



Triumphant Times

Green Country Triumphs

Monthly Newsletter for June 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday June 21st

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Brothers Houligan
4848 S Yale Ave
Tulsa, OK

Officers and Committees

Jack McGlumphy – President

Denny Robinson – Vice President

Jim Murray - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Tom Chronister - Activities

Art Graves – Car Shows

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

tr6@atlasok.com

From Our President *Jack McGlumphy*

Due to pressures outside his control Jack has had to discontinue submitting articles for the rest of his tenure as President.

From Vice-President *Denny Robinson*

Hi club members,

The hot weather is making it hard to get in the little hot cars and go anywhere. Maybe this weekend will be cool enough to get out and about.

Received more parts yesterday for the 64, hopefully that is all I need to finish up the front and rear suspension. I looked at a used hood a fellow had, but it was for a M3 Spit and would not work. The one I have is in as good of shape as the one I looked at. I'm still trying to get 3 or 4 hours of work almost each day.

I saw a 1980 Spitfire at Gardner's book store, but couldn't locate the owner. I left a club card in his drivers' seat and he called me that evening. Robert Hoffman is the owner and is enthused about there being a Triumph club and is to be at the next meeting. He has since been over to the house to have a beer and get to know each other.

Being that the 3rd of July is on Sun. and the fact that Kiefer is not having the fireworks this year and our house is in repair after brick work, we probably will skip the cookout I enjoy so much this year. We plan on bring it back next year.

The Club meeting will be at
Brothers Houligan 4848 S. Yale Tulsa.

This car was wrecked bad after
Sam sold it. Looks like new now.
Sent from my iPhone



good dinner at Hideaway Pizza at 103rd and Memorial and happily approved the minutes of the April meeting as written in the newsletter by Kay Robinson. All the Treasurer's Report consisted of was mentioning an unpaid bill for shirts which are showing the club logo. Tom Chronister handled the ordering of shirts (and hats).

John Phillips was absent so the parts committee report was informal. Al Garbart talked about LED lights ordered from Litezup.com. The replacement kit #330 for TR 6, 7, and 8 has both tail lights and two flashers which are brighter. This is an important safety issue, and Al had been impressed with their visibility at the VTR South west regionals in Norman. You can also obtain lights for into the tachometer and speedometer with LEDs.

Tom Chronister gave the activities report mentioning that on Friday, June 17 we will meet at QuickTrip near Catoosa and leave at 5:30pm for Moore's Fish Farm toward Inola. All you can eat and really good. Frank Wood talked about the great turnout at Clicks (30 people from Tulsa and Oklahoma City). We got to see Mike Piggott's TR-4 which was perfect.

The VTR Regional Show was well attended in Norman, OK. Dennis Robinson went to the President's Meeting and found out they want us to host in 2018. Oklahoma City offered to help us since we are such a small group. When OKC did this last show they didn't have very many register until close to the time of the show. They broke even because of a great set of wire wheels and tires sold in a silent auction. We got many awards and had a good time. The autocross was very well done in a lot near the basketball building. The Blom's entered their granddaughter instead of a car which worked out fine.

Minutes of the Last Meeting from Secretary Adele Blom

The May 17, 2016 meeting of Green Country Triumphs was called to order at 7pm by Dennis Robinson. We all had a

Tips for Car People were given: Jerry Johnson brought a bottle "Zinc-plus" oil additive for protection of cam shafts (made by Lucas Oil Products, Inc.) which he highly recommends for our older engines. Frank Wood said Royal Purple and a Castrol product also have similar qualities. Tom Chronister said O'Reilly at 46 and Memorial matched his old paint for touch up perfectly.

The meeting adjourned at about 7:45.



2016 Club Activities

July 3	Dinner and Fire Works	Coordinator – Dennis & Kay Robinson
Aug 6	Out and back lunch. Rock Cafe Stroud	Coordinator – Rob Thompson
Sept ?	Out and back Marland Mansion Ponca City	Coordinator – Kay Robinson
Oct ?	Visit and lunch Sequoyah Park (918-772-2545) Fort Gibson Lake	Coordinator Al and Janis Garbart
Oct 3 to 7	VTR National Convention	Lake Texoma Pottsboro TX
Nov 5 2016	Guy Fawkes dinner	Coordinator John & Jan Phillips
Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator John & Jan Phillips

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

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

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



I am pretty sure you can get a really good deal on this one. Nice Moon roof. Bring a chainsaw.



2016 CAR SHOWS

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: July 22 - 24, 2016

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

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 4 – August 6, 2016

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 3 - 4, 2016

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

6-Pack Trials

Location: Loudonville, Ohio

Date: September 8 - 11, 2016

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 10, 2016

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

Triumphest

Location: Ventura, California

Date: September 8 - 11, 2016

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 - 25, 2016

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

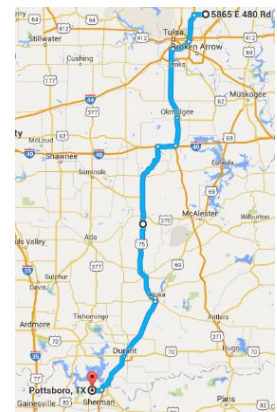
VTR National Convention

Location: Pottsboro, Texas

Date: October 3 - 7, 2016

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

About a 200-mile drive to the national convention.





