



# Triumphant Times

## Green Country Triumphs

Monthly Newsletter for May 2016

<http://greencountrytriumphs.org>

### NEXT CLUB MEETING:

Tuesday May 17th

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Hideaway Pizza  
8222 E. 103 St. off Memorial,  
Tulsa.

### 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](mailto: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*

Greetings,

For all that didn't have the pleasure of attending the South Central regional meeting in Norman this year, I will try to highlight what you missed. Art Graves, Rob Thompson and I were the only ones that were registered and attended all of the events. Al, Janice, Frank and Louise were there for car show on Saturday, but did not have a car in the show.

The OKC group had the whole event planned out and worked like a well-tuned engine. The drives were fun and the places they had picked for dinner and breakfast runs were well attended. They had tech sessions for cleanup and polishing the cars and another for what essential parts and tools to carry on any journey with our little cars.

The Banquet was well done and the meal was very tasty. They had photos and videos of the different events showing on the big screen during dinner and presentations. Rob Thompson took the honor for 1st place early 6 in the concourse judging. Well done Rob and John. Art Graves was awarded 2nd in class concourse for late 6 and 2nd in

class for autocross. My Spit was awarded the 2nd in class for autocross.

Progress is moving along on the 63 Spit I acquired a couple months ago. The frame is sandblasted and primed ready for paint. A lot of small parts have been glass beaded and primed ready for paint. Boxes of parts from Moss have arrived and some installed. As usual a few needed parts were left off the list and will have to be ordered. The body hasn't been touched yet. Will have to get some professional help with it. I did find a guy here in Sapulpa that has a complete front clip including hood that I still have to look over.

The next meeting will be at the Hideaway Pizza 8222 E. 103 St. off Memorial. This is the same one we went to about 3 meetings ago.

Hope we have a good turnout. I will catch you up on some of the thing that was brought up at the Presidents meeting.

## **Minutes of the Last Meeting from Secretary** *Adele Blom*

Minutes for April 19, 2016

Green Country Triumphs

Minutes were taken by Kay Robinson in Adele Blom's absence.

Vice-president Dennis Robinson called the meeting to order at 7pm. John Phillips made a motion to accept the March 2016 minutes as published in the newsletter; Jerry Johnson seconded the motion. The club voted to approve minutes as published. In absence of Treasurer Jan Phillips, John Phillips reported there were no changes in the treasury for the month.

Committee reports began with Art Graves. He reminded all that the SCVRT begins Wednesday, April 20, 2016 in Norman, Ok. The first event will be on Thursday morning. Saturday will be the car show and banquet. Club members planning attendance are Art Graves, Dennis & Kay Robinson and Rob Thompson.

John Phillips "Parts" report included information on the battery for the "8", not running yet. Work was done on Jim's car. Rob's car's aluminum part in front of engine threads were damage, therefore, the plans are to drill and install thread inserts without removing the pan. A discussion followed concerning the thickness of the pan. Dennis shared information that Okmulgee Tech students do not do body work. Dean Leonard Van Delft has a hood like Dennis needs for the "64" project. Other parts for this project have been ordered on line. Al's instrument cluster came in for his car.

Activities Committee Chair Tom Chronister reported one change to the calendar of activities. The June lake function has been cancelled and a trip to the fish farm restaurant is a possible replacement. No definite plans at this time; an update will be included in the next newsletter. The next event is May 14, a trip to Click's Restaurant. Frank Wood is organizing this event.

There was no old or new business. A motion to adjourn was made by Al Garbart with a second by Rob. The motion was approved by vote.



<b>2016 Club Activities</b>		
<b>June 17</b>	<b>Fish Dinner out &amp; Back</b>	<b>Coordinator - Tom &amp; Dot Chronister</b>
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 and Janis Garbart + Rolf and Adele 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

**John:**

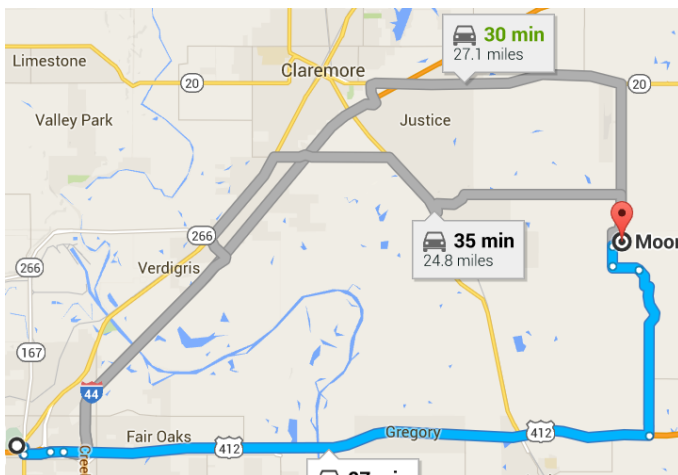
**The June activity has changed from a trip to the lake to a short out and back for a fish dinner in Inola.**

**The dinner will be at Moore's Fish Farm on Friday the 17th of June.**

**The address is 25353 S. 4230 Rd., Inola, OK 74036, Ph 918 341 4194. The all you can eat dinner runs from 4:00 to 7:00 PM. Menu: Cat Fish, BBQ Pork, Baloney, Sausage, French Fries, Hush Puppies, Mashed Potatoes, Gravy, Beans, Corn Bread, Cole Slaw, Potato Salad, Desserts, and Drinks. PRICE \$14.**

