

7-26 PAID MEMBERS

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Club Dues Are Due June 30th or before of each year to the club Treasurer. Send $20 to: Green Country Triumphs, C/O John Phillips, 5865 E 480 RD., Claremore, OK 74019

Next Club Meeting

Tuesday November 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Uncle Julio's
10333 E 71st St, Tulsa, OK 74133
(169 & 71st near Best Buy)
(918) 999-0054

Officers and Committees

Michael Burns– President

John O'Hara - Vice President

Art Graves – Car Shows, VTR Liaison, Club Contact

Sharon Parker - Member at Large

Jim Murray – Secretary

Jon Wood – Web Master

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

President's Article by Michael Burns



A Saturday in the TR8

Fall has finally fallen in Oklahoma.

After a summer of 100-degree days, it was downright pleasant to get in the TR8 and actually enjoy driving it. I had intended to capitalize on the weather and make the annual Mounds Car Show into a Green Country Triumphs outing, because the drive down there is a good one.

Unfortunately, October 3rd snuck up on me.

Actually, October in general seems to have snuck up on me.

Between remodeling two houses, working on the cars, keeping up with everything else, and apparently trying to watch life go by at about twice the speed it used to, I just didn't get a club drive organized.

I have managed to make it to a few of our earlier Saturday garage days, and I've really enjoyed those. I'd really like to make more of them and help everybody get their Triumphs out on the road. I feel pretty lucky in that department because mine currently is functional.

Well, usually.

Well, I almost didn't go, too busy, you know, but I did finally make it to Mounds, and with my initially reluctant 18-year-old in tow, to boot!

Months ago, I had planned to enter the TR8 and the Fiero, hoping his car would be far enough along that he could take it to its first show.

It wasn't.

The Fiero is still a long way from where I had hoped it would be by now. That's okay. These things take time, and apparently so does my calendar.

There were two TR6s there with Paula Brown representing Green Country Triumphs, along with some really beautiful cars competing



against them in the import class. I never did find out how the TR6s did in the judging, but it was good seeing Triumphs there at all. But honestly, the drive was probably my favorite part.



My son was actually happy enough to go. He's 18, he's mostly about video games, but he likes talking to me about them, and I'm always happy to listen even when I have absolutely no idea what he's talking about.

He got the Bluetooth working on my cheap car radio so he could listen to video game music, which struck me as pretty funny.

Bluetooth.

In a 1980 British sports car.

And if you've ever wondered where the name Bluetooth came from, it turns out we're talking about an ancient Viking king. Harald Bluetooth. True story.

So, there I was, driving an American teenager around Oklahoma in a British V8, listening to video game music through technology named after a Viking king.

Makes perfect sense.

He needed something for his hair since the top was down, so I offered him a British newsboy cap.

It's the particular cap that I leave hanging on a particular hook in the garage specifically for when I'm taking the TR8 out. It won't blow off.

He looked great in it, too, so it was acceptable.



The top was down, the weather was perfect, and he was outside instead of sitting in his room.

After walking a few hours at the show, having a few good discussions on two-tone paint jobs, Camaro evolution, and the history of Avantis, we headed back toward Sapulpa and stopped at Wimpy's for chili dogs.

If you've never been, Wimpy's is kind of an informal car show in its own right. People with classic cars come there all the time, just because it's a good place to take an old car for a drive and hang out for a while.

There was a beautiful two-tone early-'50s Ford coupe that pulled up while we were eating outside. It was one of those fully restored, shiny cars that looks like it just rolled out of a showroom that never existed.

And then there was my TR8.

A survivor.

Which is exactly how I like it.

People kept coming over to ask about it.

One lady looked at the car, looked at me, and asked why it was left-hand drive if it was a British car.

Fair question.

Her kids were fascinated by it, too. They had apparently been told not to touch the car.

I told them they could.

It's a survivor, man.

It's supposed to be touched.

That's part of the reason I have it.

I don't want to own some priceless museum piece that everybody has to stand six feet away from. I want people to see it, ask questions, and remember what an old Triumph looks like. If a kid wants to put his hands on it and look at how everything works, I'm okay with that.

And while we were sitting there eating chili dogs, I realized that Saturday had been a better car experience than anything I could have planned.

The funny thing is, with everything else in my life seeming to move at twice the speed it used to, Saturday actually felt like time slowed down.

I wasn't thinking about everything coming up.

I wasn't thinking about work.

I wasn't thinking about what needed to be fixed next.

I was just driving an old British V8 on a beautiful fall day, listening to my kid's music, looking at cool cars, eating chili dogs, and enjoying the fact that I was exactly where I wanted to be.

A cool fall day.

The TR8.

My kid riding shotgun, looking all “Peaky Blinders,” and listening to video game music.

A car show with hundreds of cars. They take over the whole town, man.

Heck, even another car show at Wimpy's.

A beautiful old Ford out of the blue.

A bunch of questions from strangers.

Chili dogs.

That's a pretty darn good Saturday.

Hope to see you out on the road!



Vice President’s Article by John O’Hara



(I think I lost John’s article. Sorry about that.)



Minutes of the Last Meeting
By Jim Murray, Secretary



Green Country Triumphs (GCT) President Mike Burns called the meeting to order at approximately 7:02pm at Uncle Julio’s Restaurant located northwest of the intersection of 71st Street and Hwy, Tulsa, OK. There were 13 members present. The summer heat finally succumbed to the shortened days of October resulting in temperatures such that John Phillips and Mike Burns were able to drive their cars to the meeting. (I fully intended to drive my TR-3A but

unexpected family business sidelined that!) There were no guests.

