



Triumphant Times

Green Country Triumphs

Monthly Newsletter for May 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday May 16th

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: McNellies

7031 S Zurich

Tulsa, OK 74104, OK

71st & Yale Area

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,

Kay and I made the long trip to the Regionals in New Braunfels, TX. This past Wednesday. We pulled the Spitfire down with a trailer, too far for me to drive in an uncomfortable position. We enjoyed meeting up with friends we have made over the last 6 years or going to these meets. Had a good dinner in New Braunfels at a catfish and steak place.

Nothing was going on Thur. except registration, so we took trip to the outlet malls in San Marcos. Kay had a good day shopping and we had good lunch at an interesting restaurant there. That evening had good finger food and keg of beer around the pool area.

Friday was the Gimmick run in the country side along the Guadalupe River. I didn't realize that Texas had an area as beautiful as this. Hills, large trees, rolling rivers and quaint villages This was about a hundred-mile drive. Soon after the run was clean-up of cars and the car show. There were between 60 and 70 cars in this show. All models were represented. Art Graves first place in his class. The host club had dinner run planned at the Gristmill restaurant in historic part of town that evening. Very good steaks here.

Saturday was the Funkhana and Autocross. This was set up in a large church parking lot with plenty room to set up long areas to get up a lot of speed. This was good for the high horse power cars. There were fairly long almost straight-a-ways. Could almost use 3rd gear. There were some tight turns that that caused a few spin outs. I think the fastest time for the course was just over 33 seconds. My time was just over 38 seconds. The



Funkhana was a fun event and a lot of people took advantage of this event.

We had the banquet at the Gruene event center. Sam Jeffries was the winner of the Gary Johnston award.

Got up Sun. morning, loaded the Spit on trailer and started home. We were delayed by traffic for about an hour in Austin On the way down and in Ft. Worth on way back.

I haven't had time in last week or so to work in the shop. Trying to get the rent house ready for new renters.

I hope all members will make an effort to attend the next meeting. I will have a few things to discuss from the Presidents meeting from the regionals. Remember our club is only as good as the members make it.

From Vice President *Rob Thompson*

Happy Spring to everyone. The weather is perfect to drive our Triumphs and before u know it, we will be saying it's too blasted HOT to drive them. As always, been crazy busy but take weekend jaunts to sometimes nowhere but just "get out" and listen to the tone of the TR6 exhaust and burn gas.



ON May 20, a Saturday, I will be leading the Club on a drive and lunch. It is my favorite short drive. I call it the "Osage Hills and Dinks Drive".

We will meet at the QT at Highway 75 and Highway 20 (Skiatook exit) at 10:30 am. We will drive on Hwy 20 toward Skiatook and turn right on Hwy 11 just before Skiatook. We will run north on Hwy 11 thru some of the prettiest area toward Barnsdall and turn right on Hwy 123 toward Bartlesville. Past Wooloroc and into town, finishing at Dinks BBQ (2929 W. Frank Philips Blvd). If you haven't had Dinks, you are in for a treat. Their onion rings are to die for.

See everyone at our next business meeting at same McNellies on the 16th of May.

Secretary's Minutes of the Last Meeting from *Adele Blom*

The April 17, 2017 meeting of Green Country Triumphs was held at McNellies near 71st and Yale. We had a great turnout, which required some table rearrangement to get everyone seated. Rob Thompson is going to try to have our meeting at McNellies again next month.



President Dennis Robinson called the meeting to order at 7:15, and asked for approval of the minutes of the March meeting as printed in the newsletter. After it was moved and seconded, the minutes were approved unanimously.

Dennis Robinson noted that there was no car show formal report; however, he did note that there were two possible car shows coming up in June, one in Sand Springs and one in Carthage, Missouri. The exact dates were not known. Dennis indicated he will attend if his car is willing.

John Phillips again gave a parts committee report detailing repairs going on in Greasy Hands Garage North. Jim Lindsay has bought a TR-6 and parts. John himself ordered a fuel pump for his TR-8. Chad Jester bought a parts car. Frank Wood is thinking he ought to pay rent for using space at John's so long. Dennis Robinson has found his 1979 starter is not working. He worked on a transmission with Larry Young. Dennis is finding Moss parts wanting and is going to look elsewhere.

Kay Robinson reported future activities. On Friday, April 21st we will meet at 910 S. Boston (TCC building) with Dwayne Pass. He is going to give us an underground tour of downtown Tulsa. Our once planned visit to see azaleas in Muskogee vanished with the excessive rain reportedly spoiling the show. Maybe next year. Rob Thompson is thinking we could have a drive to Bartlesville for lunch in May. People also expressed interest in going to breakfast at the Hard Rock Casino. They have started a new breakfast effort inside the Casino.

For new and old business Dennis mentioned that Club dues are due on or before July first. Dennis had also obtained neat new business cards for our club (1000 for only \$19.99 plus tax). The

business card now includes our website, and a place on the back where members can put their name in order to get new members if they see a Triumph they believe is not known to the club. These were passed around so that members would have some to give out.

