



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for October 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### NEXT CLUB MEETING:

**Tuesday October 17th**

Dinner at 6:00 PM

Meeting at 7:00 PM

Brick Town Brewery

11909 E 96th St N

Owasso, OK 74055

#### From President Rob Thompson

Hello everyone. Fall is in the air and we thought our home would have sold by now but it's time to cover the pool and wait for a buyer. Nothing to report of any interest, just driving weekly and lately driving to work at night. I finally have my first "Meet the Member" article done and putting the finishing touches on it for next newsletter. The subject member is John Phillips and learned some cool things about him and Jan. Not fake news !!!

Look forward to the Gimmick Rally this Saturday. Matt, our oldest, will be along beside. Donna like Jan cannot travel that far without throwing her back out of line. It looks to be nice weather, starting out cool then heating up. See you this Saturday or at the next business dinner/meeting.



#### Officers and Committees

Rob Thompson – President

Cash Billups – Vice President

Denny Robinson - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

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

[topaztr6@gmail.com](mailto:topaztr6@gmail.com)

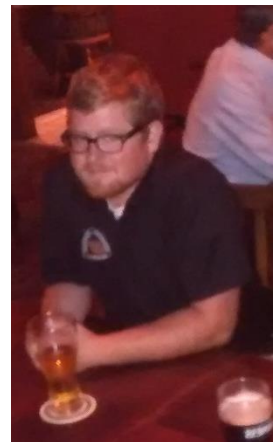
#### From Vice President

##### Cash Billups

October Triumph  
Newsletter from VP

I am so disappointed that the Morelli car show was postponed and we weren't able to all get together. I will be on the lookout for the new date and will let everyone know as soon as I know something. However, we are super excited about the road rally on the 14th!

As for the 65 Spitfire, it has been having some transmission noises coming from the center bearing. I am trying to figure out if this is something that I can do with the transmission in the car or if I need to pull it out of the car to work on it. If anyone



has any tips on such a project, please let me know. If I have to pull the transmission I would really like to swap it out for an overdrive and converting

my existing transmission to a 5-speed is far too expensive. This last month we installed some new better and brighter headlights with a heavy duty wiring harness. This project was far more difficult than I had imagined and I would not recommend doing this yourself unless you are comfortable with wiring and know how to modify a wiring harness, as the one Victoria British sells does not fit quite right. After a few hours and some trial and error, I am pleased with the difference that they have made.

[See photos below for the before and after look].

To compliment the new headlights we also installed some new LED

taillights, and man what a difference that made. Cassie pointed out one day after following me home after work one day that she couldn't tell when I hit the brake, and if the drivers of Tulsa cannot see them that is a MAJOR problem!

Lastly, Cassie and I made a trip to OKC a couple weeks ago [I mentioned this in the last



meeting] to look at a 1966 Triumph Spitfire. The car was in fair shape, some rust but nothing too major and all the major components were there including an overdrive transmission. I debated about buying it and swapping out the transmission on my car but the time/money/ and space issues talked me out of it. I was able to talk the seller into selling me the hardtop separately though, which I have been wanting for quite some time. Now the journey of fitting the top to my car begins. The car itself is still for sale if anyone is interested let me know and I will share the seller's info with you.

I look forward to seeing everyone at the next meeting.

Cash,

Editor: Hardtop looks good.

### Secretary's Minutes of the Last Meeting from Kay Robinson for Adele Blom

The September monthly meeting of Green Country Triumphs was held at the Waterfront Grill in Jenks, Oklahoma on September 19, 2017.



President Rob Thompson Dennis Robinson called the meeting to order at 7pm; noting that the meeting business could be suspended when more of the food orders arrived.

The minutes from the August meeting were approved as printed in the newsletter. These minutes had been prepared by Kay Robinson due to Adele Blom's absence in August. Her assistance is much appreciated.

Jan Phillips gave the Treasurer's report. One additional membership was paid at the meeting, and it is believed that one more is soon to arrive. We had 28 come to our meeting. The Treasurer's report was also approved unanimously.

We talked about car shows. Glen Larson brought the most beautiful trophy he had won and a photo of his fabulous car. Art

Garbart went 160 miles each way to the All-British show in Arkansas. Cash Billups, Art Graves, and John Phillips went to same show as well. Cash Billups told about a car show in Oklahoma City on September 30. He suggested staring at the Phillips 66. John Phillips said there were 3 or 4 car shows this weekend but nothing local.

