



Triumphant Times

Green Country Triumphs

Monthly Newsletter for March 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday March 21st

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: ROCA

1616 S. Utica

Tulsa, OK 74104, OK

Officers and Committees

Denny Robinson – President

Rob Thompson – Vice President

Jim Murray - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Tom Chronister - Activities

Art Graves – Car Shows

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

topaztr6@gmail.com

From President *Denny Robinson*

Hello Club members,

Its cold today and my granddaughter is here so no work when we have her. Just do anything she wants us to do.

I finally got the 79 Spit back on the road again when the warm days arrived. Kay and I took a couple drives up to Braums for ice cream.

I had an axle u-joint yoke that was beat up so bad I couldn't get lock rings to hold cups in. had to pull axle off car and took to Tulsa Springs. I couldn't press the yoke of shaft with my 12ton press. They struggled, but finally got the yoke off. The yoke I received from e-bay had to be pressed on. Put it back together so we could have a few drives in the warm weather.

I found when I had axle out, that the rear wheel cylinder was leaking. Tore into brake yesterday and replaced the cylinder and brake shoes. Found the drum to be cracked and got the new one I had ordered for the 64 Spit., to replace. Only problem now is I haven't managed to get the top spring back in place after an hour of trying. I'll get back on it Monday.

This will not be published until after the planning meeting this Sat. evening. We hope to have a good group here and provide us with eventful drives for the rest of this year.

Kay will get the scheduled events typed up and be provided at the next meeting.



From Vice President *Rob Thompson*

Rob Thompson March
VP Article

Life has been too busy and work has kept me consumed and not much free time to enjoy our Triumphs. We missed the last meeting at Kilkenny's Pub (in Kingfisher OK) and will most likely miss our next business meeting. I will be in Duke, OK at a gypsum plant. With all the travel, I have managed to take short jaunts including a trip to see my granddaughter's band performance at State. Enjoy the good weather and we (Donna and I) will see at the Saint Pats Party at John and Jan's.



March 21, a Tuesday, will be our next meeting at Roca's Asian Restaurant located at 1616 S. Utica. We have a room reserved for the group. Very good Asian grub. Hope to see you there.

Secretary's Minutes of the Last Meeting from *Tom*

Chronister for Adele Blom

The February 21, 2017 meeting was held at Kilkinney's Irish Pub. The meeting was called to order at 7:00 PM by President Dennis Robinson. The minutes for the January meeting had been posted in the most recent newsletter. A motion was made to except the minutes as published. A verbal vote approved the minutes



John Phillips gave an abbreviated treasure's report in Jan's absence. A motion was made, seconded; and a verbal vote approved the report.

Membership - John Phillips announced that we have one new member, Daniel Misin.

Parts report - John's Phillips TR8 remains a work in process. Dennis Robinson has his Spitfire back together and drove it to the meeting.

Events – Dennis Robinson announced that the March 18th Saint Pats party will be at John and Jan Phillip's home. More details will be forth coming. Dennis also reported that this year's South Central VTR convention will be in New Braunfels TX and the National VTR convention in Princeton NJ. More details will follow.

Old business – None was reported

Adjournment - A motion was made by Tom Chronister to adjourn, seconded by Dennis

Robinson. A unanimous verbal vote approved the motion.

2017 Club Activities

DATE	EVENT	FACILITATOR
Mar 18	St. Patrick's Day Party AT GHGN 6 PM corned beef & cabbage	Jan Phillips
<i>Mar 18 OKC Woolaroc</i>	<i>9 am departure from Pops, lunch in Pawhuska at Grill 125, noon</i>	<i>Mike Piggott</i>
APR 15	Azealia Tour	Denny Robinson
April 21	Tulsa underground tour, meet at 910 S Boston TCC Center 10am	Dewayne Pass
April date to be announced	drive to Muskogee Azalea Festival	Denny
MAY	Lake Tour or Miami Museum TBD	Rob Thompson
JUN	Visit Chronister's Lake Estate	Tom/Dorothy
JUN 22 - 25	Euromotor Extravaganza – Sand Springs	Jag Club (Clark Fraser)
JUL 3rd	Fireworks at Robinson's	Kay/Denny
AUG	Pub Tour	Adele/Rolf Blom
AUG 16 – 19	VTR National Convention	Art Graves
SEP 2	Breakfast followed by "Roads of My Youth Tour"	John Phillips
NOV 4	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	TBD

Greetings Triumph Friends,

The South Texas Triumph Association is pleased to extend this advance invitation to all of you for the 2017 South Central VTR Regionals to be held April 27 through April 30, 2017 in New Braunfels, Texas.

Please see our website at www.sotxtriumphassn.org for registration and full details of the Regionals, a schedule of events, registration form, and information for local hospitality.

A brief preview of the activities and costs is outlined below:

Host Hotel – Holiday Inn Express & Suites New Braunfels. 830-626-1234. A limited number of rooms are reserved for our group @ \$99.00 per room per night + tax. Each hotel room night includes breakfast for each person. Our rooms are blocked under Vintage Triumph Register. Alternatively, rooms are available at the Fairfield Inn 830-626-4704 across the parking lot @ \$129.00 per room night + tax.

Registration Base fee - \$75 per car, additional cars - \$15 each.
Saturday night Awards Dinner - \$55.00 each, cash bar available.

Registration: begins Thursday, April 27th, 2017 through Sat morning, April 29th, 2017.

Self Guided Hill Country Drives of New Braunfels and surrounding Hill Country.

Funkhana – Saturday afternoon. Autocross – Saturday morning

Concours - Car Show Friday afternoon.

As you club begins planning for 2017, we hope you will schedule the South Central VTR Regionals on your club calendar and will begin making preparations to attend.

The Coordinators for this event are Joe Kboudi and Kent Kinnard. Joe may be reached at 210-884-3036 or jmkboudi@aol.com.

