



Triumphant Times

Green Country Triumphs

Monthly Newsletter for March 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday March 15th

Dinner at 6:00 PM

Meeting at 7:00 PM

**Location: Brothers Houligan
Restaurant 4848 S Yale
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 All,

Hope you all had a good drive to Hominy. I was looking forward to this trip, but it coincided with our vacation in the Dominican Republic.

If you were at the last meeting you may remember Mr. Cunningham, who visited and brought the old Triumph newsletters and gave to us. He also had the 1964 Spitfire his wife wanted rid of out of their yard. It had been sitting there since 1984. Well I'm now the proud owner of this beautiful car. Well it may not be that beautiful now, but if there is enough of metal in the body to work with, it can be beautiful again.

It came with most of parts to put it back together, but they are in several boxes.

I still have not taken it off the trailer, as I have to clean out a space in the shop to put it. There are too many unfinished projects in the shop now.

I traveled down to East Texas this week and the grass is green and flowers popping up along roadways. It is still too early for the Blue Bonnets. In another two weeks should be a good time to take a drive in this area.

Our meeting this month will be at the Brothers Houligan restaurant 4848 S. Yale at 6:00 PM. I have never been there, but Pub food menu looks good and we do have a meeting room. Hope to see a large group there.

Minutes of the Last Meeting from Secretary *Adele Blom*

Minutes for 2/16/16 Meeting

Meeting was held at Hideaway Pizza on February 16, 2016. Jack McGlumphy, President, was not present; Dennis Robinson, Vice-President, called the meeting to order at 7:00p.m. Since

Secretary Adele Blom was not in attendance, there was not a reading of the minutes. The minutes had been posted in the newsletter and John Phillips made a motion to accept the minutes as published. Frank Wood seconded the motion; the minutes were accepted as published.

John Phillips reported that there were no changes in the treasurer's report. Treasurer Jan Phillips was unable to attend due to her recovery from surgery. Treasury report will be made at the next meeting in March.

John Phillips reported that the top on the TR8 was finished. John and Jim put the engine in the TR4, more work remains on interior, wiring, etc. Tom Needham has the head for his car at the machine shop. John said there were no additions to the membership.

Visitor, Jacques Cunningham donated several old TSOA Triumph Newsletters for the members reading pleasure. He also stated he had a 1964 Triumph Spitfire Roadster and parts which he wished to give away. He just required that it be hauled from his yard. John Phillips and Denny Robinson made arrangements to go over on Wednesday morning to see the car and parts. (Denny did visit Mr. Cunningham on Wednesday and happily brought the car and parts home on his trailer.)

Tom Chronister gave the activities report. The nearest activity planned is an "out & back" drive to Hominy for lunch on February 27. Meet at the QT at Hwy 75 and 20. Information and a reminder are to be sent out via e-mail.

The VTR Regional is to be held April 20-24 in Norman at the Marriot. Nationals are to be at the Tanglewood Resort, west of Denton, TX, October 3-7. Rooms are still available at \$99 with options to up-grade.

The St. Patrick's Day party is scheduled for March 19 at 6:00p.m. with John and Jan Phillips hosting. Please remember to be kind and RSVP to Jan by the 16th. Attendees should bring a covered dish and their own drinks.

The ordered hats were available for pick-up; the 2 extras have been sold. Shirt orders were finalized; Tom had a catalog for members with polo's, long sleeve button, etc. in various colors. Both hats and shirts display the club logo.

No old business.

New business included Bob announcing he is searching for an Oklahoma 1967 license plate.

A motion to adjourn was made by John Phillips and seconded by Dorothy Chronister.

Minutes were taken by Kay Robinson.

Thanks to Kay for filling in for Adele.
Very helpful.

Engine Noise

Snippets from e-mail, etc. worth sharing.

From our web site:

Message from **Green Country Triumphs of Tulsa**

Name:

Caleb Henry

E-mail:

caleb.henry@eagles.oc.edu

Message:

To whom it may concern, My name is Caleb Henry and I'm working with a film crew to locate classic cars to use in an upcoming film. So my question is: Do you have, or know someone who has, classic pre 1960s cars that could be used in a film? They would only be needed for a couple days and we would gladly work with you to make sure everything goes as smoothly as possible. The film won't start filming till later this year, but we would like to have all the locations/props ready to go as soon as we can. Please let me know, thanks!

Please reply to Mr. Henry directly if you are interested. I have plenty to do.

New Members Glenn and Carol Larson in their 'new' 63 TR3A

We moved to Tulsa from Kansas City ten years ago. Glenn, an Air Force veteran, retired after 39.5 years with TWA/American Airlines Aircraft and Component Maintenance Departments. Carol retired from teaching after 37 years as a reading specialist. Glenn's hobbies include landscape and macro photography and sports cars. Carol is active as a Master Gardener, a Linnaeus Gardener and an Alpha Chi Omega alumnae. We both enjoy travel and social activities. Our other cars include an Audi A7, a Volvo C70 and a Jaguar XKR.



Glenn and Carol, welcome to the club. Mike Shier was an American Airlines member that passed away late last year. From this old North American Aviation/Rockwell/Boeing/Spirit guy, we hope you enjoy the club.





British Motoring Club
New Orleans



2016 New Orleans British Car Day
Online Registration Payment Instructions!

- Home
- Registration
- Car Classes
- Sponsors
- Schedule
- Flyer
- T-Shirt
- Volunteers

British Motoring Club New Orleans

26th Annual British Car Day

Saturday, March 19th 2016

On-Site Registration: 9 a.m. to Noon

Show: Noon to 3 p.m.

Awards at 3:30 p.m.

All British Cars & Bikes Invited

Spectators Welcome at No Charge

LOCATION

Delgado Community College City Park Campus

Orleans Ave. between City Park Ave. & Navarre Ave.

For more information contact:

Don Marpe (504) 812-8611 bdmarpe@att.net

or

Karen Murray (504) 236-7509 karenmurray@cox.net

Registration form available at our web site: www.bmcno.org

Online registration available at BMCNO.ORG

Host Hotel

Ramada of Metairie

3400 South. I-10 Service Rd W

Metairie, LA 70001

(504) 833-8201

**Ask for special BMCNO room rate
available until 3/4/16**

South Central VTR Regional



The Oklahoma Run • April 20–24, 2016

Join Us in Norman, Oklahoma in 2016!