With no other new business to discuss the members voted to adjourn the meeting at about 7:40pm.



The April Meeting at McNellie's was very well attended.



John:

I have had these for some time and decided to put them together and hang them on the wall. I have them in a shadow box with a glass front. I took them out to get a picture without the glare.

I have several TR items on my office wall, others in the club might want to consider this.

Tom Chronister



2017 Club Activities

DATE	EVENT	FACILITATOR
Sat May 20 meet QT Highway 75 / 20 Junction 10:30 am	"Osage Hills and Dinks Drive"	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

TULSA TUNNELS TOUR

The brave souls that ventured out in heavy rain to see the tunnels under Tulsa as hosted by Dewayne Pass are pictured below except for me cause somebody had to take the darned picture.



This picture was taken pretty early in the new GHGN. Murray's 3, Dorton's 6 and the Pumkin. It held more cars then, no lift.

Dewayne is facing you, Jack Finch, Denny, Rolf, Debbie Finch, Adele and Kay. In spite of the weather attendees were very interested in the sights as well as the commentary by Dewayne. Good outing all in all.

THINKING AHEAD

It might be worthwhile to keep in mind that **next year the club will be 25 years old**. The Pumkin has been mine longer than any other car I ever owned. Looking at membership, the list has changed a lot since the first days of organization.

We had a big blowout when the club turned 10 but we were younger then. I don't know what kind of special recognition is appropriate but surely we can think of something.

I value our members as I am sure that you do. It is just important that we keep in mind that this is a club of people, not cars. The cars just provide some cohesiveness.

Being one of the members with long tenure makes me remember the early days when we had more passion, or enthusiasm, or magic or whatever you want to call it. I miss it but honestly am as busy as I want to be. I have my memories as I am sure you do as well. Good friends.

CONVENTION NEWS FROM DENNY

Took third place in my class today. Will load car and hit the road in the morning.





**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 9 th	04:30 – 09:00 pm Registration & Tailgate Party Previous Moments Hotel
Saturday June 10 th	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 Carlucci High School Must be registered for Banquet by June 9th Banquet Theme 'Pejora Party'
Sunday June 11 th	08:00 – 10:30 am Breakfast at the 'Thorn's' Must be registered by June 9th

BANQUET & BREAKFAST ARE RESERVATION ONLY

Accommodations

Our host hotel is the Previous Moments Hotel, located on 2921 Hazel Street, Carlucci, MO. Special room rates for GOBMC show a limited while block of rooms left. To guarantee your rooms, contact the hotel at (671)884-8900; 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 – choose size S M L XL XXL

First Car or Cycle \$30.00 _____ \$ _____

Number of additional cars X \$15.00 _____ \$ _____

Number attending Saturday night Awards Banquet _____ X \$17.50 _____ \$ _____

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

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

Total Registration Fees _____ \$ _____

Please return completed form and check to
 GOBMC, 1608 East Bingham, Oark, MO 65721

For more information contact David & Rhonda Thorn, mgsprthorn@yahoo.com or (617)358-9166

Release and Waiver: We need 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 Oark's 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.carluccitruephs.com



**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 Forrester 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/>

2017 SHOW SCHEDULE

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>

Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma
Date: ???, 2017
Web: <https://www.facebook.com/morellicarshow>

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/>



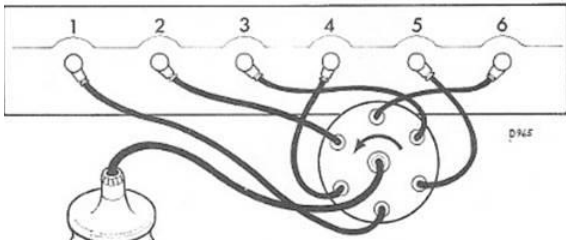
Mike and Judy Piggott took their early Spitfire and placed first in their class in the Autocross and second in class in Participant's Choice show.

Art Graves placed well in the autocross and first in Concours with his late TR6.

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.



↑ 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

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

4/14/2017 – Frank called early today to say he did not feel up to bringing his car over to get the brake system checked out. I called Jim to see if he needed anything on his “new” TR6 and he said the fuel system had to be cleaned before he could bring it over for anything.

That opened up the day for me to actually work on my own car for a change. That is not a complaint. This being my hobby I can work on mine whenever I am not working on yours.

So there are so many things left to do on the TR8 a decision was needed on what to do next. I decided to work on the rear suspension. I have been trying to adjust the exhaust to eliminate some rattles but came to the conclusion that it might not be the exhaust but the rear springs riding on the trailing arms with no spring cushions in place. Might work.

Jim needed something to keep him out of trouble so he come over to help with the job.

The job is super simple on these cars. The rear suspension is a great design in my mind. Remove the rear road wheels. Disconnect the rear sway bar by two bolts each side, take pressure off the spring using a floor jack, remove the rear trailing arm bolt, remove the springs, remove the front trailing arm bolt and upper arms by removing two more bolts and it is disassembled.



Beat out the old bushings, install the new poly-bushings using lots of CV Joint grease to prevent the bothersome poly squeaks. Put new springs and pads in as the trailing arms go in then the upper arms back in place and you are done.