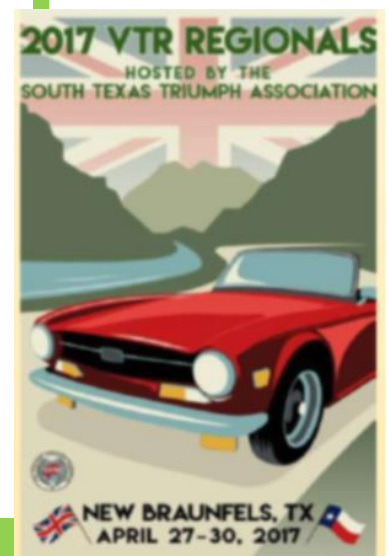
We are looking forward to an amazing gathering of all our Triumph friends and guests in April 2017 and hope to see you there!

Best regards,

Joe Kboudi and Kent Kinnard



**APRIL
27TH
THRU
APRIL
30TH**





**The Jaguar Club of Tulsa
 Presents the 2017
 EuroMotor Extravaganza**



EuroMotor Extravaganza

Welcoming all British and European Automobiles
 On the Triangle in Lovely, Historic,
 Downtown, Sand Springs, Oklahoma

Activities:

- June 23 – Registration, tailgate party at Hampton Inn
- June 24 – Late Registration and show setup in downtown
 Sand Springs, Show & Valve Cover Racing
- June 24 – Dinner and Awards Banquet, **location to be announced**
- June 25 – Fun Run around Sand Springs

Complete information is available on the web at:

EuMoEx.com



August 16 - 19, 2017

Celebrating 50 Years
 of the Triumph GT6

Visit our web site
VTR2017.ORG

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

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



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



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

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



**GREATER OZARKS BRITISH
 MOTORING CLUB
 WOULD LIKE TO INVITE YOU TO OUR
 18th ANNUAL CAR AND CYCLE BLOWOUT**

**HELD IN HISTORIC CARTHAGE, MO
 WE HAVE A NEW DATE - JUNE 9, 10 & 11, 2017**

**Enjoy Friday Night's Tailgate Party with Free
 Burger's, Brats & More
 Saturday the Show Will Be Held Downtown on
 Carthage's Historic Square
 Saturday Night is our Awards Banquet and
 Sunday we Offer a Drive Away Breakfast
 Join us and Enjoy Lots of Cars Food & Fun**

**18th Annual GOBMC Car & Cycle Show
 June 9, 10 & 11, 2017**

- Friday June 9th 04:30 - 09:00 pm Registration & Tailgate Party Precision Moments Hotel
- Saturday June 10th 09:00 - 11:00 am Final Registration
 11:00 am - 02:00 pm Popular Choice Voting & Photo Contest
 02:00 - 03:00 pm Driving Event
 07:00 - 10:00 pm Awards Banquet & Auction at Carthage High School
Must be registered for Banquet by June 9th Banquet Theme 'Pajama Party'
 08:00 - 10:30 am Breakfast at the 'Thorn' **Must be registered by June 9th**
- Sunday June 11th

BANQUET & BREAKFAST ARE RESERVATION ONLY

Accommodations

Our host hotel is the Precision Moments Hotel, located on 2931 Daniel Street, Carthage, MO. Special room rates for GOBMC show attendees while stock of rooms last. To guarantee your room, contact the hotel at (417) 388-5900, be sure to ask for the show rate.

Registration

Name: _____

Address: _____

Phone () _____ Email: _____

Vehicle #1 - Year: _____ Make/Model: _____ Color: _____

Vehicle #2 - Year: _____ Make/Model: _____ Color: _____

Club Affiliation(s): _____

Free T-shirt with every registration - shirt size: S M L XL XXL _____

First Car or Cycle \$30.00 \$ _____

Number of additional cars X \$10.00 \$ _____

Number attending Saturday night Awards Banquet X \$17.80 \$ _____

Number attending Sunday morning Breakfast X \$8.00 \$ _____

Additional T-shirts (shirt size) S M L XL XXL _____ \$30.00 ea \$ _____

Total Registration Fee \$ _____

Please return completed form and check to:
 GOBMC, 3608 East Bingham, Ozark, MO 65721
 For more information contact David & Rhonda Thorne, regaffairs@gozarks.org or (417) 388-9666

Please and Thank You. We must have your signature to process your registration. In consideration for the right to pay the event fee and participate in the 18th Annual GOBMC Car & Cycle Show, the undersigned hereby releases the Greater Ozarks British Motoring Club, Hotel and sponsors from any and all liability for injuries and/or damages while traveling to, from and participating in this event.

Signature: _____ Date: _____
www.gobmc.org/shows

2017 SHOW SCHEDULE

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 25, 2017

Web:

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

VTR South Central Regional Convention

Location: New Braunfels, Texas

Date: April 27 – April 30, 2017

Web:

http://www.sotxtriumphassn.org/2017_sc_vtr.html

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: April 30, 2017

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

Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma

Date: ???, 2017

Web: <https://www.facebook.com/morellicarshow>

All British Car Week National Meet

Location: Hot Springs, Arkansas

Date: June 1 – June 3, 2017

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 9 – June 10, 2017

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

TRA National Meet

Location: Columbus, Indiana

Date: June 21 – June 24, 2017

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

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 3 – August 5, 2017

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

VTR National Convention

Location: Princeton, New Jersey

Date: August 16 – August 19, 2017

Web: <http://www.VTR2017.org>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 2 – September 3, 2017

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 15 -September 16, 2017

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

6-Pack Trials

Location: Hershey, Pennsylvania

Date: September 21 – September 24, 2017

Web: <https://hershey6packtrials.wordpress.com/>

Triumphest

Location: Flagstaff, Arizona

Date: September 21 – September 24, 2017

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 22 – September 24, 2017

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



One Year into My 1960 TR3A

I found my car in St Louis last February and over a weekend looked it over and took it for a test drive several times. The body, paint and interior looked great. However, while driving the car, I found the steering was very stiff, the brakes were weak and the turn signals and brake lights didn't work. The owner stated that they had been working, so it must be a fuse problem. NOT!!!