Dave Hogan (405) 227-8467 David.I.Hogan1@gmail.com

Marriott Conference Center

2801 East State Highway 9

Norman, Oklahoma 73071

(405) 447-9000

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964 Guest Rooms



2016 Club Activities

Mar. 19	St. Pats dinner Sapulpa	Coordinator – Kay & Denny Robinson
April 20 to 24	South Central VTR Regional	Norman OK
May 14	Joint event with OKC club lunch at Click's in Pawnee	Coordinator - Frank Wood
June 11	Visit to Grand Lake lunch and boat ride	Coordinator - Tom & Dot Chronister
July 3	Dinner and Fire Works	Coordinator – Dennis & Kay Robinson
Aug ?	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 Blom
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

2016 CAR SHOWS

New Orleans All British Car Day

Location: Delgado Community College, New Orleans,
Louisiana

Date: March 19, 2016

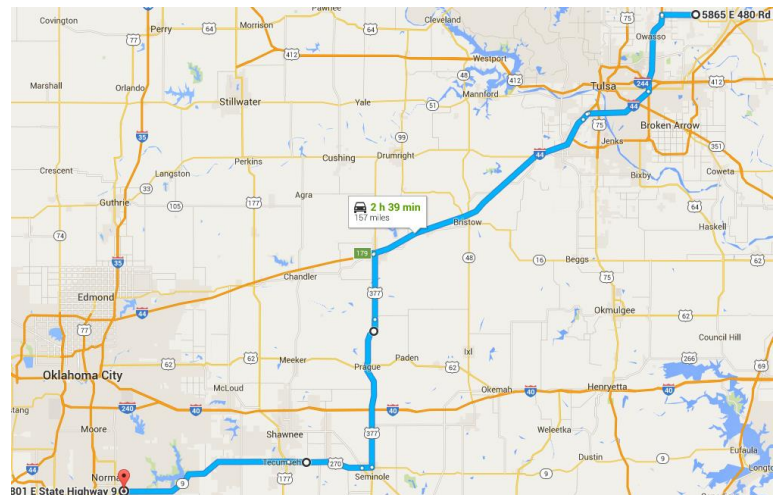
Web: <http://www.bmcno.org/CurrentShow/Carshow.php>

VTR South Central Regional Convention

Location: Norman, Oklahoma

Date: April 20 – 24, 2016

Web: <http://www.triumphsokc.org/#!/scvtr-regional-2016/ch5d>



24th Annual British Car Days

Location: Mesilla, New Mexico

April 29 – May 1

<http://www.bmc-snm.org/british-car-days/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

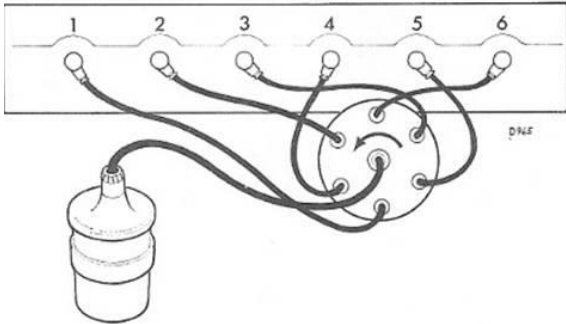
Date: May 1, 2016

Web: <http://www.kipmotor.com/abcd.htm>

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

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.

Engine Noise

Snippets from e-mail, etc. worth sharing.

John:

I think the Spit is rebuildable Will take some side panels, hood, and floor pans. Has a factory hard top. Two engines and one is all together. This engine was completely rebuilt 40 over, balanced and blue printed and never installed. Two transmissions one is ODD. Boxes and boxes of parts.

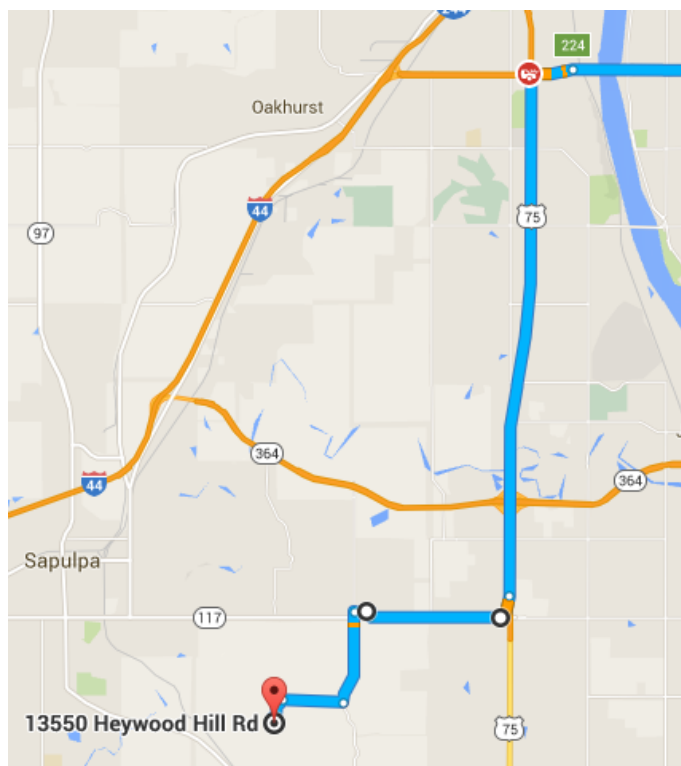
This will have to be a body off project and I'm excited about it.

Denny

Change Notice

The St. Patrick's Day Party will be at the Robinson's home this year due to Jan's inability to host one of her most loved club activities. Thanks to Kay and Denny for stepping up. We appreciate you.

Map to Kay & Denny's



Engine Noise

Snippets from e-mail, etc. worth sharing.
Larry (Young):

I was able to get the car all back together and a few issues sorted out over the weekend. All is well! I was able to test drive the car yesterday and today briefly. I was primarily checking out the transmission/OD so that I could put the interior back in. It works great...

I don't know if it was the superlative technicians working on the tranny or if it is the *ACDelco Synchromesh Fluid-Friction Modified (10-4014/88900399)* I installed but it truly shifts better than ever! The modified 1500 cc motor feels even stronger than I had anticipated. Time will tell. So far I have been extremely pleased with the outcome of the project. Thanks for the help and encouragement.

The next hurdle will be reinstalling the bonnet. I had to move the radiator about 1.5" forward to allow room for the electric fan and may have created an interference issue. Not insurmountable but could involve modifying the radiator mount bracket. I'll know for sure later this week.

The Spit should be available for the next club outing. I'm looking forward to putting some road miles on it before the regional. It is a totally different car!

