



# Triumphant Times

## Green Country Triumphs

Monthly Newsletter for June 2015

<http://greencountrytriumphs.org>

### From Our President *Larry Rice*



No Input

### From Vice-President

*Jack McGlumphy*

Jack has injured his eye and will have no article this month.

### Minutes of the Last Meeting

*for Secretary Sharon Parker by Kay Robinson*

No input

Special Thanks to John Esposito of Quantum Mechanics for his supply of expert information related to overdrive transmission lubricants.

### NEXT CLUB MEETING:

Tuesday June 16th  
Dinner at 6:00 PM  
Meeting at 7:00 PM  
Location: Te Kei's  
1616 S Utica Ave,  
Tulsa, OK 74104

### Month of focus inadequacy

The newsletter is a week late this month just due to a lack of focus when looking at the calendar. The third Tuesday just came a week earlier than what registered on my brain. Not too big a deal since it is still being distributed prior to the meeting but still not in keeping with past tradition. Apologies to all.

**Come join us** (Kay & Denny) for burgers and fireworks, July 3, 6pm! We will supply the burgers, buns and fixings. The city of Keifer will supply the fireworks at dusk. If you have a lawn chair handy bring it along as we will move from the back yard bar-be-cue to the front yard for the fireworks show. If you want to bring something, drinks, chips or cookies would be great. This is for fun, so don't go to the trouble of bringing anything that requires even plastic forks. My menu is set in stone! This is very casual; it is not necessary to bring anything except yourself. So please E-mail or call 918-346-0306 if you are coming. I would really like to have a count by Tuesday, June 30 at midnight. We want to know how many burgers to buy & grill. Dennis and I don't want to eat burgers for the rest of the year and no one wants to be left out! This will take place at 13550 Heywood Hill Road, Sapulpa. We look forward to seeing you!



Directions: (GPS will get you close)  
From downtown Tulsa, Hwy 44, Creek Tpk and points north, take Hwy 75 south (toward Okmulgee), exit at Hwy #117 (this is in front of a Wal-Mart), go west or right until you see a Phillips Mini Mart on the right, across the street is Heywood Hill Road on the left and you can only turn left onto Heywood Hill Road (a veterinary sign is above on the corner). Once you turn onto Heywood Hill Road go Approx. 1 ¼ miles to a three-way stop. At the stop sign turn right, from the sign we are the second house, first driveway on the right. The house is a two-story red brick and our address is carved in a rock in the front yard. (The house actually is located on 65th street) call if you get lost & we will rescue you

## **Quantum Mechanics Topic of the month for June 2005 – Overdrive oil recommendation**

Gang – I apologize for not writing an article for some time, but between the rough winter and everything else going on, it was impossible!

I want to express our experience and opinion on the topic of the proper oil for use in the Laycock de Normanville overdrive units. We constantly get into discussions (and sometimes heated debates!) with British car owners on this subject. This month's discussion will invariably get some interesting responses as it seems to be a rather emotional (and not necessarily logical) discussion item for British car overdrive owners.

Let's start out with history. Historically even the recommendations from various car manufacturers are confusing. Some say to use multi grade oil (MG manuals), some hypoid oil (Triumph manuals), some non-detergent oil and some even recommend automatic transmission fluid! No wonder everyone is so confused!

Many years ago (in a land far, far away (OK it wasn't that far away or even that long ago)) we ran an experiment on overdrive oil. We rebuilt an A type overdrive unit and initially ran it with 30 weight non detergent motor oil. When spun up on our test bench at 1,000 RPM, it reached a normal pressure of 400 PPSI. When shifting the pressure dropped to 300 PPSI and quickly recovered to 400 PPSI. All was right in the world of overdrives.

We then drained the oil and replaced it with 10W30 multi grade oil. When spun on the test bench, initially it tested fine. However, after a few minutes of running, the oil pressure dropped to 300 and when shifting, to 200. Upon observation of the internals of the operating overdrive we found bubbles developing in the oil pump body and oil pump output passage. We surmised that the detergents in the oil were causing the oil pump to cavitate, and develop air bubbles as it pumped.

We then drained the oil again and replaced it with 90 weight hypoid oil. This time the oil pressure jumped to 600 PPSI! When shifted, the pressure dropped to 450 PPSI, which made the

shift immediate and harsh. After a few minutes of running the oil pressure actually began to climb even higher. (Which made no sense since we thought the oil would thin out and the pressure would drop). We finally shut it off at 750 PPSI as we did not want to damage the unit. Even though the overdrive unit was now in the non-overdrive position (solenoid disengaged), the overdrive was now stuck in overdrive and would not come out. The higher pressure had driven the sliding clutch member so hard into the brake ring that the clutch return springs could not return it to the non-overdrive position. A tap on the brake ring with a hammer (the universal overdrive release tool), shifted it back into the direct drive position. After running a number of these test with the same result we found what was happening. The oil holes in the accumulator sleeve are very small. The 90 weight oil was so heavy it could not escape from the accumulator chamber as fast as the oil pump could pump new oil into it. So even though the accumulator piston had passed the oil hole relief position, the pressure continued to build up because the oil could not leave the system as fast as it was being pumped in. The accumulator piston actually bottomed out in the sleeve (similar to coil bind on valve springs). When removed we found the accumulator spring had been compressed and was no longer useable.

After replacing the spring, we then tried automatic transmission fluid. We saw the same results as we did when we used the 30 weight non detergent oil.