Yep!!!! My TR3 placed in the top 3 of Import Stock because of **Steve's** knowledge and patience in keeping the Triumph in tip top shape!!! Thanks again!!!

Julia Cross

New Member

Greet **Jesse Hernandez** who has a 78 Spitfire. Jesse lives in Bartlesville. He is listed in the e-mail distribution list so send him a welcoming hello.

Engine Noise

On Jun 4, 2016, at 6:24 AM, John Phillips <tr6@atlasok.com> wrote:

Dave, (Hogan COVTR)

As a follow up to seeing your oil pressure gauge I would appreciate a lot more information. I know you said to be careful with the printed circuit board but what gauge did you use and how is it mounted? Does installing the new gauge mess anything else up? As much detail as you can would be appreciated. Lots of trepidation here.

John Phillips

Green Country Triumphs
Greasy Hands Garage North
Claremore, OK

<http://greencountrytriumphs.org>
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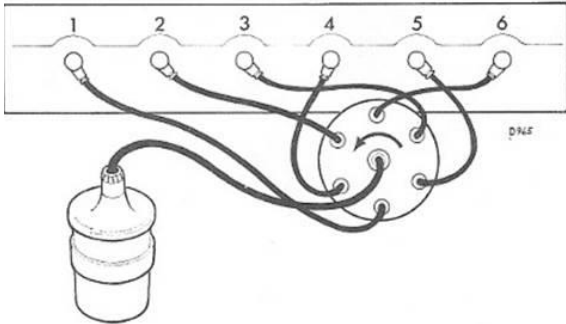
John,

I can certainly provide additional info on the clock removal and gauge installation. I always record my activities while they are in progress when I work on both my TR 6 and my TR 7. It may take a couple of days to track down all the related info of the gauge effort, but I will get it for you. I also began the effort with a great deal of trepidation, but kept my focus on the

QUICK TIPS

Plug Lead Positions (Fig. 55)

Ensure that the plug leads are attached to the sparking plugs as shown. Firing order is 1, 5, 3, 6, 2, 4, taken in anti-clockwise order, as viewed from the top of the rotor arm.



TR6 Soft Top Folding

To prevent window damage when top is down fold TR6 top as shown.



↑ Release top from rear bow and snaps at the sides then spread out over back of car.



1 Fold top forward without folding back window



3 Fold side windows at vinyl onto back window. No folds in any window. Add cover

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

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

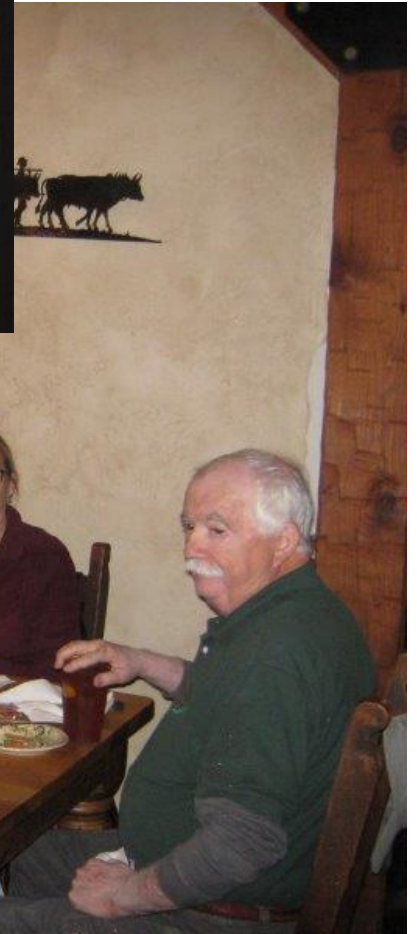
Overdrive and 5 Speed Transmission: GM Fluid 88900399 Synchronesh Friction Modified Manual Transmission Fluid

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

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

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

Pictures courtesy of Mike Piggott













Greasy Hands Garage North Update by John Phillips

You received your May newsletter yesterday so it is time to begin the June issue. This morning I took the Pumkin into Claremore to Hughes Auto Electric to pick up the starter I had dropped off for a rebuild. They had not started it yet so they kindly returned it and I was on my way after a discussion related to how the old starter systems were designed.

The starter was a newly remanufactured unit that was in the TR8 when I got it from Kent. It promptly failed when trying to start the newly rebuilt engine.

The Wedge Shop had a gear reduction unit available that has shipped and cost \$175 including shipping. The guys at Hughes confirmed that was the smart thing to do because it was lighter, more powerful and part availability for the old starter was very limited.

In the shop I stored the old starter in the TR8 cabinet but first I had to clean it out. There were 10 bottles of assorted left over oil bottles in the bottom that were moved to the oil storage area.