For the parts committee John Phillips reported he had worked on new springs for Jim Beasley. Dennis Robinson's transmission and engine went together. John even had a few moments for his own TR-8 and feels it is really good finally. We welcomed Dale Smith a new member who has a Spitfire. Anne and Derek were new last month. Kay Robinson has planned a really great scavenger rally on this Saturday. It begins with breakfast at 9:30 at the Crescent Restaurant and ends at Kay and Dennis Robinson's to turn in the items, have snacks, socialize and determine the winner. The prize will be delivered at the next meeting. John Phillips is planning to push back his breakfast to February. October 14 we will meet at the QT at Wagoner and drive to Sam and Ellie's. There will be a questionnaire. November 4 Jan and John Phillips will hang Guy Fawkes again with good cheer and company.

New and old business discussed included a suggestion from Jack McGlumphy to support had a Charity bicycle ride where our money would go for something good. The money donated would be matched. Al Garbart thought we should donate to a local automotive student. Kay Robinson had helped with last year's donation to a second year automotive student who was a veteran. Chad Jester suggested a school working on Classic cars had talked about in Kansas, McPherson College. Adele Blom felt we shouldn't see our money as a pressure to give elsewhere when it was mostly earned by John Phillips doing great things for other people's cars. Adele suggested we look at ways to help John and things his shop might benefit from. A vote indicated

interest and a willingness to table the decision until further thought was done with a yes to Al Garbart's motion for a scholarship. John said someone donated good quality vice grips and torque wrench.

Cash Billups talked about cars for sale in Tuttle. There is a "66 Spitfire with overdrive transmission and a gas-leak. You can find it on Craig's list for only \$3200 with more parts and motor. It needs paint and body work because of rust but is supposed to be running. Chad Jester went on a truly awesome automotive adventure, the Ultimate Triumph trip driving through 10 countries in Europe with 85 Triumphs and 245 people involved. His immediate group was 15 people from Atlanta GA, Indiana, Utah, and of course Oklahoma. They bought 4 Triumphs on e-Bay and borrowed one (Sprite Dolomite, TR Toledo, TR McClane, etc.). He started in Gatwick England, went on the Lyle ferry, and went 500 miles per day. There was one car left in Switzerland so they had to rent a car. It took 4 days for the run but 13 in all for joy before and after. They had a go-pro on the front of a car and the back. He is going to do it again in 4 years but it will be done again by others in 2 years.

Next month's meeting will be at the Bricktown Brewery in Owasso. Also the Hilton has said they want to host a meeting for \$7 hamburger and fries.





## 2018 SHOW SCHEDULE



### 2018 VTR SOUTH CENTRAL REGIONALS

By Texas Triumph Register

*SAVE THE DATE AND RESERVE YOUR ROOM!*



Come join the Texas Triumph Register as we host the 2018 South Central VTR Regionals along the shores of Lake Conroe, north of Houston on April 19th – 22nd, 2018. Our event will be held at the beautiful, lakeside LA TORRETTA Resort and Spa, offering such amenities as onsite restaurants, private beach, adult and children's pools, lazy river, tennis courts, golf course, fitness center and spa.

Catch up and enjoy some fun with your fellow Triumph lovers and friends. We have negotiated the following rates for your rooms (plus reduced resort fee and occupancy tax) at La Torretta:

- ◊ Tower King or 2 Doubles \$139.00++ per room/per night ·
- ◊ Golf Cottage King or 2 Doubles \$139.00++ per room/per night ·
- ◊ 2-BDRM Golf Cottage \$278.00++ per 2-bdrm/per night (this equates to \$139 per room/per night) ·
- ◊ 2-BDRM Lake Villa \$339.00++ per 2-bdrm/per night

Book your hotel room now at La Torretta, before the reduced rates end, [Book Here](#)

For those of you who would like to come early on the 18th, the resort is offering the same rates for April 18th. Look for Registration information and forms to be posted on our website, [www.texas triumph register.org](http://www.texas triumph register.org), this fall. We look forward to seeing you next April.

