



Triumphant Times

Green Country Triumphs

Monthly Newsletter for September 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday September 20TH
Dinner at 6:00 PM
Meeting at 7:00 PM
Location: Wild Fork Restaurant
Utica Square
Tulsa, OK

Officers and Committees

Denny Robinson – President
Rob Thompson – Vice President
Jim Murray - Member at Large
Jan Phillips – Treasurer
Adele Blom – Secretary
Tom Chronister - Activities
Art Graves – Car Shows
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
tr6@atlasok.com

From President *Denny Robinson*

Hi all,

Well, things are getting back to normal after two weeks in France. We had a good time, but were glad to get back. We saw a lot of cool things and had more wine than I wanted. I only saw one little British car and it was an MGB.

After getting things straightened around home and getting lawn mowed after two weeks, finally got to work on the Spit some. Progress is slow, but getting rear suspension getting back together. I have the motor mostly together with what parts I can find and hope to get transmission and motor combined and ready to set in frame soon.

We just got back from the Brits of the Ozarks this afternoon. We went over on Friday and enjoyed the cookout and beer with all the folks that had arrived. OK city group had several cars there and I visited with others that I have met over the last six years. Art was there for Friday's festivities and John and Jan, Mike and Judy as well as Al and Janice brought their cars to the show on Sat. I was lazy this time and drove Kay's new Jaguar. It was a lot better ride than the Spit. We left at 1:30 to come home so don't know if any of our group got any awards. The rest of our group were staying for the banquet where awards will be handed out.

Remember that our drive to Ponca City and the Marlin Mansion is coming up this next Sat. We will leave the Quick Trip by the Glen Pool Walmart at 08:30 to get there by 11:00. Will arrange for a pit stop on the way. We are scheduled to get to Clicks around 01:30 for lunch. Please let Kay or I know if you are planning to go on the drive by 9/14/16 so I can get head count for mansion and Clicks.

Some good news. Josh finally got an engineering job in Stillwater. Glad he found a job in his field and he is happy.

From Vice President *Rob*

Thompson

Greetings to all and we are welcoming the cooler weather, whenever it gets here. It's my favorite time to drive my TR6 including some Fall trips to the lake home and quiet, peaceful boat rides on the Grand. All the crazy watercraft drivers (12 years old and up!) will be in dry dock leaving bass fisherman and leisurely boaters on the water. Plan on a fall foliage drive to the Kiamichi's or the Ozarks.

This month's meeting will be at the Wild Fork Restaurant in Utica Square on September 20th. This is an excellent eatery. Visit wildfork.com for a preview of their menu. I am attempting to find some good but often overlooked eating places for our meetings this next season. The November meeting will be at the Ike's Chili on 11th Street. They have a lot more than just chili, including salads cheese burgers, chicken, etc. If you have any suggestions for meeting places, let me know.

Look forward to seeing everyone at the next event or meeting.

Minutes of the Last Meeting **from Secretary** *Donna Thompson*

Car Club Meeting: August 16, 2016

Meeting Called to Order - 7:04

The Treasurer's Report was approved -
Motion made and Seconded by Tom

Report from Art - upcoming car shows
Labor Day Weekend - Brits in Ozarks
VTR National - look at host hotel or
rentals in area *Art won 1st in a car show and
1st and 2nd in another car show.

Parts - John
Charlie has lots of parts.
For more info on status of other cars
please read the newsletter.
No new members present.

Tom - Encouraged tour of Victoria British

Sept - tour of Marlin Mansion in Ponca
City Said we need a Secretary and an Activities
Chairman.

Old Business -

Choose not to do the regional
convention.

Good food and good turnout for
breakfast at Rock Cafe'

Click's is place for lunch after Marlin
tour.

Motion to adjourn - Frank Wood, Glenn
Larson seconded, vote was to approve.

(My first attempt, they will get better) :)

From: Rick & Mary Lynne Huber
[mailto:mlandrick@gmail.com]

To: topaztr6@gmail.com

Subject: Re: FW: Donations

Hi John,

Received your check in the mail
today, and I continue to be
stunned by the generosity so
many of you around the country
are showing to our members who
were flooded. The \$1000 was the
largest donation from a club that
I've received yet, and cash was
definitely a great idea. I'll cash
the check and deliver the money
to the 7 families tomorrow. May
these wonderful blessings you
have bestowed on our club be
returned to your club.

