



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for September 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### **NEXT CLUB MEETING:**

**Tuesday September 19th**

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Waterfront Grill

120 S Aquarium Dr

Jenks, OK 74037

Next to Aquarium

#### **Officers and Committees**

Rob Thompson – President

Cash Billups – Vice President

Denny Robinson - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

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

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



**This is the last reminder  
for this year.  
Aren't you glad?**

**From President Rob Thompson**

Greetings everyone.

With the cooler than normal temps, it's just nice to get our buggies out and drive with no really destination in mind. Just listen to the TR6 rumble and enjoy. I can't help but think how fortunate we are to be here in OK and not along the Texas coast and now the Floridian coast. The damage and personal loss is horrible. My Company is working the flood damaged buildings in Corpus and other areas of Texas. We perform indoor air quality assessment and testing. We have been slammed and hope to be able to be in town at our next meeting on September 19.

I had my first interview on "Meet the Members" a couple weeks ago and John and Jan were the willing participant to my questions. It was fun to chat about a lot of different things. Excuse: No time to put the interview together on paper. Maybe by next newsletter. Check out the opportunities the club is offering to get together, go to a car show or dine. We have a good group of folks. Look forward to seeing everyone at the Waterfront Grill in Jenks.



**From Vice President  
Cash Billups**

It's hard to believe that it's already September! This summer may be all but over, but September has me looking forward to the Morelli Grand European Car Show on September 30th in OKC.

I have been going to this show for a few years with a buddy who has a Bugeye Sprite and we always have a great time. Since the '65 only has 4.11 gears and no overdrive (meaning I max out at 60mph), we typically take the back roads and take our time getting to the

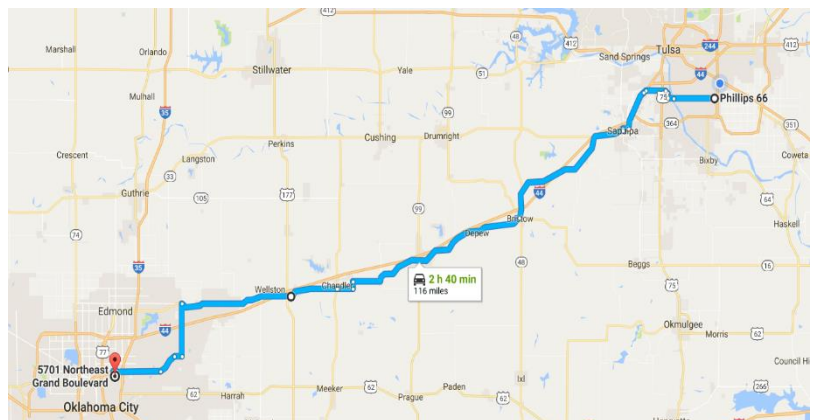


show. This year I would like to host a caravan starting at the Phillips 66 Gas station on 71st and Mingo (Tulsa). If you would like to attend, please be ready to leave by 7:30AM. The map at the bottom shows the route I would like to take. It may be chilly early in the morning so make sure that heater is working well!

The show is a non-judge "show and shine" in a park like settings where you get to chat with other car enthusiasts and enjoy many beautiful cars. There will be a food truck for lunch and door prizes available. There is no entry fee, though donations are graciously accepted. Depending on the time that the show is over [so as soon as it is over] Cassie will make me take her to Fuzzy's Taco Shop for dinner. Everyone is welcome to join for the entire trip including dinner and the drive back to Tulsa. If you don't want to make the drive home, there are hotels close to the car show.

I would love to have a great turn out from the Green Country Triumphs this year. Let me know if you have any questions about the show or the trip. We look forward to seeing you at the show and the next meeting!

Morelli Grand European Car Show;  
September 30th  
5701 N.E. Grand Boulevard, Oklahoma  
City, OK 73111



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



President, Rob Thompson called the meeting to order at 7:01pm with 18 present. A motion was made by Kay Robinson that the minutes of the last meeting be approved as published in the August newsletter. The motion was seconded by Donna Thompson; motion carried by member vote. John Phillips made the treasury report in Jan's absence; the balance is \$12,072.33. Dennis Robinson made a motion to accept the treasurer's report and Al Garbart seconded the motion. Treasurer's report was accepted by membership vote.