Unfortunately, I let my emotions get the best



of me as the car had a four speed synchronized transmission with overdrive, which is hard to find. Also, I had looked at a 53 MG TD and a 66 Austin Healey earlier in the year, and had professionals evaluate both cars. I had to pass on them due to



mechanical and frame problems. I had owned an MGA and a couple of Healey 3000s and a TR3, so I was eager to get into this one. Why I didn't take time to find a local professional to evaluate this car

is beyond me. Again, my emotions overrode my common sense. :-)

Well, one year later, I have had to have 89% of the car's wiring replaced or repaired. The grill was held in place by the bumper extensions and one screw, so I had to finish the installation. The steering gear box had to be rebuilt with a new worm & peg, a new control head for the turn signals and horn button was also required. Other requirements were new horns, a new starter, the front suspension rebuilt, a new exhaust system, the speedometer and tachometer overhauled, and a new set of SU carburetors, plus a heat shield and a new fuel pump. Also I found the car was missing the spare tire, jack, jack wrench, lug wrench and hand crank as well as the top's bow rod cover. All have been replaced, including a new spare tire & tool tie-down straps. I haven't found a replacement hand crank yet. The car did come with a new top and full tonneau cover. :-)

Cosmetic changes that I have made include



a badge bar and miscellaneous badges, driving & fog lights, back up light, luggage rack, trunk lid handle & lock, new gas cap, alloy valve cover, license plate badge bracket and badges, wheel beauty rings and wind wings. I also installed a full trunk carpet kit and new rubber floor mats.

Parts on hand for future installation are; head light rock guards, up-rated water pump, new thermostat, eight bladed fan, radiator shroud, front and rear engine mounts and front and rear sway bars.

The major problem I have had was finding a machine shop that would work on SU carburetors. The forward carb was leaking fuel from the bottom nut of the metering jet. Due to the fact that I lost a 64 Healey 3000 to an engine fire, I wasn't going to drive the TR with a fuel leak. I bought the master overhaul kit and overhauled both carburetors. The kit includes new throttle shafts and bushing that



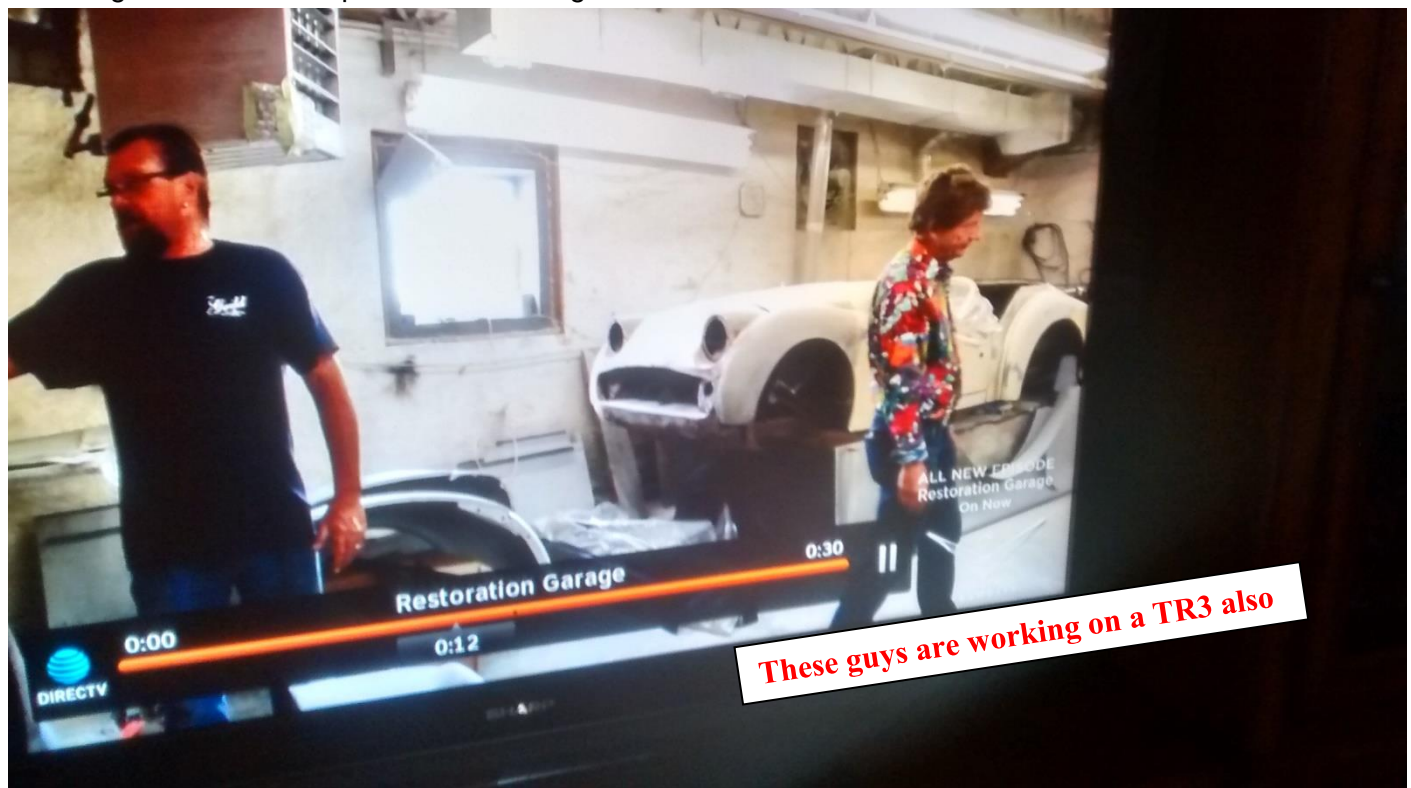
require a machine shop to install the new bushings and line ream. I tried four machine shops and none would work on them. One, however, had a past employee who had worked on them and had a small machine shop in his garage. I contacted him and he agreed to do the repairs. After having the



