to look at his own TR-8. In spite of doing all the big projects, it still has a number of little leaks and trouble with the clutch. Although Sam Clark has sold his car, it is coming back to visit for a work and now we have

a new club member Tim Lowe who lives in Stillwater. Dennis Robinson successfully negotiated a purchase of Spitfire parts of immense sounding usefulness. It was sounding like a storage locker of almost a car was available to someone willing to work. Dennis is quite an inspired TR Club member who finally retired and has a few more hours.

Next meeting will be at Kay and Dennis Robinson to install the new president Rob Thompson on July 15 at the usual 6pm. Bring something to go with burgers and of course your drink of choice.

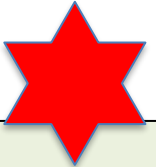
Kay Robinson has tried to get people to come up with Activities for the summer. Adele and Rolf Blom will organize a Pub event and a walk around Tulsa's downtown museums. Kay is working on a drive to Tahlequah with the addition of a possible gimmick of a rally. Dorothy Chronister had surgery today but she and Tom hope to have the group out to the lake maybe in September.

Cash Billups has offered to be our new vice-president. Please help give him ideas of meeting rooms in restaurants. Al Garbart won the British pub mats donated by Kay and Dennis Robinson. Charles and Paula Brown are kind enough to volunteer to host the Christmas Party. Jan and John Phillips also are very good to us all. We all are grateful.

No new or old business was brought up and the meeting was adjourned by 7:20pm which is perhaps a record.



Corner of garage for my Triumph TR 4. Tom Chronister



John,

I hope I'm not too late for the newsletter with this info. A member in the Jaguar Club, Stan Lackey, has a business of leather repair and coloring and is a real artist at it. He has repaired the seats in my Excursion, Jaguar, TR3 and Carol's Volvo and matched the colors perfectly. We were very pleased and the price for his work is quite reasonable. He can be reached at tulsaleathercare@gmail.com or phone 918-227-0326.

Glenn

Euro-Expo Car Show 2017

June 24th and 25th in Sand Springs, OK

Club member attendees were Carol and Glenn Larson who took all official picture at the show while showing there TR3 and Jaguar, Art Graves with his TR6 and Clark Fraser with his Austin Healy.

John Phillips brought two entries, The TR6 and the TR8, with the help of Aaron and Jack Bartgis

Also attending were Debbi and Jim Murray, Tom Needham and Chad Jester.



AWARDS

First – Carol & Glenn TR3

Second – Art TR6

Third – John TR8

First – Carol & Glenn Jag

Second – Clark Fraser Austin Healy



What the day was really all about, family fun.
Driving the TR8 to Sand Springs and back
home twice.

And spending time with friends. It was a good
day.



SINCE AARON
DID NOT WIN
ANYTHING HE
CAN'T DRIVE THE
CAR ANYMORE.



Figure 1 Clark Fraser's AH



August 16 - 19, 2017

**Celebrating 50 Years
of the Triumph GT6**

**Visit our web site
VTR2017.ORG**

**PLEASE NOTE THIS IS AN UPDATED FLYER WITH NEW
DATES LISTED**

Please join the fun at the 2017
Vintage Triumph Register
National Convention which
takes place at Forrestal Village,
Princeton, NJ



The convention will be
co-hosted by the
Delaware Valley
Triumph Club and the
New Jersey Triumph
Association. This will
be the 2nd time the
DVT has acted as host
for this national event
and the 1st time for
the NJTA.



Visit us on facebook <https://www.facebook.com/2017VTR/>

Check out our Web Page <http://vtr2017.org/>

2017 SHOW SCHEDULE

Roadster Factory Summer Party

Location: Armagh, Pennsylvania
Date: August 3 – August 5, 2017
Web: <http://www.the-roadster-factory.com/indexmain.php>

VTR National Convention

Location: Princeton, New Jersey
Date: August 16 – August 19, 2017
Web: <http://www.VTR2017.org>

Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma
Date: ???, 2017
Web: <https://www.facebook.com/morellicarshow>

Kansas City All British Car Day

Location: Kansas City, Missouri
Date: September 2 – September 3, 2017
Web: <http://www.heartlandallbritish.com/index.html>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas
Date: September 15 -September 16, 2017
Web: <http://www.britishironnwa.org/>

6-Pack Trials

Location: Hershey, Pennsylvania
Date: September 21 – September 24, 2017
Web: <https://hershey6packtrials.wordpress.com/>

Triumphest

Location: Flagstaff, Arizona
Date: September 21 – September 24, 2017
Web: <http://www.triumphest.com/>

Texas All British Car Day

Location: Round Rock, Texas
Date: September 22 – September 24, 2017
Web: <http://www.txabcd.org/>

2017 Club Activities

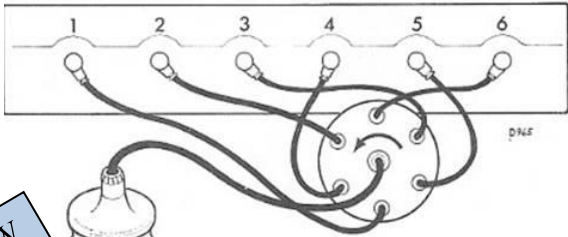
DATE	EVENT	FACILITATOR
AUG	Pub Tour	Adele/Rolf Blom
AUG 16 – 19	VTR National Convention	Art Graves
SEP 2	Breakfast followed by "Roads of My Youth Tour"	John Phillips
NOV 4	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	TBD



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.



NEW

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.

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 at vinyl onto back window. No folds in any window. 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?tires=215-65r15-205-70r15>

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm or add Lucas Break-in Oil at each oil change to your regular oil.