Mike Piggott

Hi John,

My spring installation did not go without a hiccup of course:



Once again I heave ho too much! \$&?&!\$?&. So not wanting to fight the spring compressor again I cut off and drilled out the bolt. Then I did a quick fix...

No no just kidding...that was for the benefit of my buddy who is helping me. I found a screw and installed which was not easy with the spring in the way!!

But in the end it



turned out good. Now on to controller arms and trunnions!



the trunnions. The assembly was taken apart and cleaned. I painted the dust covers for good measures.

I will say one of the hardest parts was removing the hub cover. We used a screw but accidentally destroyed one! Luckily we have 4 total (2 from parts car) and that was a blessing. Since we were at it we could also install the best 2 bearings as well. The rotors are fairly new and in good shape as are the brake pads.



So the calipers were put back on.

All in all things went smoothly. And both front desk assemblies were installed on the car. It's starting to come together and look great.

Also new boot covers were placed for the steering rack and it was bolted in too!



Joe

Hi John,

Wanted to share my new invention. Most people have heard of an engine stand. I have modified mine to be a differential stand to roll the rear leaf spring, axels, tires, and differential around.

We decided to leave the rear end intact to transfer from one frame to the next. It was heavy, unbalanced, and took 2 people to maneuver. If it was only me I would have to disconnect rear axles and diff.

It also helped hold it in place when we loosened the castle nut to replace the pinion seal. It was the perfect size!!!

It was cleaned and painted. I replaced as many bushings as I could find everywhere as well.

Now onto the front end too. Have a great evening.

Joe





Greasy Hands Garage North Update

2/9/2016- Jim was out today to start putting things back on the engine. Naturally working with fasteners that were rusty or not sacked in a manner that made them easy to match to their intended location slowed the process.

The pan is back on as is the timing chain cover. The fuel pump is also on and the water pump is next.

As for Tinkerbell, tinkering today included removing the header bar from the top bows for refinishing. The underside of the bar where the top latches rest was covered in black vinyl that was sagging where the glue had failed. Stripping that off was a pleasure.

I wasn't sure what to do with that surface but putting vinyl back on was not at the top of my list. The metal surface under the vinyl was in great shape so I thought about painting it. It then occurred to me that it would be a great place for some pickup bed liner material. It is tough, resistant to rough handling as well as volatile liquids. It has a

finish not unlike vinyl with a lot of grain in it. Done deal

The header bar was coated with the bed liner material and set aside to dry.

Installation of the center console had been begun earlier so while stuff was drying I went back to that. The plastic at the back of the console had broken fastener holes so another way to hold it down was needed. The problem was solved with a flat piece of aluminum.

Two holes were drilled to replace the ones that were damaged. The aluminum with holes then bridged the area between the original hole locations. Two longer than original screws were used to clamp the remaining console material to the back panel. The old damaged console is now firmly in place and should last a long time.



As for the front section of the console, there was one damaged hole but the unit seemed to fasten in quite well. We shall see how it lasts.

The header bar was now dry enough to handle so the hardware used to fasten the top above the windshield was cleaned and replaced. After that the straps were reattached with new pop rivets and the screws replaced to hold the header bar to the rest of the bows assembly.

Next time out it will be time to glue the front of the top to the header bar.

2/13/2016 – Well again thanks to **Charlie Brown** for helping get the new computer up and running. Last Sunday the old one crapped out. Charlie got it running enough to get everything transferred to the new one and most everything else is back in place.

I still am finding things that have not made it to the new one and some of the Windows 10 stuff has my head spinning a little but we are up and running. Jon Wood also offered to assist but Charlie and I made ok. Thanks for the offer Jon.

Not sure why but the new keyboard is really nice. I am liking the feel and sound of the new one. After two days of just computer stuff I made it back to the shop today.

The goal today was to get everything ready for the gluing of the front of the top on Monday. What that means is get the glue off the header rail to eliminate the possibility of bumps showing in the new installation.

A razor blade in a scraping handle was used to carefully scrape the old hard glue off the header bar. The paint was nicked a little in a couple of places but the area is all glued so the likelihood of any water getting in there is very small.

The next step was to make sure we had a good reference point for the center of the car and the center of the hood (top). A pencil was used to mark the center of the hood in the glue area and a piece of masking tape was applied and marked to do the same on the car.

Now if my helpers and I can align the two marks pretty much in line and get the top forward enough to make the top taught and then get the

sides taught and matching the centerline all will be good.

After the glue sticks the next thing to go on is the front seal which rivets in place and holds the top in place. The corners are going to be tricky I think so I am hoping for a lot of luck while doing this.

While fiddling around with the header bar I noticed the windshield wipers were losing paint. Now was as good a time as any to address that issue. The loose paint was chipped off and steel wool used to scuff the shiny surface of the metal underneath.

After masking the windshield off, primer was applied to the bare metal and areas to be painted. After the primer dried some flat black paint was applied to freshen up the appearance of the wiper arm assemblies.

After that I found an old garage door opener which was needed for Tinkerbell. The old battery was replaced with a fresh one and the old opener



was coded to the opener. Works great. Ok, good easy day in the shop

A text from Chad let me know the heads are back in his possession as are the cam, lifters and bearings. The engine block should be back in about a week then the engine can be reassembled. Yea. Getting anxious.

2/15/2016 – A great group of folks showed up today to help me finish up the installation of the new hood (top) that was made by E Z On tops <http://www.ezonauto.com/> and purchased from TopsOnline.com. The manufacturer does not list

the Triumph tops but does make them special order in various colors. If you want black, you can probably get it from British Parts Northwest.



Back row is Jim Beasley on the left next to Mike Neal then Frank Wood then Rodney Ray. On the front row is Tom Needham, yours truly then Jim Lindsey, Tom Chronister and Clark Frazier.



I am happy with the result. It is not a perfect installation but it looks pretty good. It should last a lot longer than I will.

There are some nuts to be tightened at the back of the new hood then the last interior panel gets a little repair and installation.

Tomorrow I may repack the wheel bearings then sit back and wait for the engine. Actually there are a few things to do the Pumpkin so there will be activity.

Jim's engine should be ready to mate to the transmission soon. It would already be done if one of the pressure plate bolts had not snapped off during torqueing. Bad bolt because the torque value was only 20 ft lb.

When he came back the broken bolt was out and we kept on working. I finished up the back panel below the back of the top then helped Jim with redressing the engine.

We mated the engine and transmission, put the clutch slave on and called it a day. Tomorrow



we plan to put the assembly in the car.