We then tried synthetic oil and the unit also worked OK although it began to leak from all sorts of places it had not leaked from before.

Based on these tests we have since and continue to recommend the 30 weight non detergent motor oil as the best oil to use in the overdrives.

Some other experiences with customer overdrives over the years have reinforced this choice. For example, we found a Jaguar compact overdrive with a broken accumulator piston and bent spring when it had been used with 90 weight oil by the owner. When the piston and spring were replaced and the unit filled with 30 weight non detergent oil, it functioned normally. A customer LH overdrive unit that was filled with 90 weight oil

"pulsed" between direct drive and overdrive without even being switched on electrically. When the oil was flushed and replaced with 30 weight non detergent oil the unit worked normally.

Other noted problems with overdrives filled with 90 weight are excessive wear on the oil pump plunger wheel and the eccentric cam, probably due to the higher pressures developed. Also the clutch lining seems to be more deteriorated in units with 90 weight oil than those with 30 weight oil.

The use of non-detergent 30 weight oil does not seem to affect the transmission parts or function. Bearings, synchros, gears and hubs do not seem to function any less effectively with the non-detergent 30 weight oil as with 90 weight gear oil.

So there it is gang, our scientifically based rationale for using and recommending 30 weight non detergent oil in Laycock overdrives. I welcome further discussion and feedback on this topic by anyone interested. As always, thanks for reading this article!

## Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

Overdrive Transmission 30 Weight Non-Detergent Oil (Ask at your parts store) 1 ½ Qts.

## Engine Noise

*Snippets from e-mail, etc. worth sharing.*

John - Hi and thanks for your communication! Yes, please feel free to use my oil research article in your newsletter! In fact, here is some additional information I have recently acquired on this topic, I am attaching three pages from the Triumph factory workshop manual on the overdrive unit for the TR's.

As noted in the document, only mineral oil - British for non- detergent should be used! Note also 4th gear only engagement! Note also service recommendations! This should quiet down the triumph people who only read the 4 speed section and not the overdrive section!!

Keep in touch!!

John  
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## THE LAYCOCK DE NORMANVILLE OVERDRIVE UNIT

AS FITTED TO PRESENT PRODUCTION OF 20S., 20ST and TR2 MODELS

### DESCRIPTION

The Laycock de Normanville Overdrive Unit fitted to the above models is electrically operated at the touch of an electric switch. This unit operates on second and top gears on the Vanguard and Renown range, but on top gear only on the Triumph TR2, which has a four-speed gearbox.

The electrically operated overdrive on the two upper gear ratios with the Three Speed Unit offers a number of improvements; an instantaneous gear change at the touch of the operating switch; a five-speed gearbox, namely first, second, overdrive second, top and overdrive top; a speed range in second gear of five to forty-five miles per hour and a cruising ratio, overdrive top, giving approximately 30 m.p.g. at 50 m.p.h.

In the case of the TR2, which has a four-speed gearbox, no useful purpose can be gained by overdriving any gear other than top, since the differential ratio of second to third and third to top is almost the same as that of the overdrive. No provision is made for overdriving any gear other than top gear, nor is it recommended.

The overdrive unit itself is fitted to the rear of the normal gearbox and takes the place of the normal rear extension on all models.

### RATIOS :

	20S and 20ST Models. (6.00 x 16 tyres).			
	Top	2nd	1st	Rev.
Ratios	1.00	1.67	3.54	4.11
Overall				
Ratios	4.625	7.71	16.35	18.99
When in				
O/Drive	3.6	6.00	—	—

	TR2 (5.75 x 16 tyres).				
	Top	3rd	2nd	1st	Rev.
Ratios	1.00	1.325	2.00	3.38	4.28
Overall					
Ratios	3.7	4.9	7.4	12.5	15.8
When in					
O/Drive	3.03	—	—	—	—

### THE PRINCIPLE (Fig. 1).

An epicyclic gear train is arranged to consist of a sun wheel (A), planet wheels (B), a planet wheel carrier (D) and an outer ring, the annulus (C).

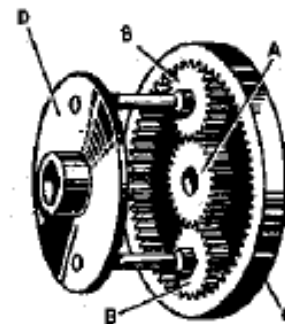


Fig. 1

Principle of an Epicyclic Gear.

If the planet carrier is rotated while the sun wheel is locked to the annulus the whole gear train will rotate as a solid unit giving a direct through drive. If on the other hand the sun wheel is locked to the casing preventing it from rotating and the planet carrier is rotated, the annulus will be overdriven at a higher speed than the planet carrier.

### OPERATION

In addition to an epicyclic gear train similar to the one depicted in Fig. 1, there is also a hydraulic pump, a hydraulic accumulator or pressure storage chamber, a roller clutch and a sliding cone clutch. When in direct top gear (see Fig. 2) the overdrive is inoperative. The

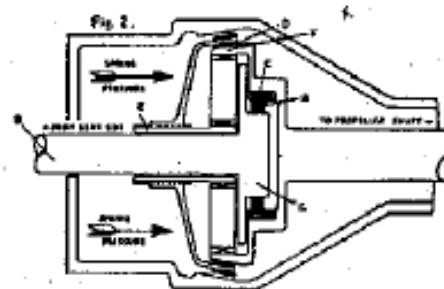


Fig. 2

Operation in Direct Drive.

