



Triumphant Times

Green Country Triumphs

Monthly Newsletter for October 2018

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1st or before
of each year to the club Treasurer.
SEE LAST PAGE FOR ADDRESS**

**Next Club Meeting
Tuesday October 16th
Dinner at 600PM
Meeting at 7:00 PM
Location: Baxter's
Interurban Grill
717 S. Houston Street
Tulsa**

Officers and Committees

Rob Thompson – President
Denny Robinson – Vice President
Al Garbart - Member at Large
Jan Phillips – Treasurer
Adele Blom – Secretary
Kay Robinson - Activities
Art Graves – Car Shows
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

From President Rob Thompson

November Pres

Newsletter



November brings great fall weather and nice cruising. Haven't put up the top yet. I'm going to pull out my hard top from storage and assess the work it needs to restore. It will

need a head liner and seals, at a minimum. The hard top is white and we'll see how that looks. Should have painted it at the same time Jim's Body shop sprayed the body.

Just returned from my 4th "Dad's Day" at OU with Luke. We've never made it to the game in four years, a lot more entertaining to tailgate and then move to his favorite drinking hole for the game. It makes you want to somehow crawl back into a 22-year-old body and start again. His big group of friends are like sons. Good times but that phase ends after this year as the group will be fissured into corporate jobs, medical and law school and well, maybe marriage. It's all good.

This month's newsletter contains my first of many articles featuring one of our members. Thanks John for being generous with your time. Next month will feature Dennis and Kay Robinson.

Weather permitting, let's all get our prize Triumph out of the garage and scoot over to our next business meeting/dinner together.

From Vice President Denny Robinson

November brings great fall weather and nice cruising. Haven't put up the top yet. I'm going to pull out my hard top from storage and assess the work it needs to restore. It still needs a head liner and seals, at a minimum. The hard top is white and we'll see how that looks. Should have painted it at the same time Ji's Body Shop sprayed the body.



Just returned from my 4th "Dad's Day" at OU with Luke. We've never made it to the game in four years, a lot more entertaining to tailgate and then move to his favorite drinking hole for the game. It makes you want to somehow crawl back into a 22-year-old body and start again. His big group of friends are like sons. Good times but that phase ends after this year as the group will be fissured into corporate jobs, medical and law school and well, maybe marriage. It's all good.

Secretary's Minutes of the Last Meeting by Adele Blom

The September 18th meeting of Green Country Triumphs was at Zio's Italian Kitchen at 8112 South Lewis Avenue in Tulsa, in a nice large private room. Rob Thompson was absent so Vice-President Dennis Robinson called the meeting to order at 7pm.



The minutes of the August meeting were accepted as printed in the newsletter.

Jan Phillips gave the treasurer's report. Even after donating \$500 to LSC Foundation (in honor of the late Russ Seto) we still have

. The treasurers report was accepted unanimously as usual.

Art Graves was prepared to give the car show report. The newsletter has been telling us all the coming car shows and here they are again:

- September 27th to 30th Triumphest in Sacramento, CA
- September 27th to 30th 6-Pack Trials in Fontana Dam, NC
- September 28th to 30th Texas All British Car Days in Round Rock, TX
- October 6th Red River European Car Show at Tarrant County College, Fort Worth, TX
- April 24th to 27th, 2019 VTR South Central Regionals at Lake Texoma/Pottsboro, TX
- October 6th to 11th, 2019 VTR Nationals in Dripping Springs, TX

John Phillips reported for the parts committee. He has been preparing David Alexander's car for shipment to Arizona. John also said he is pleased with his waterless radiator

coolant which works as an anti-freeze to -40° and has a boiling point of 375°. The Jay Leno's Garage website has a couple videos about this product if you are interested. He noted that there must be no residual water in the system when the product is added to the radiator. It costs around \$51 per gallon and his TR8 took 1.65 gallons. It will not clog, evaporate, does not cause rust and lasts forever. We discussed car oil, John withdrew his worry about Mobil 1 as the problems he encountered had a different cause. Art Graves uses whatever is on sale. John likes Mobil One synthetic oil with extra zinc. John tried a wooden steering wheel on his TR8 but will move it back to the TR6 as he preferred the dished shape on the original TR8 part.

Kay Robinson reviewed our upcoming activities. On September 28th we are going to Clicks Steakhouse in Pawnee. Let Donna Thompson know if you are coming. She is planning a fish fry for October. November has many activities in the works. Guy Fawkes Day the Phillips's will be on November 3rd. On November 10th the Bloms will lead an overnight trip to the Shangri-La resort on Grand lake. Reserve your room by requesting the "Triumph Car Club Group" rate at Shangri-La. The group rate for two queen beds is \$119 + tax = \$131. The hotel is about one-year old replacing the former resort which is entirely gone. We are hoping to get some visitors from COVTR as well. We will dine and then party and leave with a box-lunch for a second site yet to be determined on the next day. Also related to activities the Oklahoma City Club ("COVTR") has invited interested members to attend a visit to the Groendyke car collection in Enid. Rolf Blom reported that the collection visit will take place on October 13th, following a cocktail party & overnight stay on October 12th. If you are interested call the Western Inn and Suites in Enid (580.234.1200) and request a room mentioning the "Kip Miles" group. The group rate is about \$65 before tax. This is a private collection and is expected to be quite an opportunity.

Rolf Blom reported that COVTR hopes for assistance in staging the 2020 regionals, and would like a contact to discuss matters with our club. Art Graves our show committee chairman belongs to both groups and will help coordinate our efforts.

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

<http://greencountrytriumphs.org>

John Phillips said our membership had shrunk to 43 from 55 at peak. He anticipates it will stay at that level as tired of bill collecting.

Guests at the meeting included Rolf's cousin Ralph Logan from Falls Church, Virginia, The Brown's daughter Codie, and two-month-old grand-daughter Joelie.

With no further business brought forward the meeting was adjourned.