Art Graves was not present to give the car show report; however, a car show schedule was in the club newsletter. Other members provided information on upcoming car show events. Refer to your newsletters for specific information concerning the upcoming Brit in Ozarks (9/14-16), British Iron Show and All British Car Show (9/2 Kansas City).

Cash Billups is organizing a caravan September 30th to OKC MG Club hosted British car show. He will provide information in the next newsletter. He said this show often has exotics even though it is "European cars only". Food trucks will be present for snacks and is a fun day for car lovers.

John Phillips provided the parts report from the Greasy Hands Garage. John has ordered a TR6 wheel well liner to keep out mud. His was purchased from Victoria British and made of ABS plastic. There are others on the market; Moss's is made of fiberglass and costs more. Progress has been made on Jim's car and the drive shaft was changed in Glen's car.

Kay Robinson provided information on club activities. The August luncheon held at the downtown Tulsa Prairie Artisan Ale pub on August 5th was well planned by Rolf and Adele Blom and very enjoyable. If you missed it, your

loss! A "gimmick rally" is being planned to the Wagoner / Tahlequah area on Saturday, October 14. Meeting time will be 10:00am. Watch for more details in the next newsletter. Each car will need a driver and a navigator, so start planning and put this on your calendar. There will be a prize for the winning car!

No old business was discussed.

Three items were discussed in new business. John Phillips said that David Alexander suggested that the newsletter be listed on the web site. Cash Billups volunteered to assist John in editing portions of the minutes in an attempt to address any privacy concerns. Dennis Robinson made a motion to add the newsletter minus the treasurer's report to the club website. Jack McGlumphy seconded the motion which was approved by a vote.

The second new subject was Jack McGlumphy's involvement in a charity benefiting polio, Race Across, a 7-day bicycle team race from California to Maryland. The charity is now accepting donations for the June 2018 race. The Gates Foundation matches donations raised. The charity and possible club donation will be discussed at the September meeting.

President Rob Thompson has a creative idea which he is developing. He calls it "Meet a Member". In order to become more acquainted with our individual members, Rob plans to interview various ones and publish his results in the monthly newsletter. We look forward to interesting reads!

Two guests were present, Anne and Derick Meer from Skiatook. I am happy to report they are now our newest members.

Attendance prizes were awarded, gift certificates for chips and queso from the Garage Restaurant won by Janice, Carol, Jerry and Denny. A bottle of detailer was John's prize and \$20 Amazon gift card to Sue. A special "thank you" is in order to Rob and Rolf for providing the prizes. Glenn made a motion to adjourn and Denny seconded the motion which was approved by vote.



## 2017 SHOW SCHEDULE

## Newly Planned Club Activity!

### Texas All British Car Day

Location: Round Rock, Texas

Date: **September 22 – September 24, 2017**

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

### Triumphest

Location: Flagstaff, Arizona

Date: **September 21 – September 24, 2017**

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

### 6-Pack Trials

Location: Hershey, Pennsylvania

Date: **September 21 – September 24, 2017**

Web: <https://hershey6packtrials.wordpress.com/>

### Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma

Date: **September 30, 2017**

Web: <https://www.facebook.com/morellicarshow>



### Red River European Car & Motorcycle Show

Location: TCC S. Campus, 5301 Campus Drive, Ft Worth

Date: **October 7** Web Site: [RRTC.org/wp/](http://RRTC.org/wp/)

### 2018 VTR Nationals

July 17 – 21<sup>st</sup>, 2018

La Crosse, Wisconsin

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

When: Saturday, September 23, 2017 at 9:30am

Where: **Crescent Café, 3417 S. 113th Ave., Sand Springs, OK**

What: **Breakfast** followed by **Scavenger Hunt**

We will meet for breakfast from the menu at the Crescent Café at 9:30am. (I have a table reserved for our group). Following breakfast, you will receive the scavenger list and instructions. (This will not be a long list and will probably take about an hour, max.) After you have collected your items, you will make your way to our house, 13550 Heywood Hill Road, Sapulpa, OK to turn in collections and form. Snacks will be waiting. It is not required that you drive your Triumph, although it would be more fun. Just show up and participate. I hope to see you there!

