



Triumphant Times

Green Country Triumphs

Monthly Newsletter for October 2016
<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday October 18TH

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Ike's Chili

1503 E 11th St

Tulsa, OK

Officers and Committees

Denny Robinson – President

Rob Thompson – Vice President

Jim Murray - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Tom Chronister - Activities

Art Graves – Car Shows

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

tr6@atlasok.com

From President *Denny Robinson*

Hello Club members,

Kay and I got back home Sat. afternoon from our first Nationals. This was very well done and we both enjoyed the events and meeting friends we had met from other clubs over the last 5 years. The resort was very nice and rooms were clean and roomy.

There were four cars from our club registered, Art Graves, Rob Thompson, Judy and Mike Piggott and our car. Art cleaned up with several awards. 1st place in Participants Choice, the prestigious Charles McCartney Daily Driver Award, placed in autocross, Hare and Hound Rally and I think a few more events. Hope he will be at the meeting to name them all. Rob's car won 1st with his Tr6. and I think more. He will let us know on Tue.

I received third place in Participants Choice.

John Phillips and Jim Lindsey drove down Thursday evening and was at the show on Friday. John was one of 6 award winners for Club Editor in the VTR and I will bring his award to the meeting.

No problem with the drive down and back. Rob had his alt. go out and had to have one overnighted to the lodge and was installed.

I had another meeting in OK City that I went to on Wed. and Thur. so missed the autocross and Funkhana.

They did not have a presidents meeting this year so nothing to talk about there.

The next National is located in New Jersey in Aug. 2017.

I knew my speedometer was off a few MPH. Kay followed behind coming home and I was driving between 60 and 65 and she said I was running between 80 and 85. No wonder the police were looking at me as I went by. Will have to find where to get this recalibrated.

Hope to see a large group and the meeting on the 18th.

From Vice President *Rob*

Thompson

Greetings to everyone just back from the National VTR Convention at Lake Texoma in North Texas. It was an active week of planned activities, most of which I could not take part in. Not that I willingly skipped the Funkhana, Dinner Drives, Hound and Hare and Gimmick Rally. But as many of us know, Lucas can and does strike at any time.

For the past two months or so, I have had a short somewhere maybe under the dash which drains the battery overnight if the battery is not disconnected. (With the key off, the green oil light on the dash stays on and turns-off when started). At Greasy Hands Garage, John had tried to run-down the source of the short but to no avail; we could not isolate the problem. We thought we would have to remove the dash panel to ID the problem. So I installed a battery switch in lieu of dash surgery.

Back at the Convention, on the Tuesday night of the Convention, I forgot to disconnect the battery and Wednesday morning Cecil's battery was dead. I was offered a jump early in the morning while dark and too dang early. For a brief period, I crossed the jumper leads, placing the positive on the negative post. I quickly switched them to the correct posts. After the car fired up, we all drove about 10 miles to breakfast. I notice that the alternator was not charging.

After breakfast, I followed Ed from the Chicago Chapter to an O-Reilly's. The part man looked up the alternator and showed me a picture on the screen and it appeared that it was the right 5- wire alternator. Late that afternoon, the alternator showed up but of course, it was the wrong one as it would only fit a three-wire 74-76 TR6. The Roadster Factory (TRF) was at the Convention as a Vendor and Sponsor and they sourced the right one and was shipped it overnight to arrive Friday.

I charged my battery Thursday night and drove my TR to the Concourse D'elegance Friday morning that was located about a mile away. My alternator arrived about 3:30 pm Friday and was the right one, a five wire Lucas rebuild. The spacing for

the mounting bolt was slightly shorter and took some "field engineering" to properly align it. I had a lot of help and just enough of tools and grunt to accomplish it.

After the installation was complete, and some final adjustment, the alternator was charging like a "Lucas". AND the bonus to all of this trouble, the green oil light did not illuminate with the key off. It was the alternator all along, screwing with our minds.

It's a well-known fact that LUCAS stands for "Loose, Unsoldered Connections and Splices or their famous three-position Lucas switch – Dim, Flicker and Off. "

Tuesday October 18 is our next dinner and business meeting. This time it will be held at Ike's Chili, an old established chili house located at 1503 E. 11th, just west of Utica. Ike's has a wide variety of foods, not just their famous chili and 3-ways. See u there.

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

The September 20, 2016 meeting of Green Country Triumphs was held at the Wild Fork restaurant in Utica Square, a nice new experience for the club as a group. The meeting was called to order at 7pm by Dennis Robinson, who had miraculously recovered from kidney stone problems the previous weekend.

The club unanimously approved the minutes of the August meeting as written in the newsletter by Donna Thompson. The Treasurer's Report was given by John Phillips. After donating \$1,000 to a flood victimized Triumph club in Louisiana we still have left.