A motion was made to forgo the reading of the September meeting minutes and approve them as published in the newsletter. The motion was seconded and passed with a unanimous vote of the attending members.

Treasurer's Report – John Phillips: John Phillips presented information on the balance in the checking account. He reported that there were no transactions during the month.

John reported that the bank was raising their fees on transactions for some accounts. Based on our account balance, number of transactions, and the new fee schedule there is no indication that the changes will affect the GCT account.

A motion to accept the Treasurer's Report was made, seconded, and approved by the attending members.

Membership – John Phillips: John reported there was no new information on the membership front.

Parts Committee – John Phillips: John reported he was able to supply a spin-on oil filter adapter Phil Hoey was needing for his TR-6 project car. John went on to report that he has LOTS of TR-6 parts available – most for free, some new stuff for sale, and some available for the promise of a replacement within a reasonable time frame.

John reported that one of the rear brake line support brackets for the TR-8 had broken, thus allowing the steel line to rattle against the body. The problem was exacerbated when Jim Lindsey was riding shotgun and changed the weight distribution of the car. John secured the line to stop the rattle.

Jeff Drouin provided an update on the TR-6 he acquired in March. He reported he found a problem with rust in the fuel system. Fuel system updated with new tank and fuel lines. Jeff reported that he was also having problems with the brake system. He flushed the system and replaced the rubber hoses with stainless steel flex lines. A new master cylinder was received and is waiting to replace the existing leaky master cylinder.

John O'Hara reported there had not been any movement on his Spitfire project for a few weeks.

Phil Hoey reported they removed the windshield during the last work session on his TR-6 project car to replace the rubber windshield gasket during the last work session. Gary Moss installed the new fuel tank on the car. Phil found "A Guy" in Ireland that made TR-6 door caps out of American Black Walnut (matching the wood of the TR-6 dash rather than a burled wood used on many other autos).

Car Show Committee – Art Graves: Art was absent from the meeting. Mike Burns referred the membership to the newsletter listings for the Car Show report.

Brits in the Ozarks starts Oct 22 and is always a good show.

Mike reported he attended the All-Models car show in Mounds on Oct 3rd. The show was well attended. Paula Brown took home 1st Place in Class for her TR-6.

Activities: Sharon Parker suggested we plan a lunch event for Saturday Nov 7th:

Option 1: Butcher BBQ Stand in Wellston, OK on Route 66.

Option 2: The White Lion English pub near 71st and Yale

Attending members voted to schedule the Butcher BBQ Stand in Wellston and save a meeting at the White Lion for weather less conducive to driving our LBCs. It was also agreed to extend an invitation to our state sister VTR chapter Central Oklahoma Vintage Triumph Register (COVTR).

Old Business:

Constitution & By-Laws Review: The updated GCT Constitution and By-Laws were voted and approved by the attending membership.

Questionnaire for Visitors: Jim Murray presented the first draft of the GCT Prospective Member Questionnaire. Comments were made to add the cost of annual dues and a disclaimer on sharing or selling personal information provided. Jim responded that he would update the document and forward to John Phillips for distribution to the membership for a second round of review.

Archive Site for GCT Club Documents:

John Phillips reported that he was working on using the Mike Burns established Google Docs file as a repository for our GCT Club archives but having some difficulty navigating the process. Mike Burns agreed to assist. Google Docs is a shared space in the internet cloud. The club will be able to define access and read/write privileges. The club will need future discussions on content and specific access definitions.

New Business:

New Member Welcome Letter: John Phillips reported he has been using a New Member Welcome Letter for many years. John will send a copy to Mike Burns, John O'Hara, and Jim Murray for review.

Adjourn: The meeting was adjourned by a vote of the attending members at 7:51pm.





Membership, etc.: by Editor John Phillips



11/7/2026 - I took a few pictures of the people & cars participating in Sharon's out & back to Butcher BBQ restaurant in Wellston. I am sure she will have more with the article she said she would write.



Sharon rode with me down on old Rt. 66 from Phil's office to the restaurant. We had some very good discussions catching up on past stuff.



Steve followed behind in his now running TR-6. The new ½ shafts with the new rear wheel bearings installed made the car much more enjoyable to drive, he said.

Also, when I got home the new pinion seal was waiting for me by the back door. I guess we should plan a day to get it installed if anyone wants to watch the process.

11/8/2026 – The BBQ got its revenge today. At 3 A.M. I was up with indigestion and diarrhea. It is now noon and am feeling almost normal again.

MORE FROM JOHN GAULDIN

Jeannie, Roger Harms and I met up with GCTC at the Wellston Rt. 66 Pushpin and lunch at Butcher BBQ. Attending from Tulsa were John Phillips, Sharon Parker, and Steven Anagnost. Great BBQ, but a way too long wait in line. Beautiful day for a short drive over to Wellston!

Respectfully submitted,
John Gauldin











Please note that if you are inclined to contact Andy Wilmes for work on your car, he has a new e-mail address (andywilmes6@gmail.com)

Andy had a shop near the traffic circle on Admiral years ago and lost his lease. He moved to approximately 21st and Garnett then decided to retire. He put alignment and repair ability in his shop at his home and will still take in work on suspensions, alignments, brakes, and probably other things can be discussed as well. Andy is a real pro and asset to the club if needed. His contact information is in the Classified section.