Chad brought the receipts and specifications for the parts he installed in a folder. To that folder I added the documentation that I had accumulated. One of the items found was instructions for installing the engine wiring harness, which I obviously did not follow when installing it.

It provides the proper orientation for the oil pressure switch wires which I needed and instructions for making a modification recommended by the factory. I plan to do that next. It has to do with a small brown wire connection at the alternator or starter, not sure yet. Have more study to do. This came from the VTR web site if you need to know that.

So at the alternator clip the connector off the small brown wire and attach a connector that will work on the same terminal as the main battery wire and attach it there. Done. Supposedly this will prevent overcharging of the battery. It also makes

finding an alternator easier with only one connector for the brown and yellow wire. Finding one with 3 connect points is difficult.

Ok so at this point I think I am ready for a drive to put some miles on the car. I start it up and it makes lots of noise. Raise the bonnet and trace the noise to the alternator.

Now this is disturbing because the alternator is fresh out of the shop. I finally realize the noise is caused from the cooling blades being too close to the alternator housing. By bending a little metal, the noise is eliminated.

Go for a drive of about 25 miles. Runs good. Back at the shop the temperature gauge is at about 5/8ths. OK! The temp is confirmed using the hand held laser temp gauge.

So why are the lifters making so much noise????? Just seem to loud to me. Leaks appear to be gone thankfully.

Brakes are a little funky and the rear shocks are banging around like they are only attached at one end. Got some on order along with a decal kit. The idle speed is going up a little as the engine loosens up some. Happy so far. Fun to drive.

The tachometer has decided to stop working so I get to figure that one out too.

Well I messed the alternator up and it quit charging the battery. I stopped for gas on my way to Charlie Brown's place to help with a brake problem and Tinkerbell did not have enough battery power to start again. Charlie's jumper cables were no help with tight high compression engine so Tinkerbell got her first ride on a car hauler via AAA tonight.

I guess I will shop for a new alternator in the morning. Obviously Charlie and I are going to reschedule his brake work. Sorry Charlie.

5/12/2016 – The new gear reduction starter arrived today.

The install went easily as the attach bolts are more accessible with the smaller size unit. The only hard part was attaching the one connector to the starter. The other connector (w/y) is not used



according to The Wedge Shop web site. Since the battery is still charging a test is pending.

5/13/2016 – After charging the battery yesterday I decided to try out the new starter. I am so glad I spent the money for the upgrade. That new tight high compression V8 spins like a worn out MG with the plugs out. Love it.

It started right up and sounds great. Can't wait to get the new Alternator so I can drive it. If it is still unclear as to why I need a new alternator, I broke the one I had set up for the new engine wiring harness by prying on it to get the belt tight.

I usually try to find out if this type of thing will work when I am working on someone else's car but I didn't have one in the shop. As a result, I messed up my own alternator instead of someone else's. Darn.

5/14/2016 – Fun ride to Click's today. Nice to meet up with old acquaintances. Got some good ideas for Tinkerbell projects, had a great steak, a great out & back.

Arriving back home there were parts at the shop, alternator, rear shocks and decals. Lots to do tomorrow.

5/15/2016 – The first thing I picked up today was the decal set from Victoria British. They have the strangest assortment of stuff for TR8's. They have been the only source for a couple if items I needed.

The TR8 decal on the boot lid was damaged when I got the car so the other day I decided to try to see if it would come off. My trusty Swiss army knife was used to carefully lift a corner and try to peel off the decal. This went very slowly but the payoff was the decal was off and the paint undamaged.

The outline of the old decal was very faint but was enough to allow pretty accurate placement of the new decal. Just peel and stick, smooth it out and remove the backing. It turned out just fine.

The new alternator was next. With the alternator, a plug was also purchased which included terminals. The terminals were crimped and soldered to get the best contact with the harness and the molded plug used to cover the connections to the back of the alternator.

The new unit was lifted into place by hand to prevent ruining the new unit as I had the old one. The supports were tightened and it was time for a test ride.

The drive was for about 20 miles and it was a good run. The engine was quiet, cool and smooth. The oil pressure light still does not work so that leaves me uneasy.

Back at home when the ignition was switched off the ignition light on the dash stayed lit. I think this had been dealt with previously by disconnecting the brown/yellow wire at the alternator. Will give that a try.

On Saturday Dave Hogan showed me his oil pressure gauge in his TR7. I was installed in the clock location. That is going on my wish list and a message has been sent to Nisonger to see if they offer a kit for that application. Rimmer has a partial kit that can be made to work but it is pricey. We shall see. Very nice TR7 by the way, Dave.

5/16/2016 – Trying to understand why the ignition light stays on all the time and the oil light does not come on at all. Ignorance can be a real stumbling block. No progress

Jim came over with the vinyl for his windshield frame and we installed it. Something else I have never done but now I have. Not too much to it, pretty simple.