2019 CAR SHOWS

2019 South Central VTR Regional

Location: Lake Texoma, Texas

Date: April 24th – 27th, Web: /

[6-Pack Trials, St Louis, October 3-6](#)

VTR NATIONAL CONVENTION

Location: Dripping Springs, TX

Date: October 6th – 11th Web:

2018 Club Activities

WHEN	WHAT	WHO
TBD	Drive & Picnic	Dale Smith
TBD	Bartlesville Trip	Kay
TBD	Breakfast at Tally's	Kay
TBD	Astronomy Club Mounds night drive	Kay
October 27th	Shangri-La Overnight Drive	Rolf
November 3	Guy Fawkes Celebration	Jan
December 8th	Christmas Party	Donna & Rob



Clarence Bishop spotted on Facebook at the 6-Pack Trials

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>

Figure 1 There are lots of pictures on Facebook right now from 6-Pack Trials and shows on the west coast. This one caught my eye as it has Sam's old TR6 far left and it is just a great picture.





David's car is on its way to Goodyear, AZ. As of noon, 10/3/2018. The transport company did everything you would expect when the car was picked up.

He walked around the car to document any damage that might be there but there was none.

He filled out the load document and had me sign it then gave me a copy.

He then asked for a tape measure to see if there was room in the trailer for a Corvette but we agreed it was too tight. The TR6 measured a little over 13 feet and the vette would be another 14.5 feet, which was not enough. Maybe a fiat 500 or Smart car but a vette is a little too long.

Of course, he strapped the car down and moved to the cab of the truck to take care of some paper work then went on his way headed to AZ.

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

<http://greencountrytriumphs.org>



The car arrived at the house around eight last night (10/4). It's really good to have it back. I am going to take it down the mountain to refuel it later this morning. Thanks for all your help.

David

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>

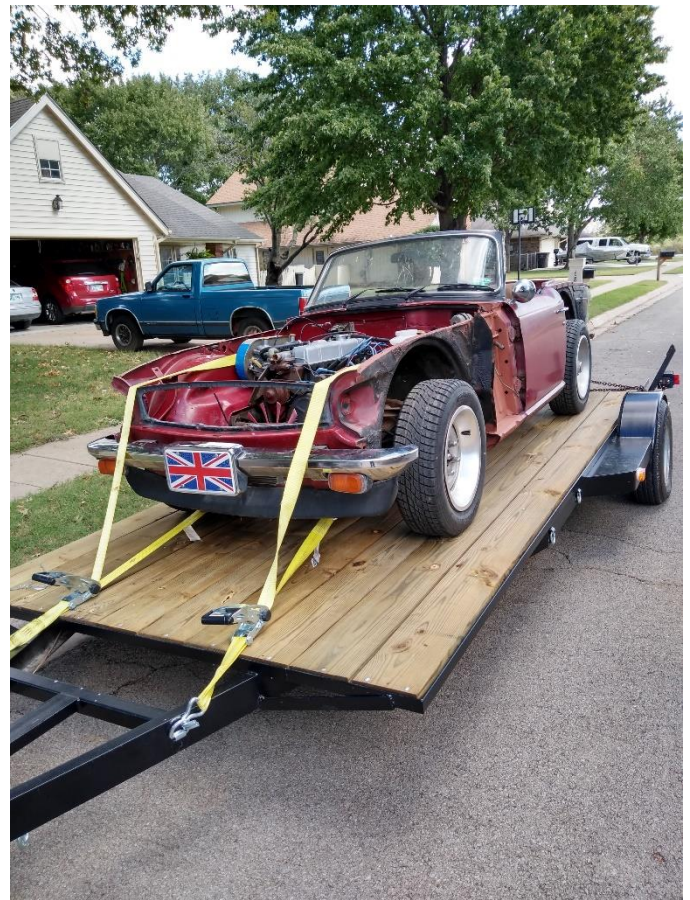


Dale's Project Spitfire



John, just thought I'd send you a few pics of my projects. Maybe you could put them in the newsletter. The black beauty is almost done. Only need to order the 2 gloveboxes and rear-view mirrors. Just moved the 6 into the garage today. About to get started on it soon.

Dale



6-Pack Trials

Short background. How did my love affair with Triumphs start? My dad surprised me after graduating high school by telling me we were going to Memphis (I was born and raised in Little Rock) to get my first car. I remember him nudging me toward a 250. I had never driven a stick, so fortunately it was all highway back home. I had it for a year and I flew it off a wooden bridge going a little too fast, the stiff suspension didn't help my plight, either. I was hooked, bought a saffron 71 TR6 with the side stripe kit and wire wheels, and kept it for 11 years.

Fast forward thirty-five years later and I am looking for retirement hobbies. Not sure what made me search Triumphs on the internet, but I see a signal red 250 with a camel interior. I was always partial to the lines of a 250 than the 6, so six months later I bought it and got delivery of it in February 2018. Less than a mile off the trailer I feel/hear this violent vibration. There is not enough room in this newsletter to chronologically tell you the steps of discovering that the transmission mount was broken. I will tell you that John helped me every step of the way, allowing me use of his lift and knowledge. Without him, I may not have made it to the VTR National or the 6-Pack Trials. So, I am very grateful for what he has done and know we have a great ambassador for Green County who is selfless.

Before I had even received the TR, I had joined the 6-Pack Club and bought a couple of their T-shirts. I found out they had many knowledgeable members and just about any issue/problems had been a topic in the forum. I knew the significance of the 50-year anniversary of the TR250, along with



wanting to jump in with all fours. I scheduled my vacation to attend the VTR National and the 6-Pack Trials. I also knew I was not going to drive/sit in the Triumph for those 1600 & 1800-mile round-trips. I worked with one of the trailer manufacturers and purchased a trailer specifically set up for a Triumph, given I also want to purchase a TR6 after I retire in less than 2 years. I wanted the ability to look in my rear-view mirror and see what was directly behind me. So, I purchased a 7-foot wide trailer (instead of an 8-1/2), one in which I had only 15 inches of clearance on each side of the car and the walls. I talked to the company which transports many of the Barrett-Jackson auction cars to find out the best way to secure the car in the trailer. He said the only way was to put down e-track and use tie-down

webbings fitted over the tires. When I bought the trailer, the lead time had gone out to three months, delivery being the week before VTR. Miraculously it showed up three weeks early.