Scheduled Club Activities

WHEN	WHAT	WHO
1st Tuesday	Newsletter Input Request	John Phillips
2rd Tuesday	Newsletter Distribution Monthly Club Meetings Location	John Phillips John O'Hara
3rd Tuesday	Club Meeting	Michael Burns
February 10th 2027	DRIVE YOUR TRIUMPH DAY	Art/John

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at https://vintagetriumphregister.org

2026 CAR SHOW LIST by Art Graves

New Orleans British Motoring Festival
Location: Covington, Louisiana
Date: March 27 – March 28, 2026
Web: https://www.bmcno.org/2025-british-motoring-festival/

VTR South Central Regional Convention
Location: Marble Falls, Texas
Date: April 20 – April 23, 2026
Web: https://hillcountrytriumphclub.regfox.com/-2026-south-central-vtr-regionals

Dallas All British & European Car Day
Location: White Rock Lake Park, Dallas, Texas
Date: May 2, 2026
Web: https://allbritishcarday.com/

The Wedge Shop Gathering
Location: ??
Date: ??, 2026
https://www.thewedgeshop.com

Euro-Expo Car Show
Location: Sand Springs, Oklahoma
Date: ??, 2026
Web: http://www.jaguarcluboftulsa.com/

TRA National Meet
Location: Madras, Oregon
Date: June 15 – June 19, 2026
Web:
https://www.triumphregister.com/national-meet

Greater Ozarks British Motoring Club Car Show
Location: Springfield, Missouri
Date: June 26 – June 27, 2026
Web: https://gobmccarshow.com/

Kansas City All British Car Day
Location: Merriam, Kansas
Date: September 5 – September 6, 2026
Web:
http://www.heartlandallbritish.com/index.html

Brits on the Bluff
Location: Natchez, Mississippi
Date: September 18 – 19, 2026
Web: https://www.msemc.org/events/

6-Pack Trials
Location: Nashville, Indiana
Date: September 17 – September 19, 2026
Web:
https://www.facebook.com/groups/795712742964794/posts/81865525400 3876/

Triumphest
Location: Flagstaff, Arizona
Date: September 17 – September 19, 2026
Web: http://www.dctra.org/

Texas All British Car Day
Location: Austin, Texas
Date: October 9 – October 11, 2026
Web:
https://www.hillcountrytriumphclub.org/txabcd/

VTR National Convention
Location: Kerrville, Texas
Date: October 15 – October 18, 2026, 2026
Web: https://www.mntriumphs.org/vtr2025/

CANCELLED

British Iron All British Car Day
Location: Agri Park, Fayetteville, Arkansas
Date: October 22 – October 24, 2026
Web: http://www.britishironnwa.org/







This is the car that beat the Shelby GT-350, that beat the Lotus, that beat the Mustang, that beat the other GT-350, that beat the Corvette, that beat the Porsche 911 that raced at Savannah, Georgia.

If his Triumph TR-250 beat one or two—or even three—of the big guys, maybe you could figure Bob Tullius just got lucky that day. But not when it outran every A, B, C, and D production car on the track at the Savannah Nationals to win OVERALL.

How did a 2.5 litre machine like the TR-250 beat out the big guys? Basically, by giving just a little on the straightaways where the big guys naturally had the advantage and then outmaneuvering the devil out of them in the turns. (Which just proves that a lot of expensive litres go to waste in a tight turn.)

Power and handling also helped the TR-250 grab wins in the Las Vegas and Danville Nationals. And it's only been in the U.S. for a few months.

Want to know more about the upstart? Talk to your Triumph dealer.

TRIUMPH TR-250

Leyland Motor Corporation of North America, 111 Galway Place, Teaneck, New Jersey 07666.


COVTR
Red River Shootout
Nov 13-15 Lawton, OK
Hotel
MySuites
Reservation: 1-500-248-8500
Mention you are with the COVTR group
MEDICINE PARK
Friday Night
Social gathering at Mike's Sports Grille. Walking distance from hotel.
Saturday Morning
Breakfast at hotel or in small groups else where.
Saturday
Drive to Medicine Park.
Lunch will be provided by COVTR.
Afternoon time to explore on your own.
Sunday Morning
Breakfast in host Hotel and good bye's.
Good Cars Awesome Drives!
Great Friends



Greetings, Triumph and All British Car Club Officers,
I'm pleased to formally announce the 2027 South Central Vintage Triumph Register Regional Meet. The gathering is hosted by Central Oklahoma Vintage Triumph Register (COVTR) and will be April 22-24 in historic Shawnee, OK., with check-in/arrival available April 21. We welcome all British automobile marques to this event. Attached is the announcement flyer with pertinent details and registration information. More complete information is available at: 2027-scvtr-regional.org. Please inform your Club Members and distribute as needed. If you have questions or need assistance with registration, please contact me or Fred Broach at the following:

Doug White:
whiteskc08@yahoo.com
Fred Broach:
fbroach11@gmail.com

See you in April,

Doug White
President, COVTR
2027 SCVTR Regional Committee Chair


VTR
EST. 1974
★ VINTAGE TRIUMPH REGISTER ★
NATIONAL CONVENTION
VALLEY FORGE
★ 2027 ★
CARS
FRIENDS
ROADS
HISTORY
HISTORY NEVER
LOOKED THIS FAST.
1776 TR3
REGISTRATION OPENS
★ OCTOBER 19th! ★
AUGUST
10 – 14, 2027
SHERATON
VALLEY FORGE
Valley Forge, Pennsylvania
SCAN
FOR DETAILS
dvtr.org
HISTORY. HERITAGE. TRIUMPH.
IF QR CODE ISN'T WORKING FOR YOU, PLEASE VISIT DVTR.ORG
Mailing address:
PO Box 4085, Burbank, CA 91503
VTR is a 501(c)(7) non-profit registered in Michigan, our legal address is:
2222 W Grand River, Suite A
Okemos, MI 48864, United States



Greasy Hands Garage North Update

by John Phillips

9/27/2026 – Today I had the pleasure of hosting Charlie Brown at the shop. It seems Paula's beautiful blue TR6 was running rich and needed the clutch bled.