## THE LAYCOCK DE NORMANVILLE OVERDRIVE UNIT

### CARE AND LUBRICATION

The oil in the overdrive is common with that in the gearbox. The oil to use is ordinary mineral oil in the following grades :—

Normal summer climates	—	S.A.E.30
Normal winter climates	—	S.A.E.20

Under no circumstances should extreme pressure gear oils be used, because the centrifugal effect of the planets may separate some of the additives from the oil and cause sludging. The oil capacity of the gearbox and overdrive unit is as follows :—

Standard Vanguard	
and	
Triumph Renown	— 3½ pints (2 litres)
Triumph TR2	— 3½ pints (2 litres)

The correct level must be carefully maintained. It will be necessary to remove the drain plugs from both gearbox and overdrive unit to

drain them, but refilling is done through the gearbox only.

Refill the gearbox with oil after draining and then drive the car a short distance, after which top up with oil because some of the oil will have been taken into the hydraulic system. Do not run the car with no oil in the unit because air may enter the hydraulic system.

Cleanliness is the keynote to satisfactory performance of any hydraulic system. The smallest amount of dirt or "fluff" from a wiping cloth which finds its way into a valve will cause a great deal of unnecessary difficulty. Pay particular attention to the clean condition of the oil used for filling, and carefully clean all around the filler plug each time before removing it. Regular attention to these small details will be rewarded by long and trouble-free service.

### DIAGNOSIS AND RECTIFICATION OF FAULTS

Any faults in the overdrive or its control gear will become manifest in one or other of six symptoms. These six symptoms are given below, and each one is covered by a procedure for finding and rectifying the fault in the quickest possible time. The tests given are arranged in such an order as to avoid any unnecessary dismantling or removal of parts. As familiarity with the overdrive increases, almost any fault can be isolated and rectified within a short time.

Each of the tests given is based on the assumption that the previous tests have been satisfactorily carried out and that the unit has been working normally prior to the fault developing.

When a unit has been removed from the gearbox and replaced, other faults can occur due to wrong assembly, but these faults are given separately in the sections dealing with fitting, stripping and rebuilding of the overdrive.

#### I. OVERDRIVE DOES NOT ENGAGE

##### (i) Insufficient oil in the unit.

The gearbox must be filled to the level of the filler plug. Be sure to clean carefully around filler hole before removing plug.

##### (ii) Solenoid Lever not set correctly. See page 8.

##### (iii) Electrical Control Gear.

When the electrical components are functioning correctly, the solenoid can be heard to "click" in and out when the gear lever is in neutral, the ignition switched on and the overdrive switch moved to the on and off positions. (Except TR2. See below).

When the gear lever is moved into first or reverse (on all models except TR2), the circuit should become "dead," that is, no "clicking" of the solenoid should be heard when the ignition is switched on and the operating switch moved to the on and off positions. In the case of the TR2 the circuit becomes "alive" *only* when top gear is engaged.

The feed wires to "W1" and "C1" on the relay are NOT connected through any fuse for the following reason :—

Should the fuse blow when the engine is driven at peak revs. in overdrive second gear, the overdrive unit would immediately return to normal second gear. The car running at high speed would then turn the engine at speeds for which it was not designed, with consequent risk of damage to the connecting rods, valve gear, etc.

## **Claremore Dad's Day Out features Great Race**

The Great Race, the world's premiere vintage car rally, will bring 120 of the world's finest antique automobiles to the Claremore Expo Center for this national race. This event will have not only the vintage and antique cars to enjoy and admire, but also a kid zone

provided by TTCU as well as food trucks and concessions, music and more.



The Great Race, which began 32 years ago, is not a speed race, but a time/speed/distance rally. The vehicles, each with a driver and navigator, are given precise instructions each day that detail every move down to the second. They are scored at secret check points along the way and are penalized one second for each second either early or late. As in golf, the lowest score wins. Cars start – and hopefully finish – one minute apart if all goes according to plan. The biggest part of the challenge other than staying on time and following the instructions is getting an old car to the finish line each day, organizers say. The cars will start arriving in Claremore around 12:00 p.m. and the last cars will leave around 3:30 p.m.

Cars built in 1972 and earlier are eligible, with most entries having been manufactured before World War II. In the 2014 Great Race from Maine to Florida, a 1915 Hudson racer, a 1916 Hudson Hillclimber and a 1917 Peerless were the three oldest vehicles. All of those vehicles are participating again in 2015. Last year's winners, Irene and Barry Jason of Keller, Texas, drove a 1966 Mustang and won \$50,000. It was the first time a post-war automobile won the Great Race. The 2015 winners will again receive \$50,000 of the \$150,000 total purse.

"We are so happy to be hosting the Hemmings Motor News Great Race stop as the main attraction for Dad's Day Out. We wanted to provide a free, family-friendly event to celebrate Father's Day as well as bring many visitors in from the surrounding area to experience Claremore. You can't help but want to look inside these amazing vehicles when you see them on the road and now you can!" said Tanya Andrews, Director of Visit Claremore and the Claremore Expo Center.