The VTR National was impressive and served to be a good education. At the awards banquet, I sat with a group of the Dallas club who wore out the carpet walking up to pick up their numerous awards. I picked up 2nd place in the participants choice category, mainly because the other 250's were in concours or other categories.

So, I was more prepared and knew what to expect for the 6-Pack Trials. I took my car to Andy at Admiral Alignment before I left and the work he did was very impressive. He went over the car with a fine-tooth comb and found the upper bushings needed to be replaced. I had already purchased a kit and had taken the parts with me. I knew my wire wheels were not true, but Andy did as good as you could do balancing them. He also conveyed to me other problems to watch. Andy spent twice as much time with my car as other mechanics would have and it was a very reasonable bill.

Even though I still had some overheating issues, it ran well enough at VTR that I felt if I changed the plugs, points/condenser, timed it, and adjusted the valves, the car would run even better. Not so, probably worse. Went back to the valves and points, but they were just a little off. Now it wouldn't even idle. I pulled the new plugs and they were already somewhat fouled. I called John and the next day he came to the rescue. I am one day from leaving for the trials and very anxious. We looked one more time at the valves and started it. Adjusted the idle up some, but when it was started again, I smelled gas and it was pouring out of the front carb. It jogged my memory of when I had shut it down when it wouldn't idle the day before, I had smelled a little gas.

Knew it had to be in the bottom of the carb, the float or the needle valve. I already had a kit, valves and floats. John noticed that the float was out of one of the hinges. He squeezed that hinge to tighten it and we put the carb back together with new seals, a float, and the valve. It fixed the leaking

gas problem and we adjusted the idle. After he left, I went for a test drive. We all want to be good at the synchronization of stepping on the gas while letting out the clutch. You don't want to kill it but also don't want to over-rev and seem like a rookie. I over-revved the first few times I took off and then realized the carbs were more responsive. When I stepped on the gas, it responded quickly and with a little more power. A nice change for the better before the Trials.

The 6-Pack Trials was held in the Smoky Mountains at a resort in Fontana Dam, NC. Of course, all the roads were great, fun driving trips. Not just the curves, but the elevation changes. It is known for the "The Dragon's Tail," an 11-mile drive with 318 curves. From the East, I would have had to travel an extra 2+ hours to avoid driving it with my truck and trailer. It was raining and slick so I figured there would not be much traffic. Only two motorcycles came up on me and I waived them by. With about 40% of the curves being hairpins, it was hard to keep my 40 feet of length inside the yellow line while not putting the trailer tires just off the pavement. I should have timed myself, but I am sure it took 35-40 minutes to travel 11 miles.

When I checked in, the 6-Pack members putting on the trials greeted me. I was a day early, so we were the only ones there. Ken and Jim were very kind and invited me to dinner at Robbinsville, 20 miles away but 40 minutes of driving.

The next day I slept in and worked on my car a little. The only organized event on Thursday was the welcome party. Somehow, I showed up too late to get a seat at one of the tables in the main room. A little over a hundred people had registered for the event, their largest ever. I had met Richard Good up at the VTR in Wisconsin and ended up going into the bar and eating dinner with him. We had good conversation and I wanted to know about his background for designing his products. I won't tell you all the details, but he described his process of designing his first cam. He wanted to stretch the parameters without making the cam unstable or not having the longevity needed. He described the process of trying to find the right combination of the design by making small changes. Each time he

changed just one of the parameters, it changed the performance of the cam in the other parameters. It took him 2-3 months to complete the design, because he did this all on a manual calculator with a paper roll printer! That is the definition of persistence.

They had a separate room available for fellowship and I moved down there after eating. I wound up hanging out with some of the Cincinnati people. Really nice group of people. Aaron and I had the commonality that he was a staunch Red's fan while I have been a Cardinal's fan since the mid-60's. I still think Brandon Phillips took a cheap shot at Yadi when he climbed the fence and kicked him. Forgive me if I miss some names, but Steve, Todd and Paula, Bob and Kathy, were all fun and helpful for my first Trials.

The next day there were three different drives that were organized. The one I had signed up for had 32 cars. I decided to bring up the rear, but as I was backing up, realized the car that was supposed to be the trailer had left. All three groups left at about the same time from the same location, so I didn't know which one I needed to catch up to. Another person was also supposed to be with the group, so I followed him. We ran hard and when I saw who we caught up with, I knew with it being only about 10 cars, it was not the one I intended. This may have been a blessing, because there were only ten cars and the route did not have much traffic. It also had more elevation and got up into the fog of the mountains. I had the top down and glad I brought a sweater. We stopped at an overlook after over an hour of driving. I had some coolant leaking. Fortunately, it seemed it only happened once we stopped and was a loose clamp on the bottom hose. One of the other drivers didn't feel great about his brakes and felt he probably needed to turn around. Given we had another hour just to get to our destination plus a late lunch and the drive back, I decided I would go with them. A nice couple from Ohio who I ate lunch with and made it back to the resort at a better time.

I got back early enough to wash my car. After I washed it I took it across the street to the parking lot of the grill that was part of the resort.

There was some shade over there and I decided to put a coat of wax on it. The only event planned that night was a game of "Corn Hole" next to the grill, our version of washers. They used bean bags and Triumph bonnets with one hole in them. It took longer than I had hoped for to wax the car and now the entire porch of the restaurant, filled with 6-Pack members, was watching me wax my car. I thought I could finish before someone yelled out that I was going to "rub the paint off". Unfortunately, I didn't make it.

Saturday morning was the car show. We had it on the softball field there. The 250's were on one side, TR6's in the middle, and a mix on the opposite side. I took pictures of most of the 250's that had their hood up. I wanted to get some ideas of what I might do with mine along with seeing what is considered well done. I think I counted 81 cars, 15 of which were 250's.