## 2017 Club Activities

DATE	EVENT	FACILITATOR
AUG 5	Pub Tour	Adele/Rolf Blom
AUG 16 – 19	VTR National Convention	Art Graves
Sep 30	The Morelli Grand European car show at 5701 NE Grand Blvd Oklahoma City	Cash Billups
Oct 7	Breakfast followed by "Roads of My Youth Tour"	John Phillips
October 14.	A "gimmick rally" is being planned to the Wagoner / Tahlequah area on Saturday,	Kay/Denny
NOV 4	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	Charlie Brown

## 2017 TEXAS ALL BRITISH CAR DAYS SCHEDULE OF EVENTS

### FRIDAY – SEPTEMBER 22

4:00 pm – 7:00 pm Happy Hour at The Brass Tap *(Featuring - Steve the Brit)*  
204 E Main Street, Round Rock, TX 78664  
*(Wear something British/Car related)*

### SATURDAY – SEPTEMBER 23

8:00 am - 2:00 pm Event Registration & Rallye Registration  
in Homewood Suites Hospitality Suite

9:00 am – 1:00 pm Wine Tasting at *Perissos Vineyard*  
Depart Homewood Suites Hotel at 9:00am

2:45 pm & 3:15 pm Rallye Driver/Navigator Meeting  
at Homewood Suites

3:30 pm "Ghost Rallye", Fun Driving Rallye  
First driver out departing from Homewood Suites

6:00 pm - 8:00 pm Dinner at Sheets' Longhorn Ranch  
*Fajita Dinner - Catered by Poke-e-Jo's* (Prepaid – must have ticket)



### SUNDAY – SEPTEMBER 24

9:00 am - 12:00 pm Registration at Centennial Plaza

10:00 am - 2:00 pm Silent Auction benefitting **The Open Door Preschool**

10:00 pm - 2:00 pm Door Prize "pick-up" at Registration area (car number is door prize number)

11:00 am - 1:00 pm Show and Shine - Participants Choice Voting

11:00 am - 1:00 pm People's Choice Voting (Spectators)

11:00 am - 1:00 pm Daily Driver, Best Right Hand Drive & Best Club Display Award Judging  
(by pre-selected judges)

2:00 pm - 2:15 pm Ragtop Raffle to benefit – **The Open Door Preschool**

2:15 pm - 3:15 pm Awards Presentation

3:15 pm Fond Farewells 'til September 29<sup>th</sup> & 30<sup>th</sup> 2018



## **RED RIVER EUROPEAN CAR & MOTORCYCLE SHOW**

**Saturday 07 October - 10am to 2pm**

**TCC South Campus, 5301 Campus Dr., Fort Worth**

**Door prizes  
50/50 Drawing  
Raffle**

**20+ Classes &  
Best of Show**

**\$25 entry  
(tax deductible\*)  
\$20 before 09/22**

**\* Supports Scholarships for TCC  
Automotive Students**

**<http://rrtc.org/wp/>**

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

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

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

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



**Featuring 50 years of the TR250**





*You never know what you will find on the internet.*

## Wheels anyone?

John, you probably remember the GT6 that a friend of mine had that you listed for sale in the monthly newsletter. He has not sold it and I am thinking about getting it. It has sat outside for so long that the floor pans have rusted and the LH rocker panel would have to be replaced. There is rust on some body parts but the major panels appear to be okay. The wheels are rusted and none of them would ever hold air so I am looking for wheels. I would like to get it to my shop to determine what I want to do with it but that is difficult without wheels. It is a major project. I looked at the TRF website and they do not appear to have regular steel wheels, only wire or special racing wheels. Does the club have any wheels or do you know where I could find any?

Ray Brown

Several Club Members both here and in OKC responded to Ray's request for wheels that fit a GT6. Thanks to all. At this writing Ray is trying to figure out what he wants to do. Check out the article on another page.





To elaborate, saved from salvage and restored by Wayne Daniels and Bobby Dickson and winner of many shows and enjoyed for many years then stored for the last 16 years, now brought back to life by our new Stroud Auto it is finding a new home with daughter Trinity in Florida. I know she will get a lot of fun out of it once she relearned how to drive a stick shift!

Kent Clovis



As the total eclipse begins the paper plate people lift their heads to the sky.

— with  
[Debbie Murray](#),  
[Jim Murray](#)  
and [Joan Lafferty](#) at  
[Missouri](#).



Paula Brown showing HER TR6. Make no mistake, this is not Charlie's car anymore.  
If you can't beat them join them. MY triumph won 1st place today at the Claremore Bluegrass Festival.



Al Garbart

14 hrs · Kalaoa, HI · 🧑🏻

At Kona, Hawaii airport heading over to Ohau for the day then back home on Sunday.