**The event will take place on  
Sunday, June 21<sup>st</sup>, from 11am until  
4pm at the Claremore Expo**





## **2015 Conventions and Shows**

### **Claremore Expo Center Location:**

Great Race Stop

Date: June 21, 2015

Web: <http://moreclaremore.com/2015/03/12/2015-great-race-to-travel-route-66/>

### **TRA National Meet**

Location: Chesapeake Bay Crab Country...Solomon's Island, Maryland

Date: **June 16-19, 2015**

Web: <http://triumphregister.com/tra-national-meet/>

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

Location: Carthage, Missouri

Date: July 24 - 26, 2015

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

### **Roadster Factory Summer Party**

Location: Armagh, Pennsylvania

Date: August 6 - August 8, 2015

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

### **VTR National Convention**

Location: Fontana, Wisconsin

Date: August 11 - 15, 2015

Web: <http://www.VTR2015.com>

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

Location: Kansas City, Missouri

Date: September 5 - 6, 2015

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

### **6-Pack Trials**

Location: Galloway, New Jersey

Date: September 10 - 13, 2015

Web: <http://www.6-Pack.org/>

### **Brits in the Ozarks**

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 11 - 13, 2015

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

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

Location: Centennial Park Rock, Texas

Date: September 25 - 27, 2015

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

### **Triumphest**

Location: San Diego, California

Date: October 8 - 11, 2015

Web: <http://www.triumphest2015.com/home.html>

## **2015 Vintage Racing**

### **SVRA U. S. Vintage National Championship**

Location: C. O. T. A. Track, Austin Texas

Date: November 4<sup>th</sup> through the 8<sup>th</sup>

Web: <http://www.svra.com/events/2015-u-s-vintage-national-championship/>

Location: Hallet Vintage Races

Date: TBD

Web:

<http://www.hallettracing.net/events/calendar/season-schedule/>

### **June Out & Back**

On June 6, 2015 several club members traveled to Grand Lake to enjoy the lake, the shade, and the fellowship at the lake home of Tom & Dorothy Chronister.

Janice and Al, Kay and Denny, Jan and I traveled from the QT in Catoosa to Foyil via Route 66. There we picked up Larry and Cindi and continued East on 28A to Pensacola Dam and on to Drowning Creek.

Tom prepared burgers for attendees and I must say it was the best burger I had all day. There were baked beans, two salads, brownies, cherry pie and various drinks available.

Although the weather was warm we all seemed to enjoy the road trip and the visit at the Chronister's. Thanks to Tom and Dorothy for hosting the event.





# 14th 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**

**University of Arkansas Agri Park  
Fayetteville, Arkansas**

**September 12**

**SPECIAL GUEST**

**Barney Gaylord**

*"The MGA Guru" and Storyteller*

**Car Display • People's Choice Judging • Concessions Available**

**Host Hotel**

**Holiday Inn Convention Center of Northwest Arkansas  
I-49 and Highway 412, Springdale, AR**

**FOR REGISTRATION INFORMATION CONTACT**

**BILL WATKINS**  
479-636-2168

**OR**

**DOUG SCHRANTZ**  
479-531-2783

[www.Britishironnwa.org](http://www.Britishironnwa.org)

[dschrantz@arkansasusa.com](mailto:dschrantz@arkansasusa.com)



## 2015 Club Activities

Activities Meeting	1/3/2015 – Sharon
St. Pat's Party	3/21/2015 – Jan
Rock Café Breakfast	4/18/2015 – Rob
Grand Lake	6/6/2015 – Tom/Dot
Independence Day	7/3/2015 – Robinsons
Club Elections	7/18/2015 - ?
Café USA Breakfast	8/1/2015 – John
Sequoia St. Park Lodge	10/9 thru 10/11 Piggott
Click's Pawnee	9/19/2015 - Frank
Talimena Drive – Overnight stay at Queen Wilamena Lodge – 10 rooms	10/24-25/2015 Robinson
Guy Fawkes	11/7/2015 – Jan
Christmas Party	12/12/2015 – Adele?