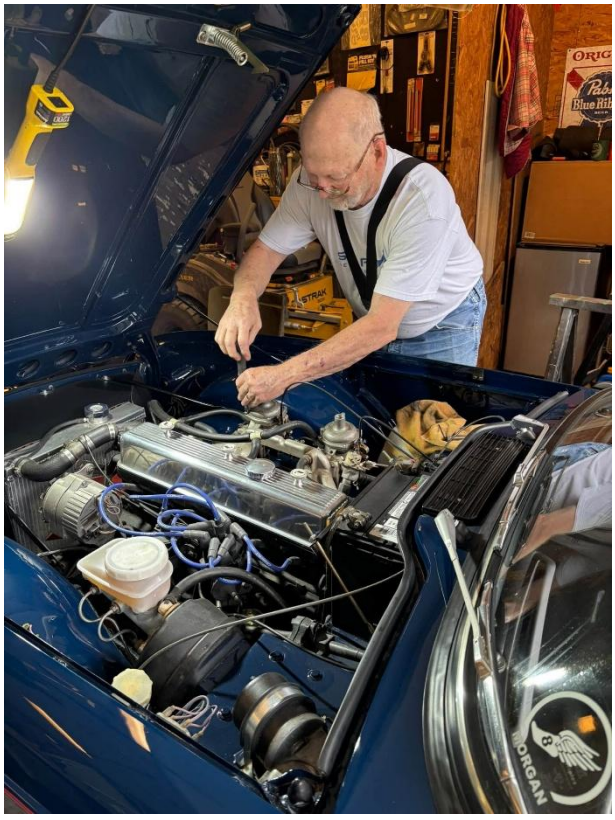
First up we pulled a couple of spark plugs to see what we could learn. Neither plug was fully fowled, but both were sooty, which confirmed the assumption that the car was running rich.

With the plugs replaced the filter housing was removed from the carbs. With the engine running and the carb linkage disconnected to separate the carbs, the air valves were lifted slightly to see if the idle speed went up to show a rich mixture, remain steady to show proper setting, or slow down to show a lean setting.

Both carbs showed a rich setting so the rear carb was adjusted by lowering the needle to reduce the amount of mixture so the test would show proper setting by remaining steady.

The front carb did not have enough adjustment, so the air valve was removed, and the needle adjustment had been exceeded to the point that the needle was no longer connected to the air valve connector.

Charlie reminded me that we had replaced one needle a quarter a century ago, no joke, with one that produced a richer mixture. I looked in the



shop stash and found a new original B1AF configuration needle, and we decided to give it a try to fix the issue.

The new needle was inserted into the air valve and the grub screw tightened to secure the needle from turning. The air valve was replaced in the carb and the car started.

The adjustment process went well, and the mixture test results left the carburetor showing a stable setting. The idle speed was adjusted and balanced to about 950 RPM and the linkage connection was tightened and the filters replaced and the job was done with the desired result.

I was pleased to find the needed needle in the shop stash.

The car was then put on the lift, and Charlie opened the bleeder valve on the clutch master while I pushed on the pedal to bleed the clutch. That process was accomplished pretty quickly so we then just shot the bull for a while. When Charlie left, we considered both issues resolved.



Hi John,

Sorry I spaced on that before. This past weekend I swapped in the stainless steel brake hoses the seller included with the car but haven't had a chance to bleed them again. I might do that this afternoon if I can get my work finished in time.

When removing the wheels I had to hit the included lug nut wrench with a 3lb. mallet to break them loose. My friend saw me whining about it on Instagram so he lent me an air compressor and tools that he doesn't use anymore. I found out I can use it to bleed the brakes without a helper and am going to try it.

My older son helped me assemble the new gas tank and sending unit, but I still have to install it.

Once that's done I'll test the fuel pump again, and if the gas is rust free I'll try starting the car.

Best,

Jeff









9/29/2026 -

Jeff,
I assume you were able to resolve your brake issues since there have been no further messages. Don't hesitate to ask for assistance when needed.
John Phillips

Lug Nut Torque should be 80-foot pounds.

9/30/2026-*Gary Moss*

John, just FYI, I got around today to replacing my worn accelerator linkage with a new one from Good Parts. The new one is a better design than the original, eliminating some of the wear areas. Pictures are of the original that was replaced. You can see the ball in the socket where most of the wear was happening. The new design eliminates this by using a thru bolt and nut instead. After installing, I noticed throttles are more responsive to gas pedal pressure due to



eliminating some of excessive slop in the linkage. It turned out to be a good upgrade, and I am glad I decided to change it out.

That is good news. Coming from Good Parts one should expect better performance.



10/11/2026 – I actually went to the shop today and got back on the antenna installation project.

