



Triumphant Times

Green Country Triumphs

Monthly Newsletter for May 2018

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

Next Club Meeting:

Tuesday May 15th

Dinner at 6:00 PM

Meeting at 7:00 PM

Chuy's, 10808 E 71st St, Tulsa
OK 74133

Meet at the outdoor patio by the
Bar.

Officers and Committees

Rob Thompson – President

Cash Billups – Vice President

Denny Robinson - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

Jon Wood – Web Master

John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

PLEASE SUBMIT \$20 ANNUAL DUES BY
JULY 1 OF EACH YEAR TO TREASURER

From President Rob Thompson

Editor: this is one of those weeks when work and family just take precedence over club stuff like writing an article for the newsletter, and that is fine. I always tell members that this club is for fun and not intended to be a burden. If missing an article is needed, we can live with that. Enjoy your club



From Vice President Cash Billups

Ditto



Secretary's Minutes of the Last Meeting from Cash Billups for Adele Blom

Meeting minutes 4/17/2018

The April 2018 monthly meeting of Green Country Triumph was held at the Water Front Grill on Tuesday, April 18, 2018. Vice President Cash Billups called the meeting to order at 7PM.

The minutes of the March minutes were published in the current club newsletter and were approved as printed unanimously.



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
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Jan Phillips gave the Treasure's report. We have a few new members pay their dues.

Art Graves gave the car show report. The chief upcoming event next week is the VTR South Central Regional meet hosed by the Texas Triumph Register at La Torretta Lake Resort & Spa, on Lake Conroe, Texas from April 19th through April 22nd. Typically, the president of the local chapter attends the presidents meeting before the car show. Since Rob and Cash will not be attending we had a unanimous vote that Art will attend the meeting in Rob's absence. Art also reminded us about the annual Greater Ozarks all British Car show in Carthage, Missouri that will occur on June 8-10. The Triumph Register annual meet in Blowing Rock, North Carolina will be June 19-21. The VTR national convention in La Crosse Wisconsin on July 17-21.

John Phillips discussed matter for the part committee. John will be taking his TR8 to Danny's Differentials and Drive at 3521 S Sheridan RD, Tulsa OK 74145. He stated that several Triumph members have taken their cars there and had good luck. Dennis commented that he has taken his Spitfire up there before and they do good work. Dennis also commented about how long they usually take. John and Glen have been working on tuning up the TR3. Art replaced springs in the half shafts on his TR6.

Kay Robinson reviewed the upcoming activities, which are also listed in the Newsletters. The May activity is an overnight trip to Missouri's Roaring River State Park led by the Larson's. Attendees must make their own reservations for accommodation at the park. The Roaring River State Park is about a 4 to 5-hour drive from Tulsa.

Dennis Robinson reviewed the OLD Business section. He has not had a chance to make it up to the college. He talked to one of the folks up there and they are having a dinner with Craig Jackson on May 4th and a car show to follow the next day. There is a \$40 dinner fee and unsure about the car show cost. Dennis said that he plans on making a trip up there later next month.

There was a new member at the meeting Clarence Bishop, he owns a TR250. There was a motion to adjourn the meeting at 7:20PM.

The Current Club Mystery

Afternoon All,

Most of you don't know me, but my name is Clarence Bishop and I am one of your newest members because of a recent purchase of a TR250. When it arrived from a trailer delivery, the right rear tire was rubbing up inside the fender well. John has been gracious enough to lend his time and garage to investigate what the cause might be.

It would take a short novel to explain what the car has been doing and the theories/test that have been investigated. The latest was when I tried to buy springs from TSI and was talking to Ted Schumacher. After I explained why I was buying them, he was adamant about not selling springs to me until I did more investigative work. He wanted me to take it to a frame shop to make sure I was good there and then check the differential mounting. I took it to Gary at G&A Auto Frame and he looked it over and let me set up the car to check the differential mounting.

The frame was straight and there was no movement/twisting of the differential. Gary did feel like the wire wheel was not true. I saw what he saw and can't disagree, even though if that is the case, seems like I would have noticed a wobble back there beside the one I felt between 68-72 mph. Although I think John felt some when he drove it at different speeds.

So I don't keep going on about this, my plan is to put the red band Coker on the spare wire wheel (my spare has a wider tire on it) and try that. Whoever I can find to do that (maybe Dino's) can examine both wheels for trueness and of course I am open to anything they might find/suggest.

But before I do that, I want for someone to drive alongside/behind me as I re-create the condition and see if they can spot something. I also want to jack up the rear and do the test Schumacher told me to do but this time with the wheel on.

I know John would gladly do that for me, but I don't want to take the chance of damaging the tire/car with a 30-40-mile trip. I am hoping someone with a good eye for these things that lives closer so as not to be too inconvenienced, has a spare hour today or tomorrow to help with this. I live in a neighborhood just SE of the 71st and Sheridan intersection.