## 2018 SHOW SCHEDULE

### 2018 South Central Regional

April 19 – 22

LA TORRETA RESORT & SPA

Lake Conroe, north of Houston

### 2018 VTR Nationals

July 17 – 21<sup>st</sup>, 2018

La Crosse, Wisconsin

Web Site: [www.mntriumphs.org](http://www.mntriumphs.org)

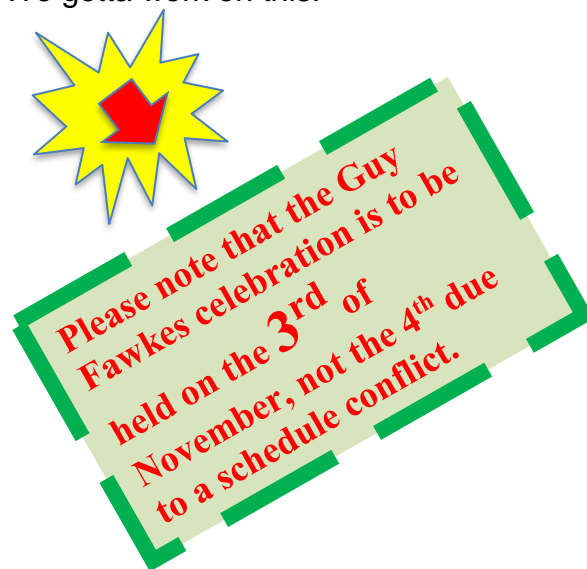
## 2018 Club Activities

TBD	Breakfast followed by "Roads of My Youth Tour"	John Phillips

We gotta work on this.

## 2017 Club Activities

DATE	EVENT	FACILITATOR
NOV 3	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	Charlie Brown



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

**July 17-21, 2018 at the  
Radisson in La Crosse, WI**

Facebook VTR2018 [www.mntriumphs.org](http://www.mntriumphs.org)

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



**Featuring 50 years of the TR250**



## The September meeting

was very well attended at the Waterfront Grill in Jenks. In the first picture is Glenn Larson



holding the trophy from the latest Brits in the Ozarks show. Front left is Dale Smith, our latest new club member.

inquiries about Frank Wood so people are thinking about you Frank.  
The next meeting will be in Owasso at



Bricktown Brewery, 11909 E 96th St N



Someone counted thirty attendees. Rolf was beside me but I failed to get him in a picture, sorry Rolf. I finally remembered I could take a selfi to prove I was there. There were several



## E-Mail / Internet

I did get a used oil pan from Larry Young Sunday. It is not like new, but much better than mine. My old one was bent, warped, and did not seal properly. The timing cover also dripped oil, so I got gaskets for both. I found a shop that will clean up the bottom of the car and spray it to cover up the bare metal areas that currently are protected from rust by all the oil.

In the next newsletter please express my thanks to Larry for his oil pan donation to me. Needless to say I offered to buy the pan, but he gave it to me, and I thanked him profusely. New pans are not available.

Tom C

From 6-Pack

Hello all,

I hope this email finds you well and you have been enjoying your Triumphs. I'd like to post the next issue in Early October and so would appreciate any news (including photos). If you could send me whatever you have (in whatever format) by the last week of September I would very much appreciate it.

Thanks!  
Mike

[Jeffrey M Rust](#)

Passing news provided by Leon Guyot "Ken Gillanders of British Frame & Engine has passed away, RIP. A bright light in the Triumph Firmament has gone out today. <http://www.britishframeandengine.com/>"

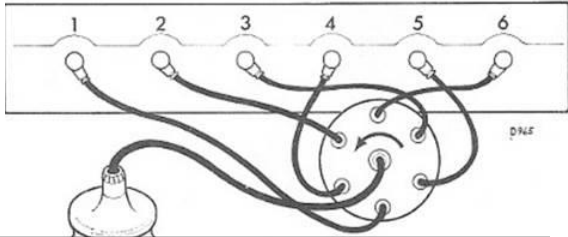
Ken Gillanders, a wonderful man and friend of Carroll Shelby, was the source of the one-off run of wheels Carroll did specifically for the TR6. Below is a photo of my 69 TR6 with Shelby wheels purchased through Ken. Story was they were too wide (7" & 8") for the stock TR6 (yes they require some adjustment to fit) so Carroll abandoned the project, pulled production and sold the preliminary run to Ken at BFE. Ken relayed the story of how Carroll went on about how those wheels cost him \$8 each to have powder coated in gunmetal gray or Cobra white (One reason I decided not to change the colour of mine from white.) Ken sent an order of the wheels to England and spread some to racers stateside. England then called back with the order "send all you have". By the time I found Ken he had thirteen 7" wheels left and I said "I'll take them all." Ken, the nice guy he was said "You know you don't have to take all of them if you don't want to." To give you an idea how long ago this was I told Ken, "I'll get a check in the mail today but please hold them." Ken's now infamous reply which I have retold numerous times was "Oh don't worry, I'll ship them out today. In all the years I've been in business I've never been burnt. Just put a check in the mail." That really was a different time and Ken, a different man. Every part in my motor today (with 60k hard miles) was sourced through Ken. From the hand ground formula ford lifters (when the quality of available lifters for TRs were a problem) to the CAM replacement for the Kastner S4 the car always had. RIP Ken, you take with you a piece of TRiumph TR6 history.