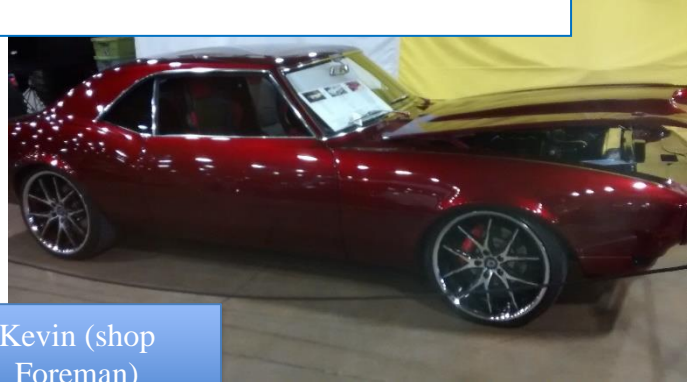
carburetor bodies for a month, he had drilled the bushings off center and gave up on them; thus the new carb set! The old bodies can be corrected if I could find a competent machine shop. If anyone knows of a shop that reworks SUs, please let me know.

All in all, it's a fun car and I'm glad I bought it even though it's turned into a money pit. Carol and I truly enjoy the Green Country Triumph Club and our fellow members, which has made this journey well worth it!

By Glenn Larson



A few of my favorites from the Starbird show.



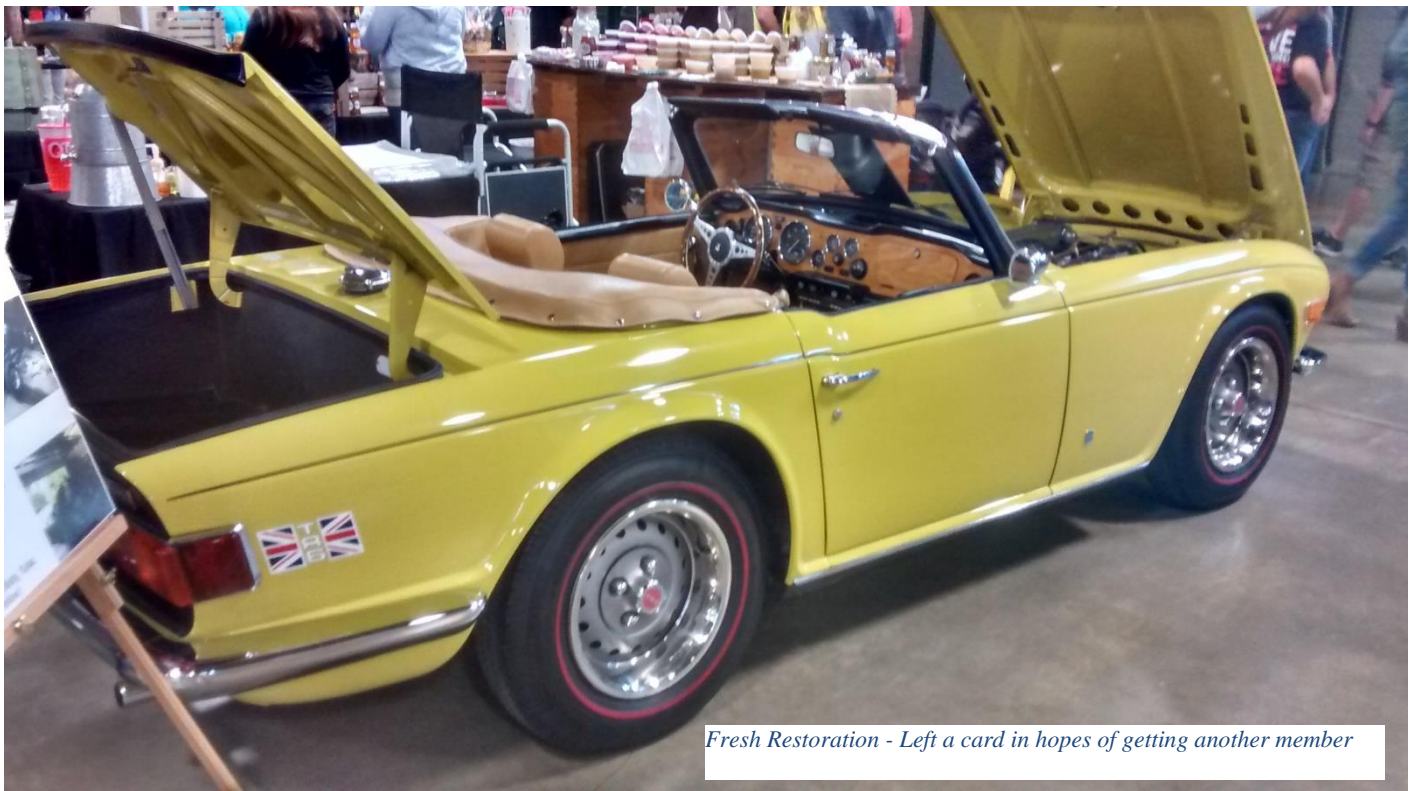
Kevin (shop
Foreman)



Dave Kindig

Figure 1 Dave Kindig signing autographs for fans of Bitchin Rides.

Charlie Brown's Cougar at the Starbird show



Fresh Restoration - Left a card in hopes of getting another member





Well, Ok I admit to really appreciating the cars from the mid-thirties. I just think they are beautiful.