That afternoon I had a nice drive back into Robbinsville to eat a late lunch. It was taking quite a bit of time to get lunch for some, so I decided to drive back on my own and stop for some pictures. The awards banquet was that night and I sat with the Cincinnati group. We had a great time and Steve was the top award in the participants choice for his 1972 TR6 which was grouped per the year (early, mid, and late). I got a plaque for third in the 250 class. Only one 250 was in the concours, so there were I believe 13 other 250's. Mine is certainly eye catching, but I have much to do in the engine bay. That is why I took the other 250 engine bay pictures. Of course, I have only had it for 7 months and dealt with the mechanical problems for at least 4 months. So, in the next 6-8 months, that is what I will be focused on. I asked many about how far I should go with modifications. (there was a beautiful TR4A that had a 350 small-block Chevy in it!). I learned that all of them felt to change the parts needed to get it running reliably. My interior would be such a deduction to entering the concours category that I would have to change it back to the black original. One of the men who does that judging said that he saw my car and liked it, and suggested I not change it.

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

<http://greencountrytriumphs.org>

I ate breakfast with the Cincinnati gang again and thanked them for adopting me into their group. Not sure if I was the uncle or grandfather. When I left that morning, I drove by the end of the "Tail of the Dragon" but decided to avoid it this time. I stopped at the Deals Gap store/bar to buy my son a hoodie. A young man, dressed in full motorcycle gear, rushed in and said a cyclist was down with his motorcycle 30 feet down in a ditch. The girls acted cool and calm (because it wasn't the first time and would not be the last) when they got him the phone numbers needed to get a tow vehicle out at mile marker 3.5. He said the rider was sitting down on the side of the road and seemed fine. It took me an extra 2-1/2 hours to go around.

Next year's Trials will be just outside of St. Louis between October 3-6. Let me encourage and recommend that you leave your calendar open for those dates. The 6-Pack group is laid back, easy to make friends, and share ideas and information. Although I plan on going to the VTR Nationals again in Texas, I look forward with anticipation for the Trials in St. Louis.

Clarence Bishop

1968 TR250

Signal Red w/camel interior (leather seats)

Original drive train



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>



Denny is interested in club participation for the Veterans Day Parade. I said I would go if the club was interested. Let Denny know if you are interested.

(918) 346-0900

November 12, 11 A.M.

Upcoming Events



Oct
10

2018 Tulsa Veterans Day Parade Meeting

Wed 11 AM · Tulsa VFW · Tulsa, Oklahoma
16 people going

★ Interested

Nov
12

2018 Tulsa Veterans Day Parade

Mon 11 AM
13 people going

★ Interested



April 24-27th, 2019

Tanglewood Resort in Pottsboro, Tx

This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago.... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig it? Go through your attic and pull out those 1970 inspired groovy duds....you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Plane! De plane! when you walk through the Perrin Air Force base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Dennison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at www.tanglewoodresort.com

Ready to Register? [Click here](#) for the Online Registration page

Registration is \$90 until April 1st, 2019, then goes up to \$115. No April Fools Joke.



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

<http://greencountrytriumphs.org>



Visit Luckenbach, TX
With Willie & The Boys

Join the
Hill Country Triumph Club
of Austin
as we celebrate



Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>

home products articles about us faq links

Is modern motor oil **KILLING** your classic car?

Buy Now!

CLASSIC CAR MOTOR OIL

OPTIMAL ZINC LEVELS
to protect valve train components

Protect Your Investment...
Protect Your Classic Car!

The Indiana Region of the Classic Car Club of America and D-A Lubricant Company, Inc. are proud to present a revolutionary new motor oil specifically produced to reduce mechanical wear in your classic car's engine.

Learn more about the Classic Car Club of America

What Makes Classic Car Motor Oil Different From Other Motor Oils?

Classic Car Motor Oil has been designed to meet the unique demands of vintage, restored, and classic automobile engines. It contains preservatives to keep oil on the engine components even when the car is stored and not run frequently.

Learn how Classic Car Motor Oil can save your car

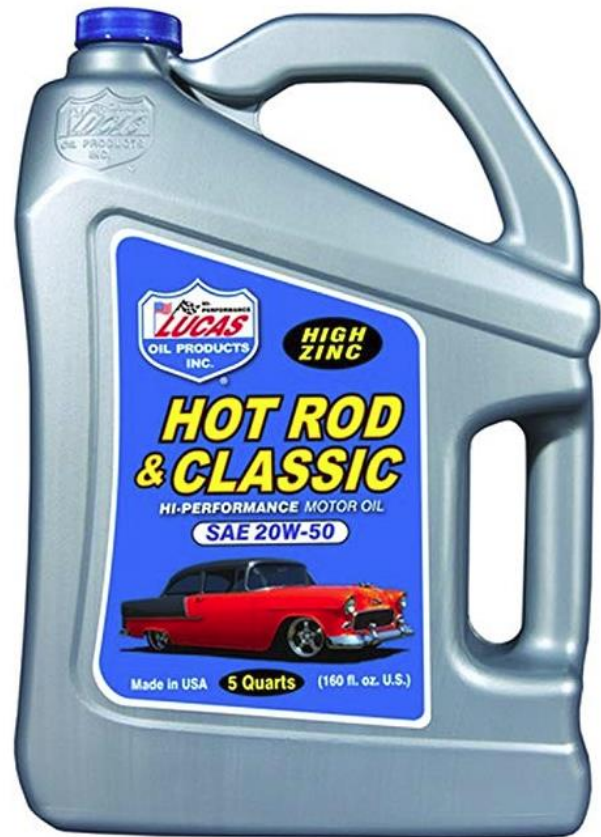
home | products | articles | about us | faq | links

<http://www.classiccarmotoroil.com/>

I think I am going to start using this oil recommended by Hagerty. The Mobil 1 oil is full synthetic and as such is not recommended by my cam manufacturer.