Cheers,
Rick

2016 Club Activities

Sept 17	Out and back Marland Mansion Ponca City. \$6 admission and a docent will give us a very good tour leaving at 9 am followed by a lunch at Clicks for those who want	Coordinator – Kay Robinson
Oct ?	Visit and lunch Sequoyah Park (918- 772-2545) Fort Gibson Lake	Coordinator Al and Janis Garbart
Oct 3 to 7	VTR National Convention	Lake Texoma Pottsboro TX
Nov 5 2016	Guy Fawkes dinner	Coordinator John & Jan Phillips
Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator Glenn and Carol Larson

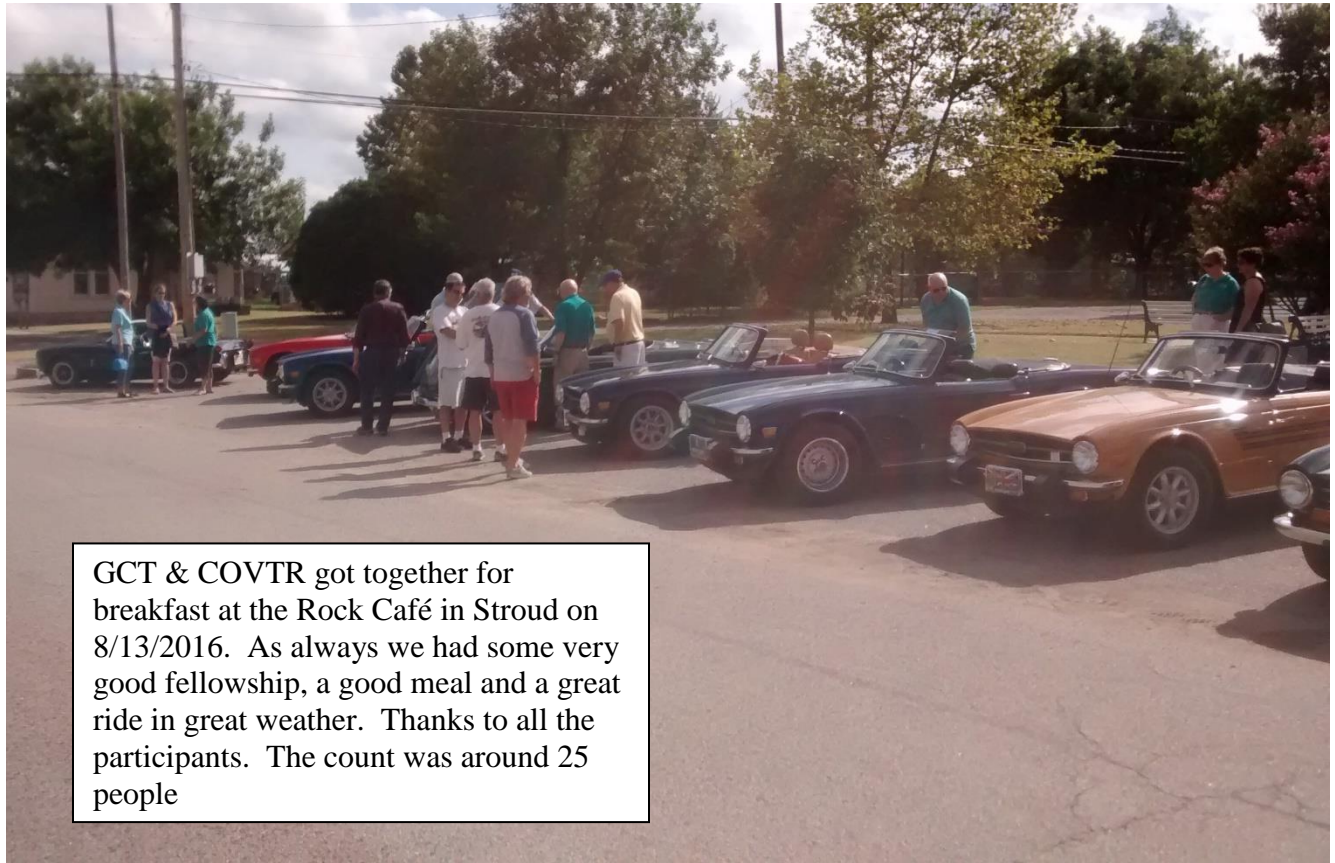
Fayetteville Brits in the Ozarks



Jan and the Pumkin

ROCK CAFÉ IN STROUD





GCT & COVTR got together for breakfast at the Rock Café in Stroud on 8/13/2016. As always we had some very good fellowship, a good meal and a great ride in great weather. Thanks to all the participants. The count was around 25 people