We had to experiment a little with how to apply leverage as needed to align fastener holes but that was the only difficulty we had.

With the wheels back on and properly



torqued we went for a ride. The rattles are gone, yippee! The ride is better even though the springs



are rated a little stiffer and the car sits lower by about 1 ½ inches. Even though the front springs

are yet to be installed the stance of the car is more to my liking.



The new shocks which I was not happy with work well with the new springs so now I am happy.

The next problem that I want to work on is a lack of fuel when I start the car. I have to let the electric fuel pump run for more than a full minute to get enough fuel to the carb so that it will start and run.

A backflow preventer valve has been procured via eBay so perhaps I can get it installed tomorrow after the Geek squad leaves. Our 10-year-old AV receiver crapped out probably due to lightening.

4/16/2017 – Charlie called last night to talk about the backflow problem. He had gathered several pieces of information from the internet related to the cause of the problem.

It seems that electric fuel pumps are supposed to have an internal check valve the won't let the fuel siphon back into the tank once it passes the pump. Obviously the check valve in my pump has failed.

Opinions differ on the use of an external backflow preventer / check valve saying it is ok but that usually means the fuel pump is on the verge of failure.



I decided to try the backflow preventer from eBay so it was installed today. After a test drive and a long sit to check for backflow I will let you know what happened.

4/17/2017 – Nothing happened. After adding the backflow preventer no fuel could get to the carbs and not I did not install it backwards. I ordered a new fuel pump, the original in the tank type. Gonzo had installed an external pump back in 2011 when I had the car for a while.

My job now is to drain the fuel from the tank, remove the external pump/filter/backflow preventer, remove the old internal pump from the tank and repair the fuel line from whence the existing components are installed. With all that done installation of the new pump can commence when received from the Wedgeshop.

4/19/2017 – I checked the date of receipt on the new fuel pump and it said tomorrow so I went about removing the 10 gallons of gas and old fuel pump.

A long piece of water hose was connected to a shorter piece of 5/16 fuel line and when the nonfunctional stuff was removed the 5/16 line was connected to the tank outlet and the larger water hose end was placed in an empty gas can.

When the first can was full (5 Gal) the hose was switched to the other can and it was also filled.

The pump retainer was removed and the old pump assembly was maneuvered out of the tank with some difficulty. Not fun.



Anyway the removal process is done so when the new pump gets here it should shorten the job by having this done prior to receipt of the new one.

I wonder if the new pump will do anything to correct the issues with what I thought to be the carburetor. One can hope.

It should be said that this is the first time I have changed an electric fuel pump in anything. It has long been the practice here in GHGN that I would learn stuff on other people's cars before working on mine. Somehow that practice has eluded me on the TR8. Gotta work on that.

4/20/2017 - True to their schedule the new fuel pump arrived today as I was finishing up a project for Jan. You can see from the picture that the original assembly had to be disassembled, new parts added and reassembled.

The design is simple to see but a little difficult with which to work. The electrical terminals are especially difficult to work with as are the new rubber hose between the fuel pipe and the pump and also the rubber seal and filter bag on the input end.



Of course getting it back in the tank is no easy task either. The retainer fits on top of the new rubber seal and has to be slightly compressed to start the retainer in the tank so holding the seal in place, holding the pump assembly in place starting the retainer had me working a little hard for a while.

With the pump in place and all pipe fittings secured the electrical connections were made. At that point I decided to turn it on to see if it worked. It did not.

Believing (correctly or incorrectly) that it would work if I just added gas back into the tank I proceeded to do just that, spilling my fair share as usual. After the first 5 gallons I tried it again and it did nothing initially but did finally start pumping.

The next gut check came when it just kept pumping with nothing getting to the carburetor. So being the optimist that I am I added the other 5 gallons of gas that had been removed to access the old pump.

With that done the switch was again activated and the pump began to run, and run, and run. In desperation I turned the engine over a few times to see if that made any difference. Then I stopped, then restarted, then stopped then spun the engine again and it tried to kickoff. After another wait it started and the pump appears to be doing its job.

While the car was running and warming up the sun came out tempting me to take a drive but the roads were still wet so it seems logical to take a shower, write this stuff, eat some lunch, take a nap then go for a drive. What a plan.

Well, I took that ride. Went about 50 miles and for the most part enjoyed the drive. Two issues want a little more attention however.

The first is differential noise. When J Lindsey and I put in the new rear suspension bushings and springs something was upset in the way the gears mesh. There was always a little noise but it got a lot noisier after the work was done.

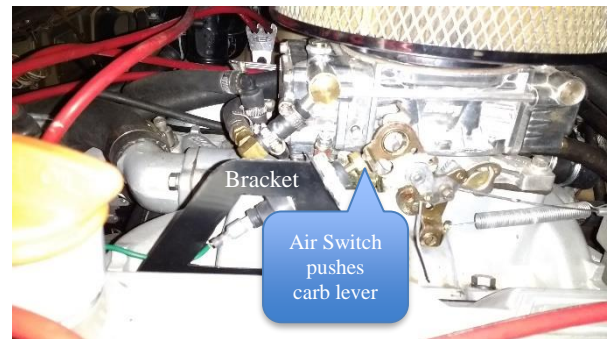
As the drive progressed the noise lessened and is nearing the sound level that existed prior to the suspension work. That is good. Maybe next year it will be time for a new set of differential gears.