Thanks to all those showing up to help today. It is good to get help when you ask for it. It helps to have donuts.

2/16/2016 – Jim came over today to finish up the engine/transmission installation in his TR4. We wrestled around with the exhaust and motor mounts but won out in the end. Everything is bolted down and secured at the rear mount as well.

The carbs and intake need a good cleaning before mounting on the engine. The generator needs paint. Then on to something else.



Tom Needham also come over to let us look at the head off his car prior to taking it to the shop for rework. The idea was to look for obvious stuff that caused the miss in his driving experience but

we did not help much. I hope the car runs well after the head is reworked.

2/17/2016 – When Jim got here today he worked on replacing the fan pedestal and the steering shaft from firewall to rack.

I cleaned the generator and painted it black. Also repainted the black portion of the cooling fan and some fasteners.

The only thing done to Tinkerbell today was to apply the corner cushions to the doors. The old ones were worn to the point that they would fall out of place and expose the sharp corners at the top of the door. They can cause some harm to the human body if you get too close to them.

The original plastic retainers were replaced with pop rivets which work no better, that is just what I had.

2/19/2016 – I have been looking for the source of an oil leak on the Pumkin for a while. The pan gasket was changed. The fuel pump gasket was changed. The distributor gaskets were added since they had never been in place before. The last thing done was to tighten the spin on oil filter adapter a 1/8 turn.

After that I took a trip to town to wash the engine at a car wash with their pressure washer. Everything cleaned up pretty well so it was on to the local station with the NO ETHANOL sign and filled up. Then to Walmart then Reasor's then home.

Back at the shop I had already moved the TR4 off the lift so the Pumkin could be raised to hunt for the source of the leak. With Pumkin on the rack the bonnet was raised to see if there was a trail of oil to follow back to the source.

It has been about an hour and there is no drip on the floor. No oil trails under the bonnet. Just a clean engine. Ok, I am hopeful that one of the things done eliminated the leak. We shall see. Crossed fingers.

I had painted Jim's generator and figured why not put it on the car so it would be one less thing to walk around. I found the correct length of bolts for each of the 3 attach points and used automotive grade nylock nuts to secure them. Done deal.

I looked for other things to put back on but Jim cleverly hid them. Probably just as well. His way is frequently different from my way. That is ok by the way. It is his car.

2/20/2016 – So today was reserved for cleaning the Pumkin after the fall and winter. Just for a sanity check I raised the bonnet to look for oil tracks. And there was one. The trail began at the fuel pump. Drat, I had already replaced the gasket but it did not hold.

I made sure there was another gasket of a different type in the shop stash and there was. I replaced the gasket which was treated to a nice coat of sealant prior to installation. So ok we will try this again, but not today.

After the fuel pump was back in place Pumkin was pushed outside for a wash. The wheels were done first. Somehow I ended up with some Armorall wheel cleaner which I have come to appreciate. It does a good job.

I also still have some Armorall car wash which also has the wax in it. Ok I am lazy but the shine is ok for me. The car could use a good buffing though.

It appears that the oil pan is indeed leaking front right. Again that is a job for another day. Can't let this hobby turn into a job. Maybe tomorrow. Also tomorrow, clean and protect rubber and vinyl.

2/22/2016 – Jim got back from Colorado as I was finishing up the vinyl and rubber cleanup on the Pumkin. He brought lots of parts including bumpers, windshield frame, seat frames, top bows and probably something that I have already forgotten.

We pretty quickly went to work putting stuff back on the car. I concentrated on the manifolds while Jim focused on the spreader bar and radiator.

Jim thinks we can start the engine tomorrow if the carbs will cooperate. Since they are SU's I am at a loss to be much help with them since my experience is limited to the Strombergs. We shall see what happens.

Tom Needham came over to borrow a 7/16s x 20 thread tap to clean up the holes where his

head bolts go. The head has been delivered to the machine shop for a complete rebuild.

While running errands I dropped off the last gas tank to Jon Wood as it had been promised many months ago. Along with the tank a gas gauge sending unit and filler cap were provided from club stores. He said he is ready to get started on his car again.

2/23/2016 – Jim came back out about noon to continue replacing parts. I worked on the cooling fan attachment, the heater valve installation with hose attach, the exhaust system, filled the transmission, checked the fuel system to make sure all was installed and filled the radiator.

Jim worked on carbs trying to get the chokes to work. When I called it a day he was making progress but was not finished. It appears we are getting closer to start up. Tomorrow maybe we will add oil to the engine, fuel to the tank, install the battery and see what happens.



I went back out to check on Jim and he finished up the carbs. We spent some time trying to remember how they were to install along with the linkage and finally figured it out. The carbs are back on as is the fuel line to the pump.

Jim is pretty sure we will start the car tomorrow. Need gas, oil, battery install, probably a few more small things and it should be running.

2/24/2016 – TRF backordered the belts for Tinkerbelle so I picked up Gates belts from O'Reilly's this morning and cancelled the TRF order.

When Jim arrived we went about getting the car ready to start for the first time in over 20 years. Oil was added as was coolant. The battery was put in place and a few other details were addressed.

Jim ran the engine with no distributor cap until there was oil pressure. The cap and wires were added but the first attempts failed due to no fire at the plugs. A little filing of the points and it was ready to go, we thought.

The next issue addressed was the distributor being 180° out of phase. After changing the distributor, the car started right up but with no oil pressure it was shut off. There is a woodruff key that was displaced when the distributor was relocated so that has to be redone. Without that key in place the oil pump does not turn. We were both ready to throw in the towel at that point so the distributor issue will be dealt with later.



The standout issue of the day was that after the engine was shut off Jim looked behind the car and about 50 acorn shells had been blown out onto the floor. Some kind of wildlife had obviously stashed a bunch of winter preserves in the right side exhaust pipe. I wonder if they also built a nest because there is very little pressure from that side of the system.

At last check Chad had not gotten the TR8 engine block back from the machine shop yet. The engine was dropped off at Chad's on 11/16/2015 so it has been 4 months since the start of the engine work. I am so ready to get it back. It will take about a week to get everything back in the car and hooked up and ready to start. It should be interesting.

2/26/2016 – I started without Jim this morning. I left the distributor for him since it not much like the TR6 with which I have experience. I looked around to see what was taking up space that could be put on the car. The handbrake and

transmission tunnels caught my eye and the hardware was available so why not.

The first thing to be done was to install the shift lever. This again is all new as it assembles in a completely different manner than previously experienced but it posed no problems. All the parts were cleaned up as much as possible and a little grease was applied around the shifter ball. The anti-rattle pin was installed and the shifter was bolted in place.