2016 CAR SHOWS

Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 - 25, 2016

Web: <http://www.txabcd.org/>

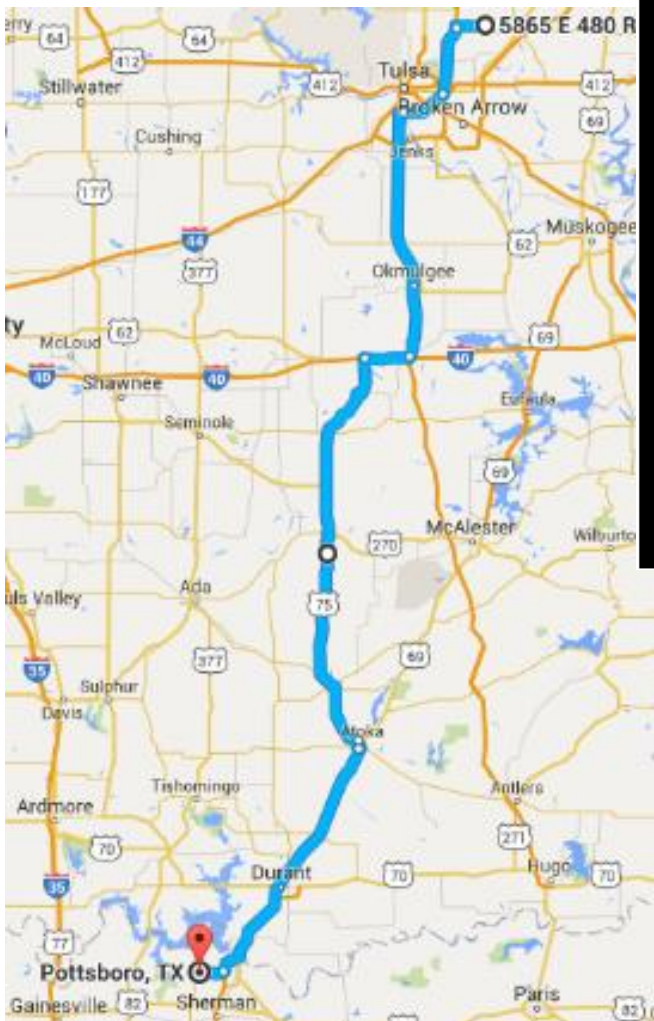
VTR National Convention

Location: Pottsboro, Texas

Date: October 3 - 7, 2016

Web: <http://www.VTR2016.com>

About a 200-mile drive to the national convention.



Wednesday 9/7/2016 The Brits in the Ozarks show in Fayetteville is Saturday and it is time to start cleaning the Pumkin in anticipation of the trip via Bentonville.

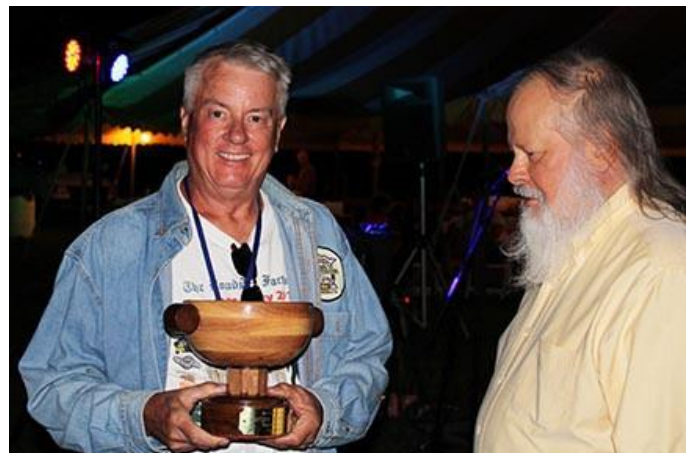
This show is convenient for us as Jan's youngest boy lives in the area and we can stay with them Friday and Saturday nights, visit, etc.

We will travel Friday assuming the rain holds off. If Saturday is rainy we may arrive at the show a little late, or not at all. We shall see. Still not sure about the national convention. Big maybe. John

**TRF
Summer
Party
2016**



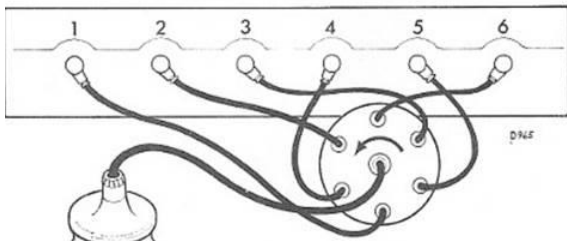
Art Graves took home awards for the gymkhana, longest distance travelled and a very special award as recognition for his exemplary participation in the hobby. I cannot think of anyone that is more deserving of this award than Art. Congratulations Art



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.



Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

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

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

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

SU Carb Problems?



When Jan and I went to vote yesterday I happened to be wearing a yellow shirt from Brits in the Ozarks. One of the ladies manning that voter precinct said "I have a shirt just like that." Of course that started a conversation about her TD and our TR6 and both she and her husband and we are attending this year.

The conversation turned to looking at pictures of our TRs then she mentioned that her husband was very good with SU carbs. I now have her as friended on Facebook so there is a way to contact her if anyone wants some help with SU carbs since I only play with Strombergs. You just never know when a fellow hobbyist will pop up. Meet Debbie McIntosh Johnson. Look for her in Fayetteville

A nice evening at the August Meeting.



Glenn, John and Art

Hi John,

Been a while since I've updated you on the progress of my Spitfire. I'm happy to say that on July 4 we got the car running. I attempted to send a movie several times but my iPhone made the file too large. So I included two photos to prove that it really does run, LOL!

I learned two



important lessons. One if you forget to take off the old rubber gasket when you replace an oil filter and used two rubber gaskets when

you start the car oil will gush out at the rate of a quart every 10 seconds. Also if you forget to ground your electric fan that cools your radiator on a 100° day outside the car will indeed boil over within five minutes.

Even with those minor frustrations it is so much fun! Even my friend who's helping me who is a Chevrolet truck guy is starting to really fall in love with this car and wondering where he can get one to rebuild!