While on the drive I was trying to listen to the radio over the dif noise so the windows were up and the air conditioner was on. Love that cool air, but when stopped at a stoplight the idle was at about 2000 RPM.

When the new system components were installed a switch was used to speed up the idle when the air is on. The switch is mounted on a sheet metal bracket and is electrically activated along with the air conditioner. The bracket was not properly located under the intake manifold bolt heads when the engine was reassembled so they needed to be adjusted.

When I got back to the shop the two bolts holding the bracket were loosened and the bracket moved to a location that produced an idle speed of

1000 RPM with the air conditioner on. Turning the air off deactivates the switch but the idle remains



When the switch for the air conditioner is turned on the switch for the idle increase is activated and pushes the idle lever on the carb to increase the idle of the engine to compensate for the extra load on the engine caused by the compressor for the air conditioning.

the same because that is where it is set to run in normal conditions. More progress, the TR8 is getting better.

After a much needed nap I went back to the shop and started storing tools where they belong and sweeping the floor. There are now 3 work surfaces that can actually be used.

4/22/2017 – Well I think I have finally dried out from the tunnel tour in the rain yesterday. Since nothing else has been scheduled into the shop today it seemed like a good time to kill a few more rats on the TR8.

The glove box door support fabricated earlier is a good one but the plastic retainer used to clip it to the side of the box did not work. Today I installed a different type of plastic retainer but doubt it is a big enough diameter to last long. When out shopping it will be a good idea to look for a larger retainer.

With that ready for testing the car was raised for two reasons. A fuel line needed to be anchored after the fuel pump work so it was tywrapped to a close buy brake line. It no longer moves so that should do a good job of anchoring.

While up I checked one of the bump stops that was knocked loose when the suspension was replaced. Jim had put it back in the hole but the retainer was partially broken off so it could have easily been lost. The old JB Weld was used to hopefully stick to the end of the broken retainer and

the bracket to hold it in place. We shall see how that works.

The last little job was to use carpet snaps to hold the passenger side carpet biased to the right to cover a gap between pieces. The male half attached to the firewall, the female half attached to the carpet. If all is well this will help hold the carpet in place and cover the gap. Again, time will tell.

The next two tasks will take longer and be more difficult. The radio antenna needs to be replaced and I still need to get the turn signal indicators on the dash to function. Not sure what that will take yet.

About dinner time I drove the 8 into town to pick up some pizza. I was very disappointed that the fuel had all drained back into the tank and the pump ran for about 3 minutes to get gas to the carb. Back to the drawing board.

4/23/2017 – This afternoon I raised the car and installed the previously discussed backflow preventer and a new fuel filter. It took a long time for the fuel pump to get fuel to the carb.



Tomorrow I will start the car and hope there is gas there for it to start. That would be very nice for a change. It now appears that the fuel pump installed in 2011 may have been ok as it was. If this pump fails I may reinstall it to give it another try.

The differential noise continues to aggravate. I may have to address that issue sooner than I would like. Rebuilding a differential is something else I have never done. Won't learn any younger I guess.

4/24/2017 – So today I started the 8 with a lot more ease than before installing the backflow

preventer. Not perfect but better. Still think the carb needs some TLC.

4/25/2017 – Jan had a doctor's appointment in Jenks today so I talked her into taking the 8. All was well on the trip down. We saw workmen putting out cones at the 76th street bridge on 169 and went on our way. Since 75 was also under construction we chose the turnpike which dumped us on 75 the other side of the construction. That worked out fine.

Leaving the Dr's office we traveled through Jenks and after crossing the river connected with the turnpike again to miss construction. We ended up northbound on 169, forgetting about the cone placement seen on the way down. We hit the stop and go traffic after passing 56th and the 8 got a real world test pretty quickly.

The waterless coolant performed flawlessly. We turned the air conditioner off which also had been working flawlessly but we were not sure what the car would do on its first trip through a construction zone at a stop and go pace.

The temperature gauge started to climb and the IGN light began to flicker. This indicates that there is insufficient power coming from the alternator to run the engine and electrical components. The cooling fans came on and the light brightened a bit. We turned the vent fan off.

We worked our way through the traffic and cleared the bridge and the work crews. At speed again the temperature went from $\frac{3}{4}$ to $\frac{1}{2}$ reasonably quickly but the IGN light remained on fading from dim to sort of bright.

At this point I began to think that the new belt on the new alternator had stretched a little. We made it home but the car was not running well and the reduced electrical output was the most obvious cause.

Back at the shop I got out the lawn stuff, trimmed and mowed then checked the alternator belt. It was indeed loose. I previously ruined a brand new alternator by prying on the side of it with a crowbar so that method was out. I found some rope and went around the housing with it and used it to pull on to raise the alternator then tighten the belt.