**The departure time is 5:30 p.m. from the QT in Catoosa across 412 from the casino.**

**Thanks, Tom**

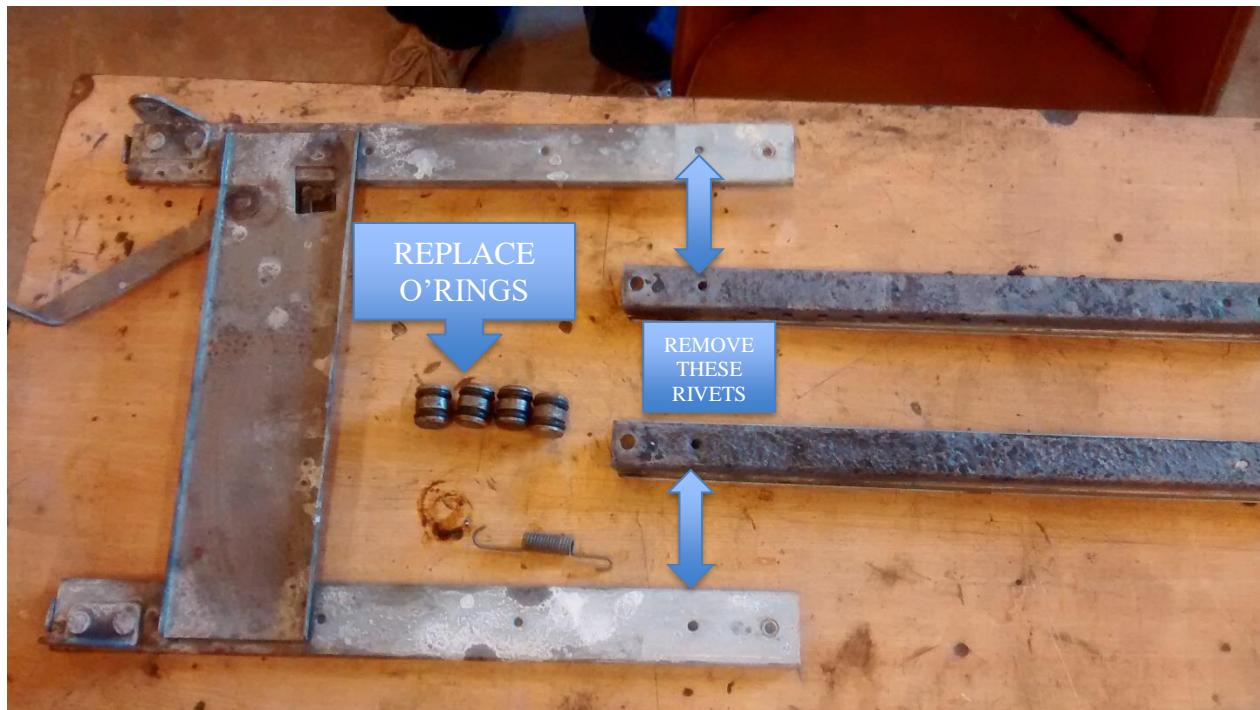
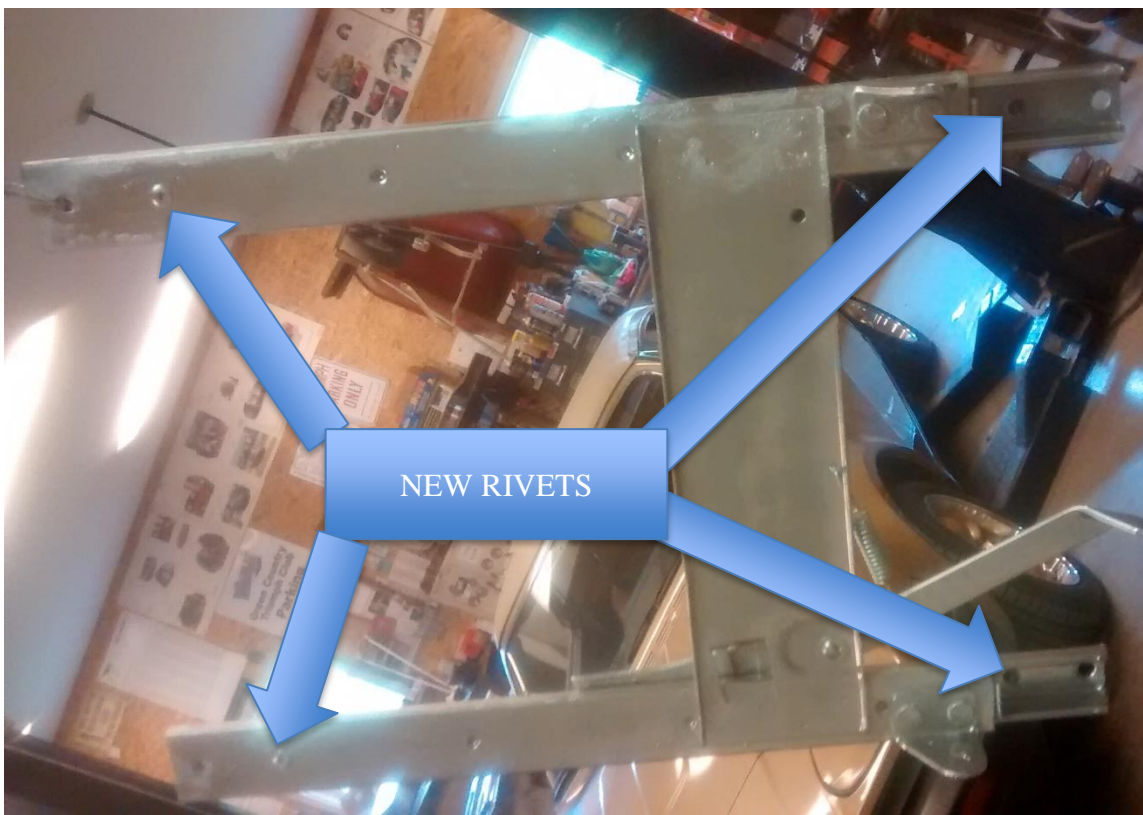