Well onto something I've never done before, painting an automobile! Luckily my friend is a perfectionist and enjoys sanding, filling, welding, these parts. I



must say that my wife won't even let me paint a wall in the house anymore. So this is quite a privilege for me, LOL. I also have a new appreciation for what body shops charge to repaint. It is quite a process and I have a few blisters on my hand from the sandpaper, but will be well worth it when it's all done.

I will send you pictures once we paint it. Since I went to Oklahoma State University you might have an idea of what color it will be. Go pokes!
Joe

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Chad and Austin Jester showing their TR6 in Kansas City



A Few Pictures from Brits in the Ozarks



Kay's new Jag 2cnd Place





Greasy Hands Garage North Update by John Phillips

8/10/2016 – Today started with a repair of the ground wire for the horns. A replacement was cut from an old salvage wiring harness and soldered in place in Charlie's wiring harness. Shrink tubing was used to seal off the soldered area.

Next was the drilling of the holes in the tunnel at the firewall end. The seals were then glued in place and the holes punched in the seal for the fasteners. The blind nut hardware was found in the shop and put in place to provide a method for bolting the tunnel in place.



The tunnel is now in place awaiting bolts and washers to hold it in place properly. The last installation left a lot to be desired.

Ok, there are only 5 more bolts to put in around the firewall but my body says enough for today. Transmission tunnels are always difficult to install correctly and many time I will leave out the top two bolts. Getting them in is just not worth the effort required to do it.

While waiting for glue to dry the backup lights were removed and brushed more to improve the grounding characteristics and get the lights to come on. No luck. I may have to add another ground wire to get enough capacity.

8/11/2016 - Ok, I got three in and called it quits. Some glue was used to put the piece of carpet against the firewall in place. Some carpet snaps were installed to hold the floorboard carpets in place. Glue was used previously and wrinkles in the carpet resulted.

I ran out of snaps so some more have to be obtained before the driver's side can be completed.

The shifter boots were reinstalled and the knob replaced.

The center dash support went in next. The radio had to be removed to get the support both out and in so I plan to leave the installation to Charlie. I am not sure that I could do it properly since it has more bells and whistles than mine.

The bolts were installed to fasten the feet of the support to the floor after the holes were cleaned out with a thread tap. The feet were not fastened when the support was removed so this is an improvement as were the addition of several fasteners around the tunnel.

I set the seats in but did not install the bolts. That can wait until I have more energy. Charlie is stopping by today after work to make templates for the dif mount gussets. The welding is supposed to be done this Sunday.

Saturday 8/13/2016 – I left the house at 6:30 am to join those members attending the breakfast run in Jenks. It took about 40 minutes to get there. At 7:30 we left for Stroud and the Rock Café to meet members from COVTR and have breakfast and come good conversation.

The drive home from Stroud took 2 hours and Chad Jester had let me know he was coming out to check the preset on the TR8 valves. When he and Ariane got here she escaped to the house while Chad and I studied the 8.

With the valve cover off he tried to depress the valve lifters so we could check the travel length and see if the measurement was what was specified. The issue we had was that the lifter could not be depressed at all so the question is why and what to do about it.

After thinking, checking, etc., Chad decided it was time to check with the parts supplier (Ted Schumacher Industries) to see what he advised to resolve the issue. I anticipate based on my vast knowledge of engine internals that the lifters will have to be replaced. But I don't know why. Without knowing why, a replacement set may also be damaged beyond use. So now we wait to see what Ted says.



When we finished with the 8 we installed my old hardtop on his car. The hardtop was bartered to Chad for the work he provided, is providing, on my engine rebuild. We both thought it was a good deal.

8/14/2016 – I noticed yesterday that the radiator appeared to be leaking and confirmed it today. I notified Charlie and he is not happy. I sent him a copy of this picture so he can send it to British Parts Northwest to support their discussion about the problem.



Charlie and his welder buddy will be here later in the day so I decided to figure out what was wrong with the backup lights. With my handy little conductivity meter, I found that one bulb was bad on the right side of the car so I replaced it.

Conductivity was inconsistent through the bulb holder with the bulb in place for both sides so the bulb holders were replaced and that problem was gone. The female power connector was also replaced on the right side to correct a too loose connection.

The lights lit up for an instant then went out. There was no power at the lights, no power at the switch so it had to be at the fuse box. The fuse was good so the female connector for the green circuit was replaced and the system charged up, the lights now work.

There were a lot of things wrong in this system and that made the diagnosis process go a little long but everything worked out and the lights work. Success.

Charlie arrive around 3 pm and we finished up some interior work including installing the radio and speakers and bolting the seats in place.

The seat back adjustment levers were not oriented as they should have been so I changed that.

We also removed the new radiator due to a leak and it will be returned to British Parts Northwest.

The welder arrived around 5 pm with all the right equipment to do the welding needed on the differential mount.

The setup worked great and the welder (Chris Smith) was in quickly and did the job first. Charlie had provided him with a template for the



gussets and he brought two with him.

We had a discussion about placement of the gussets. Since no other bracket was damaged I recommended putting both gussets on the front right mount to give it as much strength as possible. Experience says if that stays good so will the others.

I hope I was right because that is the process used to configure the repair on that bracket. We were all pleased with the result.