### 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.



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.

### TR6 Soft Top Folding

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



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



2 Fold top forward without folding back window



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

[https://www.youtube.com/watch?v=IS2FhnWK6\\_o&feature=youtu.be](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>

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm or add Lucas Break-in Oil at each oil change to your regular oil.

<http://www.corvetteforum.com/forums/c3-tech-performance/2484100-list-of-flat-tappet-oils.html>

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

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

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

### What's on the [Web Site](#)

Seat Belt Refurbish

Service After Storage

Rear Wheel Bearing End Float

Speaker Box Install

TR6 Wind wings

Rear Sway Bar Installation

Triumph Rain Cover

Flywheel Ring gear rework

Rebuilding Triumph TR Trans/Overdrive

Rebuilding Stromberg Carburetors





## **Greasy Hands Garage North Update by John Phillips**

**9/14/2017** – The Brits in the Ozarks show was pretty much taken off the table when the air conditioner in Tinkerbelle (TR8) failed. The primary reason for buying Tinkerbelle was to have a Triumph that could be used comfortably in hot weather. Of course hot weather is also when seasonal allergies are at their peak.

The ragweed is horrible and my knowledge of air conditioners so limited that the show was all but written off. Today the voltage was checked at the compressor to see if it had power and it does. That leads me to believe that it may perhaps be low on Freon. With that in mind a call was made to Bryant Air to see if they could work me in.

Since they installed all the components of the new system and understood the goal of maybe getting to Fayetteville on Saturday they said, “bring it in so it is here to work on first thing in the morning”.

Jan followed me to the shop for the drop off and then we returned home prepared to get a call on Friday morning when they knew something about what was wrong and when it would be ready. We shall see.

At 3:30 pm I called for a status on the car. Guess what, the car had been “finished” for hours but they did not call to tell me. The report was that the air was working fine. The did nothing and charged nothing so I wasted a day.

On the way home I would have to sat there was cool air coming out but I was not comfortable in the car in stop and go rush hour traffic going up 169. I was irritated and frustrated so I made no decision today.

**9/16/2017** – Got up about 5:30 and thought about the show. The drive there and back was really what I wanted from the trip but I had not checked fluids and tire pressures, cleaned the car or gotten my hay fever under control.

In the end the decision was to stay home and help Karl & D'Layne install their new electric

range in place of the old one that was in the house since built in 1980 and used by Paul and Margaret while they lived there. The installation went well and finished in time to watch OSU defeat Pittsburgh.

**9/18/2017** – The other day I tromped on the brakes and the car slowed down. I was kind of hoping for tires leaving marks on the concrete but there were none.

Today was the day to pull the wheels off and look for any visual problems that could have that effect. All components appeared as new and all four wheels had brakes.



Of course now one wonders if the system is still adequate for the car. When the roads dry off perhaps some more testing is in order. Perhaps different brake pads would work better. More pads came with the car so they might get switched. Something to consider.

After a nap I went back to the car for some more fine tuning. When Sam and I were working the other day we did two things that had a positive effect on the stabilization of the setting for the engine. Sam knew enough about the Holley carb to adjust the idle screw a smidgeon above nothing.

When there is no positive adjustment for the idle, the butterfly that it operates sticks in place and the choke will not work. The idle screw was inserted about two threads too free up the butterfly.

The other thing we did at advance the timing from 8° after TDC, to TDC. That increased power and overall engine performance. Sam made the observation that advancing the timing up to the point that the engine starts to ping, or pink which ever term you prefer.

To that end later on the timing was advanced to 5° before TDC. The car did indeed run better as expected, however the idle speed

increased to about 1500 RPM. I found no other method of adjusting the idle speed than the idle screw on the carb and adjusting the timing.

Today the timing was reset to TDC which lowered the idle speed to around 1000 RPM. I can live with that. I then set the air conditioner kick down switch so that the idle speed with air conditioner on was around 1200 RPM.

When the car was picked up at Bryant's Auto Air I was told they were able to obtain a temperature of 50° for the air at the dash outlet. Trust but verify they say so I tested it and the picture tells the tale.