## Seat Track Rebuild

**Jim Lindsey** is doing something that I

personally have never done, rebuilding seat tracks. He started by drilling out 4 rivets on each track, hammering the components apart, cleaning everything, installing new rubber O rings on the rollers, putting the components back together and using 3/16" pop rivets that protrude into the opening to keep the rollers in place. The part number for the rubber O rings is the key to making this work. He has not told me what it is yet.



Note! This information has not been verified as factual. May be an April Fools prank.

## 4-Wheel Drive Vehicles Banned

President Barack Obama has signed an executive order banning all four wheel drive vehicles from federally funded roads as of 1200 EST on January 20th 2017.

ALL four-wheel-drive vehicles will be banned from public roads as of January 1, 2017, Fox News revealed. "For too long, roads have been clogged by four-wheel-drives in pristine condition," he said. "Many four-by-fours have never been driven on an unspaved road, let alone on a bona fide off-road track. So to protect the reputation of the four-wheel-drive, they will no longer be allowed on Federally funded roads."



Obama said the ban would also extend to four-wheel-drive sedans and hatches. Four-wheel-drive owners will have until the end of January to take their vehicles to a wrecker, where they will be paid a flat \$10,000 for the car. That figure will be dropped to just \$5,000 if it cannot be proven the car has been off road.

Obama said this was to "penalize the faux off road car owner ruining it for everyone" and it was "about time they switched to smaller, more environmentally friendly cars" in support of his recent participation to the Global Warming Accord held in Paris last year. "Executive orders are great. I can do almost anything," President Obama was overheard to say as he signed the document.

The Republican Congressional Leadership publicly fumed, but did little to stop the move. Legislation was introduced to prevent the ban, but they could not muster the votes to pass it. "We'd get accused of shutting down the government somehow if this is blocked," said speaker of the U.S. House of Representatives Paul Ryan (R-WI), "and that's what we fear the most." **AF**





# 2016 CAR SHOWS

## All British Car Week National Meet

Location: Blythesville, Arkansas

Date: June 2 – June 4, 2016

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

## TRA National Meet

Location: Painesville, Ohio

Date: June 15 - 19, 2016

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

## 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.britishironnwa.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.



15th ANNUAL  
**BRITS in the OZARKS**  
ALL BRITISH CAR & CYCLE SHOW  
Benefiting the ALS ASSOCIATION  
"Fighting Lou Gehrig's disease"

SPONSORED BY  
**BRITISH IRON TOURING CLUB  
OF NORTHWEST ARKANSAS**  
University of Arkansas Agri Park  
Fayetteville, Arkansas  
**September 10**  
SPECIAL GUEST  
**Mike Dale, CBE**  
Former Employee of Donald Healey Motor Company,  
Former President of Jaguar Cars North America

Car Display • People's Choice Judging • Concessions Available  
Host Hotel  
Holiday Inn Convention Center of Northwest Arkansas  
I-49 and Highway 412, Springdale, AR  
FOR REGISTRATION INFORMATION CONTACT  
BILL WATKINS 479-656-3168 OR DOUG SCHWARTZ 479-531-3783  
[www.BritishIronnwa.org](http://www.BritishIronnwa.org) [doug@britishironnwa.org](mailto:doug@britishironnwa.org)

Logos for various car brands and sponsors including American Express, Castrol, and others.

## VTR Regional Convention GCT Member Awards

Figure 1 *Rob Thompson – First Place  
Early TR6 Concourse*



*Kay and Denny Robinson–  
2nd in Autocross*

File Photo



*Judy and Mike Piggott -  
Participants Choice Best  
in Show*



*Art Graves 2nd Place in  
Late TR6 Concours*

File Photo







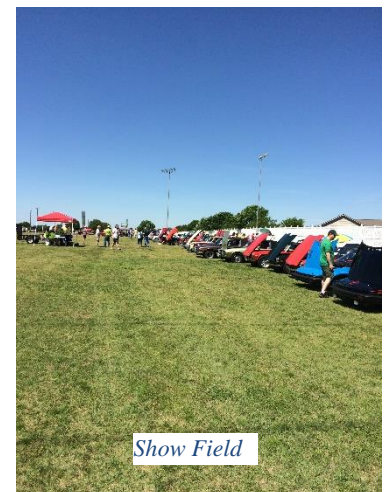
*Three of our four big winners at the regional convention.*



1957 Arnold – TR3 Powered



Sam's Former GT6



Show Field





Tech Session – Car Surface Preparation



*Nice example of Dolomite*

## Convention Stuff



Lonny Wall on Traveling Tool Kit



Rob's Car and Art in Background



## SOUTH CENTROL VTR REGIONAL 2016

By Rob Thompson

The 2016 VTR Regional was held on April 20-24 in Norman, Oklahoma at the NCED Conference Center and Hotel. The Theme was "The Oklahoma Run" as April 22nd is the date we Okies celebrate "89ers Day" of the Oklahoma Land Run of 1889. The Regional was hosted by the Central Oklahoma VTR, Dave Hogan, the Regional Chairman and volunteers. The event was well organized and was attended by several VTR chapters from Texas, Oklahoma, Arkansas and Kansas. The weather was perfect and NO WIND, a miracle for that part of the State. The Conference Center was suited well for this type of event with the Funkana and Car Show (held on grass) next to the Center. The autocross was held at the Lloyd Noble Center parking lot, just two miles away.