<http://www.corvetteforum.com/forums/c3-tech-performance/2484100-list-of-flat-tappet-oils.html>

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/>

40 Wt Nondetergent Motor Oil or Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

What's on the [Web Site](#)

Seat Belt Refurbish

Service After Storage

Rear Wheel Bearing End Float

Speaker Box Install

TR6 Wind wings

Rear Sway Bar Installation

Triumph Rain Cover

Flywheel Ring gear rework

Rebuilding Triumph TR Trans/Overdrive

Rebuilding Stromberg Carburetors

Proper shifting of a Laycock overdrive

OK everybody, calm down out there. We have received some interesting emails over the last few months asking (and telling) us about the proper way to shift in and out of overdrive on the Laycock deNormanville overdrives as used on the British cars (A, J, LH, D and compact A types). We received some spirited responses – use the clutch, don't use the clutch, etc. I would like to express our opinion on the proper method to shift in and out of these overdrive units.

First let me admit that when I had cars with overdrive, especially Big Healeys, I did not shift the recommended way. It is way too cool and impossible to resist the temptation to pull up next to someone at 50 or 60 MPH and, as you shift into overdrive, accelerate away into the great beyond. This usually gets very interesting and surprised looks from the other drivers and passengers and really impresses the people who are with you in the car. What was that, warp drive? Like, you still have another gear? How many gears does his car have???!!!! It is also way too cool to kick down from overdrive at 50 or 60 and watch the expression on the faces of other people as the engine revs on the downshift. This is especially true on the Big Healey, as the 6 cylinder really sounds great at speed. You get the fantasy of what it must feel like downshifting at the end of the straight at LeMans.

Anyway, back to the proper way to do it. Let's think for a minute why overdrives were put in cars in the first place. I mean after all, anyone can put in a 5th gear on a transmission, why an overdrive? First of all the British never do anything the way we expect or anyone else does it. This was especially true in the 40's, 50's and 60's and is why we have such interesting cars from that period. Laycock overdrives are really like a manually initiated mini automatic transmission. (I personally think a guy named Rube Goldberg had a major part in their design). The important thing to remember is that it was added as an option on most cars in order to reduce engine RPM (and consequently wear) on the highway and increase fuel mileage. Secondly it was also used to increase the number of speeds forward, giving a better selection of gear ratios for driving. Given this objective, we can understand that the proper way to shift into overdrive is to reduce the engine RPM's, not increase the road speed of the vehicle. In fact, it is somewhat damaging

to the overdrive clutch to accelerate under power during the shift process. This is akin to slipping the clutch or power shifting during the normal shifting of a regular gear. It can tend to lead to premature overdrive brake ring and clutch wear and failure. You do not need to use the regular clutch pedal at all.

Get to a reasonable speed, say 45 to 50 MPH. Activate the overdrive switch. As the overdrive engages, feather the throttle so that the road speed of the car remains the same and the engine RPM's are reduced. Voila, you have shifted the overdrive with minimum stress to it and now are cruising at a lower engine RPM. Objective achieved. Now you can accelerate to any cruising speed you desire as the overdrive is fully engaged. It is not recommended shifting into overdrive at too low a speed as this also can cause stress on the clutch and lugging the engine is not a good practice either. In fact the early overdrives had a mini Lucas centrifugal type regulator on the output shaft of the overdrive that would not allow the overdrive to be engaged below a specified speed. Shifting out of overdrive is the reverse of this process. Turn the overdrive switch to the off position. As the overdrive disengages back to normal drive, push down on the throttle to keep the car's road speed the same and increase the engine RPM until the overdrive shift is complete. This again minimizes wear to the overdrive clutch and brake ring. You can now decelerate the car as you would normally. Again, you would not want to shift out of overdrive at too high a speed as you could over-rev the engine and cause damage to it as a result.

As you can see, the basic objective of proper shifting is to reduce the wear on the internal overdrive clutch during the shifting process. This can easily be done with some practice and will significantly increase the life of the overdrive unit. We have determined this shift procedure from observing many overdrive units and the wear on the key overdrive clutch components, as well as just plain common sense.

We hope this will clear up any questions on the proper way to shift these overdrives to reduce the wear on them and keep them running longer. Most likely we will generate a new set of questions on the procedure, but that is what it is all about! As always, comments and feedback are welcome!

Thanks! John Esposito, Quantum Mechanics

Information from
<http://www.longstonetyres.co.uk/page/vintage-tyres>

The following table indicates rough correspondence between alternative notations for radial tyre sizes.

Older European Size Aspect Ratio of 80	Older American Size Aspect Ratio of 78	Newer Size of 75	Newer Size Aspect Ratio of 70
165x13	A78x13	P165/75R13	P175/70R13
175x13	B78x13	P175/75R13	P185/70R13
185x13	D78x13	P185/75R13	P205/70R13
155x14	B78x14	P175/75R14	P185/70R14
175x14	C78x14	P185/75R14	P195/70R14
185x14	E78x14	P195/75R14	P205/70R14
195x14	F78x14	P205/75R14	P215/70R14
205x14	G78x14	P215/75R14	P225/70R14
215x14	H78x14	P225/75R14	P235/70R14
165x15	A78x15	P165/75R15	P175/70R15
175x15	C78x15	P175/75R15	P185/70R15
185x15	E78x15	P195/75R15	P205/70R15
195x15	F78x15	P205/75R15	P215/70R15
205x15	G78x15	P215/75R15	P225/70R15
215x15	H78x15	P225/75R15	P235/70R15
230x15	J78x15	P225/75R15	P235/70R15
235x15	L78x15	P235/75R15	P255/70R15

The reason for revisiting

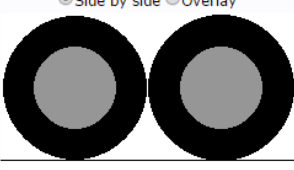
tyre sizes is that the tires on the Pumkin are about 11 years old and should probably be replaced. I was finally able to come up with an aspect ratio (78) for the old designation 185R15. Having that allows me to compare actual original sizes to what is available now.