Tire Size Conversion Chart

[Shop by Size >](#)

1949 to 1964	1965 to 1970	1970 to 1980	1980 to Present				
NUMERIC	ALPHA NUMERIC*	EURO-METRIC	P-METRIC	EURO-METRIC or P-METRIC			
~90~ to ~80~-series	78- to 50-series	~82~-series	80-, 75-series	70-series	65-series	60-series	50-series
5.20-10		145R10		165/70R10			
5.20-12		145R12	P145/80R12	165/70R12			
5.60-12	6.00-12	155R12	P155/80R12				
					165/65R13		
		145R13					
		155R13	P155/80R13	175/70R13		195/60R13	215/50R13
5.60-13	6.00-13	A	165R13	P165/80R13	185/70R13	205/60R13	
	6.50-13	B	175R13	P175/80R13			
		C		P185/80R13			
	7.00-13	D	185R13				
			195R13				
5.60-14	6.00-14		145R14		175/65R14		
6.00-14	6.45-14		155R14	175/70R14	185/65R14		
		B	165R14	P175/75R14	185/70R14	195/65R14	205/60R14
6.50-14	6.95-14	C	175R14	P185/75R14	195/70R14		215/60R14
		D					
7.00-14	7.35-14	E	185R14	P195/75R14	205/70R14	225/60R14	245/50R14
7.50-14	7.75-14	F	195R14	P205/75R14	215/70R14	235/60R14	
8.00-14	8.25-14	G	205R14	P215/75R14	225/70R14	245/60R14	265/50R14
8.50-14	8.55-14	H	215R14	P225/75R14			
9.00-14		J	225R14				
9.50-14		L					
	5.60-15	A	155R15	P155/80R15	185/65R15	195/60R15	
6.00-15		B	165R15	P165/80R15	185/70R15	195/65R15	205/60R15
6.50-15	6.85-15	C	175R15		195/70R15	205/65R15	215/60R15
		D					
	7.35-15	E	185R15	P195/75R15	205/70R15	215/65R15	225/60R15
6.70-15	7.75-15	F	195R15	P205/75R15	215/70R15		235/60R15
	8.15-15						
7.10-15		G	205R15	P215/75R15	225/70R15	235/65R15	245/60R15
	8.25-15						
	8.45-15						
7.60-15		H	215R15	P225/75R15	235/70R15		255/60R15
	8.55-15						275/50R15
8.00-15	8.85-15	J	225R15	P225/75R15	235/70R15		265/60R15
8.20-15	9.00-15	K					
	9.15-15	L	235R15	P235/75R15	255/70R15		275/60R15
		N					295/50R15



* When replacing Alpha Numeric tires with Euro-metric or P-metric tires, look for the Euro-metric or P-metric size listed in the equivalent aspect ratio. For example, when replacing a FR78-14, you would look up the appropriate 75-series size, the 205/75R14. If replacing a FR70-14, you would look up the appropriate 70-series size, the 215/70R14. If replacing a FR60-14, you would look up the appropriate 60-series size, the 235/60R14.

March-11 Breakfast and Museum Activity



The breakfast was as good as usual and the museum turned out to be a real treat



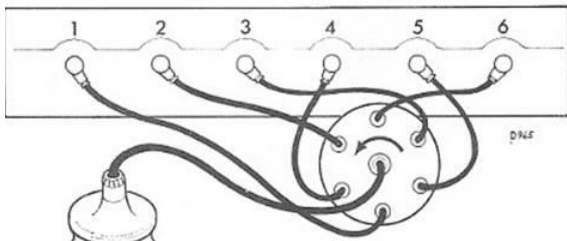
There were a couple Chip Foose's recently built cars, one that I fell in love with. Sorry about picture quality. Not used to new phone yet.



JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2 Fold top forward without folding back window



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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

<https://www.tacomaworld.com/tirecalc?tires=215-65r15-205-70r15>

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

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

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

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

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

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

Seat Belt Refurbish

Service After Storage

Rear Wheel Bearing End Float

Speaker Box Install

TR6 Wind wings

Rear Sway Bar Installation

Triumph Rain Cover

Flywheel Ring gear rework

Rebuilding Triumph TR Trans/Overdrive

Rebuilding Stromberg Carburetors



Greasy Hands Garage North Update by John Phillips

2/7/2017 – This morning it was time to tackle the choke on the TR8. To make sure nothing was broken inside the mechanism the cover was removed and the conductivity checked to make sure electricity was getting everywhere it should and it is.

The cover was replaced making sure the spring engaged the lever that sets the air restrictor in the carb. The cover was clocked in a manner to provide the correct amount of air flow for the choke to work properly.

Time for a test to see what is working. At start up the fast idle speed was not as needed to keep the engine running. I went for a test ride anyway to pick up a prescription and met Al on his way out to the shop.

Back at the shop Al gave some of his experience with the wedge lighting system and we were able to get the gauge lights working by simply seating the connector better to provide better contact for the electrical path.

The turn signal indicators still do not work but we are making progress. That is good.

After Al left I got under the car to work on the rattling exhaust system. All rattles had been eliminated previously but after disassembly the last time they are back. I think cause can be eliminated with one more bolt so that will be first tomorrow.

The fast idle screw will be tweaked up some more as well and the mixture richened a little also. Sam is supposed to come out to lend his expertise so maybe we can get it working before taking it to Midwestern on Thursday.

2/9/2017 – Sam was not able to make it yesterday so Jan and I delivered the TR8 to Midwestern Engine this morning for resolution of the noise problem. I hope they are successful.

Yesterday was TR6 maintenance day so Pumkin got new oil and a new filter. The trunnions got some oil, the ball joints got some grease, the transmission was filled and the differential checked.

Today I will finish up by airing the tires up if needed and checking anything else that I can think of. Then maybe take a long drive.

In the shop I remembered the idle speed on the TR6 was a little high so after a drive to warm it up the cold air box was removed and the carbs readjusted.