Having located the blind nuts for the firewall fastening of the transmission tunnel they were pushed into place. The seals had been glued in place several days earlier and the bolt holes punched in the seals.

The hardware was installed and for the most part went in reasonably easy. The handbrake tunnel was next and the holes for fastening were already punched in the sides and back.



Jim had donated some fasteners to the shop so a look in the drawer offered up some appropriate screws. The washers were from shop supplies.

The predrilled holes were pretty accurate except for the rear top center hole. It was mislocated about $\frac{3}{4}$ of an inch so another hole was made to fasten down the back of the tunnel.

After that it occurred to me that Jim and I had talked about a new thermostat and since there was one in the shop stash I decided to put it in the car. Again, this set up is really different.

The two aluminum fittings that house the thermostat were pretty nasty so I did the wire brush thing with the bench grinder and then thought why not paint them since they are off anyway. Bad idea.

While the paint was drying I took the vinyl cover off the center dash support so that it could accommodate a new cover when ready.

Jim arrived as I was hanging the housings up to dry after a second coat of paint. He jumped into resolving the distributor issue and got the woodruff key to stay in place resulting in proper oil pump operation. Since he was ready to try to start the car I rushed the drying process on the thermostat fittings and pretty well messed the whole thing up.

The assembly was better handled off the car as the thermostat does not sit in the prepared indentation because it is horizontal in the fitting, not vertical. If vertical it will remain in the correct location via gravity. If horizontal gravity works against you.

Eventually the assembly was successfully installed back in the cooling system and starting the car was next. Jim had started to work on the seat tracks while I fiddled with the cooling system so he set that aside to start the engine.

It started but would not idle nor would it increase the RPMs. There was a cough back out of the carbs and Jim believes there could be a cam timing issue. The issue remains unresolved at this time.

2/29/2016 – Retired 4 years ago today and loving every minute. Today I went to the shop early after resting all day yesterday. I looked for something to do on Jim's car and decided to repair the bonnet prop rod stay.

Someone had cut the slot out of the end of the stay so the prop rod would not remain where it was supposed to. Time to repair it.

A piece of steel angle was found to make a slot and provide a place for locating two rivets to hold it in place. The cutting, drilling and filing took longer than I expected but the result was worth it. When it looked like I wanted the repair piece was

clamped to the remainder of the original stay and one hole was drilled. The

clamp was in the way of the other hole to be drilled so the piece was painted, riveted in place and the other hole drilled to accept the second rivet. I was pleased with the result and Jim seemed ok with it as well.



Jim arrived as the paint was drying and worked on getting the engine to run. One of the things considered was backpressure since so many acorns and so much nest material were blown out of the right side of the exhaust when it was initially started



The right resonator was removed and this time a second batch of debris was blown out. Jim also bounce the resonator on the shop floor and shook out more mouse leavings.

As the day progressed it was started a third time and this time the biggest amount yet was expelled. Those mice had packed the exhaust with acorns and fibrous material for a nest. Every time I work on a car I get to see something new. This is something to remember.

Jim found that the initial valve setting had settled in way too tight so he reset them. The engine sounded better. Working on the carbs some along with the timing should help bring the car into tune. Jim is making progress.

The seat frames have been sand blasted and came out very clean. The interior is on order so the car will change very quickly as that system is installed. Seat track revival is also in work as is the windshield frame. Things are happening.

3/2/2016 – Jim worked on seat frames, carbs, gauges, shifter boots and several things I am not aware of because I was busy working on light wiring damaged by rats. The brake light on the left is all that is left if the rats did not get into the main harness. Also finished up cleaning the windshield frame prior to paint.



The engine is still not running the way he wants so there is more to do there. He is still waiting on a degree wheel so the cam timing can be re-verified just to make sure everything is as it should be.

3/3/2016 – After a follow-up visit to Jan's surgeon it was time to relax in the shop. I finished up the tail lights and one headlight. Only one headlight hardware kit was received so reassembly of the other light is on hold.



The rim clip at the bottom of the headlight was replaced and it kind of looks as it should.

Jim received his degree wheel and has set about verifying the cam timing. He was still playing with that when I came in the house at 4 pm.

3/4/2016 – Rob was out today to chase down an electrical problem. We came to the same conclusion that we did the last time we got together. I need to take the harness out and cut up the new wiring harness enough to find the short and fix it then reinstall the harness.

We did not do that today. But we did change the oil and filter. In trying to evaluate a bad oil leak we concluded that the timing chain cover seal is leaking and the two bolt that hold the front of the oil pan to the engine are stripped out of the aluminum fitting into which the two pan bolts are inserted.

We found a nice Helicoil Insert kit at Bumper to Bumper but the only 21/64 bit that I had was too short to avoid drilling into the aluminum fitting at an angle. That job was put on hold until a longer bit can be procured.

So we have two very important tasks to complete on Rob's car as soon as time and space in the shop will permit.

3/5/2016 – Frank stopped by today to discuss an engine noise. Previously we found an electrical arcing in the number 2 plug/wire area. It turned out to be a plug so a different one was put in.

There is still some noise thought to be valve noise so the next thing to do is to recheck valves on the number two cylinder. Not too sure when that will happen.

3/6/2016 – Moved Tinkerbell back onto the lift today in preparation for reinstalling the engine. Chad will pick up the engine from the machine shop tomorrow.

Next shop day will be for removing the sub-frame and getting the car in the right attitude for receiving the engine and transmission assembly. This is going to be fun.

3/7/2016 – Chad picked up the engine from the machine shop today. His next available time to begin completion of his part is Wednesday evening.

I have a few days to make sure everything is ready on this end. It is supposed to rain most of this week and that is a good thing since we need it so badly. The mower needs some parts before the season begins so there goes \$140 for a couple of bearing ends for some deck supports. The point is I can use the time to get everything else done so that when the engine is ready I can devote enough time to it to get it done before regionals.

Engine Noise

Snippets from e-mail, etc. worth sharing.

Ok, I know it is the first Saturday in the month and we did not have a breakfast today. My calendar has been changed again in an attempt to alert me enough in advance of the first Saturday of each month so I can find a place and notify every one of the event. This should have been done last month but there is so much going on it was not, my apologies.

On a good note Chad has let me know the machine shop is finished with my engine and is ready for transport back to Chad's shop for assembly prior to coming home. Yippee-ki-yea!!!