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If anyone has the time to do that this weekend, please let me know, my number is 918-510-8646. Thanks all.

*Thanks,
Clarence
918-510-8646*

I didn't see this email until Monday AM. If you still need a hand call me at 918-406-2423. Chad.

I can't imagine what is causing this.....strangest thing I've ever heard about.



**Carol and Glenn on
Utah vacation, sans TR3.**



2018 Club Activities

WHEN	WHAT	WHO
TBD	Bartlesville Trip	Kay
May 19 th -20 th	Roaring River State Park	Larson
June TBD	Drive & Picnic	Dale Smith
June TBD	Lake Fun	Chronister
June 22 and 23	EuMo Ex back in Sand Springs	Fraser
July 17/21	National Convention Wisconsin	Art
TBD	Breakfast at Tally's	Kay
August	Astronomy Club Mounds night drive	Kay
September	Pawhuska Pioneer Woman's Drive ^& tour	Donna & Rob
September 27 – 30	2018 6-Pack Trials, Fontana Dam, N. C.	TBD
October	Shangri-La Overnight Drive	Rolf
November 3	Guy Fawkes Celebration	Jan
December	Christmas Party	Donna & Rob

Courtesy of Bill Waller, Hill Country Triumphs

Have you ever had no spark in #1 cylinder?

How about no spark in 1 and 4. This is how my Triumph fix-it saga began. First I changed plug wires; no change. Replaced coil; no change. Bought new Pertronics for my new distributor; no change.

Checked ground, replaced distributor cap & rotor; no change. I proposed my problem to club members over beer, a lot of head scratching; no change.

Talking later to Don Couch, he reiterated spark plug test. I reminded him the spark plugs were new and *there was no way two new plugs would go out at the same time, but sense I had tried everything else I started testing the NEW CHAMPION PLUGS. Low & behold;

CHANGE. I had two dead plugs. Now I ask you what are the odds. I replaced with a new set of AC Delco spark plugs, and all is good. *never assume the obvious is true

Editor Note: years ago TRF recommended NGK plugs (BP6ES for TR6) and they have served me well. I do not use Champion plugs.

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Green Country Triumphs May Drive

When: Saturday, May 19 - Sunday
May 20

Where: Drive the winding roads of
Oklahoma, Missouri & Arkansas to
Roaring River State Park in Barry
County, Missouri

Spend the night at the Roaring River
State Lodge

Room Rate - \$99 Regular Room

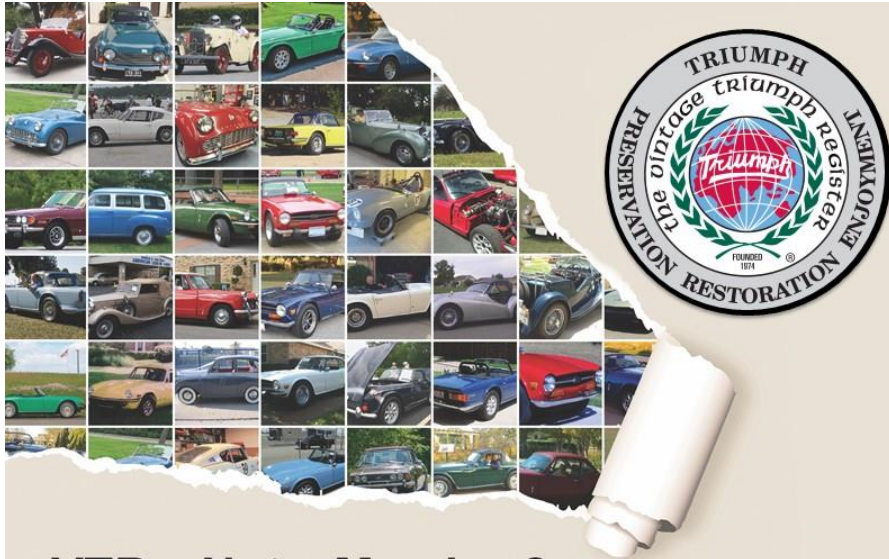
\$110 Room with Balcony

Make your reservations ASAP through
Stephanie at 417-847-2330.

RSVP and **Questions** to Glenn & Carol
Larson - larsongc@cox.net or 918-
805-4410. Additional Information
to follow.



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VTR – Not a Member?

Here's an Offer You Can't Refuse

Established in 1974, the Vintage Triumph register is the only North American organization devoted to all Triumphs. It eventually absorbed the factory sponsored owners' club, the Triumph Sports Owners Association. Now in its 43rd year, the VTR prints an award winning full color magazine 6 times a year, a website with specifications of every Triumph, a national convention held each year somewhere in the country hosted by a local chapter, a national directory of every member, and a listing of over 65 chapters throughout the US and Canada. These are just a few of the benefits.