The current tyres on the Pumkin are 205X70/R15, which are almost identical to the original tyres except for width which is .79 inches more. I will take it.

TIRE SIZE CALCULATOR

Current Tire Size: 205 / 70 R 15
New Tire Size: 185 / 78 R 15
Your Calcs (x): 205 / 70-15 - 185 / 78-15

☒ Side by side ☐ Overlay




205/70-R15 185/78-R15

	205/70-15	185/78-15	Difference
Diameter inches (mm)	26.3 (668)	26.36 (669.6)	0.06 (1.6) 0.2%
Width inches (mm)	8.07 (205)	7.28 (185)	-0.79 (-20) -9.8%
Circum. inches (mm)	82.62 (2098.58)	82.82 (2103.61)	0.2 (5.03) 0.2%
sidewall Height inches (mm)	5.65 (143.5)	5.68 (144.3)	0.03 (0.8) 0.6%
Revolutions per mile (km)	766.87 (476.51)	765.04 (475.37)	-1.83 (-1.14) -0.2%

Forum embed code ? : [\[url=https://www.tacomaworld.com/tirecalc\]](https://www.tacomaworld.com/tirecalc)

Speedometer Difference

Speedo Reading	Actual Speed
20 mph (32.19 km/h)	20.05 mph (32.26 km/h)
25 mph (40.23 km/h)	25.06 mph (40.33 km/h)
30 mph (48.28 km/h)	30.07 mph (48.4 km/h)
35 mph (56.33 km/h)	35.08 mph (56.46 km/h)
40 mph (64.37 km/h)	40.1 mph (64.53 km/h)
45 mph (72.42 km/h)	45.11 mph (72.59 km/h)
50 mph (80.47 km/h)	50.12 mph (80.66 km/h)
55 mph (88.51 km/h)	55.13 mph (88.73 km/h)
60 mph (96.56 km/h)	60.14 mph (96.79 km/h)
65 mph (104.61 km/h)	65.16 mph (104.86 km/h)



Rear End Squat

<http://www.buckkeyetriumphs.org/technical/Suspension/AdjRS/AdjRS.htm>

Comprehensive information of what to do if your rear suspension has a problem with that squatting look.

The number of tyres available in that size have been reduced over the years for this application so finding that tyre in that size limits choices. Sam bought the Michelin Defender which is still available but I did not like the ride.

The search goes on for that size tyre, or tire, with the performance and ride that I want.

Since this could be the last set of tires for the Pumkin during my ownership I do not want to make the wrong choice.

My Choice: Hercules Tour 4.0 tires were questioned as to why that was the tire they recommended. Based on the parameters I had established this appeared to be a very good cost effective answer.

Well the Spitfire is getting very close to being finished! Putting the windshield back in was an exercise in patience to say the least! As of today I lack putting in the carpet, putting in the seats, and hooking up the headlights. The biggest hurdle was finally cleared up and the problem fixed! The problem that started the complete tear down and restoration was the engine cutting out. Although I blew out the fuel line with my air compressor, the problem persisted. After running the engine out of a gas can and bypassing the fuel line we decided to flush the line with rubbing alcohol. Following it with compressed air. We found many bits of black precipitate and probably rubber. Are used 3 quarts of rubbing alcohol 1/2 cup at a time with the compressed air until the line ran clean. After hooking in two fuel filters and starting the car it runs amazing!!!! Hoping to get it finished very soon but this is the busiest time of year at work.

Thanks for putting the newsletter together!

Joe

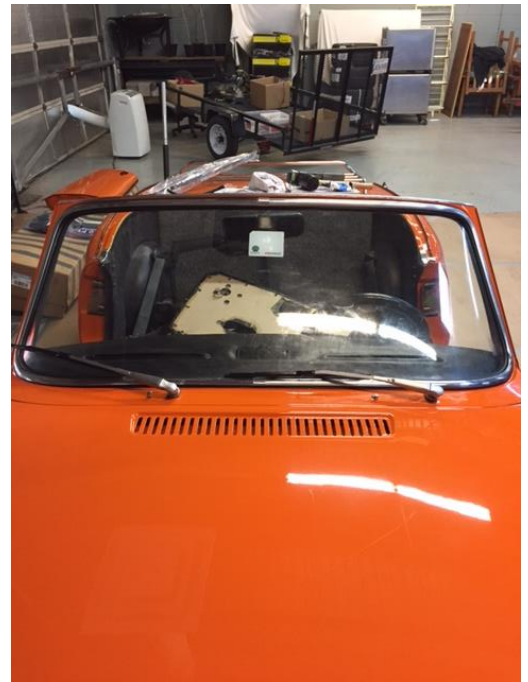
Dr. Joe Landers

Joe Landers, DVM
Heritage Veterinary Hospital
4011 S 79th E Ave
Tulsa, Ok 74145
www.gtvets.com
<http://www.kjrh.com/life/pets>
(918) 627-8575

Well done Dr. Joe, we look forward to seeing it and you driving it.

I have used an old speedometer cable to clean out stubborn fuel lines. Chucked in a drill it works its way through all the muck.