Triumph Newsletter



TSOA TRIUMPH SPORTS OWNERS ASSOCIATION



Thanks to Jacques Cunningham for this view into history.

VOLUME 26, NUMBER 2

MARCH-APRIL, 1980

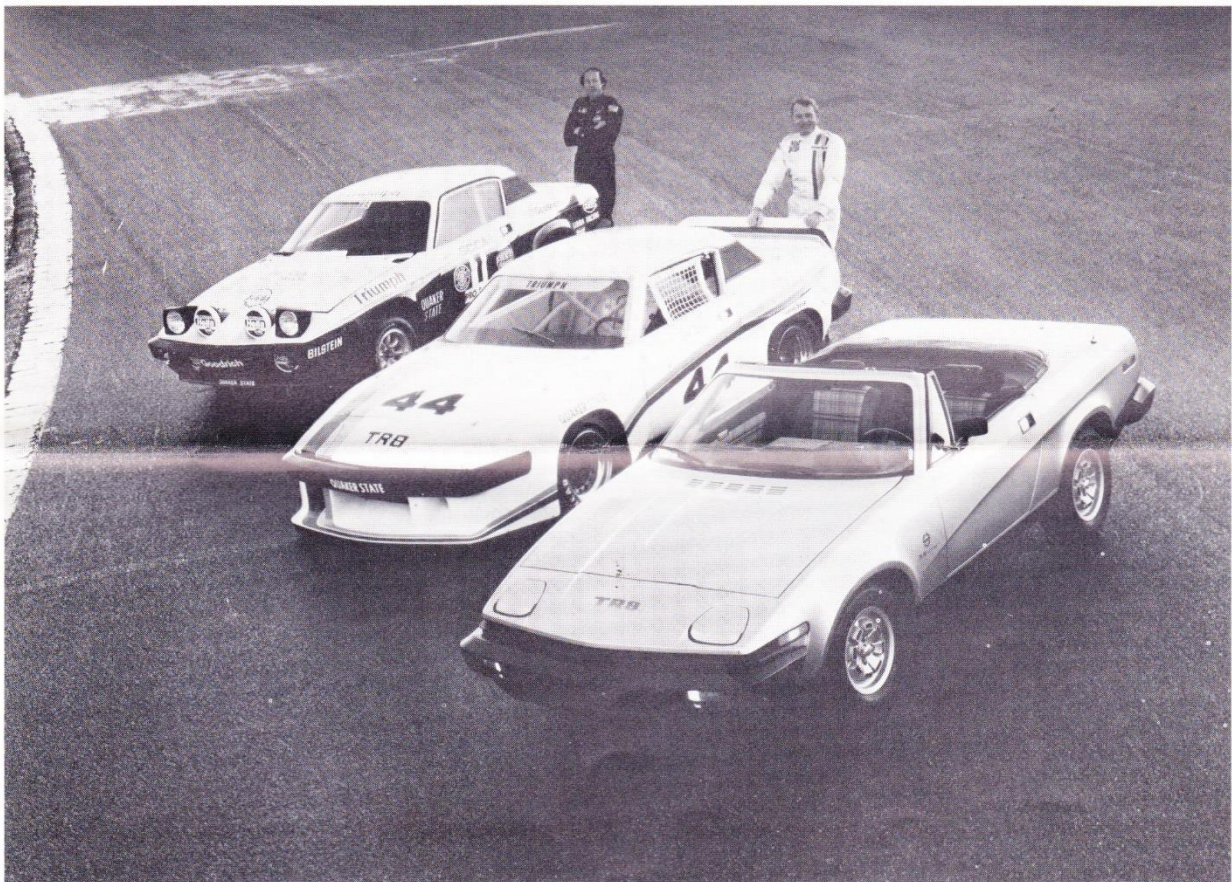
Triumph Introduces a V8-powered sports car—the TR8

Two different convertibles for 1980—the new 3½ litre V8 and the 2-litre Slant 4

Leonia, N.J., April 13: The world introduction of the Triumph TR8 convertible, a new, British-built, high performance sports car powered by an aluminum V8 engine, has been announced by Jaguar Rover Triumph Inc. The TR8 features electrifying acceleration combined with proven road holding ability, ride comfort and dramatic styling.

The 3.5 liter (215 cu. in.) displacement, 133 net horsepower* V8 comes from the award-winning Rover 3500, which was recently introduced in the U.S. The TR8's wedge shaped body comes from the popular two-seat, four-cylinder TR7 which remains in the JRT line.

The new model goes on sale from May 1st, at the manufacturers' suggested list price of \$11,900 (POE).



Three stages of TR8 development. In the foreground, the handsome new standard convertible with tartan upholstery inserts. (Center) the 170mph IMSA/GTO racing version with road racer Bob Tullius; and (rear) the high performance rally TR8 driven so successfully by John Buffum.

TWO DIFFERENT TRIUMPH CONVERTIBLES FOR 1980 (Continued)

A large portion of shipments of the new TR8 will go to California where demand is particularly strong for high performance sports cars, according to Graham W. Whitehead, President of Jaguar Rover Triumph Inc. National distribution will begin in May, Mr. Whitehead said. The Chevrolet Corvette, Porsche 924 and Datsun 280ZX are viewed as the new model's chief rivals in the high performance car marketplace.

Zero to 60 mph in 8.5 Seconds

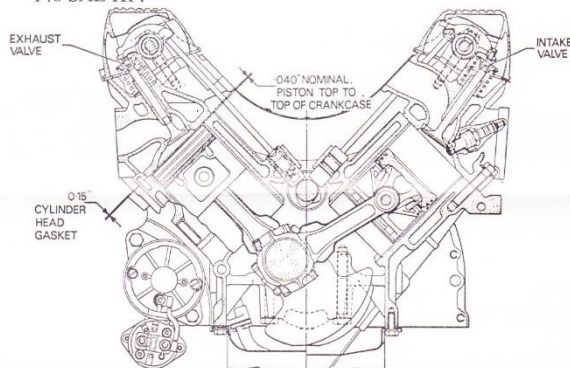
Performance tests conducted by Rover Triumph show the TR8 capable of accelerating from zero to 60 in only 8.5 seconds. A prototype TR8 driven by Bob Tullius of Group 44 won four out of six SCCA Trans-Am and International Motor Sports Association GTO races in 1979. Another prototype TR8 took rally star John Buffum to the SCCA Pro Rally championship and won the manufacturer's title for Triumph in the North American Race and Rally Association's 1979 series. Both Tullius and Buffum are back this year in their Triumphs, Tullius winning the IMSA GTO class in the Sebring 12-hour race March 21/22 (see *The Sport*) and Buffum already winning the first two SCCA Rallies, the 100 Acre Wood in Missouri (March 8/9) and the Tour de Forest in Washington (April 5/6).