The Gimmick Rallye included at 28-mile drive to Piedmont, the same roads used during the Land Run of 1889. They had a 5-way tie for 1st Prize which the eventual winner was decided by elimination, using tie-breakers of "best spelling and proper use of punctuation" and something else, which I cannot remember. As usual, the Regional held Breakfast and Dinner Runs, which is a good way to meet and get to know other members from other clubs. It was good to meet up with as many friends as possible, talk cars, politics and normal gibberish.

Some 70 vintage Triumphs attended the convention. The Show Field was filled with several good examples of TR's, Spits and Stags, including one Dolomite and 1957 Arnold (Triumph TR-3 Powered) vintage racer (See photo). See below for a list of event winners.

Two tech sessions were held: one demonstrating how to prep your car's surface using clay bars, compounds and polishes. The other was an explanation of the tool kit needed for traveling. Lonny Wall emptied his bag of tricks and gave us some good insight on what to carry on our treks across the regions.

Our Green Country Triumph Club was represented by six members with Honors going to:

Denny Robinson – Autocross Class M5 Spitfire 2nd Place

Art Graves – Concours Late TR6 - 2nd Place

Rob Thompson – Concours Early TR6 - 1st Place

Mike Piggott – Participants Best of Show, and Autocross Class M1 Spitfire – 1st Place

At the conclusion of naming of all event winners, Fred Wagner of the Texas Triumph Register from Houston announced the winner of the Gary Johnson Triumph Spirit Award. Winners for this year were Paul and Jane Higley of the Red River Triumph Club.

The event is rotated through seven clubs so each club is host of the event every seven years. The local Clubs from Houston, Austin, San Antonio, Dallas, Oklahoma City, and Tulsa and Kansas City take their turns hosting. We look forward to the 2017 regional convention to be hosted by South Texas Triumph Association from San Antonio.

### Engine Noise

Snippets from e-mail, etc. worth sharing.

Hi John,

For the newsletter, Rob took first place in the early TR6 concours, Denny took 2nd place in the M5 (modified Spitfire) autocross, and I took 2nd in late TR6 concours and a 2nd in stock TR6 autocross.

Also, I heard from the Austin club that **Sarah Ann Robertson passed away recently**. I know that she has been a member of both clubs.

Cheers,

Art

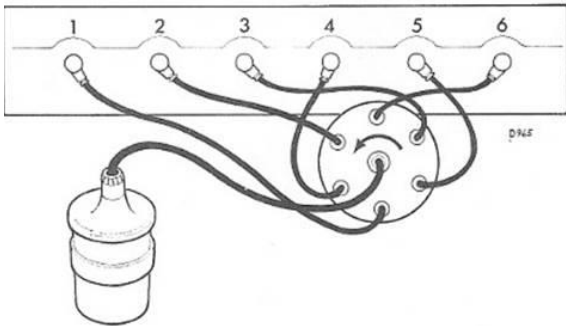
*Sarah Ann was a unique lady and dedicated to GCT. It is sad to lose a good friend and member.*



### 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

<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>

Hi John. I wanted to give you a quick update on my project. Not as exciting as the convention down in Norman but still fun for me. I gathered my employees for a "team building experience". I like to think of it like the "ropes course", to build unity and team working skills, except I call this the Spitfire body lifting project! My wife calls this a workers claim project! LOL



As you can see we got it off the "lift". There are 14 bolts which did take a while to realigning and get in but with a little forceful persuasion, straps, and shifting we got them in!!!!!!!

Now on to other things, hooking everything back up, getting the gas tank back in as well.

Have a great day!

Joe

Dr. Joe Landers

*It is looking great!!! Keep up the good work.*  
JP





## Engine Noise

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

From Tom Needham (Red '70 TR6)

April 30, 2016: I just got my TR6 running again -- it's been sitting in my shop without its cylinder head and dizzy since February.

One year ago I made plans (and hotel reservations) to drive it to the VTR Regional in Norman on April 20th -- but typical machine shop delays waiting for the above parts caused me to cancel all that. The new plan is to take it to the VTR National at Texoma in October.

For those who may be considering these types of re-habs on their cars, here's a cost breakdown of my valve job and distributor rebuild:

\*\*\*\*\*

Lucito's Machine, 9427 E. 54th St., Tulsa {4-week turnaround}

Vat & clean cyl head; grind, furnish & install hard seats; labor to install & assemble valve parts \$311.00

	Shave
head 0.050"	65.00
Total	\$376.00

\*\*\*\*\*

The Roadster Factory, Armagh PA

6ea, Exh valves	\$ 56.94
6ea, Int valves	38.94
12ea, Guides, bronze	71.10
12ea, Push rods	53.88
12ea, Valve Springs	28.99
Shipping	30.00
Total	\$279.85

\*\*\*\*\*

Summit Racing, Tallmadge OH

1ea, Set, cyl head stud bolts, nuts & washers - ARP

Free shipping and 2nd day delivery!

Total \$110.55

\*\*\*\*\*

Moss Motors, Goleta CA

Head gasket set; silicone valve cover gasket; rocker shaft studs & nuts & washers; brass nuts for intake & exh manifolds; water pump gasket.