Later in the day another drive into Claremore showed the idle speed to now be a little low so tomorrow I will try again.

The transmission required a lot of fluid to get it up to proper level. The cause of the leak which has not been found is bad and not explainable as the transmission was recently rebuilt with all new seals and gaskets making sure to add the seal on the top bolt on the passenger side fastening the overdrive unit to the tranny box. This is a trouble spot for transmission leaks.

2/11/2017 – No word on the engine yet. On the TR6 the engine the idle speed was evaluated after another test drive and found to be at about 800 RPM so I left it alone. And an annoying rattle coming from the front license plate was eliminated.

Since the temperature is about 80 today the top was lowered and I drove into Owasso to get some gas. Very nice drive. I hope you had an opportunity to enjoy your Triumph during the good weather.

2/12/2017 – Drove the Pumpkin to Harbor Freight on a cooler, windier day. The hood was enough to keep the wind off the back of my neck. I looked funny but enjoyed the drive.

2/20/2017 – Product Update: Reference Delco Synchromesh Transmission Fluid part # 10-4014.I

When I discovered this product it had some great reviews by users so I tried it. The first application was in the TR8 where I had great results for the short time the car has been in service. This is now the recommended product by the Wedgeshop.

I also wanted to try it in the TR6 to see how it performed with the modified friction features for which it was developed. After trying it for over a year it does not appear to be a good selection for OVERDRIVE TRANSMISSIONS. It reduces friction so much that the clutches slip and cause chatter under high speed (90 plus) or hard acceleration.

The gears love the product but the clutches not so much. I have placed an order for a new filter for the overdrive unit and when it gets here the plan is to clean everything up and change to another lubricant. John at Quantum Mechanics recommends 40 weight non-detergent oil and I happen to have a couple quarts of that so I think that will be my next choice.

Please note that for the non-overdrive transmission the Delco product is in my opinion an excellent choice but is getting hard to find, but so is 40 WT non-detergent oil. Atwoods is one source that I know of but it may be available behind the counter at O'Reilly's, et al.

2/22/2017 - Today I got a call from Wayne Burris. Wayne was having some problems with the way his car was running. I was not busy so a house call was made to Sapulpa. The first thing we addressed was a linkage issue. The lever on the throttle rod was reversed and there was interference at the firewall.

To correct the issue, the rod which is an extension of the gas pedal runs to the footwell on the passenger side of the car where a cotter pin holds it in place. With the pin removed, the bushing kit was loosened, the rod moved inboard to allow the lever to slide off, rotated 180 degrees and replaced on the rod. With the carb linkage reattached to the lever, Wayne positioned the height of the gas pedal while I tightened the bolt to hold the lever in place. One problem solved.

The next issue was that the carb idle screws were way out of adjustment. The air fuel mixture was checked and it was ok. The idle screws were backed off about 3 turns and the car started to run better. Tweaking the idle speed continued until we reached a little less than 1000 RPM and we quit. Filters replaced on carbs and that job was done.

The spring on the bonnet latch did not raise the bonnet as it should when the handle is pulled so it was adjusted to insert more closely to the center of the receiver. Some better but needs more attention.

On the way home I stopped to check on the TR8. Tomorrow I pick up the car with a couple of possible causes identified but no solid resolution to the noisy engine. So the issue is back in my lap, where it belongs. Now I have to decide what is next. More on this subject tomorrow.

2/23/2017 – I sent a message to Jim Lindsey this morning to ask for a ride to pick up the TR8 but he refused just because he was in Colorado skiing. Just can't rely on that guy at all.

Tom Needham was also texted and his response was positive so we took my truck to pick up the car. Tom and I had a chance to visit and catch up so the trip was pleasant. Tom's Miata is

trouble free and fun to drive so the switch from TR6 to MX5 worked out well for him.

The bad news is that Midwestern was not successful in defining a positive cause of the noise in the engine. The good news is that they did not charge me anything for the evaluation. So the car is like it was when dropped on a couple of weeks ago.

It is now home and my only plan at this time is to resolve some more of the bugs still lingering after the last re-assembly. The exhaust rattles, the choke does not work properly and the radio has no power. That should keep me as busy as I want to be for a few of days.

2/24/2017 – Used the TR8 today to run some errands. After a couple of stops the engine noise appeared to lessen to a significant degree. If this continues it may be that the noise is related to break-in of some component(s) and will eventually disappear. That would be great.

The car still has a few bugs but it runs great and stays cool and the oil pressure is much better. Things appear to be looking up. Keep your fingers crossed.

2/25/2017 – This day started with helping Jan's brother remove carpet from Paul's old home. They are remodeling prior to moving in in May.

After that Charlie Brown came out to check out the computer and recycle Paul's old equipment and some of ours. Before he left we worked on the carburetor on the TR8 since he has a lot more experience with Holly products than I do.

Of course a test ride was in order and everything worked well for about 20 miles then something started sticking in the carb linkage and the car would not idle down without blipping the throttle.

I got home without incident and plan to work on the carb some more. Noise is as prevalent as ever so no improvement to report yet.

2/28/2017 –

The carb linkage on Tinkerbelle is really hokey so today I ordered a new throttle cable. This will give me a proper clevis at the carb lever and a better pass through at the



firewall. The original cable is too long for the Holley 4-Barrell application so Woody at the Wedgeshop offered to modify it to the proper length prior to shipment and I accepted. The cable should be here 3/2 so it will not be a long wait.

3/8/2017 – The head cold has subsided enough that an attempt was made today to install the new cable that installs at the gas pedal and the carburetor to feed fuel to the engine.

The picture clearly shows the reason for the replacement.

The black component of the assembly is what holds it to the firewall. The plastic fingers go through the hole and spread out so the bracket for the gas pedal has to come out to remove the old unit.

Two bolts hold it in so they were removed releasing the gas pedal. The plastic retainers on the black component were squeezed together and the cable detached from the firewall.