Engine & Transmission

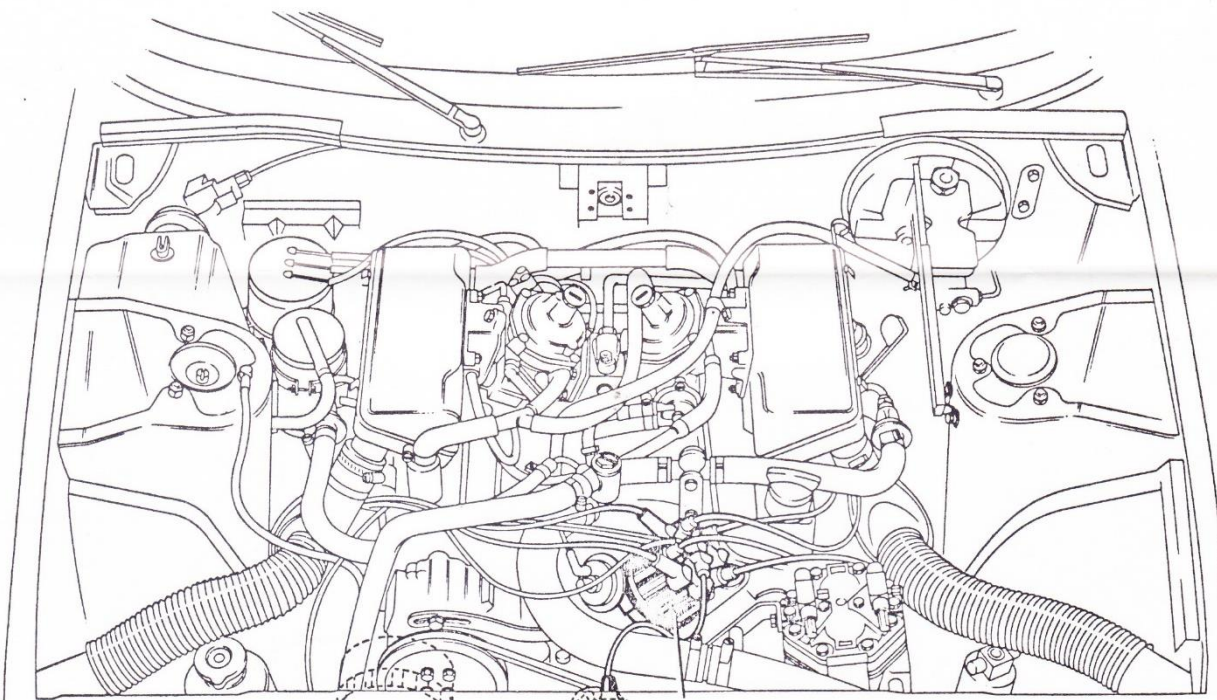
The engine is a 90 degree configuration V8 with 88.9 mm (3.5 in.) bore and 71.1 mm (2.8 in.) stroke. Compression ratio in the TR8 is 8.1 to one. The cylinder block, heads and pistons are all of aluminum alloy. Cast iron dry cylinder liners are used.

The five main bearing crankshaft is cast spheroidal iron; connecting rods are forged alloy steel and the five

*California cars with Lucas Bosch electronic fuel injection get 148 SAE HP.



Of 90 degree configuration, the vee-engine is termed "over square" since its bore/stroke ratio measures 88.9mm cylinder bore diameter by the 71.1mm shorter stroke.



The powerful V8 3,528cc engine fits perfectly in the TR unit frame/body because the latter was designed from concept to take it. Drawing shows the twin Zenith Stromberg carburetor version.

TWO DIFFERENT TRIUMPH CONVERTIBLES FOR 1980 (Continued)

bearing camshaft is of flame hardened cast iron. Oversize valves are pushrod operated from the camshaft in conjunction with self-adjusting hydraulic valve lifters. The engine's red line is 6,000 RPM.

An aluminum inlet manifold is fed by dual Zenith-Stromberg 175CDSET side draft carburetors* with an electric fuel pump mounted inside the fuel tank. The ignition is electronic and it allows use of wider spark plug gaps (.030 in.) which give virtual immunity from start-up fouling.

The standard equipment 5-speed manual transmission is identical to the unit used in the Triumph TR7 and the award-winning Rover 3500. A 3.08:1 rear axle ratio is used in the TR8 and its fifth gear is an overdrive ratio for fuel economy.

Wheels, Tires, Steering and Brakes

The TR8's wheels are of cast alloy as opposed to pressed steel in the TR7. Both measure 13 in. diameter by 5½ in. wide. Both the TR8 and TR7 have 185/70 steel belted radial tires. Steering is power assisted with 2.8 turns lock to lock. The new car's brakes are also power assisted. Discs are used at the front with self adjusting drum brakes at the rear.

Body and Interior

The TR8 is a two-door, two-seat sports car with a fabric convertible top. The unitary body is steel and it is wedge shaped to improve aerodynamics. All windows in the TR8 are of tinted glass. The convertible top has a zip out rear window and quarter windows for full visibility.

The fully-reclining seats have nylon inserts in two tartan plaid patterns and there are matching plaid inserts in the door panels. The TR8 is carpeted throughout in cut-pile. The dash is a gray tone introduced earlier this year on the TR7. It brightens and visibly enlarges the TR's already spacious interior. A 9.7 cubic foot trunk, glove box, center arm rest compartment and a parcel shelf behind the seats provide an exceptional amount of space for luggage, packages and odds and ends.

The TR8 is available in four metallic colors. Air conditioning is a factory installed option.

Distinctive stroboscopic "TR8" logos distinguish the new car from the four-cylinder TR7 as do its dual exhaust pipes and cast alloy wheels.

At present, the TR8 and TR7 are made at the Canley factory near Birmingham. Later this year, production will be moved to the ultra-modern Rover plant in nearby Solihull.

*Non-California cars.