In their opinion 50° in a convertible is considered most satisfactory. I am not sure that Jim Beasley and I agree that statement is always true but this is another system that I need to know more about so I will keep trying.

Over the last month or more several things have been completed that is bringing the TR8 very close to being a reliable, efficient and effective automobile without regard to the fact that it is a Triumph.

Is it finished, they never are but it is certainly road worthy now thanks to some people with more smarts than I. Jim Lindsey allowed me to use his exhaust gas analyzer and solidified the thought that the spark was weak. Though this the air fuel mixture was set properly for the car and a new Pertronix distributor and coil have been installed.

Sam then told me how to fix one problem on the choke and I was persistent enough to disassemble the choke and address the damage to that little red lever under the choke which after more adjustments to the fast idle screw now has the choke working properly. Thanks guys. I needed that.

**9/20/2017** – Since the car is pretty much road worthy at this point it seemed like a good idea



to work on the old paint on Tinkerbell a little. The boot lid is now looking a little better. The first product was some old rubbing compound I had in the shop.

It was applied on a typical polish pad which also was not new but once it was washed out a little and left kind of damp it made a good tool for application. No notable difference could be seen after this step. The next step was polish.

The product used here was a new bottle of Meguiar's Polish applied with the funky little non-directional buffer I got at Harbor Freight. Not much of a tool but it worked ok. After this step it looked better. Next was wax.

The wax used was the Carnauba wax that was given to the club for prizes back in 2006 at the Jenks show. It still works well so why throw it away. After this was applied by hand and the haze wiped away the paint actually looked much more as it was when new. The effort was not wasted.

The bonnet was next. It looked a little better in general but had some stains that were not at all attractive and a few scratches.

More compound, polish and wax and there was some difference but not as dramatic as the boot lid. Wings and doors can wait until I am back in the mood to rub on that old car some more.

*Product note:* The search for Midas Gold paint has been completed and documented previously, but yesterday while on the Rimmer Bros. web site a listing for TR8 touch-up paint caught my eye. They listed lots of colors but not Midas Gold. I guess a computer match by a local paint dealer is my best shot.

**9/21/2017** – Had a couple of errands to run today and put the top down on Tinkerbell for the excursion. I think this is the first time I have driven it with the top down. Nice experience but of course now I can't breathe. Oh well.

**9/22/2017** – Allergies kicking my patooty after top down driving plus walking around downtown Collinsville for a couple of hours last night.

Drove it back into town anyway looking for a replacement power antenna for the old broken one on the car when purchased. Ended up at a specialty shop where they found a replacement for



\$75 and offered to install it for another \$75. It is on order.

When I got home there was a message from TRF that door panels were on sale and shipping was ½ price. I fell for it and ordered them as well. Sucker for parts I guess.

**9/25/2017** – Back to the radio shop today to check on some additional work over and above the power antenna but they are closed on Monday so took Tinkerbell back to the shop.

Got the Pumkin out and went back to the tire shop. Not happy with either the balance or tire integrity. They rebalanced the front tires but not much improvement. More checking to do after we finish with Glenn's car.

**9/26/2017** – In spite of the rain Glenn arrived at the shop about nine this morning to commence work on his TR3. Work to be done included:

1. Remove front bumper/grill/front fascia.
2. Upgrade cooling fan.
3. Upgrade water pump.
4. Replace coolant hoses and coolant
5. Replace thermostat
6. Service radiator
7. Perform a leak down check.

The first issue turned out to be find out why the car started to run badly on the way to the shop. The symptoms seemed to indicate there might be a problem with the ignition so the distributor cap was removed and inspected as was the rotor.

The points had not closed up and other than some rust on the center post everything seemed to be in order. The plugs were removed and showed a vivid rust color as opposed to a soft brown color. The gap was fine.

While the plugs were out we did the leak down check backed up by a compression check.



There was some significant variation between cylinders but the lowest reading was 130 PSI.



With that done disassembly of the front of the car began. The wiring was the most difficult task to accomplish that that was not extremely



difficult. Removing the radiator also proved a pain when it came to removing the retaining bolts at the bottom due to accessibility.

Damage was limited to a broken water pump pulley. Glenn is going to purchase a replacement. When needed parts arrive and the radiator has been serviced we will convene to reassemble the car.

**9/28/2017** – I guess I need to start reading the whole description before ordering something. When the new door panels for Tinkerbell arrived they were different from the original 1980 panels in the car, they were 1981 only. Had I known this I would have first tried to “paint” the areas of the originals to see if they would regain the gold color along the top of the door.