After that we put the windshield frame on the car along with the seal and dash pad. Took a lot of fiddling but at least we made some progress on his car. The next time he comes over we will install the windshield in the frame and be ready for door seals and the aluminum trim across the top.



5/19/2016 – We missed the meeting on Tuesday and spent the day indoors resting Wednesday. Jim was out however and completed all preparations for installing the windshield and policing up the area around his TR4.

The seat is temporarily installed to facilitate driving the car to the body shop soon to have the front valance and wings repaired. We will have to



make sure the lights on the back of the car are functional before the drive down. Or we may trailer it.

Jim went to fetch the new tires and Tom C's wire wheels and some windshield sealant. While he was gone I mowed the lawn before the next rain. When I finished Jim was working on installing the seal around the windshield glass. We finished that up and Jim wanted to seal the rubber to the glass before setting the assembly in the frame.



Well we did that and as Art can attest it is better to add the sealant after in the frame. We made a mess but were successful in the end getting it all back together again. We used mineral spirits to get the messy sealant off the glass and rubber seal after it was set.

The last one I put in went in much easier than this one but the job is done and Jim is preparing for a little test ride around the



neighborhood even though it is raining. I think I detect a little bit of excitement.

The car is going to the body shop soon so the new tires and wheels were put on and it is beginning to look like a car again. I think it is time



for me to try to figure out the electrical issues on the 8. I am terribly intimidated by this task because I have no experience with this system and the available instructions are not nearly as detailed as what I am used to for the TR6. There is no way for me to make up for my stupid. So we just dive in and see what happens.

Jim drove his 4A up the road and back. Does not sound like much but it has been a couple of decades or more since the last time he drove it. Needs a little more tuning before a long trip.

5/20/2016 – Jim continues to fine tune his car working on carbs today and gauges. The plan is to move the car to the body shop on Tuesday. On Wednesday I plan to move Sam's TR6 to the shop to clean it up, get it running good, check the hydraulics, etc. in preparation for getting it ready to

sell. He can no longer drive the car so it is time to get it on the market.

Tinkerbell still suffers from the dreaded battery drain so nothing more has been resolved there yet. I have contacted The Wedge Shop for some guidance but not much has been gleaned from that source as yet.

5/22/2016 – A couple of standard type rear shocks had been obtained to replace the air shocks on Tinkerbell. The ride was pretty bouncy and there was a lot of noise assumed to be from the lack of bushings at the current attach points.

The change out was a little different than what I am used to. The carpet above and behind the seats had to be lifted to remove covers over the shock attach nuts, washers and bushings. Very tight quarters for working.

The bottom side was easily accessible so only ½ the job was difficult. After the new shocks were on the test drive results were mixed. The ride was much better but the noise was still present. I guess I will have to revisit the exhaust system for possible points of interference and check out all the other bushings under the rear end to look for any opportunities for noise creation.

5/23/2016 – After lifting Tinkerbell on the lift the search began for potential rattles. The bushings in the trailing arms appear ok for the time being so on to the exhaust.

The pipe on the right had a couple of places that were tight enough to touch the underside of the body and/or one of the rubber hangers.

The clamp was loosened and the pipe twisted slightly to provide some relief between the close areas and then retightened.

A later test drive to the hardware store proved the noise on the right has been eliminated. There is still something minor on the right to chase down however.

Jim arrived to move cars around, to which we never completed. The carb linkage was not setup adequately to allow the carbs to function properly so fiddling with the linkage took a long time.

When we were ready to start the car it started but gas was shooting out of the front float bowl.

After removing the top from the float bowl it was obvious that the float was full of gas. We checked around to see if anyone local had a float that we could use without any luck. Jim drilled a couple of holes in the float to drain the gas then filled them with J B Weld. It was also applied to the seam at the top of the float to hopefully plug the original hole that allowed the gas to get in in the first place. This is a temporary fix until the new floats can be procured.

When I came in the house Jim was still working on cleaning the body bolts removed from the wings at their bottom attach points. Tomorrow we will replace the repaired float in the front carb and take the car to the body shop. From there the plan is to go to Sam's place, get the TR6 started and on the trailer for a trip to the shop for a beauty treatment in advance of offering it for sale.

5/24/2016 – This morning the trailer was retrieved from Paul's back yard and moved to the shop for a once over. The tires were aired up before leaving for Tulsa.

Jim arrived and put the repaired float back in the front carb and reinstalled some body screws where the wings are attached at the bottom.

The car was then started and driven to the 21st & Sheridan area to Jim's Body Shop. The only issue reported is that the battery charging system was not working. Other than that no issues were noted.

We left the car there and went to Ebsco Spring to see if they had anything that could be used to replace the spring needed to finish the seat upholstery. They had nothing but referred Jim to another source that may be able to help.

We then headed for Sam's house with a stop at QT for a slice of pizza and lemonade/diet coke.

We circled Sam's cul-de-sac and parked in front of the house, lowered the ramps and went to the garage to get the TR6. The soft top was placed in the truck, the cover was discarded, the car was

started easily but ran badly. After a while whatever was wrong instantly cleared up and it ran very well.