Some others:
Valvoline VR1
Brad Penn

I give up, what now?



Or maybe this one. Lucas oil products are very good.

Hey, this looks really good too. What now?

CASTROL CLASSIC XL 20W-50

For pre-1980 classic cars and motorcycles



A conventional 20W-50 multigrade engine oil of good all round performance, formulated with high quality mineral oils plus selected additives, ideally suited to older technology and classic car engines.

Offers excellent oil consumption, and a very high level of engine wear protection.

Interesting picture from the internet



Order yours here 🖱️ <https://teespring.com/bloodyleaky/>

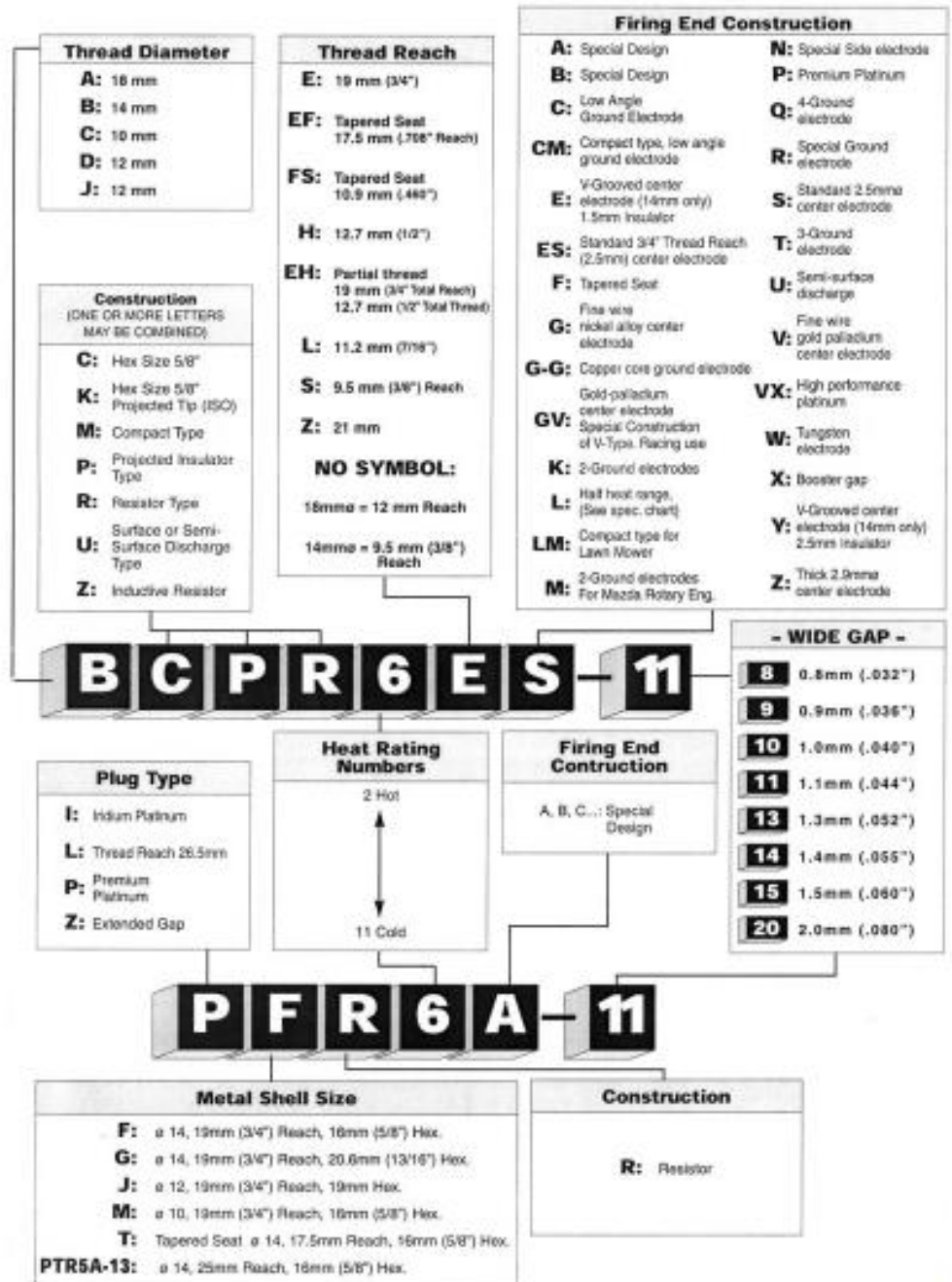
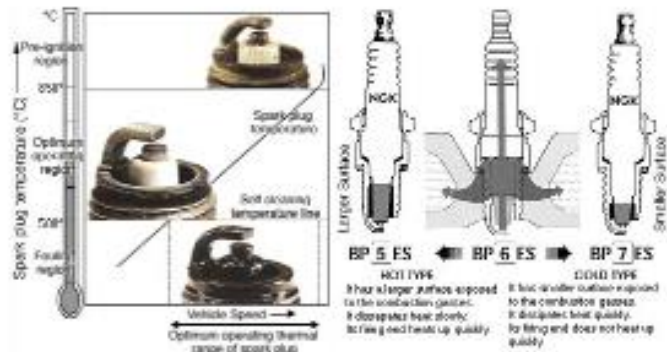
These shirts and hoodies are now available in many colours and sizes! 😊 I think most of us with BL motors can relate 😊



*GHGN in days past before the lift was installed.
Jack stands are not used much anymore.*

PART NUMBER KEY

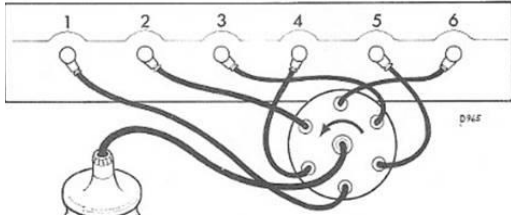
*DID YOU EVER
WONDER WHAT ALL
THOSE CHARACTERS
ON AN NGK SPARK
PLUG MEAN?*



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 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 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

<http://www.classiccarmotoroil.com/>

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

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

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

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2



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.