Shipping \$14.00

Total \$120.75

\*\*\*\*\*

O'Reilly's & Advance Auto Parts, Owasso

Miscellaneous:

Spray paint for cyl. head and exh manifold; spark plugs; anti-freeze; motor oil & filter; gasket sealants; thread anti-seize lube; assembly "slick" lube; 1/2" drive 12pt socket; etc.....

approx. \$135.00

\*\*\*\*\*

Advanced Distributor, Shakopee MN {8 weeks turnaround!}

(Lucas 22D Distributor)

Rebuild	\$159.00
Repair arm on vac unit	10.00
Shipping to	9.75
Return shipping	11.00

[Rebuild included removal of my Pertronix system and installation of points, condenser and red rotor)

TOTAL \$189.75

\*\*\*\*\*

To summarize you could say the valve job cost about \$1,000.00 just for the machine shop -- { I did all the removal of the head and John P. and I did the re-assy } -- plus another \$365.00 in related expenses.

btw: The motor started on the very 1st attempt!!

**THANKS AGAIN JOHN! Tom N.**



## Greasy Hands Garage North Update by John Phillips

**4/13/2016** – Yesterday after sending out the newsletter with the wrong input from Denny I was puttering around in the shop when the mail came and the exhaust hangers from Rimmer were in the package.

After seeing how everything went together I went on a parts run to get M8x1.25 metric nuts and some rubber donuts to hold up the center of the system. The small ones called for the TR8 were too small since the brackets on the pipe were misplaced by about 6 inches.

By bending the brackets forward and adding rubber donut attachment brackets and using the larger size donuts the modified support system was in place. The brackets and small rubber donuts worked fine at the back. With everything supported well the system was moved and bounced looking for points of contact that would make noise when driving. Only then were the clamps tightened to hold everything in place.

I lowered the car and was busy until a call was received about the alternator. They needed clarification as to what I wanted them to do.



Later they called and said the alternator was ready for pickup. They had to change the wiring harness connect points from the old alternator and put them on the new one. The new one had not been configured to work on the TR8.

With the new alternator in hand I went about installing it and then tried to start the car. I have failed to reconnect all the wires at the starter so the car was again lifted and the wires attached from under the car.

When the battery was connected there was no ignition light on the dash. Cool! Both fans came on unexpectedly as I thought they were wired to



come on when the temperature sending unit in the radiator came up to the set temperature.

Since this concerned me a little I decided to defer actually starting the car until today. As of now there is enough rain in the area that there is no hurry to go for a drive. Maybe later.

So it is later and I have done a few things to change the fan wiring for the better, however it appears the temperature sending unit at the radiator is locked in the closed position which means the fans will never shut off. I have ordered a new unit but it will be a while before it gets here.

Driving the car will commence anyway and I hope that any other issues will be identified and cleared before the unit is installed.

**4/15/2016** – Sent an e-mail message to Woody at The Wedge Shop asking the proper way to wire the cooling fans using the new intake manifold purchased from him. His response was: *“Leave the wires on the radiator sensor, Bring the wires that use to go to the manifold over to the Wires going into the radiator sensor. One wire is White and one is a striped wire, hook White to White and striped to striped. That's it you're done, this will make the high speed fans the dominant system.”*

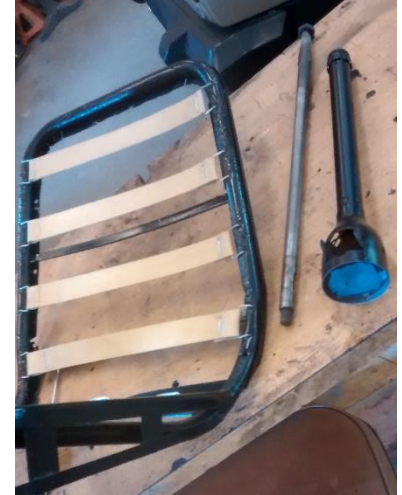
So I made a couple changes to comply with the above recommendation and tried to start the car. The battery was charged yesterday and tests out at 12.88 volts but the engine turned over very slowly like the timing is way off. The timing has not been changed since it last ran so I sent Chad a message asking what he recommended.

Chad replied to tweak the timing clockwise a little so I did but this was after taking the battery in for a check. It had a bad cell so it was replaced with one rated higher but not quite as tall so the fit was not quite as good as the bad battery. In the end the car did not yet start.

**4/16/2016** – Chad is going to try to find time to come up this weekend to check out the engine in the TR8. In the meantime, there is plenty that needs to be done to get the Pumpkin ready for the convention and Jim's car is always available to receive some work.

In the shop Jim had mentioned installing the strap supports to the back of the seat frames and removing the steering column for cleanup and paint. The shaft had accumulated lots of rust in 20 years of storage.

The strap material and hardware were located as well as the hole punch and a set of pliers and the installation tackled. I had never done this from scratch before but had tightened several existing straps in the past. These frames simply had no straps to begin with.



After that the steering column was removed by removing fasteners from 7 locations after which it slipped right out. The parts on the engine side of the firewall had been removed a couple of days ago.

With the column out the various pieces were cleaned up using the wire wheel on the grinder. The look much better without rust. The aluminum tube which is the outer cover for the column was painted satin black and set aside to dry. I was going to paint it semi-gloss but the can stopped up and I threw away ¾ can of paint. Irritating.

It was time for a pill so at 1:30 I came in to rest and write this drivel.

**4/18/2016** – Chad was not able to make it to the shop to help with getting the car started over the weekend so I guess I will try to get the timing kind of close and see if it will start. Maybe I can get Sam to come up and look over my shoulder.