The brackets are supposed to look like the one at left when as designed and undamaged.



At left is the damaged bracket as found on Charlie's car prior to repair

At right is the properly repaired bracket with new gussets in place.



Unseen on the repaired bracket is the repair to the very top of the shaft where a large washer was cut in half and welded to both the shaft and the frame of the car. This repair will probably outlast the car.

After the welding we stood around and talked about Triumphs for a while. Chris is a nice guy and was very interested in our cars.

8/15/2016 - Charlie ordered polyurethane dif mount bushings.

They arrived today so we installed the differential and the exhaust system late in the day. Jan and I had been car shopping all day.

The replacement radiator, shroud, overflow bottle, etc. will then complete the repairs. After bleeding the brakes and a little tuning to assure the car is running well it can go home.

8/17/2016 – At the meeting last night Charlie said the new radiator would not be here for about 10 days. Today I worked on the brakes. The idea going in was to bleed them but I found first that the back brakes needed to be adjusted.

They required a lot of adjustment to get the hand brake to click about 6 times before running out of upward travel. This is about where the adjustment should be. With the back brakes adjusted the brake pedal felt pretty good. I will let it sit for a while and push the pedal again. If it stays up the brakes are done.

I think it is time to start getting the Pumkin ready for Fayetteville. Time for an engine wash after the overheating incident when Tom was driving it. My fault, not Tom's.

8/19/2016 – Today started with installation of the carpet snaps for the driver's side carpet. I had to order snaps to finish the job. After buying extras and shipping the bill was about \$65. For a few snaps. Wow.

I rolled Charlie's car off the lift and into the driveway so the Pumkin could get a little attention. The leaky transmission has been making a mess in the shop so naturally it needed to be topped off before going to Fayetteville.

The fluid lever really was not very low so the leak looks worse than it is. That is a good thing and means I can take my time about removing the transmission again to replace the seal.



That will have to be done in concert with replacement of my clutch pressure plate and clutch plate. The one I thought was ok is not so it comes out, again.

The dif is seeping a little lubricant but did not require addition of more. The tires were about where I usually run them but put a little in a couple just to even them up.

There is a small fuel leak in one or more of the carbs so the plug O-rings will be replaced before the trip.

Now I have time to start cleaning but it is a little early so I may wait a while.

Since the lift is now accessible I invited Tom Needham over to complete the oil change prior to Fayetteville. He told me he had purchased a Miata and his TR6 is listed for sale on Craig's List.

I completely understand how working on a car a lot and spending a lot to keep it running and other things working can become overwhelming. He apparently has reached his saturation point and wants something reliable that can just be driven and not worked on. I wish him well.

8/20/2016 – It is Saturday and Charlie came out to the shop to continue killing rats on his car while we wait for the replacement radiator. The oil pan and some adjoining surfaces were cleaned and painted and look a heck of a lot better.

We also upgraded the fuel pump with one that was more like the original design and of better quality than what came on the car.

The tires were aired up and a few other little things done to just tidy up the project.

We also worked on the Pumkin a little as well. The air collector box for the 3 Strombergs was removed and cleaned and the carbs were adjusted slightly to make sure they were equally balanced.

The heat shield for the carbs was removed and trimmed a little to eliminate point where the shield touched the carb linkage which had been causing a buzzing rattle for several years. It was also cleaned and reinstalled with the air collector box.

We did enough for today so we discussed the TR8 engine issue a little more and he left to take care of some other things and I came in to add today's log to the newsletter.

8/26/2016 – I guess the pressure is off for now. Charlie's radiator is in shipment and may be in and ready for installation today or tomorrow.

I have been busy with other car stuff, getting the old Durango ready to sell as it has been replaced by a new Subaru Forester. This one will most likely be Jan's last new car.

Projects pending on the TRs include gauges. The TR6 needs a good cleaning of the glass and gauge faces and new seals installed.

The TR8 needs the dash removed to install a new tachometer and oil pressure gauge. For some reason I seem to be procrastinating on the gauge work. I am not sure why but I just don't seem motivated to start. I am sure it will get done but I have no idea when. Need more motivation I guess.

8/30/2016 – Ted Dorton has been telling for over a year that he needed to bring his car out so I could look at his steering wheel. He was absolutely correct. He came out today and it is a good thing he did.



The problem was it was in his words loose. I popped the horn push off with a fingernail and saw that two of the screws that hold the wheel to the adapter were completely out and rolling around inside the hub. Additionally the large nut that holds the hub to the steering shaft was very loose.

I selected 3 spring washers to hopefully hold the screws in place after they were reinstalled and started trying to align the three components so the screws could be started.

This took some fiddling and bumbling and removing the large nut and getting everything in my lap made it possible. With wheel through adaptor to hub screws/washers back in place the rubber cover and assembly were placed on the steering shaft and the large washer/nut replaced. With everything tight the horn push was reconnected to the ground wire and placed in the wheel.

The steering wheel is very attractive on Ted's car and when properly installed works well but it has a lot of parts and there are, for a price, more practical wheels available.

Ted left happy and now Charlie and I are awaiting the arrival of the new radiator.