John Phillips gave an interesting Parts Report. Charlie Brown's gas line sprang a leak on the way to the meeting and replaced a hose to complete the repair. He was assisted to the meeting by John who found a parts house and purchased some hose to replace what failed. John Phillips had trouble cleaning the tachometer of his TR-6 and decided to send all the gages to be fixed and repainted at Williams Instrument Co. in Arkansas (\$50 each and

\$250 to replace the broken needle in the tachometer).

John said chad is working on raising the rocker arm shaft to get the preload on lifters on a TR-8. You need to pay attention to the height of the rocker arms because there is no adjustment screw on the arms themselves. If a replacement camshaft is too big in diameter it may be impossible to get the preload set correctly. Chad Jester has to measure the existing preload and then order shims of the right thickness to be put in.

Rob Rearden bought Tom Needham's car. A clip came out of the U-joint which ruined the bearings and makes a bad vibration.

Julia Cross had her TR-3 overheating. The radiator was 98% blocked. She got a new core which seems to have cured the overheating. She plans to obtain any parts she doesn't have to make her car completely original.

The VTR Nationals will be in Pottsville, TX October 3 – 7. Rob Thompson and Dennis Robinson are planning to go, but John Phillips was undecided. The Brits in the Ozarks show was good. John Phillips, Kay and Dennis Robinson, Al Garbart, Mike and Judy Piggott, and Art Graves went. There were 5 or 6 from Oklahoma City.

Tom Chronister reluctantly gave the Activities report. We need a new Volunteer in January please. Dennis and Kay Robinson had organized a great drive to Ponca City. We got a reduced group rate on the entry fee and a really good tour of the Marland Mansion. Afterwards we ate at Clicks in Pawnee. Eight people went. Those who didn't missed a great time. October 22 Al and Janice Garbart are going to take those who would enjoy an out and back to Lake Gibson. More information will follow. November 5 we will celebrate that bad boy Guy Fawkes at Jan and John Phillips house. December 10 Carol and Glen Larson have volunteered to have our Christmas Party.

There was no old business, and the new business discussion evolved into agreement

that the practice of moving the meeting to new venues was working out well.

Rob Thompson said the next Triumph meeting would be at Ike's Chili House in the 11th and Utica area.

At this point the meeting was adjourned.

MEMBERSHIP: Cash Billups is a new member and has two Spitfires. Make sure you meet him and welcome him to the club.

On August 19th, 2011 the club purchased an LG air conditioner for use in my shop (\$532). Two weeks ago it stopped cooling. I have since looked around some to find a repair person without success. It seems companies contacted consider them replacement items as opposed too repairable. I have a new one on order at my expense for a few dollars more than paid in 2011. It was cheaper to buy now at the end of the season than in the spring so I will walk around the darn thing for 6 months before installing it. Thanks to the club for keeping shop attendees comfortable for 5 years. I really appreciate the club spending the money to keep cool. If anyone wants the old one let me know otherwise I will drop it off at Best Buy for recycle. Thanks GCT

Thank You from Louisiana

These are thank you cards from a few of the recipients of the donation GCT sent to the victims of the floods in Louisiana that are members of the All British Club there.

I am sorry that they are so hard to read but if you make them a lot bigger they become legible. I think our \$1000 did them a lot more good than just having it sit in our bank account. I hope you get a warm fuzzy feeling about being a part of this outreach to our fellow hobbyists down south. Thanks for being so generous.

Bob + Ellen Davis
7972 Comite Dr.
Baker, La. 70714

Your kindness
is a wonderful blessing.

The \$1000 will greatly help us as
we work to get our home and
lives back together. Thank you for
being a part of this process -
May God richly bless you -

Bob + Ellen

Thanks

To Green County Triumphs
John Phillips, pres.

We appreciate the \$100 cash
you sent. It will be a great
help in replacing some of the
tools lost in the 'Great Flood'.
We thank you much.

Bob + Maryanne Sullivan

G.C.T. members

At times like this in
Louisiana... your most kind
& generous assistance does
reassure us -- the
Good Guys step forward
when needed & caring
counts

Thanks again

Bill + Robbie

P.S. My 1st TR '63...
gone - not forgotten... 80
TR? Bubbling & gasping...

Hi,

Kathie Hulka entered my/her TR8 in the
VTR last week and won first place! I am
extremely happy for her as it has been in
the shop most of the summer getting a
rebuilt engine. 2nd from right

Betty Shutler (Former member GCT)



2016 Club Activities

Oct 22nd	Visit and lunch Sequoiah Park (918-772-2545) Fort Gibson Lake	John, Janice and I just took the route for the October 22 nd drive. We will leave the QT at Highway 51 and 81 st street in Broken Arrow at 9:30 AM on October 22 nd . We will drive about 77 miles around Ft Gibson Lake and end up at Western Hills Lodge at about Noon for lunch. Al
Oct 3 to 7	VTR National Convention	Lake Texoma Pottsboro TX
Nov 5 2016	Guy Fawkes dinner	Coordinator John & Jan Phillips
Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator Glenn and Carol Larson

Next Club Activity

John,

Janice and I just took the route for the October 22nd drive.