Admiral Alignment (Still in business)

For Brakes, Suspension & Steering

11323 East 20th Street

(918) 437-0070

Andy Wilmes C.A.T.

LESSONS LEARNED

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

Spark plugs for TR6 – NGK BP6ES

Spark plugs for TR8 – Champion RN12YC

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

9/11/2018 – Seventeen years ago I was sitting in the living room filling goody bags for the upcoming 6-Pack Trials to be held at one of our state lodges and watching airplanes fly into the twin towers. It is hard for me to believe that the only thing taught to our kids about the worst terrorist attack on our country is relegated to two pages in the history book.

Yesterday Jim Lindsey picked up the air conditioner from David Alexander's car so it could be included in the shipment of his car to Oregon. The car was sold to an old army friend and LBC enthusiast. It appears to be going to a good home.

After living with the new steering wheel on the TR8 for a while I reinstalled the old one back on the car. The new one will replace the original steering wheel on the Pumpkin. The rubber has separated from the metal across the top when the sun has ruined the rubber.

A hub, horn push and hardware packet has to be ordered before it can be reinstalled. As for Tinkerbelle, that wheel will most likely be replaced at a later date with one designed for the car so that is a better fit ergonomically.

The carbs that David donated to the club with rebuild kits are about ready for sale. The second one is still in the cleaning process but may

be completed today. When completed they will be sold and the money donated to the club.



Figure 2 The carb on the left is complete, the right is before cleaning.

Finished the other carb today and have them listed in the Classified section of the newsletter. Maybe the club can make a little money. Thanks David.

When we arrived back at the shop from Jan's Dr. appointment the shipment of coolant had arrived. Since the system was now devoid of water there was no reason to fill the system with prep fluid then drain it all out and start over. We decided to order 2 gallons of coolant only.

When the shipment was opened much to my surprise there was one gallon of coolant and one gallon of prep fluid. Nuts.

I put the gallon of coolant in and looked at what I had on hand in the shop. The book says the



system holds 1.65 gallons. Actually, it talks about a bunch of pints but that is what it converts to. Anyway, I had just about enough. It came to about $\frac{1}{4}$ inch below the fill neck. That was close enough for me to start the car, warm it up and look for leaks. None.

Tomorrow I take the Forester in for service and will pick up another gallon while I am in Tulsa. Then I can top off the radiator and put some in the overflow bottle and be back to where I started on my shop stash.

While the car was running the idle was a little fast. I tried to readjust the new carbs with no better luck.

The rear carb idle screw does not touch the lever that speeds up the idle so it is basically not adjustable. The front carb is just the opposite. To balance the carbs the back gets no turns on the adjustment screw, the front carb gets about four turns, to get them to balance but now the idle is too high. There is something wrong with the front carb.

9/12/2018 – The new front carb was removed from the car and disassembled. The rubber parts were checked for damage, the mixture needle was checked to make sure it was the correct one, the floats were checked for leakage and height setting. There was some unusual drag on the hinge pin for the floats but nothing that would indicate a problem. The carb checked out as good so it was reassembled and installed back on the car.

For some reason the adjustment was a little easier this time. The idle is at a lower level, although still a little high, but the balance is now almost dead on.

The car was driven around the neighborhood and the more it was driven the better the carbs performed. Maybe they just need a few

miles on them and then perhaps some more tweaking on the adjustments.

David is sending another jug of coolant and wants to discuss leaks. Can you imagine, he wants me to work on leaks. He obviously does not read this newsletter very often. But, if he insists I will give it a try.

9/13/2018 - Since I no longer fling differentials and transmissions around as easily as I once did, a new transmission jack is now on order. I found one that is affordable and tall enough to do some good on diffs.

Of course, the transmission comes out the top so it is not much help there. The scope of work is yet to be determined so we shall see what happens.

The cooling system seems to be in top shape and David should have no trouble with it in Phoenix or anyplace else. Protection range is minus 40° to plus 375°F.

David and I have been communicating about leaks. This morning the car went on the lift so a better idea of what we are facing could be made.

The result was that the diff is leaking less than I originally thought, ergo nothing is recommended. That is good.

When the transmission was checked it was low, as it was when the car arrived here. Then a quart and $\frac{1}{2}$ was put in, this morning another quart was put in. It must have been empty when first filled. The overdrive fills the back slowly so it has to be topped off periodically until actually full.

Obviously, the leak is significant and I anticipate transmission removal and an attempt made to eliminate the leaks.

As for the engine, the timing chain cover shows evidence of leakage. This job is also difficult and usually involves changing the harmonic balancer because failure is what usually results in timing chain cover leakage. My recommendation will be to wait until engine work is needed and do everything at that time.

9/15/2018 – On Friday I drove Tinkerbell down to Glenn's house to see if I could help get the TR3 started after he did a little sealing around the pushrod tubes. The only thing that he did was take the spark plug wires off.

When I got there the first mistake I made was not confirming the direction of rotation of the distributor. For the record it is counterclockwise. When the wires were finally in the correct 1-3-4-2 firing order and the rotor was pointed directly at the #1 cylinder when the pointer was dead on the TDC mark, the car would still not start.

I don't know if it was flooded or something else had been messed up. Anyway, after some frustration and a beer I went on my way. When the TR8 started it sounded funny. The more I drove it the more I convinced myself the cam was damaged and the engine would need another rebuild.

The cam manufacturer had said to not use synthetic oil. Well, since I use Mobil1 15w50 the assumption was the cam had been ruined. I parked the car in the shop and was pretty bummed. Could not start the TR3 and feared the TR8 was damaged.

Later, on Saturday, Jim Lindsey came over to sharpen some lawn mower blades and bring me the proceeds from the air conditioner sale that went to his friend that bought his car. While here he said he wanted to hear the TR8 so I started it and we went for a ride. It sounded better on Saturday than Friday but still was not right.