Wiring Red to positive battery post.
White to negative battery post.
Greem to Radio.
Battery connections made. Still working on Green to Radio following the black antenna cable.



Made it to the B pillar on the driver's side of the car before I gave out. Cuts and sweat are hard on an old man.



More looking back to reuse content originated during busier times.

12/12/2018 – My personal maintenance schedule for the TR's is to do it during the winter. The shop is less busy then and sometimes the weather is less inviting as it relates to taking a drive.

To that end I decided that since the 8 was low on oil (engine still not broken in) that it should be serviced first.

I drove for several miles to get all the solids and contaminates suspended in the old oil so that they would drain better. Back at the shop the car went up on the lift and the oil plug was removed.

While the oil was draining, the transmission plug was removed to check the fluid level. Perfect.

The engine oil plug was replaced and the oil filter removed. When that drain process was complete, the new filter was filled with fresh oil and installed. Doing this gets fresh oil to the engine quicker than if the filter had to fill with oil before going on into the engine.

Next was the differential. The fill plug was removed and about a ½ cup of gear oil spilled out. Ok, too much was put in when the dif was rebuilt. Not good. The plug was replaced.

With the car back on the ground the brake fluid was checked in the brake and clutch master cylinders. Ok as is.

The dipstick on the 8 is not one of my favorite features. The range is bout 4 inches long. I decided it was time to make some marks that tell me when it is a quart low.

The existing marks are reached when the sump contains about 3 quarts of oil. I put in 4.5 quarts of oil and let the car sit for a while so the oil would reach a stable level.

The dip stick was removed and the Dremel tool used to make a small mark on the stick so I could tell when it was 1 quart lower than standard. At least I have better information than I did before.

That is all the maintenance called for by the manual at this mileage. With 64,700 miles on the clock since new, I have driven the car from 58,600 miles when I purchased it. All though the car is a lot of fun to drive, all of those miles have not been pleasant. I hope as tweaking and improving continues the smiles per mile reach a very high peak.

12/16/2018 – Efforts to eliminate oil leaks on the Pumkin are again in process. Yesterday I replaced the gasket and sealer on the oil pan (sump). I used several reluctant muscles to remove the pan and scrape away the silicone sealer used last time. The installation was the same as on David's car.

9/2018 - "*I used a different technique today. I have never used this particular sealant but it looks very promising. I hope it does not leak.*

In the way of preparation, I took a lot of time to straighten the sealing surface of the pan. Of course, that surface and the sealing surface of the engine block were cleaned very well. Before the sealant was applied the surfaces were wiped with acetone to remove any remaining oil or other



debris.

The sealant brushes on and is thin. I brushed the pan and gasket and rolled the gasket to get a good consistent seal all around the pan.

The engine block was then brushed with sealant as was the top of the pan gasket. Lifting the pan into place is always a challenge as it takes a little maneuvering and the intent is to not let the sealing surfaces touch until they are in perfect alignment with the holes in both components.

Since there is no visibility related to what really happens there you just have to hope it all went together as you intended.

The bolts threads were coated with a copper-based thread anti-seize compound. The hope is that it will keep the threads from rusting in

-place and prevent oil from leaching around the threads and causing a leak under the car."

The email comment made by David Alexander about where he thought a little leak may exist was around the spin on oil filter adapter. That is the area where my leak is so that got me thinking.

I looked at various supplier web sites and finally found a replacement sealing kit available at British Parts Northwest. As usual it was $5 for the kit and $10 for the shipping. Not a bargain but at least you get everything you need with some assurance that the parts are correct for the application.



The kit is on order so I guess other maintenance issues can be addressed while I wait for the parts. *Note! Ordered Saturday, shipped Monday, received Wednesday, USPS from Lake Oswego, OR in two days. USPS Rocks!*

In the shop the sump was finished up. The fasteners were all torqued to 20-foot pounds as stipulated in the manual. Of course, this is not done without risk. The fasteners are threaded into the steel block for the most part. Two of the bolts in front are threaded into an aluminum cap that fits under the crank shaft. Aluminum is not as strong as steel, so the threads frequently get stripped out.







Fortunately, there is a fix for this, Heli coil inserts as seen on the tip of the black tool second from left in the picture.

If you use a long 21/64ths bit you don't even have to remove the pan to make the fix. Pretty cool.



So, with a long drill bit, a Heli coil kit and the help of some 8-point sockets this job is easy and very effective as long as you can drill and tap a hole straight.

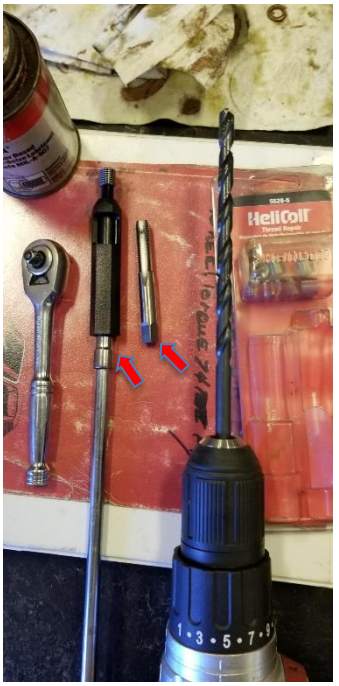


Figure 1Everything needed to install the inserts.

You simply drill the stripped-out hole to size to be tapped. Then tap the hole for the 5/16-24 UNF threaded insert. The kit tool is used to install the insert in the threaded hole. Then reinstall the original fastener.