We will leave the QT at Highway 51 and 81st street in Broken Arrow at 9:30 AM on October 22nd.

We will drive about 77 miles around Ft Gibson Lake and end up at Western Hills Lodge at about Noon for lunch.

Al

John

I sold my car. The guy from Scottsdale had it picked up last week. I enjoyed the years of owning & driving the little British sport car. All the memories of club activities & member activities. My first experience with British sport car stated with a 1961 MGA, then some years later an MGB. The TR-6 was a car that I always felt had a great look & John & Sam helped me buy one from a club member in 1997. I told Loretta that it was a Valentine's day gift, it worked for 20 years. She is the one who named the car Jezebel, we were sitting at the kitchen table when I said we need to name the car. I was shocked when she said Jezebel quickly, I asked her why, she said it takes all your money & gives you a little pleasure in return. I said that sounds like a professional description!

Any way Jezebel is in a new home & I'm sure she will be on the road for many years to come.

Ted





John and grandson Jack Bartgis enjoying Brits in the Ozarks

Julia



**Her 1957
TR3
Roadster did
place in the
October 4,
2014 Mounds
Best Car
Show...."Top
in Class"**

Jim and Trish Lindsey

offered me a ride to the car show at the national convention on Friday 10/8/2016 and I accepted. I wanted to see old acquaintances and look for some tips for Tinkerbell. Jim wanted to check out some proper TR4As for guidance on his project and work in a visit with his cousin Jeanie. Nice lady. All in all, we accomplished our goals in spite of cold, windy, wet weather. Thanks to Trish and Jim for the ride. Good trip

2016 CAR SHOWS



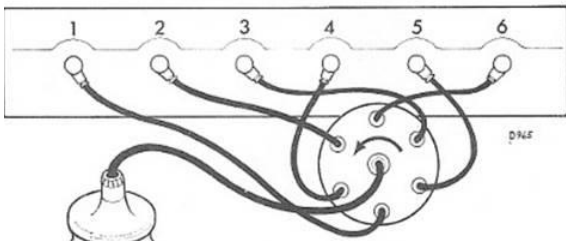
**Chad at the
Scottish
Festival
Nice Kilt**



JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



1 Fold top forward without folding back window



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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm

Spin on oil filter sizes: TR6 Fram PH3600
TR8 WIX 51515

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

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

VTR Convention: Judy and Mike "ran the table" with the Spitfire. Judy won 1st place in lady's autocross class LM4, Mike won 1st place in men's autocross class M1, and the car won first place in Spitfire "Participant's Choice".

The Spit's best time was 6th fastest of the day!

From: Andrew Hewins [<mailto:archerpilot27@gmail.com>]

Sent: Friday, October 7, 2016 9:45 PM

To: topaztr6@gmail.com

Subject: From Andrew Hewins

Message from Green Country Triumphs of Tulsa (web site)

Name: Andrew Hewins

E-mail: archerpilot27@gmail.com

Message:

Hello, I recently picked up a 73 TR6 that needed some interior work with what I thought was just a bit of surface rust under the carpet. Well, I removed the seats and carpet the other day to reveal some holes on the floorboards and also the sides of the tub. I guess I shouldn't be surprised. I'm looking forward to doing the interior and mechanicals, but I am not good with body work. I am located in Enid and am looking for a good body shop in either Stillwater or Tulsa. I also might entertain replacing the tub entirely if anyone has a lead on one. Any suggestions would be greatly appreciated. Andrew 772-321-4559

From: John Phillips [<mailto:topaztr6@gmail.com>]

Sent: Saturday, October 8, 2016 6:54 AM

To: archerpilot27@gmail.com

Cc: 'John Gauldin' <trdr@cox.net>; Denny Robinson <deugenerobinson@icloud.com>; Rob and Donna Thompson <rob@libertyohm.com>

Subject: RE: From Andrew Hewins

Andrew,

We have seen some good body work come from Jim's Paint & Body Shop in Tulsa. Contact Jim Gleghorn at (918) 838-1050. His address is 6575 E 21st Pl., Tulsa 74129.

You have a great resource closer in Edmond as well that may be able to offer assistance.

John Gauldin
Triumphword Services, Inc.

(405) 250-0903 Work
trdr@cox.net

4100 Wake Forest RD
Edmond, OK 73034

Good luck with your project. You may want to consider joining Central Oklahoma Vintage Triumphs to take advantage of all the benefits of membership. I recommend it. If we can be of additional assistance just ask.

John Phillips

Green Country Triumphs

Greasy Hands Garage North

Claremore, OK

<http://greencountrytriumphs.org>



A Cold Day at the VTR Convention



Left: Mike Piggott's TR4.

TR8s



Below: 3 TR5s at one time





Participants Choice Section. Art Graves was the 1st place winner in Late TR6 Participants Choice, second in the Fox & Hound Rallye, second in Stock TR6 Autocross and the Charles McCartney Daily Driver award.