Editor





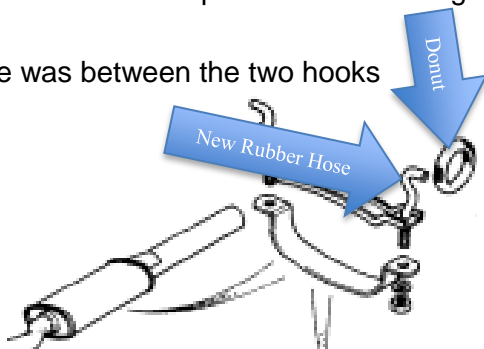


Greasy Hands Garage North Update by John Phillips

6-16-2017 – One of the annoying issues until now has been the exhaust rattles. My feeble brain finally came up with a solution.

I have been twisting the back assembly on the right to put equal tension on the hanger rubber donuts because when in that position there was no rattle. Because of an interference between the pipe and the suspension link the pipe was repeatedly being pushed back to the rattle position when hitting a large bump.

The rattle was between the two hooks around which the rubber donut is placed. So today I placed some rubber hose on the hooks so that they cannot bang against each other which stopped



the rattle. There is still some noise when the pipe hits the link but not a constant rattle.

Once in a while I hear something on the left side so I may have to do the same thing there. We shall see.

6/17/2017 – It is nice to have most of the big tasks completed on Tinkerbell. Now I can start on the tinkering.

One mystery since rebuilding the engine was the appearance of oil on top of the left valve cover. I decided to review the parts manual to see if anything was missing. Turns out there was.



The oil filler tube top left valve cover is supposed to have a seal between the tube and the cover. There was none there. Since I had some gaskets left over from the rebuild a quick check turned up the proper

gasket. It was quickly installed and there is hope that the nagging little leak is eliminated. I should point out that the tube has not been off the cover since I bought it unless the folks doing the coating took it off.

The next thing I worked on was the interference between the top of the air filter cover and the underneath side of the bonnet. The last time the engine was installed for some reason it rests higher than before.

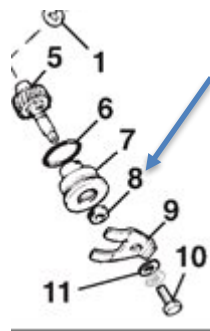
There is something identified in the parts manual as an oil fill tube on the front top section of the right valve cover. It is connected by rubber tubing to the bottom of the air filter container. The point is that when the filter was removed it was saturated with engine oil and oil was puddled under the filter. Too much oil is coming from that "oil fill tube". I believe it actually functions as a PCV to allow engine fumes to be re-burned by the carb.

It was removed, cleaned and replaced but I fear the new air filter will soon be saturated as well. To lower the top of the air filter assembly I went to O'Reilly's and ordered an air filter that was ¼ inch thinner than the one that came with the Edelbrock set up. That should be enough to clear the bonnet but not significantly impact air flow to the carb.

Turns out the oil issue can be easily resolved by installing an oil catch can which is now on order. This is a pretty common problem come to find out. This one is pretty cool. It has a dip stick and can be unscrewed to empty or pour back in the engine. Going to give it a try.



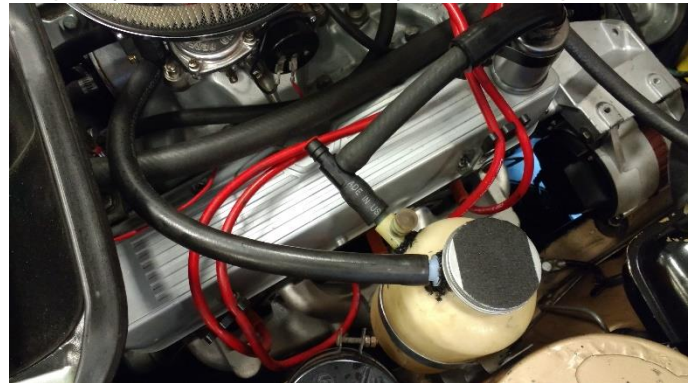
6/18/2017 – When raising the car to work on the exhaust I noticed a small wet spot under the transmission so looking for the source seemed logical. There was a drop of transmission fluid at the connection for the speedometer cable. I remembered that the oil seal was not in the package that came with the newly rebuilt



transmission so one was ordered from Victoria British.

Naturally the seal was a couple of bucks and the shipping was 10 so I ordered some more Stromberg float bowl gaskets having used up my supply on Jim's carbs.

6/19/2017 – The speedometer cable oil seal arrived today and the new air filter was picked up yesterday. The missing part is the oil catch can. It won't be here until a week from tomorrow (Tuesday). If I am to show the car on Saturday it will be with a temporary oil catch can made from an old coolant overflow bottle whipped together today. Not pretty but should work okay, that is keep oil off



my new air filter.

So as you can see the oil laden fumes flow from the valve cover to the overflow bottle where the oil falls to the bottom of the bottle, we hope. The oil stays in the bottle and the fumes are pulled into the carburetor for re-burning.

The real deal catch can will work the same way but have some added features and be a heck of a lot better looking.

After this system was in place the car was raised and the oil seal added to the speedometer cable in hopes of sealing the small leak there. Ok time for a test drive.

Last month I said, " After addressing the leaks found, the brake reservoir was topped off as was the clutch reservoir. Not sure why the clutch was low so better keep an eye on that one. Slave may need to be replaced again."

On the test drive the clutch felt very mushy and releasing close to the floor. Back at the shop a quick check proved the clutch slave was empty so it

was topped off. I went to the British Parts Northwest web site and ordered not only a new slave cylinder but a new master as well for about \$100.

Doug Friedman was a guy that worked on Jags mostly but other British stuff as well. His practice was that when a hydraulic component in the clutch system was leaking just replace them both and you won't have to come back soon and replace the other one.

Tomorrow is start cleaning Pumkin for the show day.