I decided to pull plugs to check the air/fuel mixture. The reading was lean on the left bank so I went to the other side. I found that one of the spark plug wires was off so maybe the engine is ok after all. I will assume it is ok until it isn't.

After a test drive I declared the car fit to drive and put it back into service, with relief.

9/17/2018 – David has arranged for his car to be picked up for transport to Phoenix the first week in October. I think it is ready having done everything requested to the best of my ability. I certainly hope David has good luck with it. He has been a good friend over the years.

9/19/2018 – Art mentioned at the meeting last night that he was coming out to the shop to rebleed the brakes on his TR6. I managed to get into the shop by 9 and started putting stuff up that was left over from previous work.

When Art arrived, we moved my cars out and put his on the lift. First up we straightened a handle for a vice that was bent working on U-joints. Did not take long then we were on to job 2.

We raised the car and he bled the brakes to his satisfaction and we lowered the car. That gave us some time to visit about various things, David's car, its history and what I had done to it to prepare it for Phoenix if anything can be prepared for that. Not for me.

With Art on his way home I started looking at spark plug alternatives.

9/21/2018 – After getting some advice from the TWOA Facebook group several options were offered as to what the best spark plug is for a modified TR8.

I went shopping yesterday and came home with a crossover by NGK for the N12YC Champion plug that no one in town had. When I got back home and looked at the posting again Woody from The Wedge Shop had made a comment. He said the proper plug is RN12YC unless you have an upgraded ignition system in which case the plug should be NGK BPR5EY11. *A key sheet has been added to explain how to decipher the NGK part numbers.*

The NGK crossover that I brought home was BPR5EY. So now what does the 11 stand for? Turns out it defines the gap of the plug, in this case .044". End result the plugs I bought are correct and all that is needed is to make sure the gap is correct before they are installed.

I got up with a backache this morning but still found enough energy to put the new spark plugs in after they were gapped properly. The threads were then coated with a little bit of anti-seize compound.

The old plugs were removed and the replacements installed. The number on the old plugs exactly what Woody had recommended. The left side was leaned out 1/8th turn. The previous ¼ turn to rich was a little too much.

It is the first day of fall and the rains have come. It is supposed to be wet for a week so a test drive may have to wait.

I also finally got around to airing up the tires on David's car before shipment. If anything has been overlooked I don't know what it is.

9/22/2018 - Took Tinkerbelle out for a test drive with the new plugs. No change. At low RPM the engine stutters and runs badly. The sound is also off, kind of like a plug is fouled. I think maybe

a compression test is in order. I think I will put that on my to do list.

9/24/2018 – Clarence contacted me yesterday asking for some help correcting a valve adjustment that he had undertaken. Since we had Jan's family over yesterday did not work so I went over this morning and spend about 4 hours getting him ready to leave for 6-Pack Trials tomorrow.

We did run the valves but found only one that was a little tight. We then started the car with the cover off to listen for any excess noise from any valve adjustment and it sounded fine.

With the engine running, fuel was pouring out of the front carb. Clarence turned the engine off and we took the carb off and removed the float bowl. One end of the float attach pin was loose and not attached to anything. The jet/valve was removed and replaced. New floats were installed and the pin securely fastened into the clips that had been bent a little to line the ends up with the slots in the pin.

Everything appeared to be as needed so the gasket surfaces were cleaned and a new gasket put in place followed by the float bowl.

There was some trash in the bowl so the filter is now in question as is the condition of the fuel tank. For another day.

With the carb back on the timing was checked and deemed ok. New plugs were installed and the car was idling ok but tended to die when coming off running rpm.

The compression was also checked and ran from 120 to 150 so the engine is not in top condition. The head shows that new nuts and studs were installed so one can assume that the engine issues are perhaps in the lower end. Time will tell.

Clarence is planning to leave in the morning for the Trials and the Tail of the Dragon. I envy him the trip and sent my best wishes to attendees.

9/25/2018 – Clarence brought my house keys, knife and nitroglycerin to me in Owasso about noon so he is getting a late start to the 6-Pack Trials in the Carolina Smokey Mountains. I regret not going.

David's battery was filled with distilled water and put on the trickle charger to ensure it will start when the truck gets here. That could happen by the 27th or later.

9/27/2018 – For the second time this year the Pumkin got a bath. I figured that if it was going to take me to Pawnee tomorrow it was the least I could do.

The first stop was at Discount Tire since they now air up your tires for free. They did there thing then I went to the drug store next door for a shot of the new shingles virus. I saw our family physician yesterday and he called and made the arrangements.

This serum is taken in two shots. The second shot is taken 2 to 6 months after the first. I do not want shingles again.

Next stop was Casey's General Store in Collinsville for some real 91 octane gas, then back to the shop. With the shop door up and the car outside the wash stuff was brought out and the car got a wash.

The weather was much cooler but I was really hot by the time the car was finished and stuff was put up. Time to go in and watch the hearings.

9/28/2018 – I got a call from David today. The transport truck is due here tomorrow to pick up his TR6. It really has not been in the way too much while here but the extra floor space will be nice.

In the shop the car was started to make sure there would be no surprises tomorrow. Tinkerbelle was moved to the west side of the shop and the white car to the middle so it will be easy to get out tomorrow.

Since the drive to Click's is tonight I checked the oil in the transmission. It was a little low so I topped it off. The other fluids were ok and the tires were aired up. I guess it is ready for the drive if I feel up to it. Sinuses have been beating me up today.

I made the drive and it was a good one. The Pumkin performed great. The food was not as good as I remembered but the company was superb. Nice out and back.

10/2/2018 – The truck did not show up to get David's car yet. Schedule now is set for tomorrow. We shall see.

I took Tinkerbelle out for a drive yesterday to Owasso and back. When warmed up it drives and runs fine. When cold it seems to not run on all cylinders. Guess it is time for some testing.