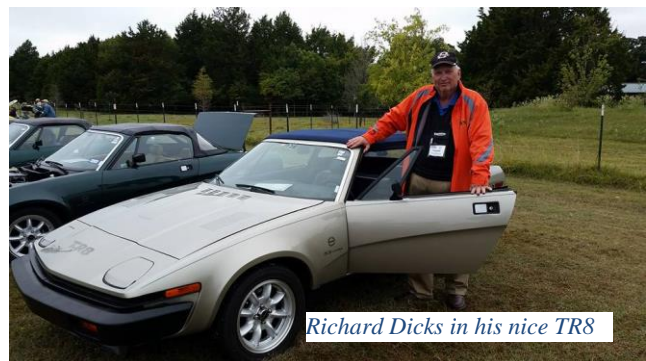
Denny Robinson was awarded 3rd in Spitfire Participants Choice class.

Rob Thompson was awarded 1st in class for Early TR6 in Concourse.

John Phillips was one of 6 award winners for Club Editor in the VTR



Judy Piggott doing Autocross



Richard Dicks in his nice TR8



Congratulations to Judy and Mike Piggott for receiving the Best in Show award at the 2016 VTR National Convention

Judy and I also "ran the table" with the Spitfire. Judy won 1st place in lady's autocross class LM4, I won 1st place in men's autocross class M1, and the car won first place in Spitfire "Participant's Choice". I think the Spit's best time was 6th fastest of the day!



John,

I don't have anything earth shattering to contribute. There were a lot more TR250/5s than I've ever seen together in one place. I'm going to cc Art. I think he attended the banquet so he may be able to fill in. We got a photo of all but 2 of the TR250/5s.

Kay and Denny Robinson, Judy and Mike Piggott, Rob Thompson, Art Graves and Larry Young attended the VTR National event on Lake Texoma. I think we all drove our Triumphs down, but at different times. I had not done a thorough clean up my TR250 since the big road trip last fall, so I was late leaving Tulsa on Monday.

Rob developed problems with his alternator, but had one coming from the Roadster Factory, so he could install it for the trip home. I had done my usual procrastination, so I didn't manage to get a room at the resort and stayed at a motel 15 miles away in Denison instead. The resort looked very nice. I had not been to that lake since high school. The first day Art and I were solo, so we did the TSD rally. The speeds on it were dangerously slow on parts of it. It was difficult to maintain a speed of 40 when the posted speed limit was 60.

I thought we were doing well until we missed the last turn off into the resort and went several miles extra. The next day, Sue and I decided that since we suck at gimmick rallies, we would try the Fox and Hound rally. Although we kept picking the wrong turn direction, I thought we were doing pretty good until we missed one turn and got an extra-long tour of north Texas. The weather was great for the first three days, so an extended tour was enjoyable.

The autocross was on the third day. I missed the walk through, but decided to run the

course anyway. It was a bit confusing and there were a lot of DNFs. I didn't DNF, but slowed to almost a dead stop the first run until a corner worker waved me in the right direction. Needless to say, my times were an embarrassment. Art was doing well and I suspect he won an award.

We had a change of weather for the car show on the final day. It turned from summer to winter. The panoramic photo shoot was cancelled, but the car show went off as planned. This was the first time that I have attended a national VTR meet, so I've never shown my car at one. There was plenty of competition compared to the regional meets I've attended. There were 6 cars in the TR250/5 class, including 3 TR5s. I believe there were 3 other TR250s that did not show in our class, making 9 total.

After the big trip last fall, my car is beginning to show some wear. I did not stay for the banquet, so I don't know how it fared. The trip home was uneventful other than I got lost. I decided to go up old highway 75 from Atoka rather than take the Indian Nation. I must have been asleep coming out of Coalgate, because I ended up on 377 and got an extra addition to my tour. All in all, this was a fun time.

- Larry Young

P.S. I forgot to mention that one of the judges of my car was Art. He knows where to look for the skeletons. He pointed out that I hadn't done a good job cleaning the bugs out of my radiator. After the big trip, that is the biggest bug collection I've ever seen. Luckily, Art was not judging that part of the car.

(This picture is special. You don't see this many TR5s and TR250s together very often. Editor)



Hi John,

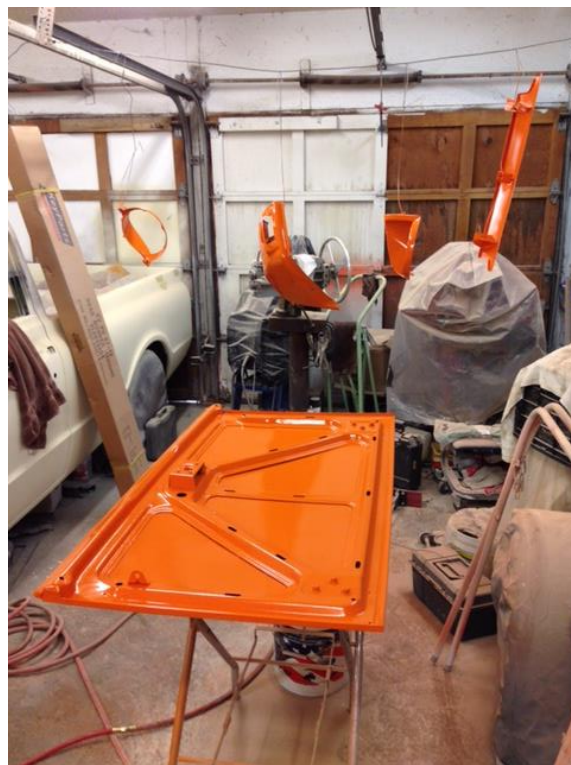
Painting is going slow. It is finally cool enough to do some work. Had some bubbling problems because the humidity was a little high the other day. But it's a learning process, not a bad thing. Not sure if I