Hi John,

Thought a give me an update on my progress. Well the car was running good but then this happened:

Yep it stopped again! Very very frustrating! So I went back to square one. The fuel line was clogged again with particulate matter. So I changed out the gas tank. Then I change out the fuel line. Also bought a weber rebuild the carb kit. It was not as bad as I had thought and apparently got all the pieces back together because the car started up after I put the carburetor back on. LOL and the car ran like a dream.

Then the car stopped again. This time the electric fuel pump had once again stopped working. This was about the second or third fuel pump I will use in his car. Even with the fuel regulator low or high I believe the electric pump works too hard. So luckily I had a mechanical fuel pump from the porch car. So I gave that a try.

So as of this writing the car is running well. It wants to stall a bit until it warms up but after that seems to be going well. I hope to get an alignment and drive it some before the weather turns too cold.

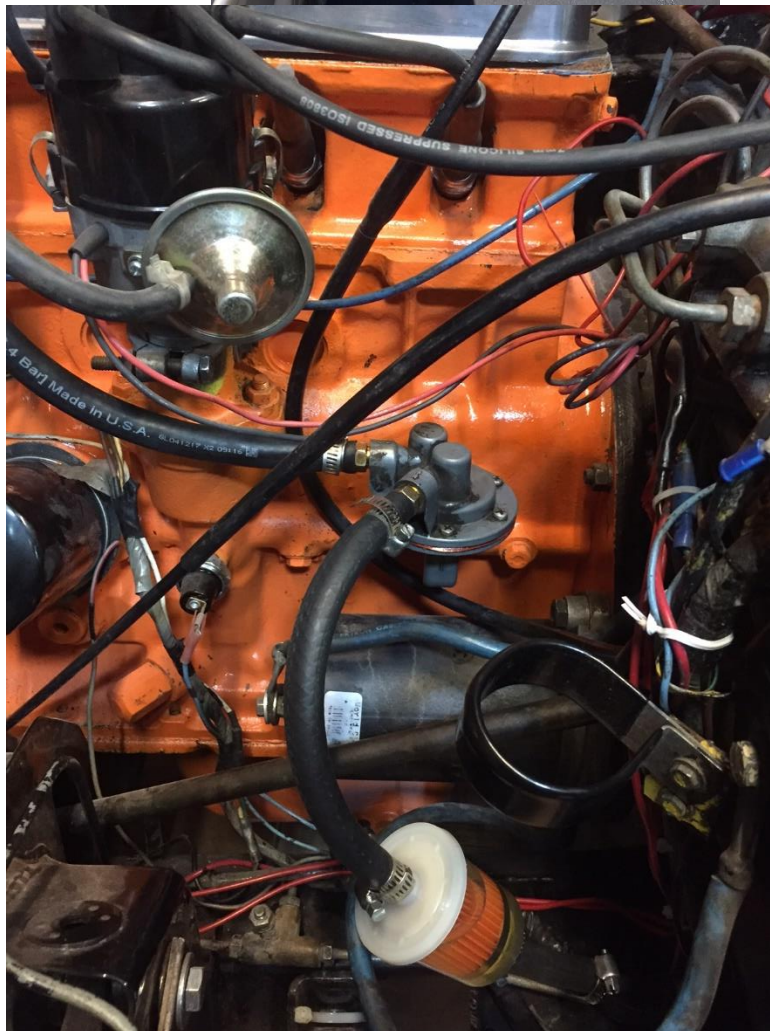
Still have to put in the rest of the carpet in and put the soft top back on. But hopefully getting closer.

Oh yeah found the short in the headlight/ blinker system and now I'm street legal! LOL

Thanks and appreciate you putting together the newsletter as always!

Joe

Sounds like Joe is making great progress. Keep it up, Joe. You will get there.