I have convinced myself there is an issue on the right bank of the engine that gives me pause about starting the car. I really wanted Chad to hear what I hear and tell me everything is ok before perhaps causing some damage. We will see.

I told Jan I was thinking about cancelling our hotel reservations for the convention and she agreed it was probably a good idea. Neither of us

felt that we would feel well enough to enjoy the trip or event participation. The reservation was cancelled and I felt both regret and relief at the same time.

I think if the TR8 had been running and the air conditioner working we would have gone but that did not happen so the enthusiasm went by the wayside.

**4/19/2016** – Mowed the yard Monday and allergies put me on my back, which needs its own attention. Better today and spent time working on the TR4 steering column and the Driver's seat.

The column was reassembled after being painted and went back together well. It needs a little more adjustment to make sure the horn ring is not damaged by too much contact with the steering wheel.

One thing to remember when doing this job is the tie were on the bolts that connect the two shafts via the rubber doughnut. Those holes in the ends of the bolts are there for a reason and can keep things together.



**4/20/2016** – Rob is to come out today to put in thread inserts into an aluminum part at the front of the oil pan. I went to the shop early to take care of a few small jobs pending Chad's visit on Thursday evening after work.

As previously stated I bought a new battery a few days ago. The battery is the length and width but is not as tall as the original size. To get it to fit better I cut a 2X8 to length, painted it black and placed it under the battery. The next thing needed was to shorten the hold down bolts about an inch as they were too long for the new boot mat to snap into place over the battery.

With everything reinstalled the battery charger was put on trickle and the new battery is getting a fresh charge in preparation for tomorrow night.

After that the new license plate surround was installed identifying the owner as a member of Green Country Triumphs. Next was cleaning the package tray, dash and windshield.

Jim needed a little help with a small moving project so I went to his shop in Tulsa and we got it done. Then it was back to the shop to meet Rob and get the threads back into the front of the oil pan and stop the oil leaking from those holes.

I tried something different by leaving the pan



in place and drilling the oversize holes to make the threads for the helicoil inserts. A special long drill bit had

been obtained earlier for this purpose. I have to say very few of my ideas have worked out as well as this. This process will be standard here as long as results are this good.

The original bolts are in place and huckempuckey (silicone sealant) was liberally applied to the bolts and to the holes themselves in an attempt to actually stop the oil leak. Keep your fingers crossed.

We also did a little maintenance on his hood (top) as the attachment handles were loose due to the attach screws backing out. The screws were a little hard to get to but they are back in the proper position. The header rail rivets also need replacement but that will for another day.



**4/21/2016** – Chad scheduled a visit to the shop for after work today to help with the TR8 which left most of the day free for other projects. I travelled over to Tom Needham's house to provide some assistance in reinstalling the reworked head onto his engine

A ½ inch torque wrench was taken as well as the usual 6 point sockets, some gasket copper coat, a couple of tools to gap the valves to .010" and glasses the better to see everything.

Tom had purchased a special set of head bolts with washers and nuts that was very good quality but the nuts were 12 point ½" and we had no socket to fit them. With gasket and head in place we went to purchase a socket and returned to get the head properly torqued.

The rocker shaft was next and some things went south from there. Two of the nuts stripped threads so we went back to the store to get some new nuts. Back at his shop the new nuts stripped the threads off one of the studs so we called it a day with plan being to purchase new studs for the rocker shaft as well as the exhaust/intake manifold so eliminate the possibility of additional fastener failure.

The efforts at Tom's were not a total failure but progress was limited so we plan to resume tomorrow assuming there is nothing needed on the TR8 that demands my attention. As a minimum setting the valves and the timing on Tom's car will happen when he is ready. Now for a nap before Chad arrives.

**4/22/2016** – As it turned out Chad had a family emergency and could not come up last night. Today I will attempt to reset the timing and start the car. Please hold.

Jim Lindsey arrived about 10 while I was still working at the computer and got me into the shop. We set about making sure the timing on the car was correct, made sure there was spark at the plugs, made sure fuel was getting to the carburettor and tried to start the car.

The engine turned over very slowly but never indicated it was trying to start. This is the extent of my experience with starting a car so I have communicated with Chad to see if he has any

recommendations on how to proceed at this point. We shall see.

**4/24/2016** – Since work on Tinkerbell is pending, I actually did a little yard work today. The flower beds were to be Jan's hobby but she has not yet been able to tend them as she would like so out came the cutting tools.

The line trimmer was helpful in making short work of the front flower bed. The hedge trimmer got most of the small stuff and the limb tool got the rest. Far from pretty but no longer weedy.

After that the TV did not hold my attention for long and it was off the shop to see what mischief could be found. It appeared Jim had begun trying to locate the radiator overflow bottle so it was positioned where it appeared to belong knowing that it may have to be moved later.

The wrong end of the hose had been inserted into the bottle so that was switched and the O-ring placed in position.

The brake master had fluid in the reservoir but no pedal resistance. While trying the pedal fluid was seen squirting up from the frame area near the steering shaft.

I cleaned up my mess and found the pipe connection at the T was loosened. I tightened it in spite of not knowing why it was loose to begin with and used the Mighty-Vac to start the bleeding process. I started in front and progressed with no problems other than those normal to the process.

At the back two issues were encountered. The rear brake on the left had no bleeder valve at the wheel cylinder. The system is similar to the TR8 in that both rear brakes are bled from the right rear. On the right side the Mighty-Vac developed a clog that had to be cleared from the catch reservoir lid using the air hose. After that it worked normally.