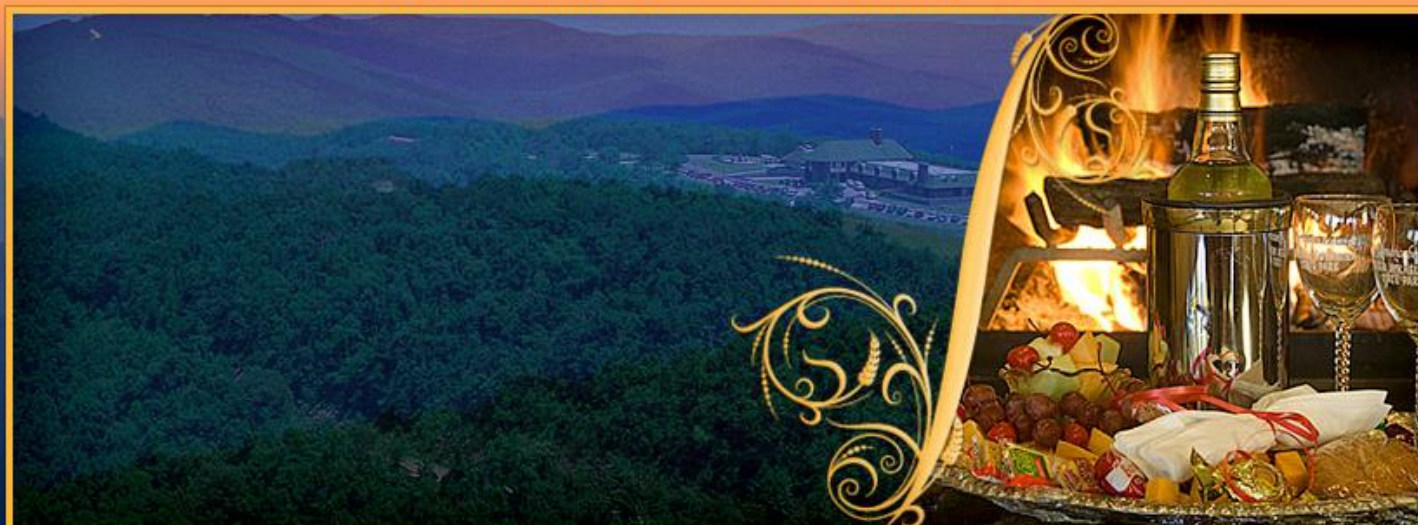
## Overnight Out & Back

Join Green Country Triumphs for a fall tour over the Talimena Drive with an overnight stay at Queen Wihelmina State Lodge on the 24<sup>th</sup> of October. 10 rooms have been held for our club until September 24<sup>th</sup>. If you wish to participate call 800-264-2477 for reservations. Rooms with two single beds or one king are available. A renovation of the lodge is currently underway so everything should be renewed.

Because of the distance, we will drive day one to the Queen Wilamena Lodge and spend the night. On day two we will drive on to Mena then make our way home by a route selected by Denny and Kay. Denny is making 10 reservations and seven rooms are spoken for. If you want to make the trip please contact the lodge and get your name on the list for a room. If more than 10 are needed hopefully they will be available.

## Queen Wilhelmina State Park

FEATURING ARKANSAS'S "CASTLE IN THE CLOUDS"



## **September? Out & Back**

**Frank Wood**

In 1962, Clifton "Click" Nelson opened a bar and grill in Pawnee, Oklahoma, originally named Click's Alamo Club. Customers knocked at the locked door and were checked through the 2-way mirror. We're not sure which customers were welcomed and which weren't, but women didn't go into the club for the first few years.

Besides being known for his outstanding steaks, Click was also known for his colorful language. He served hamburgers and fries for lunch, but if a customer ordered that for dinner, Click could be heard bellowing from the kitchen "Who ordered the @!#?@! fries? They can go across the street to the @!#?@! Tastee Freeze for that!" In fact, the locals would bring in new customers and urge them to order the fries just to watch their reaction to Click's tirade. Everyone knew that his bark was worse than his bite, and that he was actually a good guy at heart.

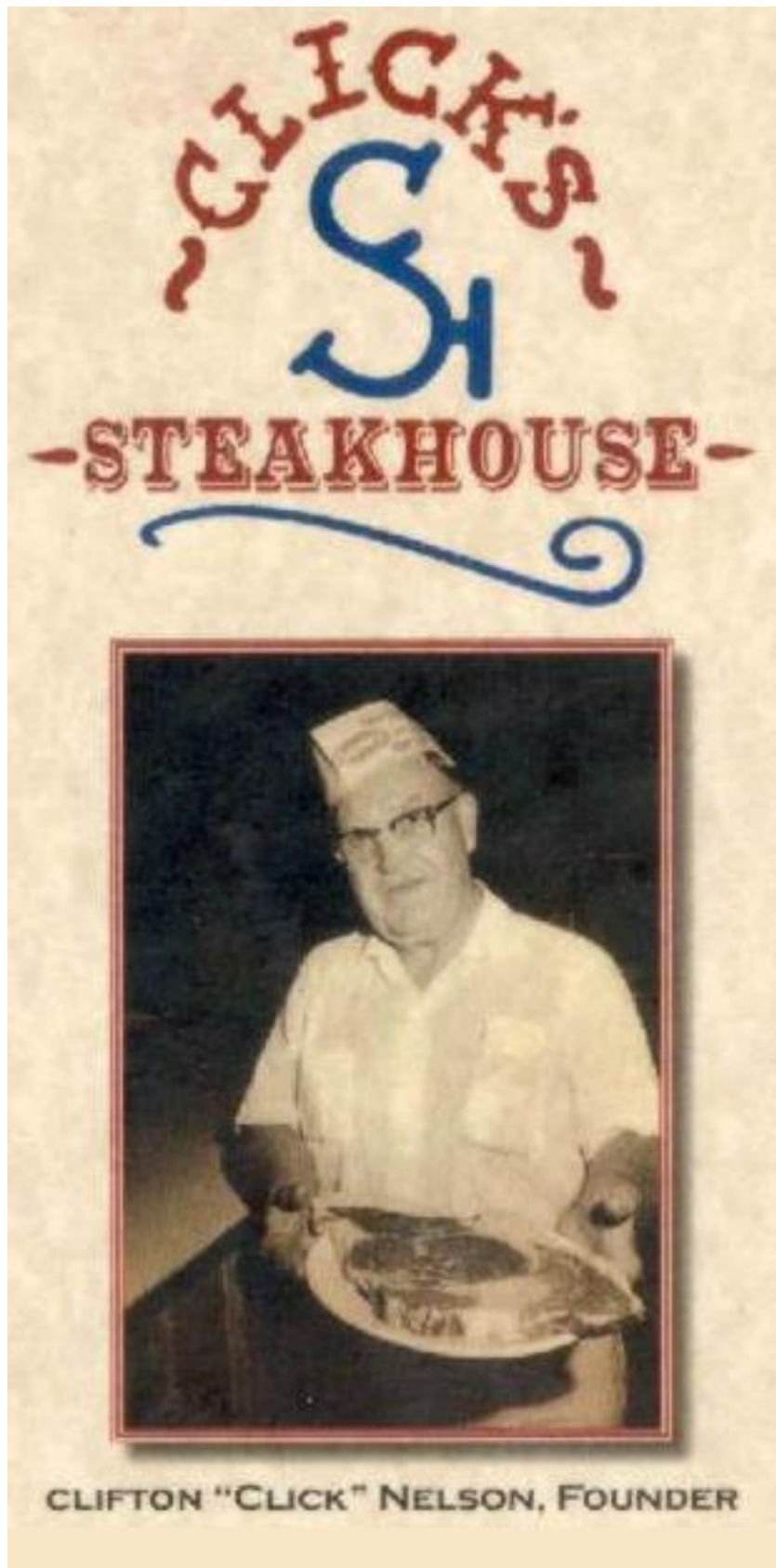
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

We hope you enjoy your dining experience with us, and we promise not to yell if you order fries!