Now, through June 1st 2018, you can join for two years for the price of one.
Here's how:

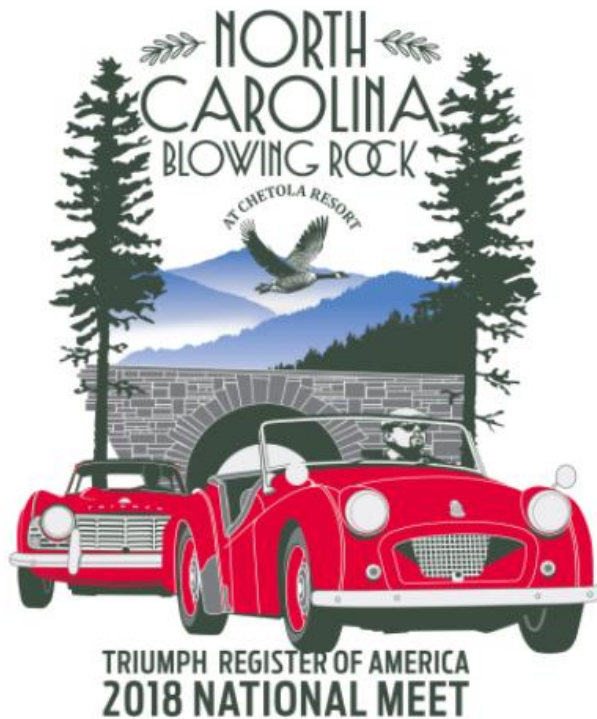
- Go to www.vtr.org and click on "Join Here" in the Member Login box.
- Fill in the application page.
- At the bottom of the page insert (redriver) where it says Coupon Code.
- Follow the instructions for making your payment - \$35 for TWO years.
- Submit the application. You will receive an email with the information about your membership, and a welcoming packet with the latest issue of the magazine a few days later.

Got a question or two? Just send an email to Dick Birch, Membership Secretary at birchtr6@gmail.com

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TRA 2018 NATIONAL MEET INFORMATION & REGISTRATION
Blowing Rock North Carolina
June 19, 20, 21, 2018

Set in beautiful Blowing Rock, NC, the host hotel is one of the nicest properties to ever host a TRA National Meet. Resort amenities include a full service restaurant and bar, spa and salon, heated indoor pool, fitness center, yoga and fitness classes, jacuzzi and sauna. In addition there are a variety of outdoor activities including fly fishing, hiking, tennis, golf, and clay shooting. The grounds are perfect for relaxing with friends and late night parties! Please check back here, for more 2018 National Meet updates and the event schedule.



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

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2018 CAR SHOWS

Greater Ozarks All British Car Day

Location: Carthage, Missouri
Date: June 8 – June 10, 2018 (Tentative)
Web: <http://carthagecarshow.com/>

TRA National Meet

Location: Blowing Rock, North Carolina
Date: June 19 – June 21, 2018
Web: <http://triumphregister.com/tra-national-meet>

VTR National Convention

Location: La Crosse, Wisconsin
Date: July 17 – July 21, 2018
Web: <http://www.mntriumphs.org/index.shtm>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania
Date: August 16 – August 18, 2018
Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri
Date: September 1 – September 2, 2018
Web: <http://www.heartlandallbritish.com/index.html>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas
Date: September 7 – 8, 2018
Web: <http://www.britishironnwa.org/>

6-Pack Trials

Location: Fontana Dam, North Carolina
Date: September 27 – September 30, 2018
Web: <https://jimholewka.wixsite.com/trials2018>

Texas All British Car Day

Location: Round Rock, Texas
Date: September 28, 29 and 30, 2018
Web: <http://www.txabcd.org/>

Red River European Car and Motorcycle Show

SATURDAY 06 October 2018 at 10am to 2pm
Tarrant County College, 5301 Campus Drive, Fort Worth, TX 76119
POC: David Pilcher, (817) 521-3157 and davepilcher@yahoo.com
<http://www.redrivertriumphclub.org>.

Triumphest

Location: Sacramento, California
Date: September 27 – September 30, 2018
Web: <http://www.triumphest.org/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas
Date: May, 8, 2018
Web: <http://www.allbritishcarday.com/>

Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma
Date: TBA, 2018
Web: <https://www.facebook.com/morellicarshow>

**Minnesota Triumphs
beckon you to the
VTR NATIONAL 2018**

**July 17-21, 2018 at the
Radisson in La Crosse, WI
Facebook VTR2018 www.mntriumphs.org**

**On the banks
of the historic
Mississippi River**



Featuring 50 years of the TR250

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6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROADS...