We loaded it on the trailer, stowed the ramps, strapped the car down, said our goodbyes and headed for a car wash. After the wash the car looked very good and ran very well. There are a few scratches and paint chip areas but it is obviously still a very desirable car.

The plan is to check everything out and have it detailed in preparation for sale. If anyone is looking for a great TR6 this one is for you. It is the only one of its kind (Emerald Green/Grey Interior) known to exist. It comes with a hardtop and overdrive.

Jim went with me to return the trailer to Paul's house then had a beer at the shop and we went different directions. My chair was calling.

5/26/2016 – Drove the 8 to Collinsville today then back. At Collinsville when I started it up to come home the ignition light was working as it should. When I got home it was not. Next week the car is going in to Superior Auto Electric for a checkup.

Next Sam's TR6 was extricated for the bowls of the shop, the tires aired up and driven to Owasso to put in some fresh gas, even though the car was running great on the old stuff. It had the proper additives in it to keep it alive.

The left rear turn signal did not work and the wiper blades are toast. The turn signal is on the agenda for tomorrow as is cleaning the soft top and installing it under the hardtop. This will get everything together in preparation for marketing.

The filter and oil was changed (Brad Penn), the transmission topped off with Redline and the differential checked. The trunnions were oiled up and the under car stuff checked out.

5/27/2016 – Drove Sam's car into Owasso for Pizza and the speedometer quit. Will check it out tomorrow.

Got the soft top ready to put back in the car. Jim Lindsey will be here in the morning to help with lifting the hardtop off and back on. After that on to signal light and speedometer.

5/28/2016 – Jim Lindsey came over around 10 am to help me lift the hardtop off Sam's car and put it back on after the soft top was put in place. That went well so Jim did a little work on his gauges while I went on to the turn signal issue on Sam's car.



The hard part of this job was taking all the crap out of the boot so I could get the floor out to get access to the light cover panel. The wheel wells in the boot are supposed to have velour panels glued on the hide and protect them from stuff in the boot. I used some pickup bed spray on them to make them black as they are supposed to be. This also exposed the spare tire which had no air pressure. I aired it up then uncovered the tail light bank on the left.



I checked the signal bulb first and it was ok. Next was to check for power at the socket and it was ok. Then it was time to clean the grounding points which worked. The signal is working great now. The panel and floor and crap were returned to the boot.

The next issue was to figure out what is wrong with the speedometer. The speedometer

was removed as was the cable. The cable appears to be fine as does the gauge.

Now the hard part. The next thing to check is the angle drive which means the exhaust has to be moved on Sam's car because it has no access panel in the transmission tunnel.

The exhaust system was removed and the angle drive was now accessible barely. When it finally came out it appears to work ok so the next thing to check is the gear in the transmission.

I may want to make an access panel in the tunnel to provide a way to get the gear out for inspection. Have to think about it overnight.

5/31/2016 – With the access panel off a proper evaluation of the angle drive to transmission gear it was determined that the existing angle drive input shaft was not engaging in the transmission gear.

It can be seen in the picture below that the shaft on the left is shorter than the one on the right. The difference is about .120". What we know about



angle drives is that the newer replacements are too long so a washer was used to space the drive back about .060".



Sorry about the greasy finger prints spoiling the pictures. Vaseline is good for two things, a great speedometer cable lubricant and a big mess. Maybe three things.

I put the angle drive back in, connected the cable housing and inserted the cable. The cable was rerouted from under the transmission to over the transmission. This location reduces the chance of damage from hitting something under the car.

I replaced the speedometer back in the dash, reinstalled the exhaust system and went for a test drive. Speedometer works. Hooray.

The access hole cover, carpet replacement, and reinstalling the seat can wait until tomorrow. I am tired.

6/1/2016 – Ok, cover is on and the interior is all back in the car. I changed the lay of the carpet under the passenger seat. The unfinished edge of the front section was up and showing so now the finished edge of the carpet under the seat is showing as it should. Much better.

I drove the car to the drug store and back and I am happy with it except for two things. The transmission leaks which I am not going to try to fix and there is a gap in the chrome piece that fits in the windshield gasket, which I did fix.

The standard thing done here when the gap gets too wide for one finisher is to splice in a piece of the chrome strip and use two finishers butted



together. I have never seen this process fail and gap the chrome piece so much that the finishers would not cover any future gaps. By the way, it is not an issue of if your trim piece will shrink to gap, it is an issue of when. If you need it I always keep an old trim piece around to cut pieces to retain the finishers.

The idle speed was lowered about 400 RPM to 900. The underside of the bonnet was dusty and muddy so it was hosed off and dried just to clean it up a bit. The wheels were also washed but need some deep cleaning in a few places.

The car is now ready for Sam to install the new wiper blades, have the car detailed, and place

it in whatever location is going to facilitate the sale of the car. I am done.

Just as a side note, a special nylon sealing washer under the nut on the upper right overdrive attach stud might fix the transmission fluid leak.