## From Paul Geithner's Triumph Spitfire Links, References & Technical Information

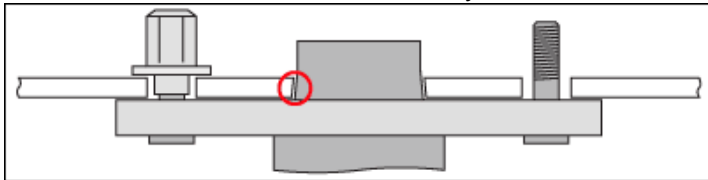
[http://www.auskellian.com/paul/links\\_files/adapting\\_TR7\\_wheels.htm](http://www.auskellian.com/paul/links_files/adapting_TR7_wheels.htm)

Adapting TR7 Wheels to the Spitfire  
(The explanation of hubcentric and lugcentric wheels was excerpted from the SportsSix.info site)

### HUBCENTRIC and LUGCENTRIC RIMS:

The rims used on the TR7 and TR8 are 'Hubcentric', and differ from those used on other Triumphs which are 'Lugcentric'. The difference is to do with the way the rim is located on the hub; it's fairly fundamental and should be understood if you intend to use TR7 or TR8 wheels on a previous model.

Hubcentric (TR7 & TR8): With this method, the central hole in the rim sits directly on a



machined tapered (usually)

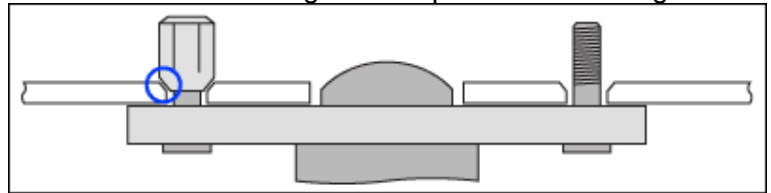
surface which is part of the hub itself and protrudes through the hole. The load-bearing surfaces are the inner edge of the rim center cut-out and the hub taper (indicated in RED). When using a hubcentric setup, the only function of the lug nut is to press the rim against the face of the hub, and not to center the stud within its hole. There is usually a gap around the stud and lug hole which reduces the chance of sheared studs.

From a wheel centering point of view, this system is almost perfect. Provided the hub has been turned in one operation, the rolling center can be presumed to be identical to the hub center; therefore, provided the outer edge of the rim and centre cut-out are concentric, the wheel will sit properly.

Lugcentric (All other models): This means that when the rim is mounted on the hub, it is centered by means of tapers on the lug nuts and lug holes.

The load-bearing surfaces are between each lug and its seat on the taper (indicated

in BLUE). The center hole in the rim effectively 'floats' around the grease cap without touching it.



This system is often considered the inferior method for 2 reasons. Firstly: studs are usually fairly thin in comparison to the hub center shaft itself, and are prone to bending, stripping and shearing under stress. Secondly: When hubs and rims are produced, there is a possibility that the lug or stud holes might be drilled slightly off center, and this means that when bolted on, the rim will likely not be concentric with the hub. It's probably worth saying that even if the studs, holes and tapers are perfectly positioned, a slightly bent stud will still result in an off center wheel.

Adapting TR7 steel wheels to the Spitfire:

Use a countersinking bit to create a bevel or cone seat in the wheel's stud holes to receive your tapered seat Spitfire lug nuts. This and the use of Spitfire lug nuts converts the TR7 wheel from hubcentric to lugcentric. Be careful to not drill too far; do not drill the countersink beyond the depth of the existing hole or the lug nuts will poke through



the wheel and will bottom-out on the hub before seating on the beveled seats you have created.

03/25/2008



Furthermore, it is a good idea to drill-out the holes in the lug nuts another 3/16 inch to make sure they don't bottom out on the ends of the studs before seating on the wheel. Use a 21/64-inch bit for this, which will not hurt the threads (as long as



you are careful of course--use a drill press if you have one).

Interestingly, I have discovered that there are at least two varieties of TR7 steel wheels. They look virtually identical, but the shape and depth of the dish of the center sections differ. One is "dished" 1/8 inch deeper and has 1/8 inch less



positive offset than the other, i.e.,

backspacing is 4 1/4 inch for the "deep dish" ones and 4 3/8 inch for the "shallow dish" ones. The "deep dish" 4 1/4 inch backspaced wheels are

stamped with "RKC1513" and a little Dunlop logo followed by "1180"

while the "shallow dish" 4 3/8 inch backspaced ones are stamped with "RKC0187."