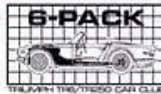
[Home](#) [Hotel Information](#) [Driving The Dragon](#) [The Roads...](#) [Schedule of Events](#) [More](#)



2018 6-Pack TRials

Fontana Dam, North Carolina • September 27-30, 2018

*Celebrating the 50th Anniversary
of the Triumph TR250*



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Paula Sammons-Brown is with Charlie Brown.

2 hrs · Glenpool · 🌐

When you want to spend time with your husband. You go hang out at a car show 🤘



Here is an event that some members may find interesting.

Chickasha Spring Auto Swap [Meet, May](#) 10-12, Grady County Fair Grounds, Free Admission
34 acres of parts and accessories, rare auto-related antiques, memorabilia, etc.
Additional information: 405-224-6552

If not too late for your news letter, if so just ignore.
Kay

Note: The building with the awning showing peeling paint is where my uncle and mother had their barber shop. I even worked there for about a year in the 70's.

My daughter and I recently took a walking history tour of Collinsville. The theme was what the town looked like in the 1950's. I saw some people that I had not seen in years and it was all in all a very good time.

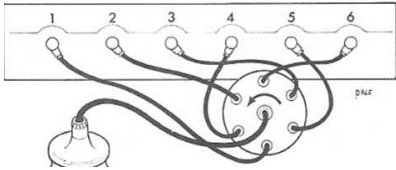


JOHN'S QUICK TIPS

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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.



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

https://www.youtube.com/watch?v=IS2FhmWK6_o&feature=youtu.be

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?tiress=215-65r15-205-70r15>

Motor Oil: 15W50 Mobil 1 with added ZDDP or add Lucas Break-in Oil at each oil change to your regular oil.

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/>

Transmission: 40 Wt. Non-detergent Motor Oil or Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



Starting Page 2

JOHN'S QUICK TIPS



*

Something New from Goodparts

Shock Link Set, Rear, TR4A-TR6, Rod End



US \$139.00

Product code (SKU):

2613

Weight: 3 lbs

Qty:

 **Add to cart**

The original type shock links connect to the trailing arm with a rubber bushing above and below the trailing arm. Compression of the soft

rubber allows the trailing arm to move up and down a little without moving the shock lever. These spherical rod end links transfer all movement of the trailing arm to the shock lever so the shock can dampen even slight movements of the trailing arm. Replacement original type shock links are prone to failure at the upper end. These upgraded links are a much stronger design that should hold up better than replacement original type links.

tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

Note: Hill Country Triumphs is reporting a lot of trouble with fuel pumps and kits from Moss. I know multiple members from GCT also have had fuel pump problems. Suggest using a different supplier such as British Parts Northwest or The Roadster Factory. Hopefully they use a different manufacturer.

LESSONS LEARNED

- When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

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

4/9/2018 – This morning I drove Tinkerbell over to Carol and Glenn's house for donuts. Glenn thought I came over to help reinstall the newly machined head on his TR3 but it was really the donuts that got me.

Carol was smart enough to wait until the head was back on the engine before she got the donuts however, so Glenn and I both got what we wanted.

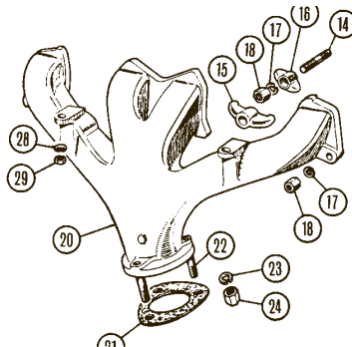
There were stumbling blocks however. One of the studs that attach the head to the block was not cooperating. When it was removed the nut was frozen in place and could not be removed so a nut splitter was tried to get the nut off. In the end the nut splitter deformed the nut enough to break the seal between nut and stud and the nut was removed.

While torquing the head studs the engine lifting lug was installed on the right rear stud. To accommodate the torque, process the intake/exhaust manifold needed

to be in place so that was installed before the head torque could be completed.

At this point Glenn started looking for the rest of the hardware but it had escaped. We switched over to the installation of push rods and rocker shaft. This went well and we finished the installation but did not progress with the valve adjustment and decided to call it a day until the missing hardware was recaptured or replaced.

We only worked a couple of hours but got the head back on and torqued down which was the primary task. Of course I offered to come back for more donuts, I mean to help with anything else needed on the TR3.



Tinkerbell performed well on the drive however there is still an issue with fumes in the car. I believe they are oil fumes from the engine so the crankcase ventilation is not yet perfected although the oil soaking of the air filter has been corrected. I wonder from where the fumes are escaping? Picture me scratching my head.

4/13/2018 – Tinkerbell tweaking is still in progress. While checking out the air conditioner yesterday it was obvious that the idle speed was way too high. The switch is shown in the picture held in place by a nicely configured bracket that is made of terribly flimsy material.