The difference is at the door lock. The original configuration was a simple round knob that screws down on a round threaded rod and is pushed down or pulled up. The panels received have a rectangular opening that is filled with a square knob and an escutcheon around it. They fit 1981 only. I assume an attempt at theft protection.

Rimmer had two escutcheons, two square knobs but only one rod designed to connect the knob to the locking mechanism. I ordered them and plan to fabricate a rod using the new one as a model. We shall see how that goes.



Also on order is a spark plug wire loom that should work much better than the stuff obtained from O'Reilly's

**9/30/2017** – The ash tray parts arrived from Team Triumph and the wiring loom from e-bay. Today I worked on the wiring loom. After I got it figured out and modified to fit the car attaching the wires was next. The number four

wire was simply too short to work properly. I tried in vain to switch wires around so that they would fit better so I guess new wires will be on my list soon.

**10/3/2017** – I spent some time in the shop today maximizing space in the shop and working on Glenn's TR3. I noticed one of the bumperettes was loose so a little shorter bolt was installed and tightened up.

Glenn had mentioned the TRIUMPH letters on the front of the car were a little loose. He had purchased some speed nuts to better secure them so those were installed in preparation for reassembly tomorrow.

Next the thermostat housing was cleaned up. It was then installed inclosing the new thermostat and gasket with some Permatex gasket sealer.

The new water pump was partially installed pending receipt of the long bolt needed to attach the pump to the engine. I started to attach the cooling fan but decided to wait until Glenn was here to ensure it goes on the way he wants.

**10/4/2017** – Glenn had some traffic getting here this morning due to a murder on 169. We started early and finished about 5:30.

We finished up the water pump installation, finished adding new spire nuts to the letters and logon on the apron. One letter was held on by nothing.

The new fan assembly was installed then the re-cored radiator was installed. The cooling system was filled with a pre-treatment needed before Evans waterless coolant could be added.

The front apron was reinstalled using new fasteners and the fasteners holding the front wings in place were tightened as they were quite loose. The new shroud was then installed in front of the radiator.

Since the new clamps for the new water hoses were too big several leaks were created. Tomorrow the pre-treatment will be removed, hoses removed and new clamps used during reinstallation.

Then the waterless coolant will be added. The wiring for all front lights will be finished up and the lug nuts torqued prior to Glenn driving the car



home. The grill is being polished so the bumper and Rallye lights will be reinstalled after the grill is available.

Another good job at the shop. Glenn and I had a good time correcting a bunch of things on his car.

**10/5/2017** – What was expected to be a short finish up day worked out quite differently. I got to the shop a little before Glenn arrived.

The first focus was to make sure the front wheels were properly torqued and hub caps installed. It was only primary to ensure old brains did not forget to get it done.

Next was wiring. The sub-harness between the left front running/signal light was used up to the extent the wire color could not be determined so a replacement was configured using wire from old TR6 harnesses. At least you can tell what color of wire is being worked.

Some other wires had excess sections in place that were not needed so the excess wire was removed. Some terminals were in bad shape so they were replaced.

The brake light wire connection made us work for a while to figure out why there were no lights back there. The connection was corrected and the lights work fine.

The headlights took about three different tries to get all the wires in the right place but ended up working just fine.

With the wiring out of the way attention was turned to adding coolant to the system. It took some thought about how to get the old coolant and pre-treatment out of the heater. One thing tried was opening the petcock valve in the block above the starter. When it was finally open coolant would not flow so it was either blocked or already empty.

After a break for lunch we returned to the shop to begin the next task.