The copper color around the bolt heads is the copper based thread dressing I got from David Alexander when he cleaned out his garage prior to the move. Good stuff, think I am going to like it.

All bolts are now torqued properly so any seepage from the front is now doubtful. I may yet achieve a leak free TR6. Ok, stop laughing now.

Note! 8-point sockets are handy because as you will see, the thread tap and insert tool are square on the end. This type of socket is appropriate for square applications.

12/18/2018 – I watched a YouTube video that shows an interesting problem related to some spin on filter adaptors. If you have one it is worth watching, especially if your car leaks oil.

https://www.youtube.com/watch?v=6ltnlg011Kk

The picture shows a drop of oil on top of the adaptor. The oil appeared while the engine was running via a porosity hole in the adaptor. Not unusual on aluminum castings, that is why special non-destructive tests are performed on this type of product in the Aerospace industry and others to check for excess porosity.

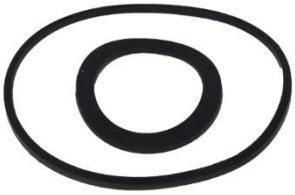


12/20/2018 – Yesterday afternoon the adaptor kit arrived with the mail while I was taking a nap. When I woke up, I felt like getting everything back together, so it was off to the shop.

I put petroleum jelly on the two seals to hold them in place during reassembly. The new sealing washer was placed under the head of the large bolt that holds the adaptor to the engine and the bolt inserted into the adaptor.

The bolt was aligned with the threaded hole and hand tightened. The petroleum jelly made it easy to rotate the adaptor to the perfect position so the filter did not interfere with the clutch slave cylinder.





I have always tilted the adaptor to the rear of the car but this time tilted toward the front. With this attitude the filter is much more perpendicular which allows more complete filling of the filter prior to installation.

With the filter full and the gasket filmed with oil, it was screwed onto the adaptor and the job was done. I should say that the bolt was probably a little over tightened due to my experience with oil blown all over the shop floor due to an improperly seated cannister or not adequately tightened bolt.

With the engine running there was no immediate evidence of a leak. A little oil spilled under the carbs put off some smoke but everything looks ok at this point. The plan is to wash the engine today so that if there is still a leak I can see from where it is escaping.

Later in the day, I drove the Pumkin to Collinsville to wash the engine. I went ahead and washed the whole car which it needed badly. At least if there is a leak, I might be able to see from where. After the wash I drove around a little before heading for home where the Pumkin was pulled into the shop and parked where a puddle of oil would be extremely visible and went inside to watch TV.

I waited about 3 hours then went back to the shop and rolled the car backward to reveal the floor which had been under the car. The result was no oil on the floor. A later drive and subsequent sitting in the shop did however leave a small spot on the floor but it is much smaller than before. Progress but not celebrating yet.

I owe a lot of gratitude to David Alexander for discussing his leaking adaptor and waking me up to the possibility that my leak also sprang from the same location on my car. Thanks David. I owe you a lunch. I think you said February?

12/21/2018 – Yesterday I made a trip to Commercial Metals to clean the shop of old metal. There was an old water pump, a brake disc, a few other small pieces, the top from an old 55-gallon drum and David's old radiator.



They paid me $28 for the lot but note that the radiator was $23.36 of the total. If you have old metal cluttering your space consider turning it into lunch or fuel or something fattening. It beats stepping over it all the time.

12/27/2018 – The sun was shining late this morning so I decided to take a drive in the Pumkin just to keep things working well. I had purchased some lights for Jan but naturally they were the wrong ones so those were exchanged for some that are also probably the wrong ones. With that done it was on with my drive.

First stop was in Collinsville for a little fresh gas. It only held 4 gallons so after that is was

northward bound toward Oologah. Before getting there, I took the turnoff to old highway 88 and followed that to Claremore and then back home.

Not a long drive but was nonetheless enjoyable. I try to drive both cars every week to make sure that they do not suffer from lack of use. They both run well and I want them to keep on doing that.

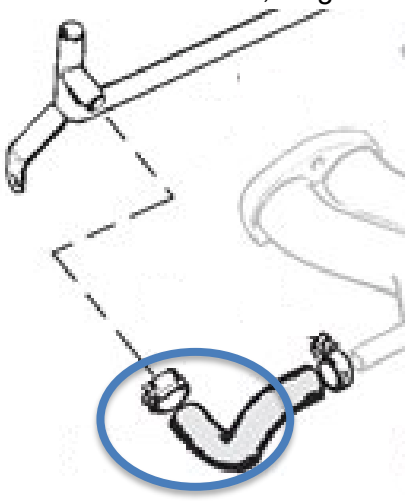
12/28/2018 – Pumkin was again on the lift so that pinpointing points of oil leakage could continue. The lower engine and transmission were wiped down so that any leaks could be found.

Only one was obvious, the drain plug in the bottom of the transmission had a drop of oil hanging from it after a short period of time. There was no indication that the drop originated anywhere other than the plug itself so the surface bolt thread surface was cleaned and some silicone sealant applied to the threads of the plug. If this does not stop the leak, the fluid/plug will be removed and the threads treated, the plug reinstalled and the oil replaced.

12/30/2018 – Pumkin has been in the air for a few days now so any leaks in other than the engine may have shown up by now. And there it is, another wet spot.

One of the heater hoses at the firewall had shrunk since new which they always do. I guess I forgot to retighten that one after it set in for a while.