The bracket is held in place by intake manifold bolts which I guess is ok but I would prefer they be attached elsewhere and the bracket be of more serviceable material.

For the short term the bracket attach bolts were loosened and the bracket moved as far forward as the elongated holes would allow. Small adjustments can be made simply by bending the bracket material.

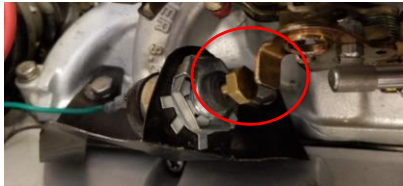


Figure 1As Shown: Air conditioner off, plunger retracted.

The goal is to get the plunger on the switch to push the idle lever to a position that results in the proper idle speed with the air conditioner on. Then when the AC is turned off the plunger retracts and the idle returns to the normal setting.

4/16/2018 – This morning I thought about the fumes entering the car and decided to check to see if the large intake plenum was in place as it should be and it was. The plenum however has two access areas, one on each end, to accommodate the wiper drive on one side and the bonnet release cable on the other.

Not knowing whether or not these were the access points for the fumes into the ventilation system it seemed logical to put some kind of blocking material over them to see if



they stop any flow of air/fumes from the engine bay.

The first attempt to block the **openings** was simply to apply some gaffer's tape to cover the holes. If this stops the fumes but does not prove to be a long term solution perhaps I can find some seals that will work for blocking air flow. We shall see.

4/17/2018 – I went to Glenn's house today to try to get the TR3 started after the head was reworked and reinstalled. He had everything back together when I got there but had not started it yet.

The first thing we did was install the auxiliary oiler to throw more oil to the rocker shaft. After that the car started pretty easily. The carbs were adjusted a little to get them balanced then we tried a test drive. Not good.

The car would run but it was backfiring through the carb and had no power. We worked with the distributor a little bit but did not resolve the issue. We think the issue

is related to timing, a lack of vacuum to the distributor for spark advance and perhaps an adjustment to the air fuel mixture. Needs more work.



4/18/2018 – This morning I dropped the TR8 off at Danny's Differentials for them to eliminate the whine. Cost will depend on what they find so I am hopeful that the need for parts and labor are minimal. He said it would take a couple of days but Denny advised to expect it to take more days. Anxious to learn the result. Hope I have had my last ride in my noisy car.

Glenn was kind enough to pick me up at Danny's and give me a ride home. We stopped for breakfast and conversation at Eggberts on the way. When I got home it was about time to leave to take Jan to her Dr. appointment in Jenks.

A couple of stops in Owasso after the appointment then home at 1:35. It must be nap time.

4/19/2018 – It is 10:30 am and Danny gave an update on the differential in the TR8. He had no socket that would reach the pinion nut so is in the process of having one modified to do the job so that will be a little delay.

The good news at this point is that the ring gear and pinion appear to be in excellent shape, which is what I expected. They looked good to me when I recently changed the fluid.

The bad news is the pinion bearings are "junk" as he said. If that turns out to be the only thing wrong the rework should not be too expensive. Oh yeah, he is having to make a tool. What was I thinking.

4/20/2018 – Today Glenn and I tried again to get his TR3 running but failed. The car started when I got there and we checked the air/fuel mixture and it was ok. The car is getting gas in the correct mixture.

We then moved back to the distributor. The aftermarket electronic ignition cannot be set for proper timing in the same manner as the original points set up which complicates the process.

The first thing done was to pull the distributor out and set the engine on top dead center. We verified this by looking at the valves on the number one cylinder and they were closed when the timing mark on the pulley was at the pointer. Check.

We then set the gear on the oil pump as required by the manual and installed the distributor with the rotor pointed directly at the

number one spark plug. Check. This process was complicated by a loose woodruff key that allowed the shaft to separate from the gears but we got it done.

The next step in the process is where we lost it. The idea is to set the hole in the pulley 3/8 of an inch from the pointer to the left. Check

A test light is then placed between the battery and the low tension lead at the distributor. In theory when the distributor is turned to the point that the light goes out the engine is timed. The problem is that the light does not turn on with the electronic ignition as it would with points. There is no point of reference to know where you are.

One thing we did correct was the firing order for the spark plug wires. They got switched around somehow. Still did not start. I gave up and came home.

4/23/2018 – Well, darn. I went back to Glenn's today to again try to get his car started. To make a long story short, trying to set the timing did not help. Re-setting the valves did not help. Time to consult.

Glenn guided me through the valve setting process on his TR3. He introduced me to the rule of nine. There are 8 valves on the TR3 so this rule says that if valve number 1 is open, adjust number 8. If 2 is open, adjust 7, etc. Turns out that this is the same process that Dewayne Pass taught me years ago but he just said adjust the opposite valve from the one that is open. The both do the same thing and they both work.