6/20/2017 – Got the TR6 washed but the forecast is for rain so won't go much further. We will see. The wash job took its toll; lower back is not happy. After Andy aligns Tinkerbell I will see the Chiropractor to get me aligned.

6/21/2017 – Today is alignment day for Tinkerbell at Admiral Alignment with Andy. Oil Catch Can due on Friday, clutch master and slave due Thursday. I may finish this car yet.

Andy told me that he plans to retire in March of next year and did not renew his membership in the club. He is a great resource for the club and will certainly be missed. On the other hand, he has had his own business as Admiral Alignment for 40 years after being in the military and working for some of the other shops in Tulsa. He has been very active in Boy Scouts for many years. An all-around great guy who certainly deserves to retire and enjoy the golden years.?!?

6/23/2017 – Parts for clutch arrived yesterday but my back is giving me trouble so they are still on the workbench. The metric thread warning sticker is also here. The oil catch can should be here today.

The 'catch can' arrived while Charlie was here so he helped with the installation. It looks better than the temporary stuff so it should show a little better tomorrow at the Euro Motor show.



Charlie brought his TR6 out for an oil change and service today. As much work as we did last year I doubt we will find much else to do.

We did the service but found the upper A arm bushings torn so Charlie is going to order a set of poly bushings.

6/27/2017 – I fiddled with the choke on the TR8 this morning and found that it has been sticking open. At least if it sticks again I will know what to fix but will have to figure out how. It can't be too hard, right.

Jim Lindsey lent me an exhaust gas analyzer so tomorrow I plan to use that to evaluate and adjust the air fuel mixture and idle since vacuum gauges don't work that well with high lift cams.

New member Tim Lowe was out today as was Sam to service Sam's old TR6. We changed the oil and filter and checked everything else.

The transmission accepted a little more GL4 gear oil but the differential needed to let a little out. The rear hubs are showing no movement as are the front bearings.

All bushings are in top shape as are tie rod ends and ball joints. The boots on the ball joints are beginning to fail so at some point the ball joints will need to be replaced.

The coolant was in good shape as were the brake and clutch fluid and dash pot oil. We checked the air in the tires and discussed the fact that they are too hard for TR6 use so I checked them off my list off for use on the Pumkin.

We replaced the engine oil with Brad Penn super-duper stuff and started the car to check for leaks. Job done.

Sam was here so we visited in the shop for a while until my chair called and invited me in for a nap.

6/28/2017 – Interesting day. First off was another attempt to set the fast idle on the choke for

the TR8. That did not have the desired result but I will keep trying.

Then I warmed up the engine in preparation for using the Exhaust Gas Analyzer to set the air fuel mixture. Sam said I needed instructions so I turned the meter over and they were on the back.

To operate this thing, you connect the power leads to the battery and set the meter to zero. Then with the engine warm and running a probe is placed inside the exhaust pipe then you read the meter.

One side of the meter indicates rich, the other a lean mixture. The car was running very lean so the mixture screws were adjusted out until the meter was in the center of the green section which indicates the settings are as they should be.

After setting one side the probe was moved to the other exhaust pipe and the process repeated. This is pretty slick.

So I put the analyzer in the shop and took a drive. Back at the shop I went old school and pulled a spark plug from each side to tell whether or not the analyzer was helpful or not. Each plug indicated the mixture was still lean.

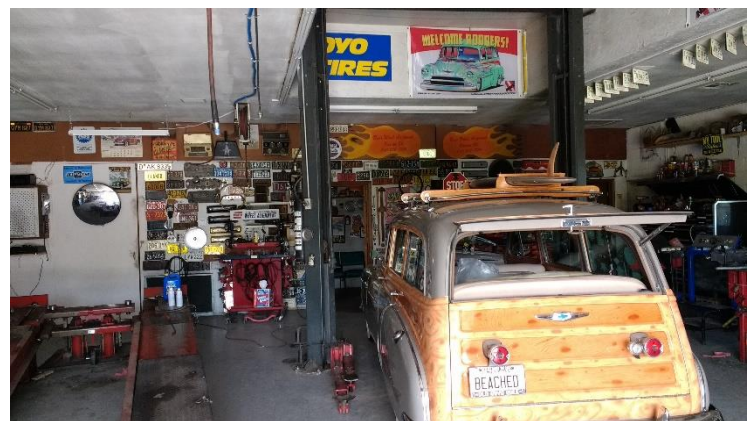
The analyzer was used again and the adjustment made to read in the richest section of the green area. The car runs easier, idles easier and smoother. Today's carb work was definitely worthwhile.

I went for another drive and while trying to find someplace to drive other than some fast food joint I remembered that I wanted to check out a shop that might be of use when Andy retires in March.

I went by a business called Ron's Wheel Alignment, Inc. to check it out a little. I met Ron Tartar and his wife who has an Austin Healy Sprite that needs some love.

Ron has a 1950 Chevy Woody that is immaculate and very nice to look at. I also liked his shop as it is just my kind of place. Check out some of the pictures. He charges \$40 for a two-wheel job.

As you might expect Ron has been around awhile and is not working now because of some shoulder surgery. At age 70 he is slowing down



and takes work on by appointment only. His shop is in a residential area directly behind Sam's in Owasso accessible by going west at 129th E. Ave and 100th Street North in Owasso. (918) 272-7084.

Back at the house there are a couple of dues checks to process and keep this newsletter going.

6/29/2017 – Another good day in the shop. With the air/fuel mixture adjusted, focus was on high speed choke idle. Naturally the first adjustment was much too drastic so it went from too high to too low. I will take another shot at it in the morning.