These markings are found on the rounded ridge of the wheel center section, where the periphery of the hub cap seats against the wheel. It seems best to use all one version of wheels to avoid mixing up the offsets (mixing different offsets on the same end of the car might affect tracking). Moreover, if you want to use the Spitfire plastic hub caps, choose RKC0187 "shallow dish" 4 3/8-inch backspace wheels. The shallower dish allows the Spitfire lug nuts to seat against the wheel just as they contact the hub caps. With the deeper dish wheels, the lug nuts will contact the hub caps too soon and if you continue to torque down on the nuts to seat them fully, you'll crack the hub caps. I like using my Spitfire plastic hub caps with the TR7 wheels, so I made sure I got matching sets of "shallow dish" wheels. Here's a photo of a RKC0187 wheel with a 185/60-13 tire and Spitfire plastic hub cap mounted with Spitfire lug nuts on one of my Spitfires:

I ran 13x5.5-inch factory steel TR7 rims with 185/60-13 tires on my 1978 Spitfire for nearly 12 years. During that time, I drove the car to work fairly frequently and drove in several autocrosses. I am currently running this setup on my 1968 Spitfire. So evidently, converting the TR7 wheels from hubcentric to lugcentric for use on your Spitfire can work, even though lugcentric is considered inferior to hubcentric mounting.







## Technical Tidbits

*Article Credit to Red River Ramblings*

By Ed Barnard, Eclectic Sports Cars

Starting with this month's technical article I will review some products that I've had the opportunity to use the past few months. Some are new; others are just improved versions of known products. I have the unique opportunity to try many of these parts on cars

The first part I'd like to talk about is the all-important water pump. TR2's through 4A's have a reputation for running hot, especially in a place like Texas. How many books about Triumph's mention that the cars were never designed to run in the temperatures found in the North American market? Many "fixes" have been suggested and tried and a popular modification is to use the "Uprated" water pump. What exactly is this uprated water pump, and is it worth the extra money? The uprated pump is offered by all the popular suppliers of parts, mostly under their own in-house part number and sometimes by the manufacturer's part number. For Moss Motors it's an 835-073 and retails for only \$5.00 more than a stock pump. The actual manufacturer is Lucas Industries (yes, that Lucas) and their part number is GWP202HDL. So, what is this "uprated" water pump? Well, the stock water pump has four flat blades on its impeller which spins on a 3/8" shaft. The stock pump can be easily recognized because the pulley is held on with a 5/16" NF nut. The "uprated" pump has six curved blades on a 1/2" shaft and the pulley is held on with 7/16" NF nut. If you're not sure which pump you have check the nut that holds the pulley on; if a 1/2" wrench fits it you have a stock pump, if a 11/16" wrench fits it's an uprated pump.

Do these pumps actually help the overheating issue? Everything else being equal with the six impellers instead of four, you should expect a 50% increase in water flow. The curve of the blades should increase this further over the straight blades of the stock water pump. With the cost being only \$5.00 over the cost of the stock unit it's a no-brainer on which you should chose for your next water pump.

Now for the "fly in the ointment". On either water pump you must either reuse your original pulley or purchase a new one. Which-ever you choose the pulleys are not a direct fit onto the uprated pump. The taper on the shaft that the pulley fits on is larger in diameter then the tapered hole in the pulley. If you attempt to just press the pulley on shaft with sheer with force you can move the impeller or shaft in the bearing. I have found that a few minutes spent with emery cloth polishing the shaft and the inside of the hole through the pulley, along with some anti-seize on the shaft will allow the pulley to start on the shaft enough to be able to use the nut and washer to push the pulley on. Before installing the pulley though you need to relieve a section of the water pump body casting or the pulley will foul the casting. See the pictures below. If you fail to do this or don't relieve it enough you'll be forced to press the pulley back off, with possibly damage, after you realize your mistake. Use either a die grinder or a grinding wheel to do the metal removal. There is plenty of metal in the casting for this.

With a small amount of effort you can take advantage of the benefits of the uprated water pump.



Before

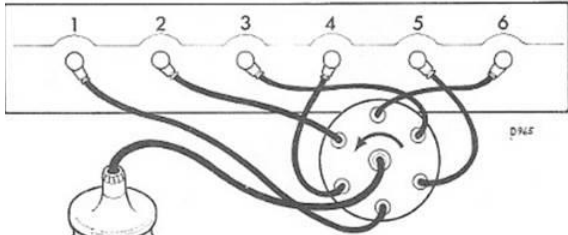


After

### JOHN'S QUICK TIPS

#### Plug Lead Positions (Fig. 55)

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



How does one know the alternator belt is tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

### TR6 Soft Top Folding

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



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



2 Fold top forward without folding back window



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

[https://www.youtube.com/watch?v=IS2FhnWK6\\_o&feature=youtu.be](https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be)

### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

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

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

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

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

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

Seat Belt Refurbish

Service After Storage

Rear Wheel Bearing End Float

Speaker Box Install

TR6 Wind wings

Rear Sway Bar Installation

Triumph Rain Cover

Flywheel Ring gear rework

Rebuilding Triumph TR Trans/Overdrive

Rebuilding Stromberg Carburetors





## Greasy Hands Garage North Update by John Phillips

**8/7/2017** – I picked up my daughter Julie at work in Collinsville today and we went to lunch in Owasso. It has been a long time since she rode in the TR6 and the weather was great so we drove it.