Tried to make contact with Chad but failed. Called Sam and conferred. We came to the conclusion that it was time to move the distributor 180°. That is time consuming but we did it. The end result was that the backfiring switched from the exhaust to the carbs. I think we are getting closer with every work session but close does not equate to success.

We may be down to getting the timing better adjusted and cleaning the spark plugs. It is possible that the car was flooded during the last attempt which contributed to the failure to start. We shall persist.

Glenn ran out of time for tinkering with his car and sent it to a shop to get it running. He is going to be out of town between now and the event they have scheduled so it needed to be fixed before leaving.

BINGO

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The project did not work out in my favor. This was disappointing and I hope Glenn is able to get his car running for the event and beyond.

Update: Glenn had AAA move the car to R & R Automotive who were very reasonable in their charges and he would recommend them for future projects. He got the car back 4/26. Also, had them install the front & rear sway bars that I had bought. I don't think they had to do much with the timing as I think you had it almost there. They had to add a plate on the front of the frame in order to install the front bar. I can't believe how much it has improved its handling. Glenn expressed his thanks to club members for help received on the project.

4/24/2018 – The last couple of times I drove the Pumpkin I noticed the volt gauge was registering a lower reading than normal. It usually sits a little above 13 volts but was now right at 13.

Back at the shop I got the multi-meter out and checked the voltage at the battery with the engine running. The rule of thumb is that it should be up around 14 ½ volts. The reading was 14 even. My interpretation of this reading is that the alternator was due some maintenance, probably new brushes at a minimum.

I pulled the alternator out of the car and drove it over to Hughes auto electric in Claremore for an update. This is the first service since it was rebuilt by Shorty's back in the 90's. Pretty good service but due again.

With the bonnet up and the engine running I also noticed that the lifters were a little noisy so time to adjust the valves again. Maybe tomorrow when it is stone cold and raining outside.

4/25/2018 – When Fess Parker was playing Davy Crockett on his weekly TV show back in the 50s he used to say, "Be sure you are right then go ahead." Turns out that was good advice.

Today I decided to adjust the valves on the TR6. I looked over to the place where I store gaskets and could easily see two valve cover gaskets available for use.

The valve cover was removed, and the gasket was indeed mashed down to

the point that there was metal to metal contact, ergo the gasket effectiveness was minimal.

The intent was to prepare the cover for reinstallation prior to adjusting the valves so the sealant would have time to dry with the gasket in place. The cover was cleaned in the parts washer and using the wire brush wheel on the grinder the old sealant and remaining gasket material was removed resulting in clean metal for the new sealant surface.

The sealant was applied to the cover and the gasket retrieved from the East work bench.

Wait, it's too short. The first one was for the 8-cylinder car, not a 6. Naturally, so was the second gasket. Damn. The new sealant was cleaned of the cover and then I rushed in to order a new valve cover gasket. The cost of silicone gaskets is still too high but a lot less than several years ago, so I ordered one for \$15 from Vickey Brit.

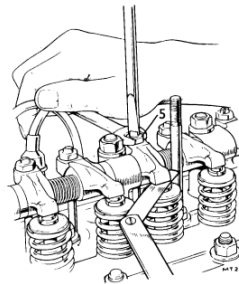
There is always some risk in ordering from them but at least they are quick. I hope to have the

VALVE CLEARANCE

– Check and adjust

12.29.48

1. Isolate the battery and remove the spark plugs.
2. Remove the rocker cover 12.29.42.
3. Counting from the front of the engine, turn the crankshaft until 10 and 12 valves are open, i.e. valve springs fully compressed.
4. Using a feeler gauge, check the gap between the rocker pad and valve tip of numbers 1 and 3 valves.
5. If adjustment is required insert a screwdriver blade in the slot in the adjustment pin and slacken the locknut. Turn the adjustment pin to increase or decrease the gap and tighten the locknut.
6. Check and if necessary adjust the remaining valve clearances in the following sequence:
Check or adjust No. 8 and 11 valves with Nos. 2 and 5 valves open
Check or adjust No. 4 and 6 valves with Nos. 7 and 9 valves open
Check or adjust No. 10 and 12 valves with Nos. 1 and 3 valves open
Check or adjust No. 2 and 5 valves with Nos. 8 and 11 valves open
Check or adjust No. 7 and 9 valves with Nos. 4 and 6 valves open
7. Reverse instructions 1 and 2.

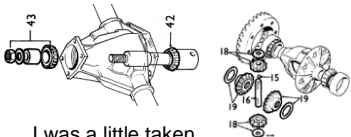


cover back on by the time the alternator comes home.

The valve adjustment went ok. There were only about four of the 12 valves that needed tightening a little. That job should not need redoing for several years.