I took the air cleaner off for better access and used my ¼ inch drive socket wrench, long extension and 5/16 socket to tighten the clamp that was now loose.



I noticed the throttle shaft was rubbing on the hose slightly so at some point I will remove the hose and shorten it a little to improve the fit and eliminated the contact which could rub a hole in the hose eventually.

Now to drive it some more and see if anymore wet spots appear after it sits for a while. That makes two more leaks addressed in the last week of the year so maybe the new year will start off with no leaks. I can hope, right.

12/31/2018 – Well, I drove Pumkin again. When I arrived at the store steam came out of the bonnet, back, right corner. Same area where I tightened the hose. Still a problem there. I will check it out in the morning. Not a good way to end the old year.

1/1/2019 – A good way to begin the new year was finding a spare hose in the shop stash to replace the problem one. I even found one original style clamp in the drawer.



The old hose was pulled off and the new one put on. The clamps were tightened and a little coolant topped off the cooling system. Job done.

An inspection of the old hose showed some small cracks and a rub mark from the throttle shaft, but the big issue was that the clamp was not far enough up on the water return pipe assembly. When the clamp was tightened it was not on the pipe far enough to clamp down and ended up just pushing the hose off the end of the pipe partially. The hose was on the pipe but not secured by the clamp.

I tried to make sure the new hose was properly located and clamped. There is not much clearance between the hose and the throttle shaft but there should be no more problems, he said again with undying hope.



1/2/2019 – After replacing the manifold return hose, I expected to have to add coolant after a drive. Jan was in the mood for BBQ so I used Pumkin as transportation so I could get a feel as to whether or not it needed more coolant.

Naturally I did not check the weather forecast before leaving and it started to rain before I got to 169. The wiper on the driver side had been sitting so long in the curved position that it took a set and did not touch the windshield when the wipers were turned on. Nothing new here.

Got the food and returned home. The temp gauge went up to past ½ even on this cold night so it appeared the air had been purged from the coolant system and the level was low in the radiator as expected.



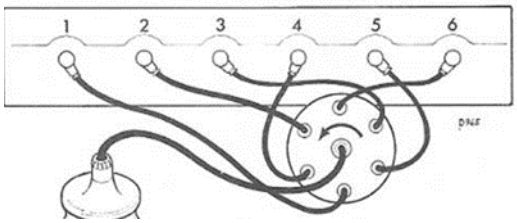
1/3/2019 - Next day the coolant was topped off and I checked for spots on the floor. There was a small spot of oil so I guess stopping leaks is not something I do well. I give up. Many hours have been wasted trying to eliminate leaks to no avail. I am just going to drive them and enjoy them, leaks and all.

I also received a Paintless Dent Removed kit and have started playing with it trying to not mess anything up. Maybe I can get someone in the club to bring their car out so I can practice and not mess mine up. Any takers????☺

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.



Unsnap the top from the rear bow and beneath each side window. Spread over boot lid.



2. Fold top forward without folding back window



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

https://www.youtube.com/watch?v=IS2FhnWK6_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?tires=215-65r15-205-70r15

Classic Car Motor Oil
PennGrade 1, 20W-50



http://www.classiccarmotoroil.com/

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

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. http://www.evanscooling.com/
Coolant: Option 2; Peak anti-freeze, no water.

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



For TR8
Differential: Red Line Heavy Shockproof Gear Oil



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



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
TR6 Wiring Diagrams

What is your car worth?
Hagerty Valuation Tool

https://www.hagerty.com/valuationtools

GCT Merchandise

SEE NEXT TO LAST PAGE

How does one know the alternator belt is 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.

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. All 12 V are needed. Exception: Leave Tach wiring if applicable.

When diff seals leak, clean the vent. Cleaning the vent releases pressure in the diff and many times stops leaks.

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).

Find paint codes at : Paint Ref.com or https://www.automotivetouchup.com/

Early TR6 Seat Backs Won't Stay On

Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

So far found only at NAPA and considered best for gasket sealing. Does not harden.





https://www.facebook.com/search/top/?q=Urban%20Auto%20Tulsa
Alignments for Triumphs!!!!!

.

Classified Section

Bits of Triumph
Embroidery Inspired by Triumphs & their Drivers
Wynnell Gorman
wynnell@bitsoftriumph.com
To explore website: Scan here
https://bitsoftriumph.com
Mobile: 469-383-2009
4610 Jakes Way, Midlothian, TX 76065

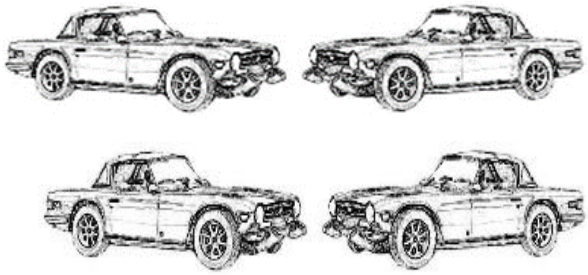
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Dash LEDs
LED Headlamps
Flashers
LED kits
sales@Litezupp.com
www.litezupp.com
www.facebook.com/litezupp
We can see you now!

GCT Merchandise

Visit the Cafe Press store to shop for Green Country Triumphs apparel and merchandise
https://www.cafepress.com/greencountrytriumphs

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

TRF
The Roadster Factory


.