The hoses to the oil catch can were redone as what I was using was not acceptable. The hose will have to be replaced at some point as all I had was water hose and the type needed is ½ inch fuel line. Not an emergency as the water hose will last for quite a while.

There is still some oil getting to the air cleaner but so far the filter has not been affected. That just means the oil catch can is not as effective as originally hoped. Some sort of baffle or something is needed to prevent oil from moving from the catch can to the air cleaner. I will think on that one.

The clutch fluid reservoir was checked and sure enough it was low. Darn! The car was raised and the slave cylinder was removed. Not sure it was leaking as the area under the rubber cover was dry. If there were a leak it should have been wet.

Well something is leaking so it must be the master cylinder. The slave was replaced anyway just for the sake of reliability then I moved to the master.

The pipe connection was released first to provide access to the nuts holding the master to the firewall. The lower nut was pretty easy to remove since

there was nothing in the way. The upper was very slow due to restricted access.

One irritating thing about the design is that nuts welded to the pedal box under the dash would have been nice to make installation of bolts easier. Actually replacing the bolts/lock washers/nuts was not too difficult. Once the nuts were started locking pliers were used to keep the bolts from turning while the nuts were tightened. The clutch pedal arm was reconnected to the push rod on the master cylinder via pin/washer/cotter pin. Then the fluid pipe was attached to the master and fluid added.

The Mighty-Vac was used to pull the fluid into the pipe to get flow started. It was then used to bleed the system after which the fluid was topped off and capped. Now let's see how it works.

The system appeared to be bled but when I got almost to Jim's house the clutch failed. I pumped it with vigor about 10 times and it came back into function much better than before and gave me no more trouble. I guess it is now properly bled of all air. I love it when they bleed themselves.

During the drive I stopped to lower the idle speed to see what would happen. Up to this point at anything under 1000 RPM the engine would die. With the air/fuel mixture now corrected, it idles fine at about 800 RPM. The "new build" bugs are being eliminated and the car is becoming a real joy to drive, he said with a giggle.

6/30/2017 – Relative to Pumpkin tire search," *For what you are looking for, I suggest the Hercules Tour 4.0 Plus. It has an a-symmetric tread pattern and nylon overwrap for better cornering and stability and they will certainly provide a comfortable ride. The total price is \$337. I believe these tires will meet your needs."*

So the deal is done with Quality tire in Owasso and Monday they will be installed. The reason I chose Quality is that they are local, not a big chain, take responsibility for their recommendation and will deal with any problems. They also do alignments so by dealing with them an alignment source is also established.



I also like the fact that Hercules is made by Cooper which is a North American company. I have no experience with the brand so am relying completely on the recommendation by Quality Tire. As it turns out the tires I bought were not made in the U. S.

This afternoon I found some other things to play with. The steering wheel was moving in and out a little so I started tracking that down by feeling for steering column slack in the engine bay and found none.

Moving inside the car the steering wheel center cap was removed and it was obvious that the nut holding the wheel on had not been tightened by the nut doing the work the last time the wheel was off. That was tightened and the problem resolved.

The other thing I had time for was learning how to adjust the treble/bass, fade, balance on the radio. It is now actually something worth listening to.

I am sure that there is going to be something else that comes to light that needs repair or replacement other than the differential already on the list. At the moment however there is some satisfaction after 2 years that the car is a hell of a lot of fun to drive. Powerful, comfortable, unique. What more can you ask from a hobby? Maybe less expensive.

7/1/2017 – Today Jim Murray finally made it out to change his slave cylinder and fuel pump. The pump was working but leaking.

The clutch slave was tackled first. I had forgotten how many extra pieces are used for the TR3 slave versus the TR6 or the TR8. Never the less it came apart reasonably quickly and the new one put in its place.

Naturally I forgot to put one piece in the pinning process so the threaded pin was removed and a special washer put in place which is the attach point for a spring. Jim called lunch so we drove Tinkerbelle to Owasso for a burger at Ron's.

After lunch the fuel pump was removed. I commented that the connections were not tight but removal continued. The new pump had a lever designed like the one that was problematic for Glenn. It had two thin pieces of sheet metal pinned

together that proved ineffective on Glenn's car (see picture).

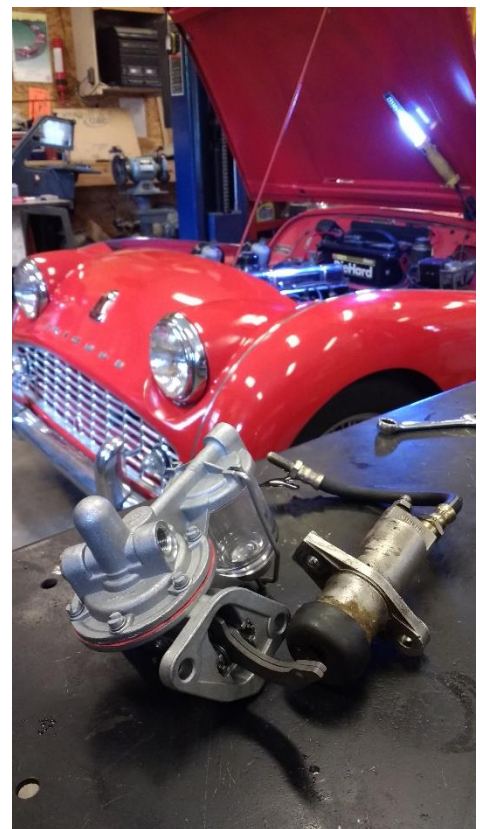
The problem was the lever bent to the point that it moved off the cam lobe that operated it and the pump stopped working. Jim and I discussed this but Jim chose to install the new pump anyway. He plans to obtain a rebuild kit for the old pump which appears to be a much better design with a cast lever as opposed to rolled sheet metal.