Now waiting on parts.

4/26/2018 – Jim Lindsey had an appointment in Tulsa this morning so I hitched a ride to Danny's Differentials to pick up Tinkerbell after having the dif rebuilt. Thanks for the ride Jim.



I was a little taken aback at the bill of \$1300 but as a guy on the internet said, "Knowledge and labor are expensive." Boy you can say that again.

On the plus side the dif was silent on the way home and I could actually listen to my new radio. All of the bearings in the dif are now new and I anticipate no more problems as long as I have the car.

Danny said to bring the car back in two weeks and he would look for any leaks and or noise. Then again in a year to follow up. There is a year of warranty that covers anything that might prove to be a problem.

Danny did comment that the car was a hot topic of conversation in the shop. He enjoyed having it there and also said he thought it was a great little car.

On the way home I stopped at Harbor Freight and got a couple of tools that looked handy the went on to check on Andy Wilmes at Admiral Alignment. His retirement was put off until he gets his shop built at his home

where he plans to keep working on our cars for us.

Andy is booked through March 17th so if you want him to work on your car better give him a call.

4/27/2018 – With Tinkerbell back home it was time to get the grime from the dif shop and driving on a couple of rainy days off by giving her a good bath.

It was also time to replace the worn and dirty floor mats with some new ones. Unfortunately, Rimmer does not have them in tan, only beige so they don't match as well as I would like, but at least they are of good quality and clean.



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The wash job didn't hurt anything either. It was pretty dirty.

Another thing done today, a message was sent to Gonzo to get his recommendation about who could calibrate my tachometer. I got it registering something but it is certainly not accurate.

4/28/2018 – Last night I remembered having an old engine analyzer that Paul (Jan's dad for you new comers) had bought but never used. The factory tie wrap was still on the lead for the RPM pickup.



This equipment reads up to 6000 RPM which was my problem previously. The gauge that I had used only went to 2000 RPM and was not adequate to indicate enough range.

I dug it out of the back of the bottom shelf of the work bench and cleaned most of the dust off. I read some of the instructions and plugged it in. It connected to the coil, one spark plug and the battery for power.

I started the car and it went to work. COOL. I then started playing with tachs to get one adjusted so that it would work. Naturally I dropped a critical piece from one tach and did not find it, which did



not work out badly because getting the next one calibrated was not too difficult.

With the two gauges reading about the same I put the dash back together and rushed in to write this all down before forgetting what I did.

Now I am going for a drive before starting to give it the annual wax job, assuming I have any energy left.

The tach worked ok on the test drive except that it sticks a little over 4000 RPM. Not a problem very often so let's see what happens.

Wax job done. Still using the 100% Carnuba wax from the Jenks car show. Good stuff.

4/30/2018 – Victoria British was chosen as the source of my new silicone valve cover gasket because of their history of quick delivery. This shipment sat in their shipping department for three days which eliminated any advantage to getting it from them. Not pleased.

It did arrive today and instructions said to use gasket maker to seat the gasket into the valve cover and let it cure per the instructions for the silicone gasket maker. The sealant/adhesive was applied to the valve cover, the new gasket put in place and taped down the placed on a flat surface to dry for a day before putting it back on the car.



In the end there was no real hurry as Hughes Auto Electric has not finished the maintenance on my alternator yet. Good thing I have a spare Triumph to drive.

The hood (top) on Tinkerbell (TR8) was lowered for a great drive around Collinsville today. Cruising in this car top down is so much more comfortable than the TR6. I can actually listen to my radio at speeds of 60 and 70 MPH. The rake on the windshield is just right to eliminate wind turbulence in the cockpit. I am liking it.

5/12/2018 – I had a rattle. It has been making racket for a while and I looked around

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for it a little a couple of times but did not find it.

Today it went up on the rack and stuff was wiggled until something made noise. It was a metal fuel line banging around because of a broken retainer. At O'Reilly's they came up with a clamp that was nothing like the original but works.

I brought it home and drilled the original hole out to 1/8th inch and used a pop rivet to attach the new retainer to the frame. I would have preferred the original type retainer but this one will

work just fine until long after someone else owns the car.

Another task was to replace the signal flasher with the one that was in the car when I got it. The rectangular original style that was in the spare parts was not very effective as it blinked very slowly. Hopefully this one will work better. If not, better ones are now available for about \$10.

5/2/2018 – Yesterday I stopped by Hughes Auto Electric to check on the status of the alternator rebuild. I was not happy.

It had been disassembled and evaluated. A parts list had been made up but there was one part, voltage regulator, for which they could not find a source. At that point the technician got distracted and started working on another project. Good thing I checked on it.

The last decision was that they would order all the parts that they could and I would order the voltage regulator. So now I have an order in to Vicky Brit for the part. It looks like it will be next week before I have it back.