The belt tightened to what I think is a good measure so the bolts were retightened and the job should be done to fix the electrical issue. We shall see.

This evening I started the 8 to fetch dinner and the IGN light came on. Looks like I have more to do. Switched to the 6 and went top down. Good day for it.

4/26/2017 – It has been one of those days. The exterior door lever to the garage broke so I went to get a new one. Naturally I wanted to drive the 8 so the bonnet went up and I started looking for obvious reasons the IGN light would be on.

I started looking for a burned plug wire or something as obvious that would be an easy solution to the problem. While rearranging and checking the plug wires it looked like there was some movement of the distributor cap. Sure enough for some reason one clamp had come loose and it was moving around so I thought here it is.

The only thing I could think of was the wires were too tight at the distributor so wire routing was tweaked a little to provide more slack.

Started the car, backed out and the IGN light is still on. Before starting the car, I leaned over to roll up the passenger window since the weather had turned cold. There was some resistance so opening the door seemed like a good idea, except it won't open. I worked with it for a while and gave up. The next time I looked in the car the speaker cover had fallen into the carpet on the passenger side.

The new turn signal switch arrived today and judging by how my last attempt to remove the steering wheel went, that job is worrying me a little. Sensing there was no point in trying to fix anything on the 8 today the truck was used to get the new door lever. Naturally no one stocks the brand installed by the builder so the keys no longer match. It has definitely been one of those days.

In the evening Jim Lindsey called to discuss starting issues with his new TR6. My conclusion was that the best hope for solution was to replace the new rotor bug under the distributor cap.

I had a spare rotor in the stash that I got from Advanced Distributors and sold it to Jim. He

was not pleased with the high price but I bet he is pleased that his car will start. I hope.

We discussed the 8 for a while and he recommended replacing the distributor cap and rotor with Delco parts since the engine is of original GM design. I will try that tomorrow then work my way through all the other issues that surprised me today.

4/27/2017 – Went to the shop a little early today to get a start on fixing all the stuff on the TR8. First thing done was to make sure a pulling tool that worked on the steering wheel was available so if not one could be obtained on the trip into town.

Turns out I had a puller that worked well and the steering wheel was off in pretty quick order. Two screws held the windshield wiper stalk to the bracket for the turn signals/horn/dimmer switch so they were removed and the signal switch extricated.

Some web site posts related to the quality of the switches gave me some concern but upon receipt the switch is wired correctly and the quality appears to be quite good.

The new switch went in pretty easy as seen here it just slips over the steering shaft. Notice the divot in the center of the shaft. That was added to give the puller a place to rest and not slip off the shaft.



All functions were tested and worked well prior to assembly of the wheel. Some anti-seize compound was applied to the spline to ease future removal and the steering wheel put back in place followed by the retainer washer and nut torqued to 37 ft/lb.

The wiring harness modular connector was plugged in, the wires under the dash held up using

a tie-wrap and the job was done. Having the right puller to remove the steering wheel made this job pretty simple.

The seat belt tends to irritate my neck and while searching for the puller I ran across some seat belt retainers purchased for the TR6. They did not work there but are the correct length to work on the TR8 so I put them on to see how they work. Looks like they will work fine.

I then tried again to open the passenger door with no luck. I am thinking maybe Jan closed it a little harder than needed (make that slammed) and something jammed up really tight. Not sure how to proceed yet so stay tuned for that one.

As for the distributor cap and rotor, turns out the parts for the GM version of the engine do not appear to be compatible with the Rover version. The correct parts were ordered from the Wedgeshop so the car is sitting waiting on parts. Maybe I will have the door fixed by then.

Google is a wonderful thing. There were lots of sights where people talked about sticking doors on TR7/TR8 convertibles. Some talked about disassembling doors, going in from the back side of the B pillar, using hacksaws to saw through the latch, using a crowbar to pry the door open, etc. The method mentioned most often was "kick the crap out of it".

Jan came out to assist me and I kicked the crap out of it from inside the car. It opened right up. I cleaned and dressed down the point that I thought was sticking so we shall see if there is a recurrence.

4/28/2017 – Sent a message to Denny today to see if he wanted to stab his overdrive transmission into the engine as he requested but found out he made it to the regional convention. I wished him a good time and went to the shop to kill some rats. Not really.

I had a new TV antenna to install so thought I better do that before it ended up broken. It took longer than expected but ended up with about 60 channels and good picture on all. Time well spent.

Since work on the 8 is pending receipt of parts it seemed timely to clear some of the trash off the west wall work bench. I am not sure how all

that stuff accumulates but it does. It all went fairly fast until I hit the hardware pile on the end.

The thing I picked up was a water clamp so that is what was collected first and put away in the cooling system drawer.

Flat washers followed that and when most of those were in the proper bin Jan came out and suggested I call it a day. Well I was not having a bunch of fun so I did.

4/30/2017 – Work today focused on organizing the bench on the east wall of the shop which helped a lot. I guess the next thing is to install parts tomorrow to get the 8 running again, I hope.