Two cable clamps were holding the cable to the carb linkage and they were removed. The cable was released from the bracket that stabilizes the assembly above the intake manifold.

With the old one out the new assembly was installed into the firewall. The brackets holding the pedal in place were reinstalled partially as one of the nuts spot welded to the bracket broke off and another set of hands will be needed to hold everything under the bonnet and start the bolt while



the nut is held in place under the dash. The task ended in frustration and incomplete.

Yesterday the Pumkin got a run of about 50 miles and it was very enjoyable, however, today the area under the car was showing me how good a job I did in stopping all the leaks last winter. It turned out to be transmission fluid. This did not reduce my frustration level at all.



3/9/2017 – I had some ideas about how to get the nut on the bolt that holds the bracket to the firewall and it actually worked. Vice pliers were used to clamp onto the head of the bolt and hold it in place while the nut was placed on a magnet and raised to the bolt for starting. Slight pressure on the nut while spinning the magnet handle got the nut started.

Switching the pliers to the nut under the dash to hold it in place allowed me to tighten the bolt from under the bonnet. Done deal.

The next task was to add solder to the cable so it would not unravel over time and eventually look like the one just replaced.

The cable was cleaned with acetone then steel wool. Flux was brushed on and the cable heated to activate the flux. A clean rag was used to wipe the flux off then the cable was heated and the acid core solder applied.

I was quite pleased with the result, stiffened in all the right places but flexible where needed.

Now to test the carb for startup idle speed. The different levers and components for the idle step down seemed to be sticking so penetrating oil had been used a few days ago to lubricate

everything in there. The idle speed had been adjusted up quite a bit due to the sticking issue so when started the idle speed went up to 3000 RPM. I turned the engine off and readjusted the fast idle screw and it is ready for checkout at the next startup.

A test ride was in order to see if the new throttle cable worked as intended and also to get the spark plugs colored by some actual use to gauge the air/fuel mixture setting.

I cruised to Collinsville and bought some 100% gas then stopped at Lindsey's house on the way back. He was headed to Oologah so we took the TR8 to put on a few more miles.

By the time I reached home we had completed a nice ride only bothered by rattling exhaust pipes, worn springs on the back of the car and a stumble when accelerating. So the debugging continues but that is ok. As long as the noisy engine continues to run as well as it does I will just live with it. I don't know what else to do.

3/13/2017 – Today with a noticeable lack of enthusiasm the TR8 was lifted and the exhaust adjusted again to eliminate rattles. Progress, but more adjustment is needed.

Again, the fast idle screw was adjusted to get the fast idle to come in around 1500 RPM. When started this morning it did not idle up at all so it is back to where it was. Baby steps here so we will adjust the screw in a little after each start until it is where it should be.

The steering wheel clocking is off one tooth which keeps it from sitting as straight as I would like. The nut was removed from the shaft but the wheel would not break loose so it could be adjusted. I sprayed it with penetrating oil and will try again to pull the wheel later. Three things tried, nothing completed.

Jan's brother has driven a load of their belongings from Las Vegas to the house purchased from Paul's trust so helping unload is on the agenda for as long as they need my help. Maybe when I return to the shop it will be with more enthusiasm.



Since all information on the internet has to be true, ☺ I thought you might appreciate knowing this.

This information harvested from the web is something you may find interesting. I no longer know what to believe about modern oils and their proper levels of ZDDP. What do you think?

*- Thanks to Bob Olree – GM
Powertrain Fuels and Lubricants Group*

Over the years there has been an overabundance of engine oil myths. Here are some facts you may want to pass along to customers to help debunk the fiction behind these myths.

The Pennsylvania Crude Myth -- This myth is based on a misapplication of truth. In 1859, the first commercially successful oil well was drilled in Titusville, Pennsylvania.

A myth got started before World War II claiming that the only good oils were those made from pure Pennsylvania crude oil. At the time, only minimal refining was used to make engine oil from crude oil. Under these refining conditions, Pennsylvania crude oil made better engine oil than Texas crude or California crude. Today, with modern refining methods, almost any crude can be made into good engine oil.

Other engine oil myths are based on the notion that the new and the unfamiliar are somehow "bad."

The Detergent Oil Myth -- The next myth to appear is that modern detergent engine oils are bad for older engines. This one got started after World War II, when the government no longer needed all of the available detergent oil for the war effort, and detergent oil hit the market as "heavy-duty" oil.

Many pre-war cars had been driven way past their normal life, their engines were full of sludge and deposits, and the piston rings were completely worn out. Massive piston deposits were the only thing standing

between merely high oil consumption and horrendous oil consumption. After a thorough purge by the new detergent oil, increased oil consumption was a possible consequence.

If detergent oils had been available to the public during the war, preventing the massive deposit buildup from occurring in the first place, this myth never would have started. Amazingly, there are still a few people today, 60 years later, who believe that they need to use non-detergent oil in their older cars. Apparently, it takes many years for an oil myth to die.

The Synthetic Oil Myth -- Then there is the myth that new engine break-in will not occur with synthetic oils. This one was apparently started by an aircraft engine manufacturer who put out a bulletin that said so. The fact is that Mobil 1 synthetic oil has been the factory-fill for many thousands of engines. Clearly, they have broken in quite well, and that should put this one to rest.

The Starburst Oil Myth -- The latest myth promoted by the antique and collector car press says that new Starburst/ API SM engine oils (called Starburst for the shape of the symbol on the container) are bad for older engines because the amount of anti-wear additive in them has been reduced. The anti-wear additive being discussed is zinc dithiophosphate (ZDP).

Before debunking this myth, we need to look at the history of ZDP usage. For over 60 years, ZDP has been used as an additive in engine oils to provide wear protection and oxidation stability.

ZDP was first added to engine oil to control copper/lead bearing corrosion. Oils with a phosphorus level in the 0.03% range passed a corrosion test introduced in 1942.