409 Harrison St Pawnee, OK  
74058 (918) 762-2231

Tuesday, Wednesday, Thursday  
11a.m. to 8p.m. - Friday and Saturday  
11a.m. to 9p.m.

Sunday 11a.m. to 2p.m





A good crowd showed up for the meeting at **Albert G BBQ** on May 19<sup>th</sup>. I think Jack picked a winner this month.









## Greasy Hands Garage North Update

by John Phillips

**5/12/2015** – Tom Chronister came out today to do standard maintenance on his TR4. The oil was drained and the filter discarded. The brand new suspension obviously needed no attention after Andy did all that work.



The sump plug and filter were replaced, fluids in the transmission and differential were right where they were supposed to be. We did add a little air to a couple of the tires. A visual check of the exhaust system did not turn up any leaking areas to tighten, repair or replace. No looseness was noted around the wheel bearings so the car was put back on the ground.

New oil was added to the sump and the clutch and brake masters were checked and found to be full. All in all Tom's car appears to be a very

fine example of a TR4. The work done on the paint last year is holding up well and the paint looks great. I wish I had taken pictures while it was here.

We had initially talked about having lunch but when we finished it was still early and I had some work to do around the house so it was decided to skip lunch and get some things done.

One of the things done was to try to fix a problem in the shop. On a couple of occasions I have jabbed a roofing nail into the top of my head when trying to get out of the attic. The dremel tool was used to cut off a bunch of nails then a piece of foam was stapled to the underside of the sheathing so that if a bump did occur it would be less painful.

Jan had coerced me into working in the front flower bed some so the sidewalk needed to be blown off next so that was completed. Time to go in and watch a Jesse Stone movie.

**5/19/2015** – Tom Needham decided it was time to see if we could figure out why his car would not run at the regional convention. I went over to his house today and made ruts in his yard getting in back to the shop. The tool bag from the Pumpkin



was with me as well as a new gasket for the float bowl on the front carb.

We wasted no time considering other options and Tom removed the front carb. Since this was his first time to remove a carb I talked him through it but everything came off ok.

With the carb emptied of gas and oil the float bowl was removed by extracting the six screws and on the 70 model, the screw in brass plug from the center. Later models use a push in plastic plug.

The floats were checked to make sure they had not filled up with gas and they were fine. The "jet" was removed and air pressure was used to make sure it was clear of any debris. It seemed to be working fine so it was reinstalled.

The height of the floats was verified as correct and using a new gasket the float was reinstalled followed by the brass plug. Tom then reinstalled the carb and linkage after which the car was started and ran quite well.

The next step was to check the mixture and idle which was text book. The mixture on the back carb was perfect. The front carb was a little rich but there was no adjustment left so that is where we left it. Tom asked what the fix was and I said nothing but in fact one could replace the needle for one with a larger diameter to reduce the amount of fuel passing by the needle to lean out the mixture. This was done on Ted Dorton's car, I think.

The choke on the rear carb was not adjusted as it should be. It was positioned to make the car run a little rich so that was adjusted to provide the proper space to eliminate the choke action when not wanted.

The idle speed was verified as 950 rpm so the air cleaners were reinstalled and the car was running great when I left. I got my good deed done for the day. The assumption was that the jet was sticking or had some trash lodged in it so that it would not close thereby causing a flooding condition. Leaning towards sticking. That is my story and I am sticking to it.

The assumption was wrong. After a long test drive the problem remains. Next, try

a different distributor and see if the problem goes away.

**5/20/2015** – Since replacing the clutch slave cylinder again this spring the transmission has been difficult to get into first gear without grinding a little. At times I have also had some difficulty getting into reverse. It was time to try something new.

The car was raised up and a mighty-vac used to bleed the clutch since there was no one with me at the time to push on the clutch pedal. A test drive resulted in a much smoother gear change. Right now it appears that the problem is gone.

**5/29/2015** – After reading all the stuff received from John Esposito of Quantum Mechanics and considering the broken lay shaft in my overdrive unit last year it seemed prudent to heed his advice. A stop at O-Reilly's looking for the correct lubricant and I came away with two quarts of Valvoline 30W Non-Detergent oil for only \$14.00. I often think it is worth driving a little further to save some money. They are not cheap.

Meanwhile, back at the ranch, the drain plug on the transmission had been removed the night before so that it could drip and drain until everything that would come out did.

With Permatex thread seal with Teflon applied to the plug threads, the plug was re-installed in the transmission. The transmission is supposed to hold 3.2 pints with the J type overdrive.

The process is to fill it to the check hole level, drive the car to make sure the overdrive unit is filled then complete the filling process. The first filling only took 2.2 pints so I am hopeful that when the drive can be completed in between rain storms it will take most of the third pint. There is bound to still be some of the old GL4 gear oil back in the OD

unit but at least the biggest portion should be replaced.