5/1/2017 – The cap and rotor arrived today and it did not take long to change them out. The car was very hard to start for lack of fuel. The pump worked and worked and finally got some gas up there.

When the car started I let it warm for a little while then went for a test ride. The miss is gone and the new turn signal works great and even cancels after the turn, something the old one did not do.

Two issues remain, the carb I feel needs some attention and the IGN light kind of flickers once in a while like there is a loose wire somewhere. I guess when it stays on all the time I will figure it out.

As for the carb, Charlie Brown referred me to a guy that is supposed to be very good with Holly brand carbs. I put in a call and am waiting on a callback as this is being written. Please hold.

5/2/2017 – Today was a very interesting day. Charlie's carb guy turned out to be much more. I took the 8 over this morning and the alternator quit on the way over there. I no longer recommend Shorty's electric for anything.

When I arrived I talked to James Brown, the owner operator of this automotive restoration / repair business.

I saw four lifts and a rotisserie, a large well equipped shop that was super clean. I saw projects that are in work including Mustangs, Camaros



James Brown with Dodge Dart Convertible



Camaro with huge motor

Chargers, Challengers, a Dodge Dart Convertible, a 66 Chevy Bel Air.

I saw rebuilt engines, large ones for GM, Mopar and Ford.

There were exhaust headers hanging on two walls.

The TR8 is his first Triumph to work on and he did not know that any of them came with a V8 engine.

James is hoping for more work like mine, carburetors (not sure he can work on SU or Stromberg's however) and other types of repairs that bring in receipts more regularly than the



long term projects that are waiting on parts or completion of work by sub-contractors such as my alternator or paint work.

James does not advertise and relies on word of mouth for incoming business.

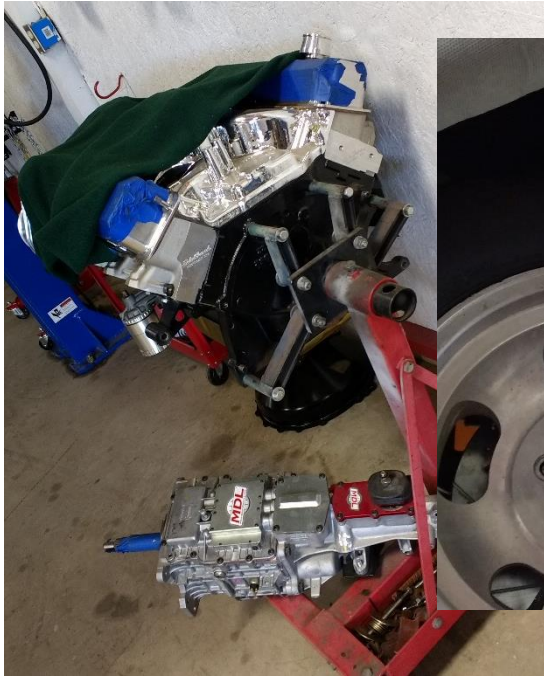




Lots of exhaust headers awaiting installation



1970 Charger 440 Triple black with new floor pans. All matching number restoration.



Great shop, nice guy does fantastic work.



5/5/2017 – Drove the TR6 to James Brown's shop today to check on the TR8. The carb work is done but the alternator is not back from rebuild yet.

James wants to do a little checking on the valves to see if he can prove or disprove his theory on what is causing the engine to be noisy. To do this he wants to remove a valve cover and most likely a rocker shaft.

His theory is that it may be possible that the tip of the valve shafts could have been touched with a grinder during rebuild to remove burrs and possible had a little too much material removed. I do not think his theory will prove out but if that has been checked I am not aware of it. I expect it to result in another test that proves nothing.

I did not take the shop manual with me so another trip was made over to his shop to make sure he had all the needed information. It is a 13-mile trip through Claremore so about 50 miles on the TR6 for the day. Very enjoyable.

Later I visited with the guy reworking the alternator to try to explain why it was so fried. Apparently when the distributor cap latch failed, most likely to too tight spark plug wires, it tipped and caused some crazy electrical charges going into the alternator which fried several diodes.

So parts are ordered for the alternator and James needs the space where the TR8 is sitting. Ok John, think. The two alternators in storage were pulled out and parts taken from one to outfit the other. That is done so the next step is to try to get it tested to install in the car. If it works the one being repaired can be used as a spare until needed.

Note to John: The distributor turns when advancing spark, don't get the wires too tight or it will pull the distributor cap off dummy.

5/6/2017 – When we last left our hero he was wondering if the alternator he assembled would actually work. This morning the alternator was taken to O'Reilly's for testing. Some different connecting hardware was needed if this alternator was to be used because the connecting posts have studs in lieu or push on lucar connectors.

The attendant happily said of course they could test it, however they needed a part number set up in their test cabinet software. O'Reilly's does

not have a listing for an alternator for a TR8 so don't bother trying that one.

So back at the shop a couple of jumper cables were fabricated to connect the existing wiring harness to the replacement alternator.

I then arranged to meet James Brown as his shop to install the test alternator then asked Jan's brother Karl to ride with me to bring back one of the vehicles to which he responded of course.