Figure 2 https://www.trfbasic.com/

Land's End Merchandise & Club Logo

Inbox

Art Graves
to me, Rob, Dennis

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,
Art

Green Country Triumph Club Members,
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: https://business.landsend.com/ . In the top right corner click on the "MY ACCOUNT" icon to create or sign in in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is $6.95, so a $50.00 pajama bottom with our logo will cost you $56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,

Service & Repairs

For Work See Chad Jester at Classic Auto Repair and Service

CLASSIC
AUTO REPAIR & SERVICE
1525 N 105th E Ave. Tulsa OK 74116 918 324 4444

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Collinsville, OK 74021

Greasy Hands Garage North Has Used FREE 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 (918 527-2629

Complete cars shown are also available for purchase.

For information on these beautiful cars contact Kay Robinson at robinson_kay@sbcglobal.net



1979 Spitfire



1933 Chevy Roadster – Perfect restoration







1934 Ford Coupe: 350 Chevy engine. Runs great. Danny's favorite driver.






GUNSTOY





The 2 Hot Rods are in Gateway Classic Gateway Classic Cars
10010 E 71st
Tulsa, OK

FOR SALE



Triumph TR3B 1962 TCF 47 Located in Tulsa, Ok Listing Price $20,000 Currently tagged and titled.

This TR had engine trouble and was off the road in 1971. I was driving a 59 TR3 at the time and purchased this to rebuild. It has been stored in my garage. In the last few years I have hunted and purchased virtually all the parts to do a complete restoration. Due to my age and health I have decided to pass my “baby” on to someone that will bring it back “on the road again”.

Overview of the condition of the body and components of the TR3B.

Body has been media blasted and epoxy gray primed by Auburn Cord Duesenberg in Broken Arrow, OK.

This TR has been in storage since 1971 and had surface rust on the main, panels and parts. There is rust in the front of the floorboards and have complete new floorboards to install. (see pics).

The engine is rebuilt with a 2.2 Kit, 2200cc, with about 30 minutes of run time. The engine is balanced! I worked in an automotive machine shop during this time. The carbs are SU H6, (rebuild kits included)

The crank is machined .010-.010, the head is milled, new valve guides and springs, new cam and lifters,new oil pump. New parts not on engine include a new rear main seal conversion kit, (no machining required), 5 vane water pump, priming fuel pump with glass fuel bowl, spin on oil filter conversion,ribbed aluminum valve cover with TR logo retaining nuts, narrow belt conversion kit for pump, alternator,& crank, new electronic distributor, coil, wires, & plugs. New high torque starter and solenoid. One wire Denso alternator.

Has an original hard top and mounting hardware with the original plexiglass rear window

The transmission is 4 speed with overdrive. New clutch master cyl, pressure plate, disc, & bearing.

The following is a list of the parts starting at the front bumper. The only way I could keep on track.

All components are NEW except when listed other.

Front Bumper, bumper to cowl brackets, cowl to frame brackets. Rear bumpers and bolt kits.







OEM clear glass turn signals Aluminum Grill and headlight buckets w/gaskets.

Fender welting, stainless steel, 6 pieces. Body mount kit. Front fender mirrors

Front brake calipers & pads, rear drums, shoes, & wheel cylinders. Brake master cylinder.

All components in the steering system and suspension.

Tie rod ends, ball joints, polyurethane aframe bushings. (Steering box, & idler have about 40k miles.)

New aluminum radiator with electric fans & wiring kit.

Wiring harness – braid wrapped – complete - Battery box and battery retaining set.

Windshield wiper – two sets w/chrome retaining pieces.

Adjustable steering wheel,(orig), chrome cover ring, black leather New horn/turn sig button.

Wing windows – two sets – original

Dash - New Gauge center panel (see pic) – 4 new gauges, switches, ignition switch all wired for





application (see pic) Tach & speedo 40k miles

After market water flow heater.

Interior – NEW complete – by Tim Kruso in Ohio. Leather Peanut Butter Pie color - New seat frames- all other pieces covered in matching leather. Door facings, rear seat bottom, rear seat back, cockpit surround pieces, 8 pieces (see pics) Black complete carpeting kit.

Convertable top and matching tonneau cover by Robbins. (see pic)

Door latches mechanisms in doors, door handles, matching lock with trunk lock.

Gas tank latching lid. Gas Tank original.

Trunk locking handle, matching door locks.

Rear spring polypropylene bushings

OEM red glass signals & new turn/brake signal taul lights.

MWS Chrome 60 spoke wire wheels 5 Tires 155R15 82H (White or Black wall). (see pics)

Additional engine trans front frame and many additional parts to go with this.

Contact Pat Kendall if interested at

918-640-2578







2008 Saturn Sky Redline (Turbo) automatic transmission, $10,000 Excellent condition, very well maintained. One very minor chip in windshield on passenger side. Has GM performance chips, custom exhaust and intake systems. Gauge lighting enhanced with an LED strip. Interior is in excellent condition as well. Tires were replaced with the appropriate replacements for the sports car that it is. Everything works as designed. Does not leak anything, anywhere. 67,000 miles, very reliable. I am 81 years old and do not need two sportscars.
John Phillips topaztr6@gmail.com
(918) 527-2629

GREEN COUNRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

PEOPLE STUFF	MEMBER INFO	
MEMBER NAME		
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: $20

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

GCT C/O JAN or JOHN PHILLIPS
5865 E. 480 RD
CLAREMORE, OK 74017
(918) 341-8903
tr6@atlasok.com

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