After bleeding the system in 3 locations the pedal feels about normal.

Perhaps I will work on the clutch tomorrow and Tinkerbell's seat belts. They are still not like I want them.

**4/25/2016** – Starting on Jim's car the overflow bottle clamp was moved to the proper location as found on the internet. The bottle was added, the hose cut to length and water added. Anti-freeze is yet to be introduced to the system.



Next was the clutch system bleed. Brake fluid was added to the reservoir and pumped a couple of times then the bleeder was opened at the slave cylinder. When fluid started flowing it was closed. More fluid was added and more pumping the pedal. Resistance came up and it appears the clutch system is bled. On to the next project.

Jim arrived and we worked on the seats. The support straps previously installed were redone to tighten the straps and add support to the material. Jim is going to have the seat covers installed in Tulsa.

With the wheels/tires reinstalled the cars were all moved to put the 8 on the west side and the 4 on the lift with the 6 in the middle. The rear silencer on the right side was reinstalled.

When I quit for the day Jim was tinkering with grease zerks at each rear axle hub. All in all, a pretty productive day. Tomorrow, seat belts.

**4/26/2016** – Yep, Tinkerbelle's seat belts are now like I want them so that little task is complete.

Jim's 4 is on the lift and we were figuring out the braces for the back bumper yesterday. Today with Jim doing other things the braces were installed, at least 3 of the four. The 4<sup>th</sup> was supposedly delivered by TRF but Jim has not located it yet.

With 3 positioned and loosely bolted in I started cleaning some of the oily stuff from the body panels. Looks better.

Tom called and said his fasteners had arrived so I piled in the truck and went to his shop. He installed the rocker arm studs and I installed the water pump housing to the front of the head, the exhaust manifold to the head and the exhaust pipe, the intake manifold/w/carbs and linkage.

We installed the rocker shaft and stripped a new nut. I gotta get my torque wrench re-calibrated. It must be way off.

We continued using an old nut and guessing at the torque, about 30 LB/FT. After that we adjusted the valves.

The rain had started and Tom had some storm preparation to do so I left for home. Got a lot of stuff back on the car so it was a good couple of hours. There was no water pump gasket in the package so I will look for one in the shop stash and see whether or not one needs to be ordered.

So the water pump, newly rebuilt distributor, hoses, etc. and we can start the car. Won't be long.

**4/27/2016** – Jim called yesterday and we talked about bumpers. Neither of us remembered where they were. Turned out they were in the shop attic.

This morning the back bumper was retrieved and I tried something that has been on list of things to try for a long time. First off a couple of damaged areas were hammered back into shape with a plastic hammer. Not great but better than they were.

The next thing was rust and pits. YouTube has videos related to using Coke and aluminum foil to remove rust. A couple even said the process removed pits.

*Figure 3 After cleaning with Coke and aluminum foil.*





After a trip to the store to get some Coca-Cola, saw horses were set up outside and some Coke was poured into a small plastic dish into which was dipped a piece of aluminum foil. I commenced scrubbing.

I have to say the process did remove the rust but not the pits. I guess the rust was allowed to penetrate for too long a period. Anyway it is clean and a little shiny so nothing was wasted. It looks better. A re-chrome at some point would be better.

I contacted the guy who last calibrated my torque wrench to get it done again and he said to just drop it off. When I got there he was nowhere to be seen so I picked up dog food and came home.

There was a message waiting that I should call before coming because he frequently makes deliveries to Tulsa. Now he tells me. I will try again tomorrow.

Jim called and wanted to come out so while he worked on getting rust off Chronister's old wire wheels I worked on getting rust off the back of the back bumper. When the bumper was fairly clean it was sprayed with rust converter to stop the rust. Tomorrow when dry it will be ready for bumper paint.

WD40 was used to get grime off the boot lid and more off the sides of the car. It works pretty well.

Tom Needham stopped by to pick up a hardware part missing from his manifold mounting stuff. I had a few in my stash so he was in luck.

**4/28/2016** – No shop work today. Took the torque wrench in for calibration, took the TR8 sun visors to Massey's Trim Shop for refurbishment, visited Harbor Freight to buy a new cordless drill/driver. Pumpkin took me to Claremore then Tulsa and back home. Great ride.

**4/29/2016** – With newly calibrated torque wrench in hand the head was re-torqued on Jim's 4

then the rocker pedestal was torqued and the valve settings re-verified. The back side of the rear bumper was de-rusted and painted with chrome colored bumper paint. If you are wondering where I bought it, it had a Whitlock's sticker on it. Old, heck yes but it did a great job.

From there it was on to Tom's shop to re-torque the rocker pedestal and then continue with reassembly.

The newly rebuilt distributor was dropped in the hole without shims since we had none and roughly put in the proper timing location for static timing.

I forgot to take a test light so when it came time to static time the engine we called it quits for the day and set a start time in the morning of 10ish. We hope to have the car running in the morning.

**4/30/2016** – I spent about an hour in Tom's shop this morning starting his car after the head



was rebuilt. Remembered to take the test light, timing light, and carb adjustment tools. We used them all.

After the engine was static timed the fuel was pumped up to the carbs using the lever on the bottom of the fuel pump. Tom then got in and started the car quite easily but it would not idle. The carbs were adjusted to raise the idle speed and the engine was allowed to heat up a little.

After that the carbs were adjusted and it ran a little lean which is pretty common unfortunately. With Ted's car we replaced the needles in the air

valves to a smaller size and could then adjust the mixture appropriately.