At the shop the alternator was installed and the engine started. There was no IGN light lit. The alternator output was tested and it was given a big thumbs-up. The alternator issue is resolved for the time being.

Back at the shop the oil/filter was changed to insure removal of any gasoline damaged lubricant. Prior to rebuilding the carb which had not been stored properly during the engine rebuild the fuel would run down into the engine and contaminate the oil in the sump.

Another attempt to eliminate exhaust rattles was made with some improvement and the handbrake cable was moved slightly to clear one of the exhaust pipes.

At startup it became obvious that additional adjustment will be needed on the choke. Ok, it is a hobby so I can play with that some more.

The other alternator is still in the rebuild stage but when that is complete it will be put back as a replacement for the one on the car now.

Drove the 8 to fetch movies and dinner. The movies stop worked out well however the stop at the grocery did not. AAA was kind enough to come out with their jumper box and give my battery a boost. I think the hard use over the past few days was a little much for it so tomorrow the charger will do its thing while I piddle with other stuff.

5/7/2017 – Charged the battery much of today. Returned some movies so drove the 8. The battery was charging all the way to the Redbox but did not charge on the way home.

Perhaps a bad connection somewhere perhaps in the alternator itself. At any rate I plan to install the rebuilt alternator when it is finished.

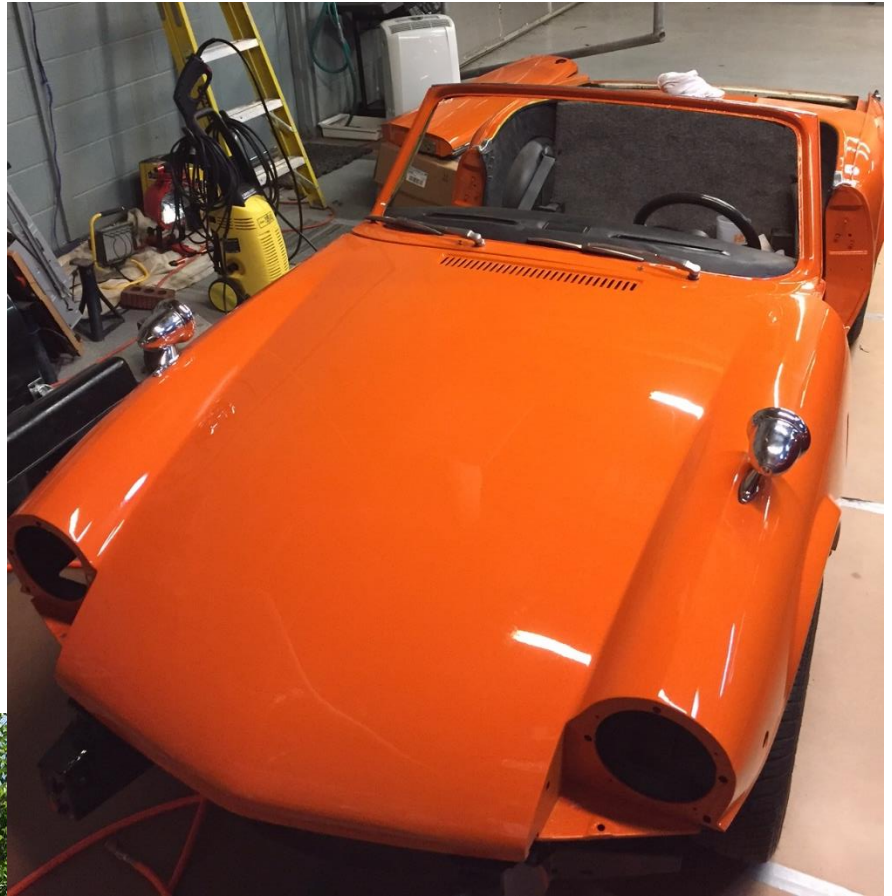
Hi John,

Not sure this is exciting news but I finally (after 2 months) got my car back from paint! Now the slow job of reassembly. It's been so long I hope I remember where the stuff goes! LOL!

Dr. Joe Landers

Joe Landers, DVM
Heritage Veterinary Hospital
4011 S 79th E Ave
Tulsa, Ok 74145
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Looking Great
Joe. So glad you
are enjoying your
hobby. John