eluded to the color but the pictures will probably give it away, LOL!

I'll be so glad to get the painting done so all the other stuff can start. Really more of a wrench

guy than body, paint, or interior! LOL!



Thanks for putting together the newsletter have a great day!

Joe



Dr. Joe Landers

Joe Landers,
DVM
Heritage
Veterinary
Hospital
4011 S 79th E
Ave
Tulsa, Ok
74145

www.gtvets.com
<http://www.kjrh.com/life/pets>
(918) 627-8575



Greasy Hands Garage North Update by John Phillips

9/13/2016 – The September newsletter was distributed this morning so it is time to begin again. Rob Reardon drove out this morning to check out a clunk and vibration in the back of his 70 TR6 recently purchased from Tom Needham.

After a test ride we started looking for a bad U-joint and found one on the inside left rear $\frac{1}{2}$ shaft. We removed the $\frac{1}{2}$ shaft and found that one of the circlips had been lost from the U-joint so we replaced it. The shaft was then reinstalled.

We also found a leaking wheel cylinder so it was replaced with one from shop stock. Rob chose to reuse his brake shoes so after all the work was done he owes the shop one wheel cylinder.

We also reinstalled the speedometer cable then went to lunch. The clunk was gone but not the vibration. Our guess is the U-joint was damaged internally and needs to be replaced so Rob will obtain a part and schedule a time for replacement.

I also provided Rob with a membership application along with his CD containing his car history. I think we can expect a submittal soon.

9/15/2016 – Chad let me know that he has received new lifters to replace the damaged ones currently in the TR8 engine. After a visit with Woody at the Wedgeshop, the cause of the problem has been diagnosed as a cam shaft grind that has an overall diameter that is slightly oversize.

Woody says this is common as cams are ground under the assumption that they will install in an engine on which the valves can be adjusted. In the case of the TR8 engine the rocker shaft assembly is installed on pedestals that are attached directly to the head and are not adjustable.

The only way to adjust the preload on the lifters accurately is to shim under the pedestals until the correct preload is achieved. Apparently this is a very common problem on these engines. Now we know.

So the next step is to measure the current preload, determine the thickness of shim needed

and obtain the shims, install the new lifters, push rods, shims and rocker pedestals on the heads and see what happens. Now all we need is for Chad to find the time to measure the existing preload.

9/19/2016 – Today since nothing else was going on in the shop I decided to remove the gauges from the Pumkin and clean the glass, replace the seals and reinstall them.

I started with the tachometer and promptly broke off the pointer. Ok, I messed up enough already. I boxed up the gauges and called Williams Instruments for a quote on fixing what I messed up and cleaning the other four gauges.

So due to my clumsiness the gauge repair/maintenance on the 4 small gauges and tachometer will cost me \$450, \$50 for each small gauge and \$250 to fix the tach. The time will be about 3 weeks so hopefully by the time you read this they will be back in place and all fixed up.

This is one of the very last things on my Pumkin bucket list so it was time to get it done. About the only other thing is another top at some point. But not soon.

9/21/2016 – Last night in route to the monthly meeting Charlie called and reported that his old rubber fuel line had failed. Since I was driving Jan's new Subaru I put the map feature to work and found a close by Advanced Auto Parts store.

When I asked for fuel line I guessed at the size as 5/16ths and purchased 3 feet to have some left over for shop use. As it turns out it appears 1/4" hose may have been a better choice.

Charlie made the hose work by tightening the clamps to form an adequate seal and we proceeded on to the meeting.

9/23/2016 – Yesterday Ted Dorton and his buyer came to the shop during the test drive of his TR6. We visited for a while in the shop then they went on their way to finish up the paperwork on the sale so that Tony could catch a plane back to Arizona.

This morning I went to Ted's and helped install the hardtop in advance of shipping the car. Tony will arrange for pickup and transportation.

As Ted said we had many enjoyable hours restoring this car but it was time for someone else to enjoy it. I am pleased that Ted used AutoTrader to reach prospective buyers with success. He was able to sell the car for full price which was still a bargain in my mind. Tony got a very good car and Ted now has space in the garage so Loretta can go buy more stuff.