6/2/2016 – This morning I dropped Tinkerbelle off at Superior Auto Electric to get a bunch of gremlins eliminated. I got a call in less than an hour and Gonzo told me the new alternator was bad.

I called Woody at the Wedge Shop and he is replacing it. When the new one gets here I will take it to Gonzo and pick up the bad one and return it so Woody can get credit for it.

While taking some pictures of Sam's TR6 to use in marketing the car I noticed the right side mirror was about to fall off. Jim had pointed it out earlier but I had forgotten about it. I also noticed the waste seal on the left window was torn.

The mirror was removed and the detail holding the mirror in place was reshaped to grasp the mirror as designed. As there was no gasket under the mirror I made one to prevent further paint damage. When reinstalled it was nice and tight. It still won't adjust in far enough to get any valuable use from it but at least it looks nice.

The opposite mirror was then reworked in the same manner. I had a waste seal from some past job so it was pulled out and installed on the left door to keep water out of the door. The old one was of little use as about a ¼ of it was missing.

After losing a retaining clip down in the door one was pulled from the shop stash and levered in place. Again, I think I am done. It goes to the detailer tomorrow if everything works out.

The TR4, TR8 are gone and soon Sam's TR6 will be out of the shop as well. Time to go back to trying to stop the oil leaks on the Pumpkin. I have an idea and will let you know if it works.

6/3/2016 – This morning I picked up Tom Needham and we went to move Tinkerbelle to Bryant Auto Air to finish the installation of the new air conditioner. When that is done I will still need to install a new oil pressure switch and a functioning tachometer. The one provided by Al is not working in my car even though it worked in his. I think the

Crane ignition is not very compatible with the standard tachometer.

I found a replacement that is supposed to work with upgraded ignition systems and it is on order. I still need to find a good oil pressure gauge. Dave Hogan (COVTR) has one in his car and I have asked for more information from him.

Changed the windshield wipers on Sam's 6 and dropped it off at Classic Chevrolet for detailing. Will pick it up and drive it to breakfast on Saturday then back to the shop, perhaps for a little more TLC.

6/4/2016 – The monthly breakfast was today with 5 families participating. Because of the rain I put off picking up Sam's car from Classic until after breakfast.

The car looks so much better than when we dropped it off. I drove back to the shop and immediately saw fluid leaking under the car. It turned out to be a loose water hose clamp. It was extremely loose.

I tightened it about 5 or 6 full revolutions which is a lot. I checked all the clamps and they were all loose. Apparently the rubber in the green hoses had shrunk over the years to the point the clamps were doing very little to keep coolant in the system. I recommend that you check the clamps on your Triumph to see if they are still tight.

Everything else appeared to be in order. I think it is ready for the next owner.

Well, so much for that assumption. We took the car to a guy that said he might show and market the car. He said he used to own the Jag/Porsche dealership in the early 90's. That did not work out so I drove the car 1/4th the way home. AAA took it the rest of the way.

The front left tire fell apart and left me stranded. Fortunately, there was no damage to the car or, it appears, to the wheel. AAA showed up quicker than it took to complete the call asking them to come.

I was in the fast lane northbound on 169 between Pine & 136th Street when I heard the tire start to come apart. I was able to get across 3 lanes of traffic and onto the right shoulder before things got very serious. I was fine, the car was fine and I got to ride home in an air conditioned truck.



Maybe riding around on old tires really is dangerous. Let's see, the tires on the Pumkin are 10 years old. Maybe it is about time for some new shoes. Sam says his were new in 1999.

6/6/2016 – Sam is purchasing tires today for his TR6 and I am working on the Pumkin. My intent was to try again to find and eliminate oil leaks. What I found was that what was under the car was coolant, not oil.

The obvious thing was to tighten the clamps on the hoses. Then I got out the neat mirror/flashlight tool that Sam got for the shop long ago and looked at the bottom of the water pump. It was leaking.

This pump is one I bought to improve cooling a long while back. It is the same as the standard version except it has six vanes instead of four, ergo it pushes more water.

The one removed to add the 6 vane was still on hand and was in good working order when removed so it was pulled out and the remaining studs/nuts removed. The sealing surfaces were cleaned and one of the gaskets furnished by Tom Needham was used with some Permatex water pump sealant between the pump and engine block. It takes some fiddling but is easy to replace compared to a lot of cars.

This problem was very fortunate because while looking in that area the cooling fan wiring was found to have been rubbing on the fan belt and both wires were exposed. The bad place was cut out and the two wires spliced together and tied down so they could no longer reach the fan belt.



This wiring issue could have easily caused a fire if the fan had switched on. Fortunately, it was raining the last time I drove the car to Tulsa so the fan 'on' temperature was never reached. Now I have to wash the car and it will be ready for the next outing.

When Sam calls I will take his wheels to Discount Tire and have his new tires installed. Then bring them back to the shop and put them back on the car. And it will be ready to show.

By 3 pm the wheels and tires were back on the car and man does it drive nice. Much smoother and steers better. Those old tires were much worse than they looked. Good move Sam. Michelin Defenders 205x70x15. I like them.