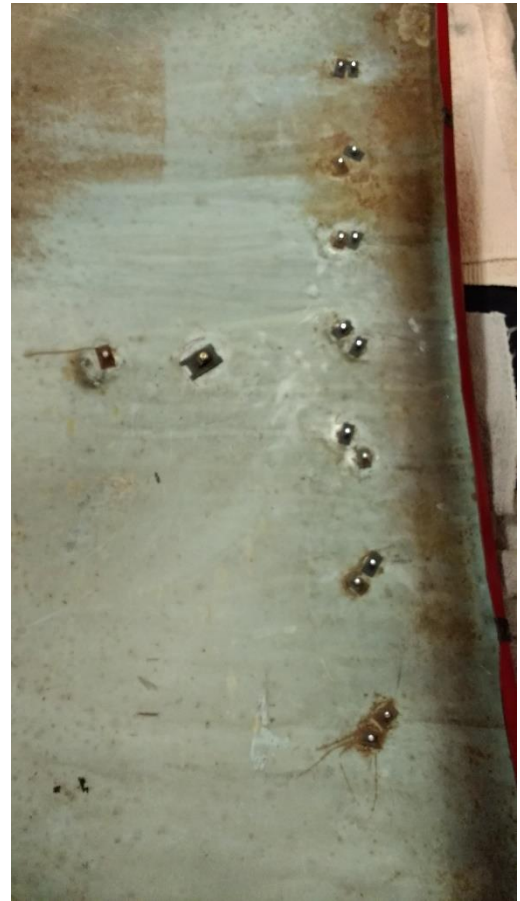
## Glenn's TR3 at GHGN



**Up: New Shroud**

**Right: New Letter/Logo fasteners (spire nuts) on back side of apron.**

**Below: New cooling fan, water pump thermostat, steering box gasket/sealant**



Next we removed the hose that feeds coolant to the heater and applied air pressure. This tot results and at least two cups of liquid spewed out and all over the battery, valve cover, etc.

Due to some clamp issues we removed the tube/2 hose assembly from the water pump housing to the bottom of the radiator to change the hoses. When the hose separated from the radiator old John got a face full of liquid in the right eye and mouth.

After cleaning up, the hose assembly was reinstalled with good clamps but it took a few tries to get the orientation the way it needed to be. The Evans Waterless Coolant was then added. No leaks yet.

The engine was started and the engine warmed up. No leaks yet. Time for a road test. A few miles down the road performance dropped off dramatically.

Back at the shop the timing light was used to get an idea of what was happening with the ignition system. Placing the pickup on each wire it was plain to see that the spark was weak and erratic on cylinders 3 and 4.

The plugs were removed and inspected but showed a brown coating that was consistent on all four plugs. They were not wet, white or black. They looked fine.

The distributor cap was removed and the cap, rotor, points gap all checked good. The low tension lead was a little worse for wear so it was replaced. We noted some movement in the distributor shaft and that was the only thing we pinned down as a possible cause of the problem.

Glenn decided to replace the distributor so we left his car in the shop and I gave him a lift home where enjoyed a beer while I played with their puppies.

In the end it was about 7:30 when I finally go home, a much longer day than we had imagined but we are making progress. Tomorrow I work on the TR8.

**10/8/2017** – Meanwhile back at the TR8, I have managed to pull two ends off the Crane plug wires that came with the car. Note to John; use more dielectric grease. Since the number 4-

cylinder wire is too short this is as good a time to replace them as any.

A set cut to fit the TR8 was ordered from the Wedgeshop however they were not cut to fit the wiring loom that I prefer to use so they are getting returned for credit.

A set of MSD wires which I prefer after doing a little research, was found at O'Reilly's. I checked the length of the wires to make sure they were long enough and they were so they came home with me.

What I did not check was that the type of connections that came with them would work on my car. They are the 90° type which puts the plug end too close to the engine/exhaust manifold. This morning I hope to find the straight type boots locally so I can keep working.

**10/9/2017** – Boots not locally available nor are the connectors from wire to plug. Solution, use boots from old wires and special order connectors from O'Reilly's for store pickup today after lunch. That will work.

The wires with correct boots were available but by the time I figured out my error two wires had been cut so exchange was not an option. Something to think about when deciding what wires to get for your car.



Since this day included stuff other than shop time only ½ the wires were installed today. The other ½ should be completed in the morning.

While I was asleep Summer ended and the high for the day is supposed to be about 57°. Ok, I guess it is time for Fall.

If we do not get too much rain the driving should be great.



## **Classified Section**

### **1954 Triumph Tiger 650cc**

With a lot of time, money and thought I put this bike together out of parts about 10 years ago. It is titled to the engine which is a '54 T110 600 cc Tiger. The frame is a '59 Triumph. The front forks, hub, wheel, fender and Tank are '70 Triumph. The rear hub is a Triumph conical laced to a 15" Harley wheel. The rear fender and chain guard are Harley. I just installed a Quiet Drive belt drive primary last year. There are a lot of custom touches to the bike which runs and rides like a Triumph. Contact for more specifics. \$4900