8/30/2016 – The new radiator did indeed arrive yesterday afternoon. When the new owner of Jan's Durango and I finished transferring the title Charlie and I set about getting it in the car. While he was in route the radiator was removed from the packaging with care. The packaging was to be reused to return the leaky radiator previously received.

The radiator was sitting in place when Charlie arrived and we started installing fasteners and braces. Everything went well except for having a couple of nuts and washers left over.

The coolant was added and we started the car – no leaks. The car would not idle up to 1500 RPM as is in spec and the carbs were not behaving well. A little tuning was anticipated as the car did not run well when brought to the shop.

The idle screws were used to raise the idle and the choke was disengaged. The idle was brought to just below 1000 RPM and stabilized. The balance was adjusted and the car would idle but stalled upon quick fuel increase.

With car running and not leaking, yet, we called it a day. Today I plan to find time to continue work on the carbs. I suspect the oil level in the

carbs is low of gone and by adding oil we may have a quick fix. We shall see.

9/1/2016 – The oil level in the carbs was ok. So far the chokes have been adjusted to idle the engine at 1500 RPM at start up, the plugs cleaned and gapped, timing bumped up to 12 degrees' advance, mechanical spark advance verified as functional, and the sloppy carb linkage adjusted so that you get more than ½ the gas from the carbs.

The 0 to 60 time is down from 32 minutes to about 10 minutes give or take about 2 minutes.

The front 3 cylinders had oily plugs and the back 3 appeared to have been coated in white liquid chalk. Very strange. Later I plan to do a compression check and try to figure out why the power is so lacking. I am beginning to suspect a partially plugged exhaust. Don't know at this point.

Aside from a lack of power it runs good, no stall anymore. The transmission seems good but had trouble shifting into first once. Really need a bushing kit for the throttle shaft at some point and the turn signals quit working so I have to figure that out.

Making progress.

9/2/2016 – Now that Charlie's car is about done it is appropriate that a call was received from Chad last night. He visited with Ted Schumacher (engine components supplier) about our issue with noisy lifters. New lifters are to be provided to

replace the lifters now in the engine and a shim kit for the rocker shaft pedestal will also be ordered to ensure the load on the lifters is within specification limits.

In preparation for replacement of the lifters the intake manifold must be removed which means the coolant must be removed at least partially so that it is not lost into the engine oil.

Both the oil and coolant are high dollar fluids and every effort will be made to conserve quantities

and prevent contamination in hopes of being able to reuse them. Wish me luck.



Thanks to a couple of coolant spigots in the lower portion of the engine draining the coolant was a breeze. When it had drained slowly into a clean bucket the hoses attached to the intake manifold were removed and very little coolant was lost.

There was about a cup lost from the intake manifold when it was removed and sitting on the work bench but nothing escaped into the oil system. Hooray.

A copy of the picture showing Chad that the intake was off was sent with a question as to what else needed to be done. His reply was "Just relax and have a beer" so I did. It was good.

When parts are available and Chad's schedule permits all we have to do is take out 4 screws to remove the valve covers, 2 screws to remove the valley cover, remove the bolts for the rocker shafts and lift the pushrods enough to get the

used lifters out. The new ones can go in along with the pushrods then the preload can be set. Cool, progress on the 8. I am anxious again.

9/3/2016 - Charlie was out today to work on his car. The goal was to figure out why it had no power. We checked plugs, carb adjustments, vacuum readings, timing, compression and removed a muffler suspected of creating back pressure.



The compression figures were very good at about 150 PSI except for 4 and 5 which were a little lower but still good.

The car still had no power so the carbs will be removed and cleaned and inspected for any cause of fuel restriction. We will find it.

9/4/2016 – Since installing the oil pressure gauge in the TR8 there has been an awful leak from the connections lower right front of the engine. Today I wanted to address that issue before the new lifters are installed and the engine started for run in. The run in is necessary to seat the lifters to the cam and takes 20 minutes at 2000 RPM to complete. A serious leak at the gauge connection is certainly not what I want at that or any other time.

The brass tee, oil pressure switch and oil tube connection was removed from the engine as an assembly. The tee to engine connection was cleaned and thread sealer applied to the threads in an effort to get a good seal to prevent a leak. The other connections appeared to be adequately sealed. The thread sealer was also applied to the threads holding the tube to the assembly. Boy I hope this works.

The assembly was reinstalled and the tube connected as were the wiring harness connection at the switch. Done until it leaks again.

Next it was time to check out the carbs on Charlie's car. I pulled them off and prepared to disassemble them by pouring out the oil and fuel. There was no fuel in the front carb.



The float bowl was removed, then the floats. With them out of the way the gross jet was removed and proved to be clogged preventing fuel from reaching the float bowl from which fuel is drawn up into the carb and then to the engine.

If this is not the cause of the lost power problem I will be amazed. The carbs were cleaned up a little, the front one reassembled and they were reinstalled in the car.

The linkage had at some point been reassembled using incorrect parts and had a lot of slop in the operation of the carbs. While off the car

it was disassembled, cleaned, and reassembled using the correct washer which spaced the moving



parts appropriately removing slop making operation much more precise.