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Hot Resto-Mod

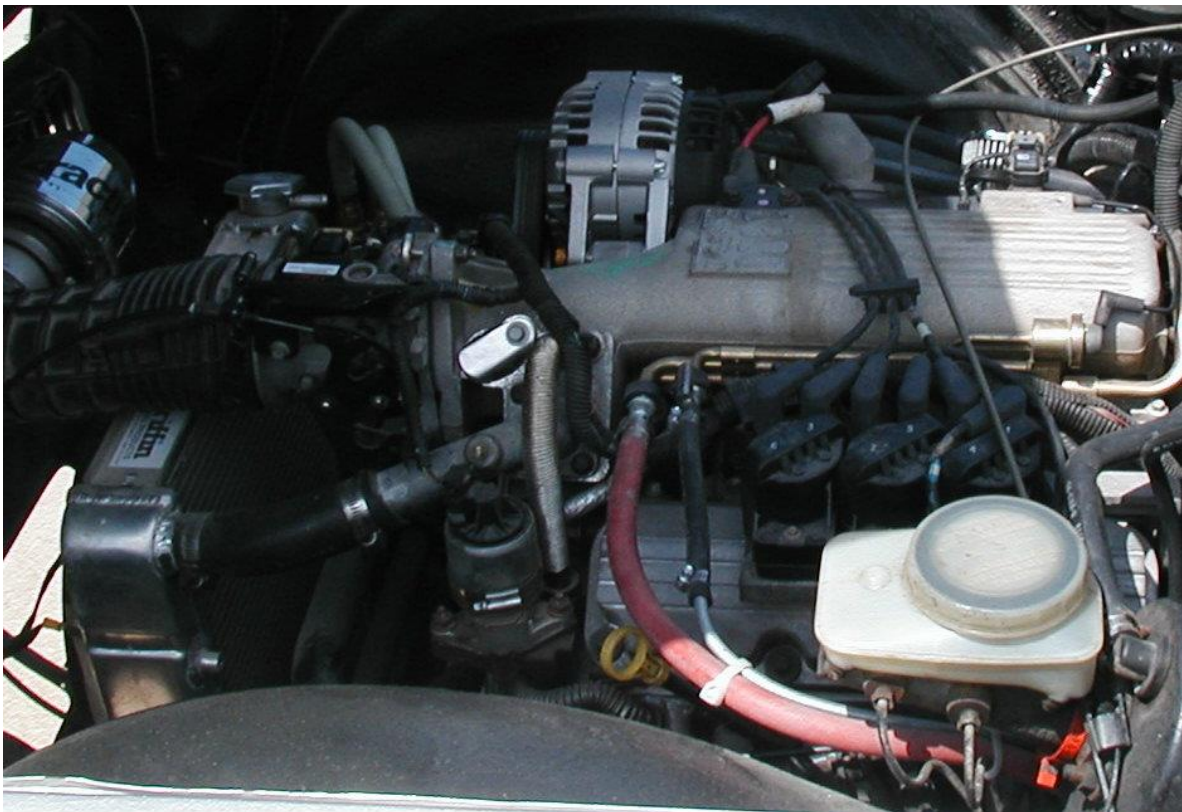
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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The TR6 that Jim Lindsey recently purchased came with a set of almost new Sheep Skin Seat Covers which Jim does not need. If you are interested in **Sheep Skin Seat Covers for a TR6** contact Jim at (918) 857-7150



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

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JOHN'S PAGE – STUFF FOR SALE

I Just like the tan one better

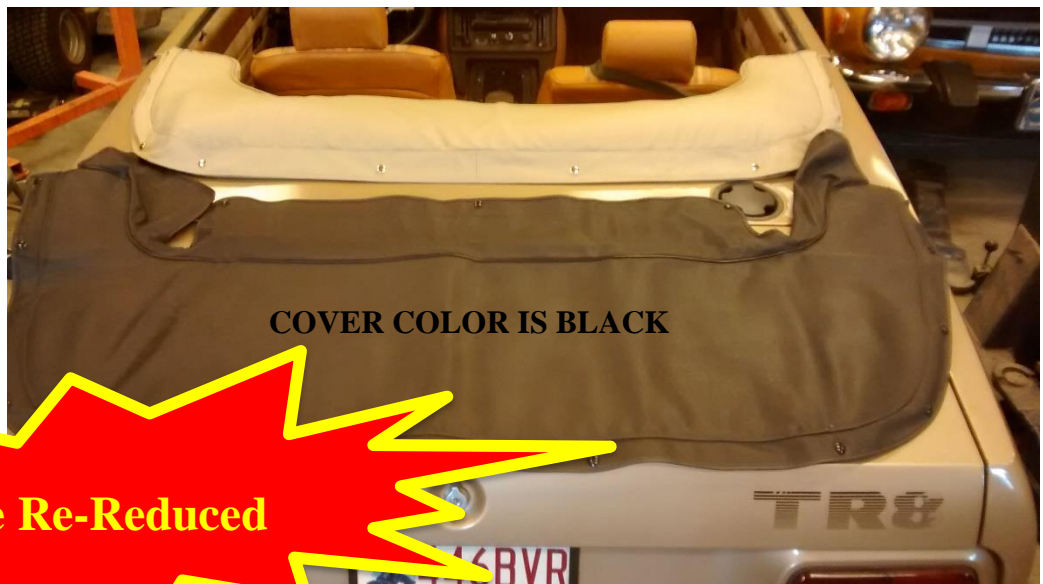
**Greasy Hands Garage North Has Used TR6 Parts If You Need Something Structural parts for suspension and steering
Transmissions and a Differential
Windscreen Frames, Some with Glass
Lots of other stuff so if you need something for your TR6 contact:
John Phillips at topaztr6@gmail.com or
phone (918) 283-7017**



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



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