Dewayne Pass  
918-851-5331





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

**White/ new black interior, new top, also have hard top. New chrome mags. Have original wheels. Overdrive!!!**

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

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





## ***Hot Resto-Mod***

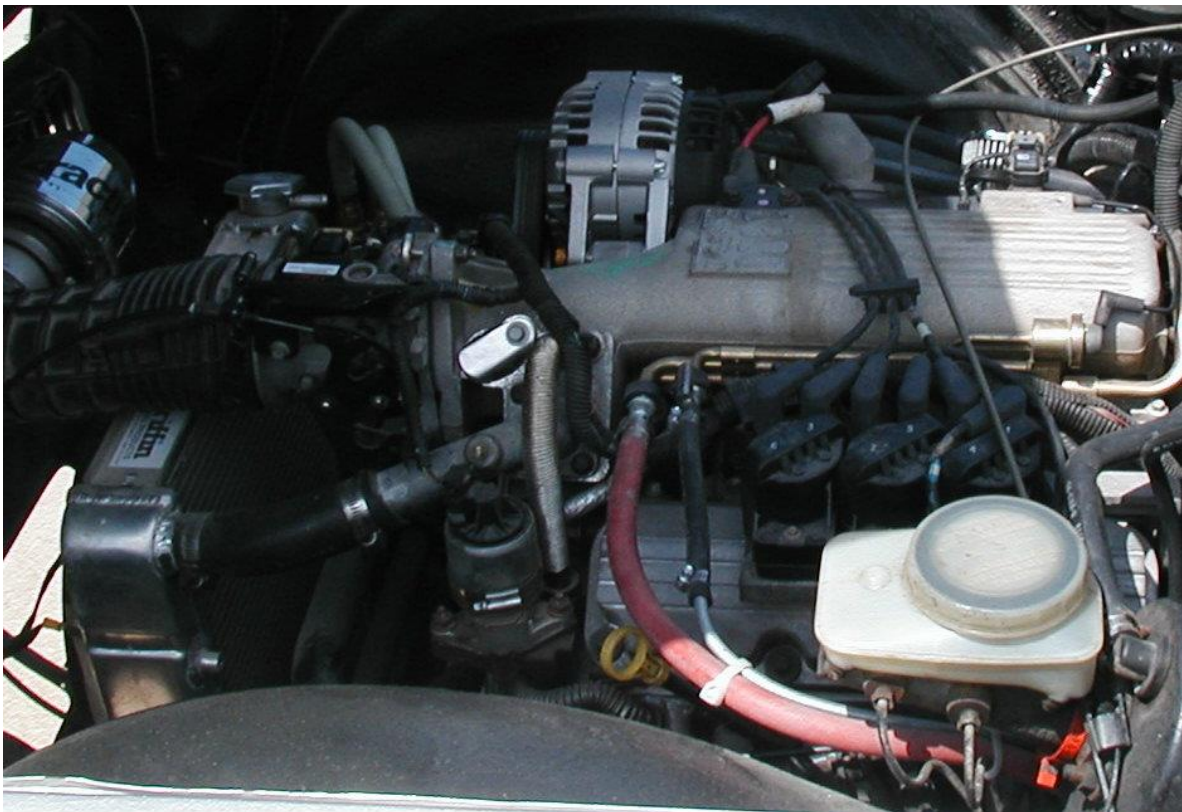
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,

***Tony Mullenger***

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!





**Tony Mullenger**

*"Superior Service - Uncompromising Integrity"*

445 S. Brady

Claremore, OK 74017

[tony.mullenger@aaaok.org](mailto:tony.mullenger@aaaok.org)



Office (918) 341-2100

Fax (918) 341-2154

**Specializing in Home & Auto Insurance including  
Collector Cars, Boats and Motorcycles**



**+1 800 381 2068**





## JOHN'S PAGE – STUFF FOR SALE



Figure 1 Used Crane Ignition System for TR8 - \$50



Figure 2 **TR8 WHEELS** /  
\$300 or best offer, no tires

**Greasy Hands Garage North  
Has Used TR6 Parts If You  
Need Something  
Structural parts for  
suspension and steering  
Transmissions and a  
Differential  
Windscreen Frames, Some  
with Glass  
Lots of other stuff so if you  
need something for your TR6  
contact:**

**John Phillips at  
[topaztr6@gmail.com](mailto:topaztr6@gmail.com) or**

**p**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.  
ASKING \$75**

**CONTACT JOHN 918 283-7017 OR [topaztr6@gmail.com](mailto:topaztr6@gmail.com)**



**I Just like the tan one better**

### GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

GCT C/O JAN PHILLIPS  
 5865 E. 480 RD  
 CLAREMORE, OK 74017  
 (918) 283-7017  
 maudjpp@gmail.com

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



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

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

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