Frank's transmission has been received and the old one returned to Quantum



Mechanics. The clutch shaft is installed with the modified fork, the stronger fork pin, the backup pin (bolt), and the throw-out bearing. The Valvoline 30W Non-Detergent oil is ready to add.

The new wiring harness for the OD and the short harness home-made for the backup lights have been attached. This baby is ready to mate up to the engine when it is received.

**6/1/2015** – It's always something. The other day I was walking by the Pumkin and brushed the side of the car with my jeans. The dad gum lens from the left turn signal fell on the floor. The darn thing broke off.

Well, a new one from TRF was \$30 plus \$10 for shipping so when it gets here I can spend the better part of a day removing the trunk floor, removing the left interior panel from the trunk, at least partially, then disconnecting all the lights from the tail light assembly then removing assembly from the car so the lens can be replaced.

Now if I am lucky the Seal between the assembly and the car will not be destroyed and I can reuse it. If not then the car will be down until I can order a new seal to put in. What a pain in the butt. It is always something.

While I am at it, almost every time I type a period an I appears out of nowhere. Since the trigger finger surgery the finger does not always do what I think it is going to do. Just another little pothole in the road of life.

I may actually get to mow the yard today. I guess I should be thankful that I saved so much gas from not having to mow for almost a month. Water everywhere. If you have not noticed I tend to complain more as I get older. Live with it.

**6/2/2015** – today I started in the shop by cleaning the edges of the glass where the old seal had set to get rid of the remaining residue. Frank arrived about 9:30 and we set about putting the seal on the glass. We wrestled with this process for about 45 minutes or so. Tom Chronister arrived to help out and drop off the wheels for Jim Lindsey's TR4.

After we finally got the seal on the glass a piece of nylon twine was placed in the area where the frame was to be after installation. The glass

and seal were set on the frame and the twine was pulled from center bottom toward both sides simultaneously.

The pulling of the twine progressed slowly going around each lower corner very cautiously to lessen the chance of slippage. The twine pulling continued until the two ends met at the center top of the glass. After a little tweaking with a plastic tool the seal and glass were sitting in the frame as they should.

Next the chrome strip was pressed into place, cut to length a little long to account for shrinkage and the trim piece put in place. While



working on the final cleanup a couple of small scratches in the glass were found on the passenger side. Proves the shop creed, "there is no job so small we can't mess it up." Sorry Frank.

**6/4/2015** – I had the Pumkin on the rack while waiting for Tom Needham this morning and was still perplexed by my consistent oil leak. The shop light was used to search for the source of the leak and it appears that the gasket for the fuel pump had failed.

A search of the FUEL drawer produced a new seal so the task was under way. The line from the pump to the carbs was removed. The two nuts and split washers holding the pump to the engine were removed and the pump slid out of position to remove the old gasket.

The new gasket was put in place after the sealing surfaces were cleaned and the pump replaced followed by the fuel line. By the time I had finished Tom arrived to work on his problem so the trip to the lake will be a test as to whether the oil leak is fixed or not.



The goal today was to eliminate the distributor as a possible cause of all of Tom's problems at the regional convention. His distributor was replaced by a spare here in the shop. To make this story short, we were successful. We eliminated the possibility that the distributor was the cause.

Immediately after the switch the car ran great. By the time he got home the problem had returned. The search for a cause continues.



**6/6/2015** – Yesterday was the day for replacement of the turn signal lens on my left tail light. The job went pretty much as remembered. The trunk was emptied, then the floor was removed and the left side panel released and moved aside.

With access to the light assembly and the bulbs removed from the back, it was easy to remove the 6 nuts/washers holding the assembly to the car. The whole assembly was then taken to the bench for the lens exchange.

The amber lens was temporarily held in place by some packing tape so the tape was removed and the lens then just fell off. The tape

was a good temporary fix and unless being looked at closely it was pretty much undetectable.

Since the amber lens is held in on one side by the adjoining red lens, the red lens attachment screws were removed and the lens set aside.

Somehow the screws that had been holding the amber lens in place had disappeared so the used hardware stash was consulted for some replacements. A couple were found to do the job and re-assembly was started.

The amber lens was put in place then the red lens to complete the assembly. The assembly was then re-attached to the car and the bulbs pushed back in place and finally the ground wires attached.

To my surprise all the lights worked when I was finished. These bulb holders can be a real pain to keep working.

On the way to the lake I had noticed the clocking of the steering wheel was one tooth off so the next task was to get it straight. A ratchet was used to remove the retaining nut after the horn brush, pad and horn button were set aside.

The wheel was wiggled a little bit and then it began to slide off the splined steering shaft. Carefully the wheel was slid off, turned one tooth to the right and pushed back in place. The retaining washer and nut were reinstalled and that part of the job was done.

Unfortunately the horn brush was broken when I removed it. The wire that connects the two ends was broken and the only spares in the drawer were too short. Finally I soldered enough material on the connection end to make contact with the horn button. That will have to do until I place my next parts order.

**6/11/2015** – Tom N. was back out today to try again to find the cause of his engine issues. The front carb was again removed and completely disassembled. Every internal component was cleaned extensively. A Gross jet was used to replace the common variety found in most carb kits.

All of the choke details were cleaned and the slide of the air valve was cleaned so that it slides easily. The needle and jet were cleaned.

The installation of the butterfly was maximized. The floats were changed and adjusted to the Gross jet.