Problem: MS does not allow more than one name on a car title. Sam's/Tim's TR6 had two preventing Steve from registering the car.

On Tue, Oct 2, 2018 at 11:33 John Phillips <topaztr6@gmail.com> wrote:

Steve,

I have been thinking about your situation. If it were me I would contact a state representative or senator for assistance. You have a legal document and are only held up by a state statute. Your contact should be able to obtain an exception for you or get the stupid statute revised. Really, this is not good for the citizens of the state and you have a legitimate request. I bet you they will help.

John Phillips

Good point, and they're up for re-election. Thanks, I'll give it a shot. NC car show went well. 99+ cars, more beautiful than Esmeralda; I hate to admire that...

People who know Sam & you were shocked to see her there. My name was pointed out on the placard...she still got lots of compliments and oohs & aahs. Esmeralda and I enjoyed the attention. She drove well along The Dragon and all the other roads.

I'll get back to you, Sam and Tim when I get home tomorrow.

Over 40 first timers at the Trials! Where have they all been hiding..?! 135+ people in 99+ cars Thanks for the insight.

Yours in Triumphs, Steve

10/3/2018 – Yesterday the hub that I ordered to move the new wood steering wheel from the TR8 to the TR6 arrived. The work that I could do in the house under the air conditioner was to mount the wheel on the hub so I did.

This morning the first thing up was to check the plugs on the TR8 to see if the air/fuel mixture was about right or not. Turns out it is about right.

I finally realized the problem I had was fuel too rich at start up. That was because I habitually set the electric choke before starting the car. Yesterday it was started without the benefit of the choke and it ran much better while warming up. Goody!

Next was the installation of the wood wheel on the Pumkin. The old wheel was removed and the horn brush was soldered to a piece of wire that was then attached to the horn push button. Before putting everything back together a continuity check was done to make sure power was making its way through horn brush, wire and horn button. Better to know now rather than later.

The wheel was fastened to the steering shaft and the horn brush pushed through the hole. The horn button was then put in place and the horn



tested. It worked so job done. Now I am waiting on the transport truck to take David's car away to Phoenix, well actually, Goodyear AZ.

10/4/2018 – I drove the Pumkin to the grocery store last evening and guess what. The wheel was not clocked properly. I made sure the wheels were straight when putting it back in the shop and this morning I spent about 2 minutes correcting that.

The horn push was pried out with a very small screw driver, it and the attached horn brush were set aside. The nut attaching the wheel to the steering shaft was removed and the wheel wiggled

off. The spline had not taken a set so it was easily removed.

The wheel was rotated to the point it was oriented properly and it was slid back on the shaft spline. The washer/nut were replaced. The horn brush was installed in the hole and the horn press was reinstalled. Job done.

Tinkerbelle had not had a wash job in quite a while so a push rolled it to the pad in front of the shop. The tires were treated then the wheels cleaned then they were rinsed. I hand scrubbed the car then shammed the water off. Looks better.

10/7/2018 – The new steering wheel for Tinkerbelle arrived today so it was assembled and installed.



Much nicer than the cracked leather original. The old wheels will make good shop wall art.

This month there were lots of computer issues that were eventually resolved with the help of Charlie Brown. You can thank him for this month's edition. I could not have done it without his help.

He was here until after 8 PM last night finishing up getting all the stuff off the computer that was installed by the scammers but the old machine is again in top shape. Now I just have to clean up all the other issues related to banking and paying bills.

If you get a call from someone offering to help get rid of your computer problems hang up immediately. If you listen they are slick and might talk you into something. Just hang up.



This car is for sale in Florida for \$30K. Something Familiar about it.

Classified Section

Sam is selling his trailer. He

no longer
needs it and
says it is in
great shape.
It has
served him
well but is
no longer
used.

I suspect he
would also
entertain the
idea of
selling the
truck as
well.



MESSAGE FROM FRANK WOOD!

I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.

Many thanks for your assistance on working on it over the years



**1976 TR6 98K
miles.**

**Added
Quantum
Mechanics
Overdrive
Transmission
and
Overhauled
engine less
than 2000mi
ago. Original
paint.**

**\$10,500. Frank
Wood. 918-
833-2066**



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

<http://greencountrytriumphs.org>



"Superior Service - Uncompromising Integrity"

445 S. Brady

Claremore, OK 74017

tony.mullenger@aaaok.org



Office (918) 341-2100

Fax (918) 341-2154

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



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



Newly rebuilt carbs for 73 TR6, \$400 OBO.

Or \$250 exchange

topaztr6@gmail.com / (918) 283-7017

Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

<http://greencountrytriumphs.org>

**Price Re-
Reduced**



TR8 WHEELS / \$300 or best offer, no tires. Fifth wheel being used as spare also included.

**Greasy Hands Garage North Has
Used TR6 Parts If You Need
Something**

**Structural parts for suspension
and steering**

**Transmissions and a Differential
Windscreen Frames, Some with
Glass**

**Lots of other stuff so if you need
something for your TR6 contact:
John Phillips at**

**topaztr6@gmail.com or
phone (918) 283-7017**

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. · Form not required for renewals but changes to information may be communicated using the form.¶

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

PEOPLE-STUFFα	MEMBER-INFOα	CAR- MODELα	YEARα	COMMISSION#α
MEMBER-NAMEα	α	α	α	α
CO-MEMBER-NAMEα	α	α	α	α
MAILING-ADDRESSα	α	α	α	α
PHONE-NUMBERα	α	α	α	α
E-MAIL-ADDRESSα	α	α	α	α
V.T.R-MEMBER?α	.....YES□ → → NO□α	α	α	α
6-PACK-Member?α	.....YES□ → → NO□α	α	α	α
TRA-MEMBER?α	.....YES□ → → NO□α	α	α	α
ANOTHER-CLUB?α	α	α	α	α

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-74019¶
(918)-283-7017¶
maudjpp@gmail.com¶

Dues are payable by 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). · **Newsletters are discontinued Oct.-1st following the date dues were due.¶**