TECHNICAL SPECIFICATIONS

1980 TRIUMPH TR8 CONVERTIBLE

ENGINE

No. of Cylinders	90° V8, pushrod operated valves with hydraulic lifters
Bore/Stroke	3.5/2.8 in. 88.9/71.1 mm
Displacement	215 ci/3,528 cc
Compression Ratio	8.1:1
Carburetion/FI	Twin Zenith 175 CDSET (Lucas/Bosch Electronic FI, Ca.)
Ignition	Electronic
Horsepower/RPM	133/5,000 (148/5,000 with FI)
Torque/RPM	174 lb. ft./3,000 (168/3,250 with FI)

CHASSIS

Transmission	M5
Rear Axle Ratio	3.08:1
Suspension Front/Rear	Ind MacPherson strut/ live axle with sway bars
Wheels, Tires	13 in. 5.5J cast alloy, 185/70SRx13 steel belted radial
Braking System, Front/Rear	9.7 in. disc/9 in. drum, power assisted
Steering	2.8 turns lock to lock: power assisted

DIMENSIONS & CAPACITIES

Curb Weight (lb.)	2,662 (2,650 with FI)
Wheelbase (in.)	85
Track (Front/Rear in.)	55.5/55.3
Overall Length (in.)	165.5
Overall Width (in.)	66.2
Overall Height (in.)	49.5 (top up)
Ground Clearance (in.)	3.6
Trunk Capacity (cu. ft.)	9.7
Turning Circle (ft.)	31.6
Fuel Tank Capacity (gal.)	14.4 (14.6 with FI)
EPA-MPG Highway/City	22/14 (26/16 with FI)

1980 TRIUMPH TR7 CONVERTIBLE

ENGINE

No. of Cylinders	4 with overhead camshaft: inclined 45°
Bore/Stroke	3.56/3.07 in. 90.3/78 mm
Displacement	122 ci/1,998 cc
Compression Ratio	8:1 (8.1:1 in Calif.)
Carburetion	Twin Zenith 175 CDFVX (Bosch FI, Calif.)
Ignition	Electronic
Horsepower/RPM	85.5/5,250 (88.6/5,000 with FI)
Torque/RPM	100 lb. ft./2,500 (105/4,000 with FI)

CHASSIS

Transmission	M5
Rear Axle Ratio	3.45:1 (3.9:1 in Calif.)
Suspension Front/Rear	Ind MacPherson strut/ live axle with sway bar
Wheels, Tires	13 in. steel, 185/70SRx13 steel belted radial
Braking System, Front/Rear	9.7 in. disc/9 in. drum, power assisted
Steering	3.88 turns lock to lock

DIMENSIONS & CAPACITIES

Curb Weight (lb.)	2,505 (2,487—coupe)
Wheelbase (in.)	85
Track (Front/Rear in.)	55.5/55.3
Overall Length (in.)	165.5
Overall Width (in.)	66.2
Overall Height (in.)	49.5 (top up)
Ground Clearance (in.)	3.5
Trunk Capacity (cu. ft.)	10.3
Turning Circle (ft.)	29
Fuel Tank Capacity (gal.)	14.4
EPA-MPG Highway/City	33/21 (32/20 in Calif.)



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



My black hardtop is for sale so if anyone wants one here is your chance. \$500 will make it yours. Newer paint / original headliner and hardware. Call John (918) 283-7017

**Greasy Hands Garage North Has Used TR6 Parts If You Need Something
Structural parts for suspension and steering
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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**



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



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!

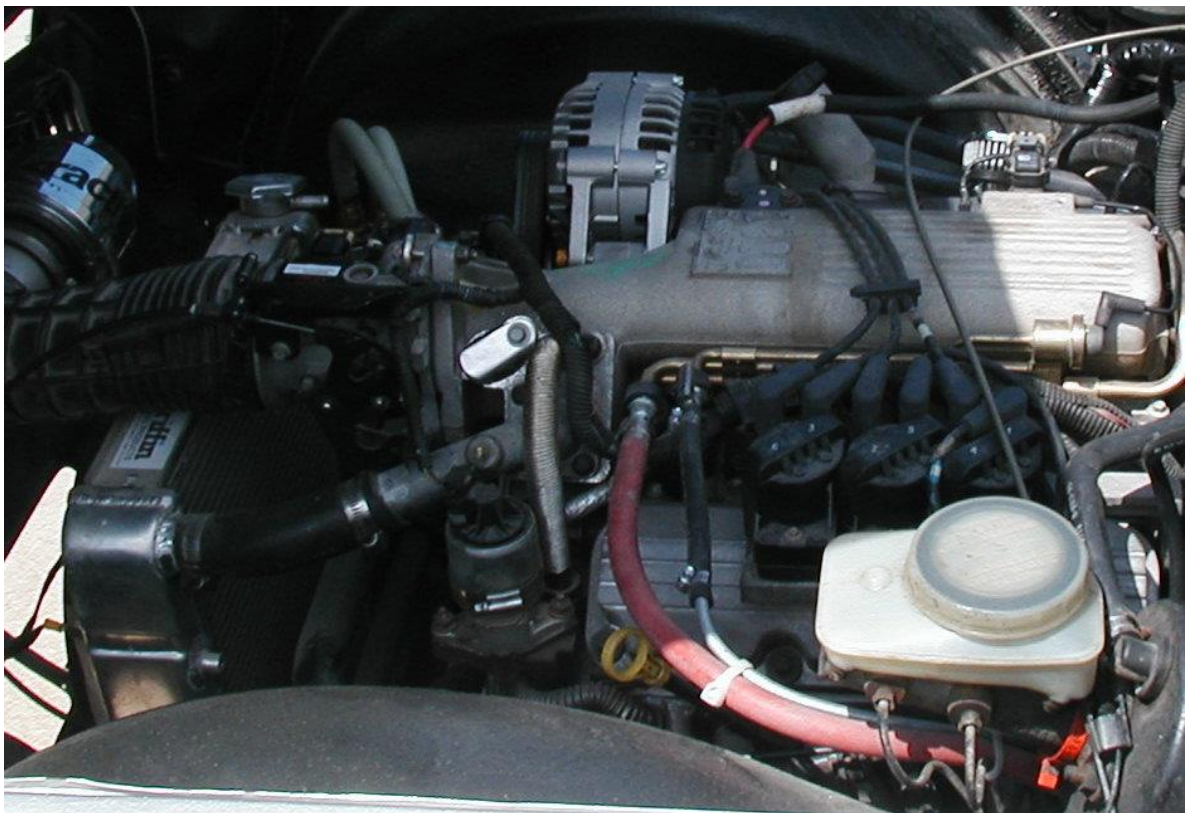
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



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>



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	
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?		

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

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 5865 E. 480 RD|
 CLAREMORE, OK 74017
 (918) 283-7017
 maudp@atlasok.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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