The linkage was then reinstalled and the car is ready for a test drive in the morning. Today I am tired.

9/5/2016 – After a test drive to make sure the car was running as it should I started getting the replacement muffler ready to install. Charlie called and said he was going to join me.

I scrubbed all the gear oil off and removed a little surface rust, then applied some rust converter all over it. I had some left over silver engine paint so I sprayed it with that.

We fiddled with the muffler for a while then went for a few test rides to dial in the carbs a little better. The shafts were sticking a little so we beefed up the spring load on the gas pedal and lubricated the shafts as best we could with penetrating oil.

A few more adjustments and we were in a smooth running car that actually had some power. The time and effort spent on the car was well worth it. Greatly improved if I do say so myself.

The car was low on fuel so I drove it to the gas station and Charlie followed in his truck. The car started sputtering well before we reached the station but the car did not die until it reached the station driveway and I coasted to the pump.

If you ever wondered how much gas your TR6 will hold I will tell you it is a shade over 10.9 gallons. I dropped the car off at Charlie's and he brought me home. Now it is time for a shower and a nap.

Now it is show prep time for the Pumkin.

9/6/2016 – Today I created a CD for the new owner of Tom Needham's car so he would have some documentation of all the work that was done while Tom had the car. The new owner is a friend of Charlie Brown and they have already talked about him joining the club so I expect that to be coming in soon.

9/7/2016 – After washing the Pumpkin this morning I took a break then returned to the shop to continue cleaning for Fayetteville. I got a little distracted and started piddling with the TR8 instead.

For some time, I have intended to switch the tachometer out for a new one and add an oil



pressure switch to replace the clock, which does not work anyway.

After looking things over and considering all the options I think it best to leave the clock in place and install the oil pressure gauge under the dash.

At this time there is some question how



much value an oil pressure gauge really is. If the warning light is working properly there is little improvement with the gauge as the pressure on these engines is so low the gauge only contributes to paranoia. I think it will remain under the dash for at least a while until everything is ok.

I did find several things that needed attention on the cluster so removing it was a good idea. Broken bulb holders, pulled printed circuits

that were in danger of breaking were taped back in place and cleaning of several components was accomplished. When the replacement bulb holder is received and installed the cluster will be reinstalled, and the dash reassembled.

9/12/2016 – Got back from Fayetteville yesterday and back to work on Tinkerbell today. The replacement for the broken bulb holder arrived on Saturday so it was time to install it and get the dash back together.

The new tachometer is in place and all the patching has been done. The clock does not work and I don't care. The oil pressure gage is set up under the dash using two holes already there to install the bracket. Looks pretty good.

The connections at the oil pressure switch have not been proven leak proof yet so my fingers are still crossed. Only one screw left over, not bad for me.

9/13/2016 – Today I am being visited by Mr. Rob Reardon who is the new owner of Tom Needham's 1970 TR6. He wants to get acquainted and check the car out to see what if any issues can be pinpointed and put on a fix list.

He seems to feel a vibration at speed in the rear of the car so it is a good idea to check the U-joints and rear wheel bearings in the 1/2 shaft hubs.

I don't remember there being any issues there from past experience with Tom's car but it never hurts to make sure.

I made a history of what we did to the car over the past two years and will pass that on to Rob. It contains all of the newsletters that record any repairs or improvements and a few pictures that were taken. It should provide a little enjoyment and information that may be appreciated.

Jan and I had a nice visit with Aaron, Kathrine, Andrew, Jack and Josh in Bentonville with the Brits in the Ozarks show sandwiched in between. We don't go to many shows anymore but this one has free room and board in addition to being pretty close to home so there is definitely a convenience factor there.

I hope to talk a lot about getting the TR8 on the road in the next edition. It has been a long time but we continue to learn and have a plan on how to proceed. Stay tuned.

Classified Section

For Sale:

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

Sam Clark

Green Country Triumphs

(918) 625-6798 Mobile

(918) 455-8993 Home

trdoctor@aol.com

13415 S. 127th E. Ave.

Broken Arrow, OK 74011-7444

<http://www.greencountrytriumphs.com>



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



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

The car is rust free (you can still see red primer underneath and behind each panel.

Please contact me for further information. Telephone number upon request.

Sam Clark



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

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

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

It drives great and runs down the road like it owns it.

Julia (Julie) Cross

(918) 625-6932 Mobile
(918) 321-5692 Home
alwaysthecross@yahoo.com

P. O. Box 8
Kiefer, OK 74041



Great Car



I bought the car in 1997 from a club member who own it for several years, it has always been garage kept. List of things John Phillips, myself & club members have worked on over the years. John is a good reference on the cars condition.

Engine rebuilt by Chad Hodges. Transmission rebuilt & OD added. All new electrical harness front & back. All hydraulic, master cylinder, brakes & wheel kits. Gear reduction starter, Panasport wheels, Steel hard top with new lining & hardware, Rebuilt carburetors, and all new interior. I am sure there are other items I have forgotten over the years. I am asking \$15,000 including the hard top. I will work on getting you some pictures.