Ted had stuff left over that he donated to the club that will go into use in the shop immediately. **Also if interested we now have a black stripe kit available to first taker.**

Tom Needham stopped by to pick up some things from shows that had been brought home by other attendees. Since he sold his TR6 he donated remaining stuff to the club so now the shop has even more stuff.

Brits in the Ozarks included a 4X shirt in his goody bag but he decided to donate that to Sam since it was not his size.

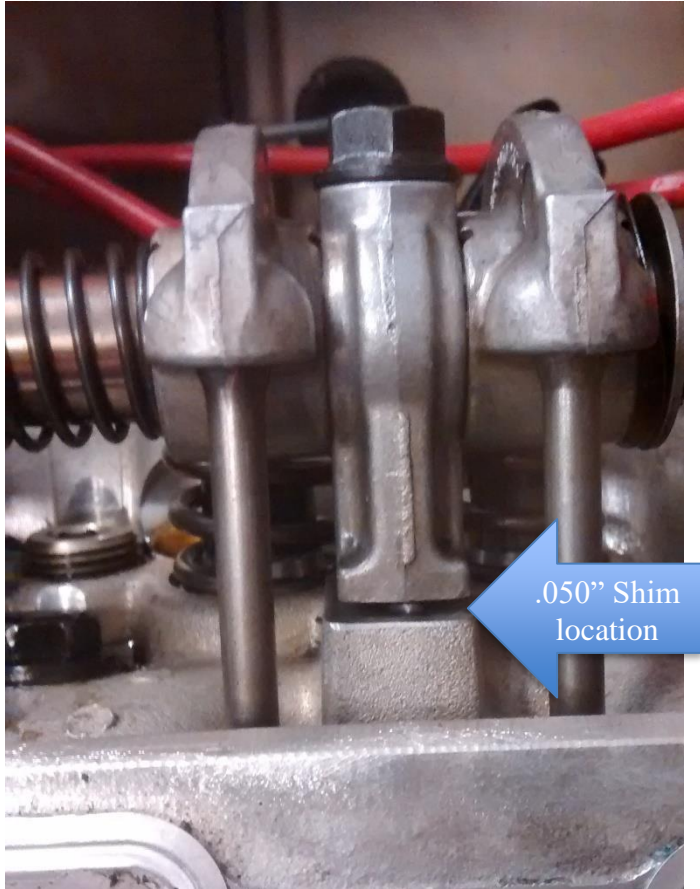
Before Tom left he made me drive his newly purchased Miata. It looks brand new and is a hoot to drive. I took it down the hill and around some curves and it feels like a real sports car. I bet he will love it. It is very nice.

Later in the evening Chad came up to work on Tinkerbell. The first step in determining the thickness of the needed rocker shaft pedestal shims was to take measurements.

The engine was brought to top dead center. The bolts for the rocker assemblies were loosened to release the pressure on the lifters. With the pressure off but with no slack between pushrod and lifter a feeler gauge was used to check the gap between the pedestal and head. It was about .085" with some minor variation between the left bank and the right.

This number by itself does not mean much as there are some calculations needed to determine how this gap relates to the thickness of shim needed to set the lifter preload. Woody at the Wedgeshop will get this information from Chad tomorrow, do the needed calculations then fabricate the shims. When the shims arrive the process of putting them in place will not take long.

The question in my mind is what is the condition of the lifters in the engine? Can/should the existing lifters be used? Are they damaged due



to the excessive initial preload? Do they need to be replaced? We shall see.

9/23/2016 – Today I got a call from Chad after he had talked to Woody at the Wedgeshop about shims. Woody is going to send shims that measure .050" thick plus some .010" thick in case the .050" shims are not quite thick enough.

On the issue of whether or not to use the existing lifters it appears the answer is yes. As long as there is no damage I am good with that primarily because the cam break-in can be considered complete. Naturally Woody has no stock of .050" shims but is in process of having some made. As the end nears I get more anxious. Keep your fingers crossed.

9/26/2016 – So I am sitting around wondering what to put in the newsletter since the Pumpkin and Tinkerbelle are waiting on parts. Then I

remembered something that I had not talked about before.

Earlier this summer when the effort to eliminate all the oil leaks was in progress there was a lot of work done on the front of the engine including a new seal on the timing chain cover and a new pulley/damper

Naturally I had the radiator shroud out at the time so it was replaced with a new one. They make these out of plastic and sheet metal but I went for the original material which is a kind of fiberboard stuff that does not react well to too much moisture.

After reassembly I failed to connect the temperature actuated switch in the radiator to the fan wiring so when Tom drove the car to his house to get parts it overheated and blew coolant everywhere including all over the new shroud. This was not good as it got soaked and the top sagged and looked terrible. There was also a lot of discoloration.

Since the car is down for gauge work anyway the shroud was removed, straightened and coated with pickup bed spray on liner. This both stiffened the shroud back into shape and brought back the black color so it looks almost new again.

This is a product that I use a lot because it looks good and is water proof. I bet if you think



about it, it will work in lots of applications for you as well.