In the meantime, the new valve cover gasket does not touch the engine block on both ends which appears to mean that the cover is warped or bent and may have to be replaced. It is always something.

I also ordered new KYB shocks for the TR8. I bought cheapies from Vicky Brit when I first got the car and that was a mistake. The front hits the bump stops pretty regularly and the ride needs to be better. Hope these work better.

Also insurance time for the TRs, \$511 from Hagerty. May be time to shop around again.

In the shop a feeler gauge was used to verify the new silicone gasket was in contact

with the head all the way around the valve cover gasket. It was not for two reasons. The cover was bowed a little in the middle making each end further away from the head. Also, when the gasket was taped in place for drying no tape was applied to the center of the cover, operator error.

The cover was removed and straightened using a 2 X 4 and hammer. When replaced on the car the center was tightened first then the back until there was no gap, then the front until there was no gap. In theory there should be no leaks since there are no gaps.

Next the makeshift tool made for applying sealant to the front of the valley pan gasket was first used to clean the existing sealant in the area where there is still some oil seepage. A small piece of cloth was used to soak up brake cleaner and wipe the existing sealant to clean the oil off.

The cloth was removed and sealant applied to the tool and the sealant smeared over the area where the leak is. It is between the distributor and the engine ergo difficult to reach. I hope this will finish sealing the valley pan and eliminate the leak.

The sealant has to dry for a day before a road test can be done so again I am waiting.

Art called around mid-day to ask to visit the shop to use some of the equipment here. Naturally the answer was sure so he came on out.

He used the press to push his old spindles out up the vertical links. He has some new uprated spindles from Richard Good that he wants to install.

The last task was to finish removing a stubborn bushing from one of the lower A arms. A big hammer and punch did the trick. The poly bushings were completely worn out but Art estimates having put 200,000 miles on the car with these bushings.

We visited for a while and then it was time for me to take Jan to her doctor's appointment. Rough day. She was told she has kidney disease and treatment is limited. Another mountain to climb.

5/4/2018 – The voltage regulator for the TR6 alternator arrived today about 2 pm so I jumped in Tinkerbell to deliver it to Hughes Auto Electric in Claremore.

There I met Kevin who is doing the work on the alternator and got to know him a little. I showed him the TR8 and when we were through he said, "I could drive this." Then he stepped back and gave it another look over.

Classified Section

Jim Lindsey told

me that he was ready to sell the 72 TR6 that he purchased this summer. He has no covered parking for the car and sitting outside is not ideal for the car. This will make an easy project car.

His asking price is \$8500. Jim has not provided requested information on the car so here is what I think. It is a good car. It is not perfect.

I found no rust. Some damage over right rear wheel. The interior is usable. The top shows some age but is usable as well. Tires look good but are old. No overdrive.

The previous owner had the car for decades but did not drive it much. I rebuilt the carbs and it seems to be running very well or at least was the last time I drove it. Engine is strong with good oil (50 lbs. at idle) pressure but Jim says it uses oil. My guess the head needs to have valve inserts installed. **contact Jim at (918) 857-7150**



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Classified Section For Sale Again:

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

Tim Lowe

(918) 905-0200 Mobile
timtr6@icloud.com

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Stillwell, OK 74960

\$20,000 or best offer



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**This is what a
Preservation Class car is
supposed to look like
under the bonnet.**



The time has come when I must part company with my 1972 Emerald Green - Body code 65, with ORIGINAL GREY - trim code 78, interior. Many out there may know of my '6. It has participated in MANY VTR events and placing first in class or BOS in almost every event entered. It also has two "Gold Plus" awards in Triumphfest gatherings. The major restoration was completed in 1995, refreshed in '97 and meticulously maintained since. At almost every event the validity of the Grey interior is contested in judging. I can't remember how many times I have heard "I've been restoring these cars since they were new and I have NEVER seen one with grey interior. These never came this way"! Well . . . "Trust Me" There were only 50 or so '72 TR6's built with the Grey interior, according to the British Trust. Very few exist to this day. This is the only one known in the U.S. The hardtop is installed and the convertible top is stowed in the car. The car is rust free (you can still see red primer underneath and behind each panel. Please contact me for further information. Telephone number upon request.

Sam Clark and Tim Lowe
CC82030U O

This car was purchased from Sam a while back and is now owned by Tim Lowe.

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suspension and steering
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I Just like the tan one better

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GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

GCT C/O JAN PHILLIPS
5885 E. 480 RD
CLAREMORE, OK 74017
(918) 283-7017
maudjpp@gmail.com

Dues are payable on July 1st each year. If you join(ed) between Jan. 1st and Jul. 1st, next dues are payable July 1st in the year following the year in which you join(ed). **Membership is discontinued Oct. 1st following the date dues were due.**



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

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

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