The car sounds great and has very good oil pressure and ran cool. I left Tom to install the air

After the trip to Tulsa the starter was removed from Tinkerbelle and it plus the one that came in the boot of the car were taken to O'Reilly's for testing.



The one in the boot failed, the one in the car passed but is marginal. After pricing new starters and debating whether to upgrade to a gear reduction starter and anticipating wiring issues with an upgrade, I decided to have the one in the boot rebuilt. I spent a lot of time in the Pumpkin running errands today and the last trip was to drop the starter off at Hughes Auto Electric in

cleaners and do some test driving when his yard dries up. Now if I only knew how to fix my own car. Maybe soon.

A follow-up message from Tom: 😊

**5/4/2016** – Made an early trip down to Massey's trim shop to pick up the refurbished sun visors for Tinkerbelle. I am quite happy with the results.

Massey's history is colorful. The man who started the business put out some beautiful tuck and roll interiors back in the 60's and he was aided in his work by his wife and eventually his daughter. The son-in-law joined the business and is the loan survivor of the family. When he hangs it up the doors will close as it is now a one man operation with no one left to carry on. Shame, the work is still very good.

Claremore for the rebuild. It may take a while so the one that is marginal will have to do the job for a while.

**5/5/2016** – I worked on Jim's gauges for a while and started needing parts so I quit. Need seals and an insulated fiber part for the volt meter. Also need nuts for the gauges. Brackets are available.

I have no experience working with gauges so there are no expectations from my perspective. A search for a source of parts for gauges turned up Nisonger (<http://www.nisonger.com/smiths-parts.htm>) as the only source found. The bezel to glass seals are no offered by the major parts distributors but are available from Nisonger. The gauge to dash seals are available in many places. The nuts and retainers are also not widely available.



**5/7/2016** – Today was the first monthly breakfast that actually got scheduled and attended in a while. Attendees included Tom Needham, Tom Chronister, Frank Wood and John Phillips. We met at Golden Corral on 21<sup>st</sup> street just East of Memorial and had what I would call a pretty good breakfast.

There was plenty of seating and the buffet had about anything you could want. We did not spend a lot of time there because Chad was due at the shop as soon as I got home.

Frank had ridden with me to the breakfast so when we arrived at Frank's house I set about making sure the valve setting on cylinder 2 was ok and it was. Frank continues to have issues with the ignition even after the distributor rebuild to my surprise. Tom Needham had come along to see what was going on.

Symptoms are those of a rotor going bad and changing it helps for a while then the problem recurs. Loss of power and eventual stalling. Puzzling.

After checking the valve clearance on Frank's car I went on home and called Chad to let him know I was home and to come on up which he did. Tom went home to change clothes and then joined Chad and I in the shop.

We eventually tried to pull the car to get it started. At first nothing then Chad turned the distributor some and it then started but sounded like a thrashing machine.

We pulled it back to the house and started trouble shooting. After a while Chad decided he needed a tool that was in his shop at home so we closed down for the day with the plan to start again tomorrow afternoon and hopefully diagnose what the problem is. More to come.

**5/9/2016** – Mother's day was a bust for shop stuff so the new plan is to try again tonight. The task at hand is to use Chad's pump tool to make sure the engine is oiling properly and get the lifters to take some oil prior to our next start up.

In preparation for pulling the distributor the hold down clamp was removed. This may not sound like much but if you have not done it but believe me the engineers did a pretty good job of making it inaccessible.

Also the new battery was put on trickle charge just to make sure it is fully charged when we next start the car which I hope is tonight.

Another improvement for the car is a new gear reduction starter. After reading comments from people who have used this starter it seemed only logical to install one on Tinkerbell. The improved performance appears impressive so one is on order.

While waiting for Chad I scraped an old damaged TR8 decal from the boot lid. When he got here we spun the oil pump to make sure everything was oiling properly

The starter would not turn the engine fast enough to start it so we pulled the car to the top of the driveway and coasted down, popped the clutch and it almost started but puffed black smoke indicating it was probably a little flooded.

On the next try it started and we took a drive of about 3 or 4 miles. Nothing bad happened. It ran cool and smooth. Of course we took it easy on the engine but we were both very pleased.

Back at the shop we adjusted the idle and the timing and slapped each other on the back while enjoying some Carta Blanca.

Tomorrow I will drain the oil and get the goo out. The oil pump was packed full of petroleum jelly to get a good prime and now it is in all the oil so it will come out and get fresh oil plus some Lucas break-in oil. That will stay in for about 500 miles then it will get another change.

The last time I drove the car was to the October meeting last year so this has been a six-month ordeal. I am looking forward to enjoying some driving in between storms.

Next is a trip to Bryant Auto Air to get the new air conditioner parts installed, charged and a working air conditioner. After that a trip to a paintless dent repair guy to get rid of some of the dents. And then fix whatever breaks.





**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



## JOHN'S PAGE – STUFF FOR SALE

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Lots of other stuff so if you need something for your TR6 contact:  
John Phillips at [tr6@atlasok.com](mailto:tr6@atlasok.com) or phone (918) 283-7017**



*Figure 4* **TR8 WHEELS /  
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**I Just like the tan one better**



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I am asking \$15,000 including the hard top.  
I will work on getting you some pictures.

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

### **Ted & Loretta Dorton**

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[ted.dorton@cox.net](mailto:ted.dorton@cox.net)

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## ***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.)

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

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

**\$14,000 Wayne 918 227-0011**





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](mailto:djlpj@yahoo.com)>

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

**To:** Pat Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.com)>

**Reply-To:** Patricia Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.com)>



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