9/30/2016 – The shims from the Wedgeshop are due to be received by Chad today. Now we just have get them installed, check the existing lifters for visual damage, put everything together, add coolant and drive the car. Maybe to the car show at the national convention. Possible.

10/4/2016 – It has been a long wait getting to this point but the needed shims have arrived and Chad came over last night to install them. Most of the stuff that needed to be removed to support the installation had been so the job went a little quicker than it would have otherwise.

The rocker assemblies were removed and each lifter was removed and visually checked for anything that might indicate replacement was needed. As it turned out the existing lifters were left in place and the shims were put in place on the rocker assembly attachment bolts, then the assembly was reinstalled on the head.

The valley pan and valve covers were replaced and then the intake and carburetor. All hoses were connected, linkage re-attached and we started the car.



The car ran great as before but unfortunately the problem of noisy lifters remains. The search for the cause continues. Unless Chad can get some additional information from Woody or Ted the next step will most likely be to just replace the lifters.

Since the car is not ready for prime time it will not be making the trip to the convention this week. On the bright side the new tachometer works but the dash lights do not. I will try to trouble shoot that issue in the next day or two. The oil pressure is about the same but I believe the oil leak at the pressure switch is resolved.

It was about 11:30 when Chad headed back to Broken Arrow. The plan is for Chad to do some more checking and we will reconvene next Sunday or Monday. Hopefully we will have better results.

Later today I pushed the cars out and moved Pumpkin to the left side of the shop so I could get Tinkerbell on the lift. No word on the 6's gauges yet.

The 8 had been sitting and gathering dust for several weeks so while it was on the drive it got a wash. At least the dust is off.

Jim Lindsey came out for a while to pick up his distributor wrench. We visited for a while and when he left I felt tired so went in for lunch followed by a nap followed by apathy. No more work in the shop today.

10/5/2016 – Rob contacted me this morning from Pottsville, TX about his car not charging. Seems the battery had been jumped but it had been connected backwards. It sounds like the alternator may be fried.

We agreed that a trip to a parts house for a check of the alternator was in order. I will let you know how that turned out.

Later I again attacked the oil leak at the oil pressure switch on Tinkerbell. This problem has been very perplexing to me but was easily solved when I pulled my head from its usual resting place.

The metric compression sleeve and #10 nut first used were from the kit purchased from Rimmer. Since none of the other fittings were usable from the kit their 3/8 inch SAE replacements came from the parts bin at Ace Hardware. The solution was to use a 1/8th inch compression sleeve and 3/8th inch nut from Ace that actually fit the other fittings. I am



keeping my fingers crossed again hoping this problem is finally fixed.

All the gauges now work in the car but the lights on the gauges do not work nor the arrows indicating the turn signal direction. If I damaged the printed circuit panel when installing the new tachometer this could be a big deal. Scary.

As a follow-up on Rob's situation at the convention, AutoZone ordered a new alternator for delivery at 3:40 pm today. They also found a short between the positive battery cable and the battery hold down components. As this car has a history of a battery drain it appears that this mystery may finally be solved.

Later Rob found the ordered alternator had different connections than the one in the car. It was returned and the TRF guys at the convention have one coming in over-night. He also plans to have his old one rebuilt which is good planning.

While waiting on Jim Lindsey to arrive to use my timing light, I started to look for the reason the gauge lights were not working. A review of the wiring diagram showed that this circuit is fed by a black/green wire.

A look under the dash revealed a black/green wire pulled out of a modular connector. Mystery solved. The next thing is to fix the problem by bypassing the modular connector using a splice on the short side and adding two lucar connectors and a connector sleeve. Done deal.

Results of wiring fix to be determined.

10/9/2016

– This morning I verified with Chad that the coolant needed to come out for the next phase of getting rid of the noise coming from the lifters in the 8. He said yes so this afternoon the coolant was drained and saved again.

The intake was then removed after unhooking the coolant and fuel lines, vacuum lines and electrical connections. I am getting too good at this just from doing it so many times.

This time a little more effort was spent tidying up the stains and dirt on top of the intake and it looks a little better. Also the coolant was poured out of the intake this time to make handling a little less messy.

Maybe things can be kept more clean with the oil leak fixed and the coolant left to settle in for a

longer length of time. Keeping my fingers crossed again.

10/11/2016 – Chad and I worked on Tinkerbelle (TR8) until 11:30 last night trying to eliminate noise from the lifters. Since the previously installed shims and other actions did not result in success the next step was to replace the lifters and oil.

By the time Chad arrived I had the old oil out and the intake/carb off. The valley pan was exposed and ready to remove to expose the existing lifters for the exchange.

Chad removed the rocker shaft assemblies and installed the new lifters. A measurement was taken to assess the preload. Although within the recommended range we thought the provided shims were not thick enough so we fabricated more shims from .040" aluminum sheet material.