In the mid-1950s, when the use of high-lift camshafts increased the potential for scuffing and wear, the phosphorus level

contributed by ZDP was increased to the 0.08% range.

In addition, the industry developed a battery of oil tests (called sequences), two of which were valve-train scuffing and wear tests.

A higher level of ZDP was good for flat-tappet valve-train scuffing and wear, but it turned out that more was not better. Although break-in scuffing was reduced by using more phosphorus, longer-term wear increased when phosphorus rose above 0.14%. And, at about 0.20% phosphorus, the ZDP started attacking the grain boundaries in the iron, resulting in camshaft spalling.

By the 1970s, increased antioxidancy was needed to protect the oil in high-load engines, which otherwise could thicken to a point where the engine could no longer pump it. Because ZDP was an inexpensive and effective antioxidant, it was used to place the phosphorus level in the 0.10% range.

However, phosphorus is a poison for exhaust catalysts. So, ZDP levels have been reduced over the last 10-15 years. It's now down to a maximum of 0.08% for Starburst oils. This was supported by the introduction of modern ashless antioxidants that contain no phosphorus.

Enough history. Let's get back to the myth that Starburst oils are no good for older engines. The argument put forth is that while these oils work perfectly well in modern, gasoline engines equipped with roller camshafts, they will cause catastrophic wear in older engines equipped with flat-tappet camshafts.

The facts say otherwise.

Backward compatibility was of great importance when the Starburst oil standards were developed by a group of experts from the OEMs, oil companies, and oil additive companies. In addition, multiple oil and additive companies ran no-harm tests on

older engines with the new oils; and no problems were uncovered.

The new Starburst specification contains two valve-train wear tests. All Starburst oil formulations must pass these two tests.

- Sequence IVA tests for camshaft scuffing and wear using a single overhead camshaft engine with slider finger (not roller) followers.

- Sequence IIIG evaluates cam and lifter wear using a V6 engine with a flat-tappet system, similar to those used in the 1980s.

Those who hold onto the myth are ignoring the fact that the new Starburst oils contain about the same percentage of ZDP as the oils that solved the camshaft scuffing and wear issues back in the 1950s. (True, they do contain less ZDP than the oils that solved the oil thickening issues in the 1960s, but that's because they now contain high levels of ashless antioxidants not commercially available in the 1960s.)

Despite the pains taken in developing special flat-tappet camshaft wear tests that these new oils must pass and the fact that the ZDP level of these new oils is comparable to the level found necessary to protect flat-tappet camshafts in the past, there will still be those who want to believe the myth that new oils will wear out older engines.

Like other myths before it, history teaches us that it will probably take 60 or 70 years for this one to die also.

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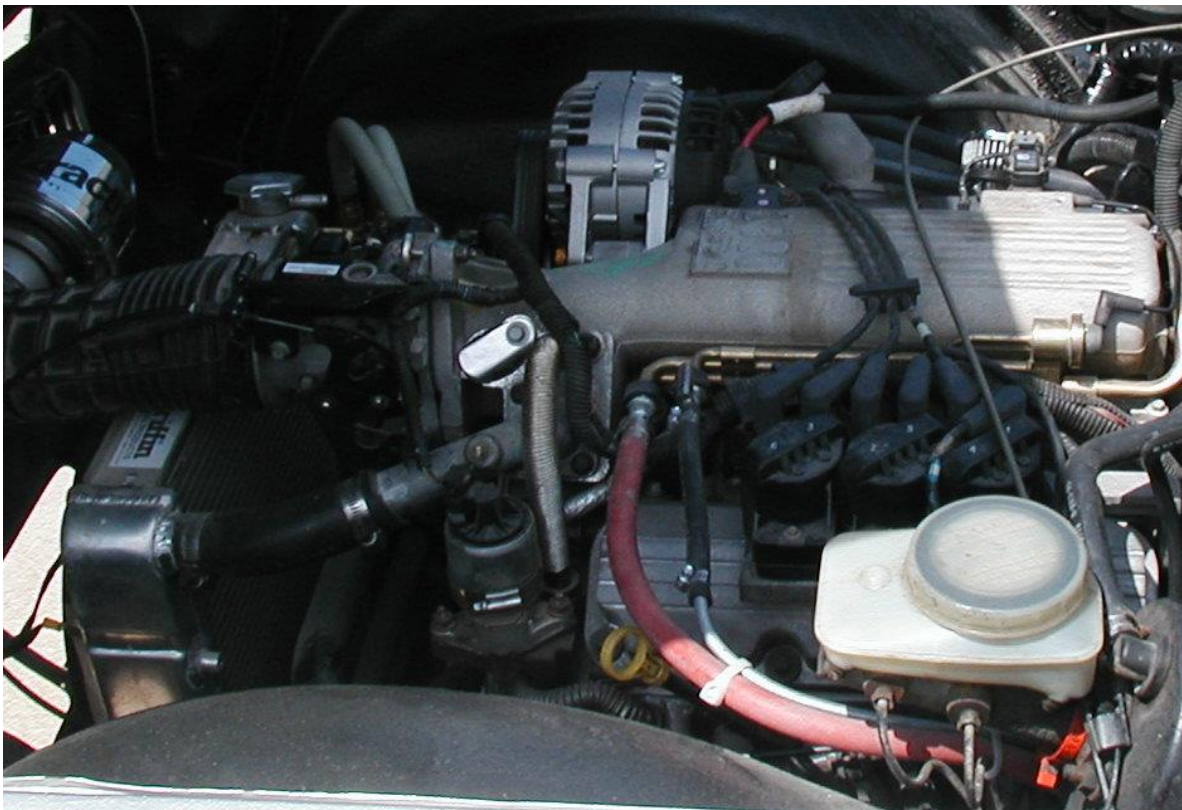
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