Naturally we had to fiddle with the fluid connections to the pump to get the threads started then tightened everything up. After Jim tightened the fluid connections I checked them as the result of some gas leaking from there.

The retaining nuts were not bottomed out on the sealing surfaces so the seal was not activated. I tightened them to the point of seal and the leaks stopped. Jim is now wondering if the only thing wrong with the old pump was the connections were not tight enough.

At any rate the slave and pump are in place and the instructions for setting end float at the slave were followed. After a test drive Jim commented that it had not driven like that in a long time so I guess he was happy with the result.

That was enough for me for the day so I came inside rested the remainder of the day.



Later Jim called to report a problem in jest but finally said the drive home was so enjoyable he extended it a little. Good report.

7/3/2017 - Well I thought I was finished with the newsletter but Denny and Rob reminded me that there is another week. Sorry guys.

This morning is the day planned for getting updated new tires on the Pumkin. I have to admit to being a little anxious about the purchase as I did not want to buy the wrong tires.

At Quality Tire the guys at the counter who recommended the Hercules Tour 4.0 tires were questioned as to why that was the tire they recommended. Based on the parameters I had established this appeared to be a very good cost effective answer.

The stipulations were:

1. Size must be 205x70HR 15 SRH
2. The tire must have a nice soft comfortable ride.
3. The tires must handle well.
4. The tires must be good quality and safe.

The first parameter (size) gave them the most trouble with the selection. They don't make a lot of these anymore for sports cars. They looked for a while before coming up with a tire that met all the parameters that they felt was cost effective.

This is reflective of the tires that I found on the internet in the correct size for this application. Most of them are for trucks as are the Michelin Defender brand. They are just too hard to provide a good ride.

Handling is the next thing worked into the equation and then history related to safety. Wear was not a parameter as I doubt the tires will ever wear out on the Pumkin.

After installation I purchased fuel then drove to Harbor Freight to get in on the latest sale. The road test indicates the new tires are starting out fine. Nice ride, quiet, handling is more direct, than the tires replaced due to age. You better be ready if the steering wheel is moved any at all because you are going to change course accordingly.

So with about 50 miles on the tires I am pleased with my purchase. The price was exactly as quoted, out the door for \$336.67. I had to wait a while but it was reasonable. Like the dealer, like the price.

The speedometer deviation is about the same. According to GPS when the speedometer reading is 50 actual speed is 45. When the speedometer reading is 80 actual speed is 70.

After a nap I went out to check the air pressure in the tires and it is at 35 PSI and the car rides fine so Andy, I can now air the tires as you recommend and still have a nice easy ride.

While down low to the floor I glanced over at the TR8 and saw a puddle underneath. I raised the bonnet in search of what was leaking. When finally focusing in on the source of the leak it turned out to be an old rubber hose connecting the upper metal clutch fluid pipe to the lower one.

I checked prices where the part was stocked and selected one from Victoria British for \$25 which went to \$35 with shipping. The only other option found was from the Wedgeshop at about \$60 with shipping for a top of the line version.

7/4/2017 – It is 9:30 am and Jan is snoozing. I just came in from the shop where the remaining fluid from the clutch master was drained onto the floor. The thought was that the floor was already wet with the stuff so a little more won't make any difference.

It was drained by detaching the lower end of the hose from the metal tube that runs to the slave cylinder. When it was finished draining the car was pushed back a little so that oil dry could be spread over the puddle to soak up the brake fluid.

The car was then pushed back to the rack and secured. Then the upper connection was detached and the hose removed. Now where did I put that new one. Oh yeah, it is not here yet.

With the class reunion looming for this weekend the hope was that the car would be available to drive to the Post Oak Lodge but since V B did not ship the part on Monday as hoped that means it won't ship until Wednesday.

With some luck it may get here by Friday, if it does not come in the mail maybe I can run to

Tulsa and have one made leaving enough time to come home and get the car back together in time to leave for the welcoming party that night.

7/5/2017 – When the tires were mounted and balanced on the Pumkin, I failed to ask for stick on weights which are needed to avoid an interference at the upper A arms. The clip on weights get knocked off.

This morning the car went up on the lift so I could eliminate the interference if clip on weights had been used. I lucked out, they used stick-on weights.

The only thing needed was to take the colored weight stamps off the tires. They show the installer where the heavy areas of the tire are to help with placement of the tires on the wheels and where to place the balancing weights. I used an Armor All tire gel and a bug bag to scrub them off.

I then applied the tire gel to the sidewalls of the tires. It came out kind of streaked so it may need another application.

One tire had a mark on it that would not come off. I considered taking the car back and asking about it but instead touched it with a permanent black marker and called it good.

TR8 Clutch Hose shipped late today. Scheduled receipt is Friday. That works.

7/7/2017 -The new stainless steel braided hose arrived from VB about 10:30 this morning. That is the good. The bad is that the threaded ends are a tad shorter than original so the retaining nut cannot be used, it just hangs in the bracket but that is ok unless it starts to rattle. The ugly was that it did not self bleed so it was moved to the lift, raised and bled with the Mighty-Vac.

The test drive revealed no issues with leaks on the clutch system. Goody.