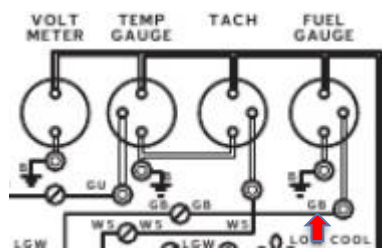
With the additional shims in it appeared that the measurement was right at the top of the recommended range so we stepped back to plan A, new lifters with first set of shims.

With everything back in place the engine started easily and we set the new lifters by running at 2000 RPM for 20 minutes. At the end of the run in process the lifters were still noisy.

After some head scratching we agreed that the next attempt should be to install the newly fabricated shims on one side of the engine to assess the effect if any on the noise level. That is the task before me today, remove one valve cover, rocker assembly, add the additional shims and put it back together for another test.

If the results are positive the other side will be shimmed with both shims at all four locations. Chad is really unhappy about me not being happy. He takes it personally but is hanging in to make sure that I am happy when the task is complete. Thanks Chad.

I was hoping to tell you that Tinkerbelle was roadworthy and we were on the road enjoying the 8 as I know we will at some point. Maybe later today. Maybe. Also the dash lights need more work. Tach, speedometer and turn signal lights on dash not working yet. It is a hobby, right?



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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



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

John, I have decided to sell my 1976 TR7 for about \$5200 obo. Would you please put it in the newsletter? I feel I don't give it justice. I don't drive it as often as I should. I still love the wedge look and driving it.

It does have new tires. It does still pull to the right a bit...I took it to Admiral Alignment and he said that the frame has shifted a little due to age but he aligned it the best he could.

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Julia (Julie) Cross

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I bought the car in 1997 from [redacted]
member who own it for sev [redacted]
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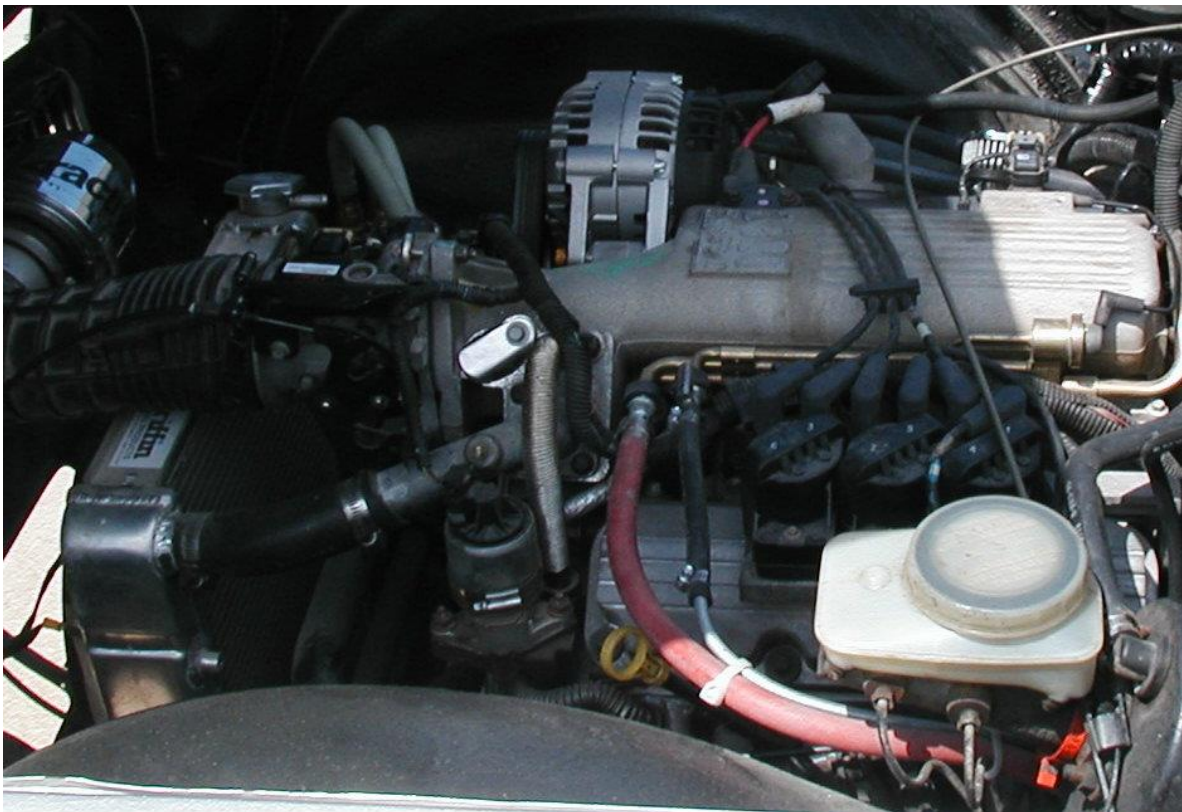
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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(More information will be added as available.)

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I Just like the tan one better

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Figure 2 **TR8 WHEELS /
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MEMBER NAME					
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PHONE NUMBER					
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