Ted & Loretta Dorton

(918) 274-9959 Home
ted.dorton@cox.net

9007 N. 127th E. Ave.
Owasso, OK 74055



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.

Has all rebuilt gauges. New wood dash. Many new compnents.

\$14,000 Wayne 918 227-0011



Hot Resto-Mod

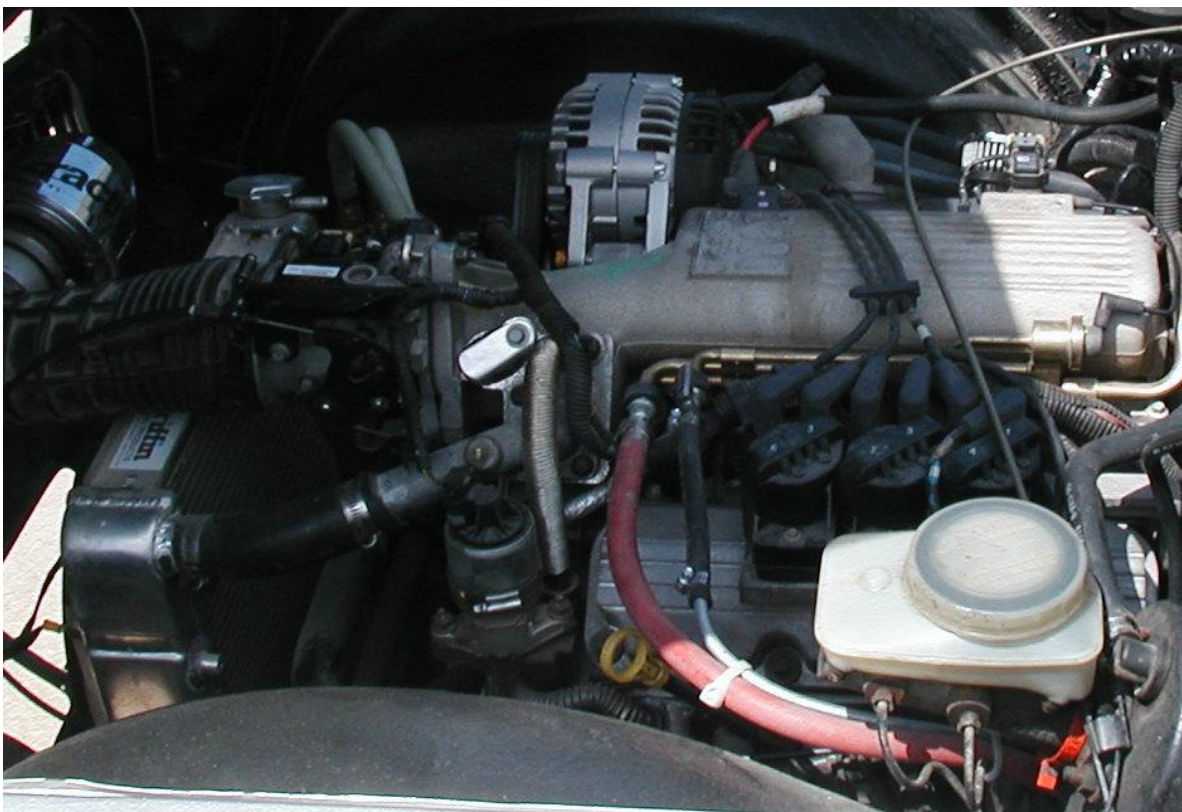
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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!!!



For Sale: TWO Triumphs: A 1979 Spitfire 1500, slightly modified with engine, Trans and hood bubble. It has a new top and new lamb seat covers still in the boxes. And there is also a 1979 parts car Spitfire. \$2,500.

Also, a 1970 GT6+, highly modified, looks like a Porsche 911 Turbo. It has a 350 Chevy, 4 speed Trans, 10 bolt Chevy axle, 76 Camaro front wheels and disk brakes, 8000 RPM Tach, 160 MPH speedometer. Body needs work and paint. NOT BENT! Make offer.

Both cars have been sitting, but titles and tags are up to date!

From: Patricia Johnson <djlpj@yahoo.com>

Date: October 31, 2015 at 10:22:58 AM CDT

To: Pat Johnson <djlpj@yahoo.com>

Reply-To: Patricia Johnson <djlpj@yahoo.com>



JOHN'S PAGE – STUFF FOR SALE

I Just like the tan one better

**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**



Figure 2 **TR8 WHEELS /
REMINGTON TX120 TIRES \$300**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.
ASKING \$225 CONTACT JOHN 918 283-7017 OR topaztr6@gmail.com**



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

Admiral Alignment

For Brakes, Suspension & Steering
 11323 East 20th Street
 (918) 437-0070

**Andy Wilmes C.A.T. Service
 Manager**

We accept and recycle used oil, transmission fluid, brake fluid, power steering fluid, anti-freeze, old tires (the state requires a dollar be collected for each tire), batteries, radiators, metal, etc.


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445 S. Brady
 Claremore, OK 74017
 tony.mullenger@aaaok.org

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 Fax (918) 341-2154

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Call (918) 925-3388

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