When the carb was re-assembled and installed the carb set were adjusted. Here is where we got a surprise. The fuel/air mixture was very rich and it had to be leaned way out from the previous setting. Don't know why.

Tom went for a test drive with great results until he hit the top of my driveway and the problem recurred. It was obviously not running on all cylinders.

We went through the ignition system again. I replaced some un-insulated wired connectors at the new alternator just on a hunch. We checked for vacuum leaks and found none. We turned the lights out to look for any shorts or any electrical issue that might be visible in the dark.

In short we tried everything that I know to try. At the end of the session I recommended a visit to Gonzo at Superior Auto Electric for a professional evaluation of the ignition system.

I seldom reach this point. Most of the time I can find a problem and eliminate it but this time my hobbyist abilities have been exceeded. If anyone has any recommendations we are listening.

**6/13/2015** – After consulting with Gauldin, Jester and Young, (sounds like a law firm) this morning I went over to Tom's house to adjust the valves on his TR6. Tom assures me that we had already adjusted the valves but I don't really remember.

What I found was most of the valves were right where they should be. I remarked to Tom that I had never adjusted valves on a car where there were this many that did not need adjustment. Of course that was before he told me I had already adjusted them.

There were two that were too tight so they were readjusted. One was marginal so it was adjusted as well but probably was ok as it was.

After the adjustment Tom started the car and it ran a little rough. The longer it ran the cleaner it ran until it was purring nicely. The idle settled in at just under 1000 rpm where Tom likes it.

The next step is a road test but his yard is flooded so it will be later today or after that he can get the car out. We are hopeful that the two tight valves were the cause of the problem but the results are yet to be seen. Stay tuned.

Meanwhile back at the ranch, we worked on the back carb and improved the cleaning process as there a lot of crap in the hole that the needle goes up and down in. We also changed the jet but the end result was no difference.

We then ran a compression check and the range was all over the place. One at 120, two at 140, two at 150 and one 170. The next thing to work on is getting the head reworked when the budget supports the work. There is already oil leaking from between the head and engine block. Makes me wonder if the previous owner used the wrong gasket.

## Engine Noise

*Snippets from e-mail, etc. worth sharing.*

### Ethanol BAD

Since the last oil change on the truck I have been using 100% real gas instead of the 10% ethanol blend. With the blend I got 18.6 miles to the gallon (20 Gallons, 372 miles) over a period of about 6 months. With the 100% real gas I am getting 20.7 miles to the gallon (20 Gallons, 414 miles). Yesterday the cost of fuel was \$2.36 for the blend, \$2.79 for the 100%. Providing my puny math skills are correct it costs me .008 cents per mile more to use 100% gas. Less than a penny a mile.

You will pay an extra \$3.32 cents for a 20 gallon fill-up based on cost per mile traveled depending on the difference in mileage for your car. So you get to decide whether you want to enjoy better performance and longer life from your fuel system/engine or pay a few dollars less at the pump.

*John Phillips*

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



for \$10.00 each.



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**John Phillips at [tr6@atlasok.com](mailto:tr6@atlasok.com) or phone (918) 283-7017**





### TR8 for Sale (BEST OFFER)

1980 TR8 runs great. New ball joints, tie rod ends, brake & clutch hydraulics. \$1400 in new parts. Good paint, no rust. See State Farm Insurance Agency in Stroud OK. Asking \$9500. For other information contact Kent Clovis.

#### Kent Clovis

(918) 968-2552 Work  
(405) 258-3814 Mobile  
(918) 968-2035 Home  
[kent.clovis.b3pn@statefarm.com](mailto:kent.clovis.b3pn@statefarm.com)

P.O. Box 270  
Stroud, OK 74079

Hi John,

I do still have the Spitfire, it has not seen the light of day in several years. Someday I would like to get it back out and play with it. If I ever get rid of the TR8 I would be able to move the Spitfire to have better access to it. The price guide on the TR8 continues to go up and it is showing to be a good increase in value in the future. The latest guide shows a low of \$8000 and a high of \$15,000. You tell me if the guide is off or not as you have had more local experience than I have. I think I had put my low at \$7000 or \$7500 in the past. I know it will make someone a great driver, I just figure that when the right one comes along it will sell. I have thought about Craig's list, just have not pushed that hard to sell it for now.

Sincerely, Kent Clovis



## Another Nice Example



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.



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.

### **Ted & Loretta Dorton**

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

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





## ***Newest Listing***

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!!!





Thank you, I will attach pictures that I have on this computer, if you need more I'll have to send some from my phone.

Repairs needed: Fuel line was diverted as brass connection wasn't working, but car runs. New paint job in approx 2008 but it blistered a little on hood with age. I have all info on paint etc. I have many extra parts, not sure what all I have as still in crate. I think an extra transmission too, someone will have to id it. It has two tops. I have the full one on it now but it's missing cover doors. I have the old ones that need recovered or info on ordering new ones. Fred thought I could easily ask 25,000 for it. But to the right buyer, I am willing to discuss price. Carolyn Meyer

I would be willing to make a donation to the club for helping me sell the car. **ASKING \$18,000.**  
carol meyer [jamescarolmeyer@att.net](mailto:jamescarolmeyer@att.net) Carolyn Meyer 918-231-0817





### 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.

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MEMBER NAME		
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6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
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 maudp@atlasok.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.**



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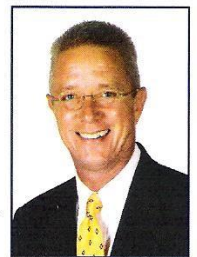
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