6/7/2016 – I let Sam know that the front seal on his differential was leaking pretty badly and the right side seal was also leaking but not as badly. Asked that he order the seals since I had none and have them shipped to me. I did find a ½ dozen rear transmission seals but they are not interchangeable.

Since Sam's car is held up for parts my attention again turned to the Pumkin. Since I had driven it in the rain a few days ago it needed a wash pretty badly so it got one.

I am anxiously awaiting a call from Bryant Auto Air telling me to pick up the TR8. The last call to me was to ask about a switch for the fan that comes on with the air conditioner. I just said figure it out.

There was a wiring diagram in the car so they should be able to go from there. I hope.

6/9/2016 – Still no request to pick up Tinkerbelle so they must be waiting on parts or trying to figure out how to make everything work as it should.

The change in internet providers happened today. I have a 30-day trial period but today the

speed test says it went from .7Mbps to 13.75 Mbps. They promised 6Mbps. I'll take it.

I picked up the seal for Sam's differential today but was tied up with AT&T all day so nothing got done in the shop. Tomorrow is lunch day with my daughter so not much will happen then either.

6/11/2016 – The seal I picked up for Sam's TR6 differential has an inner diameter that does not touch the sealing surface on the splined hub in the front of the dif. Obviously it will not seal anything if the two surfaces do not touch each other. I plan to return it to O'Reilly's and Sam is going to order one from TRF.

I looked for a groove on the sealing surface of the outside of the spline but it is in great shape so no speedy sleeve is needed. I also looked for any evidence of a crack in the right front dif mount and there is none. This is one of very few cars that I can say that about. They usually require some welding repair and additional gussets to make them road worthy.

The dif was lowered out of the car because there was not enough room to get the security wire out that was used to secure the nut on the front of the dif. If we had used a cotter pin perhaps I could have gotten it out without removing the dif, however the seal itself is being very stubborn about coming out so it may have had to be removed anyway.



No Room to Work Exhaust/Driveshaft Dif out w/no help

6/12/2016 – Dave Hogan is helping me with lots of information about how to install an oil pressure gauge in my TR8. I have already deviated a bit by ordering a kit put together for that purpose from Rimmer. It comes with all the fittings and the tubing that runs from the gauge to the sensor port.

Dave used a Smith's gauge from Rimmer but opted to have a special tube made by Ted Schumacher. The drawback as I see it is that the pre-fab tube although of much better quality, requires an additional hole to be drilled in the firewall to get the compression nut through and the tube is larger in diameter.

The kit that I selected allows the tube to be run before the fittings are added. The tube should fit in the heat shielded new engine wiring harness already in place. It passes through the firewall above the right side of the transmission tunnel and should easily route over to the gauge cluster for attachment to the gauge after it is installed in the cluster.



The mounting of the gauge looks simple if the holes are in the correct location and are the correct size. It should be an interesting project.

I would love to just bypass the oil pressure

warning light and not use the 3 prong sending unit, but, I have learned that if the sending unit is not telling the fuel pump there is pressure the fuel pump will not pump.



Installing a tee to accommodate another connection point will allow for pressure to both the sending unit and the pressure gauge. At least Dave made it work. I am hoping for two in a

row. Looks good Dave.

6/13/2016 – Took Jan to Jenks for a procedure on the nerves in her back to hopefully eliminate some of her discomfort. On the way home I stopped to check on the air conditioner installation progress.

They had ordered one part that was not correct when received so there was a reorder/return process to go through but the correct part is now in hand. They think they have the wiring system understood and are working on the switch system that turns on one fan when the air conditioner is switched on. I got the feeling that they do not yet have the switch needed to do the job

At any rate they gave me no ECD so I will just wait for their call to come and pick it up. While there I did warn them about the waterless coolant and make sure that if the coolant system is opened that on no circumstances to add water to that system. If coolant is needed contact me and I will bring coolant to support the work. My fingers are crossed.

6/14/2016 – Wrapping up this month's newsletter which also marks ½ of 2016. I am astounded by the speed at which time is passing.

Tinkerbelle has been here for a year and is not yet rolling down the road as planned. The air conditioner will put it on the road but as we know this hobby will go on for a while.

The car still needs a tachometer installed that will work with the electronic ignition. It also needs a working oil pressure switch which will be coming soon. The oil pressure gauge will be installed at the same time so there is still a lot to do.

Sam's TR6 is on the lift waiting for the differential to be reinstalled. When it is done the plan is to bring his TR3 to the shop for reassembly. Jim's TR4 is in the body shop and will spend more time in the shop.

I am sure that other small jobs will pop in periodically, which is ok, but I don't see an end to projects anytime soon.

So the hobby just keeps going on. Members are always welcome to participate in the shop. I don't always notify everyone when I work on something, but I should. Today there is one little thing to be done, remove the seal from differential. If my plan works it should take about 10 minutes.

The dif is seriously filthy so it might get a bath. We will see. If so you can read about it next month.