While waiting for the hose the carbon canister caught my eye. One of three ports was capped off so I did

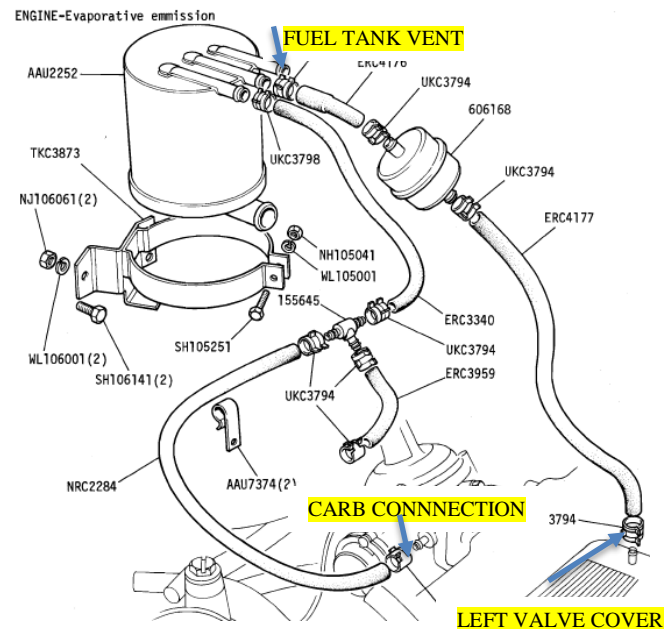


some checking on what was supposed to go there.

I read the TR8 parts manual to see what the typical connections looked like. I read the Holley Carb instructions to see what connects to the ports on the bottom. My assumption was that since I had no PCV valve that the carbon canister should be piped to the PCV port on the carb.

Some 1/2 inch hose was selected which attached to the canister. At the carb a piece of 3/8 hose was placed on the port first and the 1/2 inch forced onto that to make a tight fit at the port. Worked fine.

My hope is that by drawing fumes from the left valve cover through the canister it may reduce the amount of oil escaping to the air filter via the right valve cover. I don't know if it will work but at least the intent of the canister is now being fulfilled. The fuel tank vent also attaches to the canister and those fumes previously had no place to go except into the left valve cover.



So the goal was to get Tinkerbell ready to drive to the class reunion tonight and everything worked out just fine. The car is ready so now I need to get ready so time to quit.

Classified Section

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

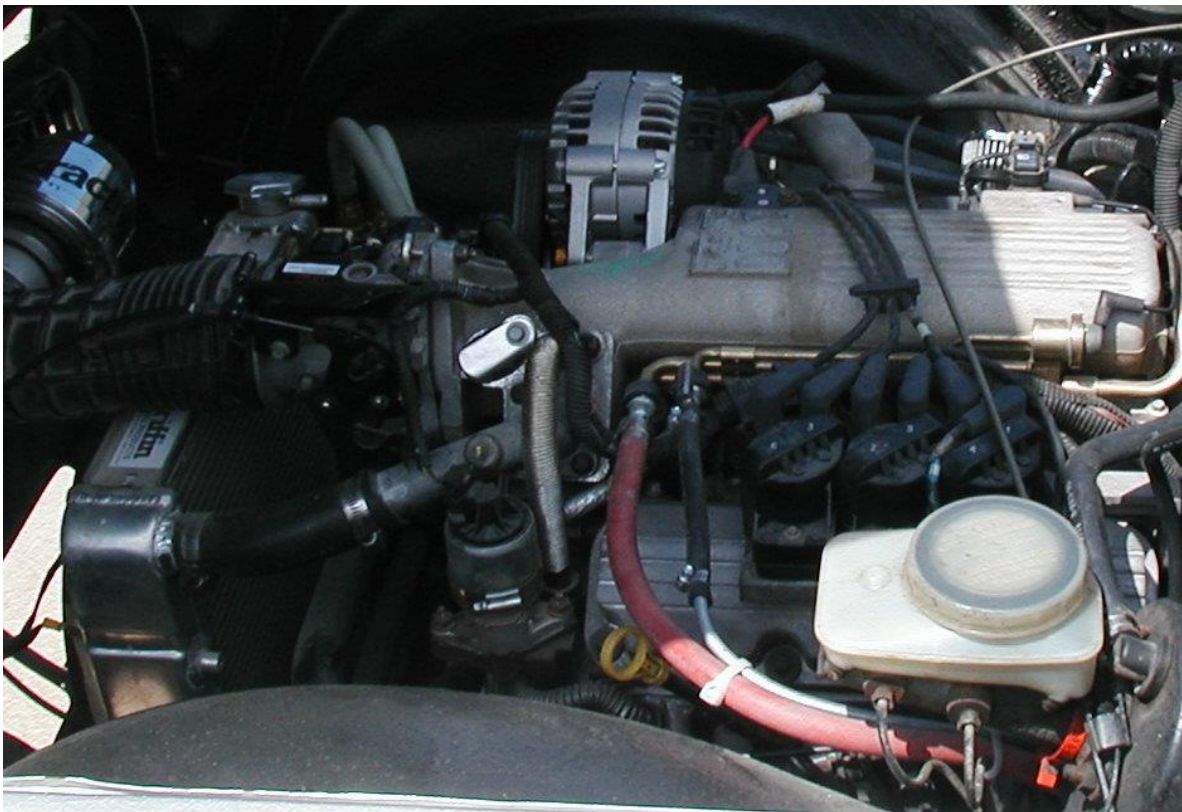
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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

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(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!





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I Just like the tan one better

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Transmissions and a Differential
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Lots of other stuff so if you need something for your TR6 contact:
John Phillips at topaztr6@gmail.com or phone (918) 283-7017



Figure 2 **TR8 WHEELS / REMINGTON TX120 TIRES \$300**



BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED. ASKING \$75 **CONTACT JOHN 918 283-7017 OR topaztr6@gmail.com**



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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					
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PHONE NUMBER					
E-MAIL ADDRESS					
V.T.R MEMBER?	YES	NO			
6-PACK Member?	YES	NO			
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SEND YOUR DUES TO THE CLUB TREASURER: \$20

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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