For Sale:

Contact Sam Clark. I figure everybody in this VTR region already know everything there is to know about this car. Overdrive, Hardtop, original Grey Interior. New Tires

Sam Clark

Green Country Triumphs

(918) 625-6798 Mobile

(918) 455-8993 Home

trdoctor@aol.com

13415 S. 127th E. Ave.

Broken Arrow, OK 74011-7444

<http://www.greencountrytriumphs.com>





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

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

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

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

Julia (Julie) Cross

(918) 625-6932 Mobile
(918) 321-5692 Home
alwaysthecross@yahoo.com

P. O. Box 8
Kiefer, OK 74041



Great Car



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

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

Ted & Loretta Dorton

(918) 274-9959 Home
ted.dorton@cox.net

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



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

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

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

\$14,000 Wayne 918 227-0011



Hot Resto-Mod

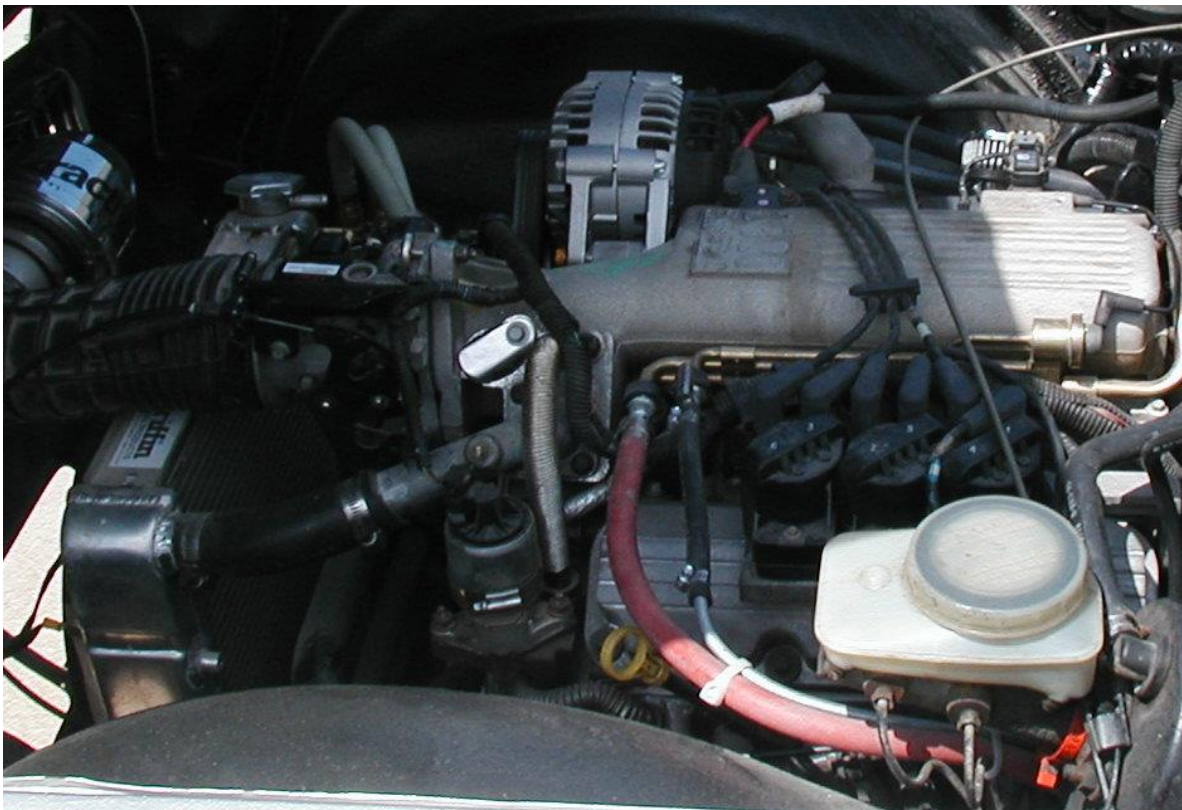
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon-I would really like to see it go to someone that would enjoy and drive it!

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

Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



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

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

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

From: Patricia Johnson <djlpj@yahoo.com>

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

To: Pat Johnson <djlpj@yahoo.com>

Reply-To: Patricia Johnson <djlpj@yahoo.com>



JOHN'S PAGE – STUFF FOR SALE

I Just like the tan one better

**Greasy Hands Garage North Has Used TR6 Parts If You Need Something Structural parts for suspension and steering
Transmissions and a Differential
Windscreen Frames, Some with Glass
Lots of other stuff so if you need something for your TR6 contact:
John Phillips at tr6@atlasok.com or phone (918) 283-7017**



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



**TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.
\$225
CONTACT JOHN 918 283-7017 OR tr6@atlasok.com**



GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

GCT C/O JAN PHILLIPS
 5865 E. 480 RD
 CLAREMORE, OK 74017
 (918) 283-7017
 maudjpp@gmail.com

Dues are payable on July 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.

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