We visited about many things, kids, vacation, etc. and it was as always very enjoyable. The drive to and from Collinsville was very enjoyable. Good time.

Back at home it was time to mow the yard. That was less enjoyable.

**8/9/2017**  
– The last newsletter made reference to Glenn's driveshaft out of his TR3 that he donated to the club along with



two new U-joints to complete the sub-assembly.

There was lots of rust, grease and dirt to remove. I got it cleaned up using what I call my big-boy tool. It is kind of a monster 4-inch hand held grinder with a huge wire brush attachment. Big, powerful, dangerous with which one must take care when operating.

The picture shows the details after the rust treatment had dried. Today I added flat black paint to protect it and make it pretty. The old shaft shows lots of wear but I believe it to be solid enough to provide service if needed. If someone does not have a driveshaft for a TR2 through TR6 this will beat not having one.

Next the splines will be separated and inspected, cleaned if needed and greased for the next application.

After that task I worked on the TR8 again. The fuel pump still has to run for about 2 minutes to get fuel to the carb so the engine will start.

I checked the float levels again and cleaned the check valves, or whatever they are called. Nothing obvious was wrong.

I am leaning toward the problem being heat evaporating the fuel after the engine is turned off. This is a major concern because the heat shield kit requires ½ inch of space between the carb and intake.

I already use a shorter than normal air filter due to interference between the top of the filter and the hood/bonnet. Not sure where to go from here.

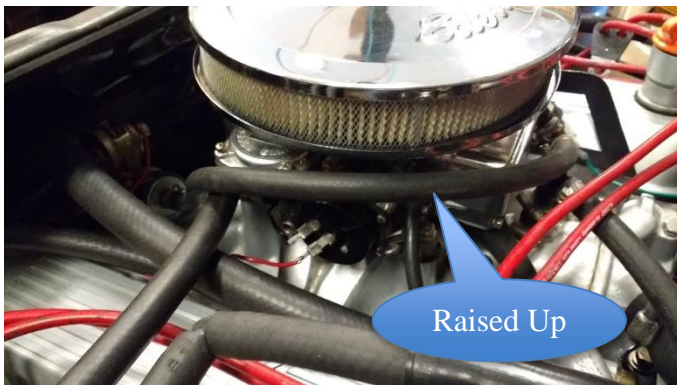
**8/11/2017** – Having received no response from Woody at the Wedgeshop to help me along I was left to my own devices. Ok, one cannot just sit on one's hands, you know.

Following the thought that fuel may be boiling out of the system, but leaving the carburetor for the moment, I focused on the fuel line.

The car has some heat reflective material on the fuel line that was close to the exhaust system and from there back it appears the line is well protected by the transmission tunnel and some insulation further rearward.

The most obvious point of heat saturation was the rubber hose from the firewall to the carb inlet. I had routed it in a manner such that it rested on the intake manifold.

The rubber fuel line was disconnected from the carb inlet and rerouted over the other hoses in the area to move it away from intake manifold heat.



Starting the car was easy after a 3-minute wait while the fuel pump ran to fill the system with fuel.

After that I forced myself to take a long drive to thoroughly warm up the car. I have to wait until tomorrow to see if the fuel line is again empty which would mean the change had no effect or there is

fuel available to start the car which would indicate some improvement.

I then lubricated the spline on Glenn's old drive shaft and began the installation of the U-joints. One U-joint is now ½ installed. I plan to work on the other one tomorrow.

**8/12/2017** – First thing up in the shop today was to start Tinkerbelle to see if rerouting the fuel line was helpful with the starting problem. The first start took about 10 seconds versus 3 minutes. I am calling that good progress.

Of course the next time you never know what is going to happen but for now I am hopeful that the issue is resolved or at least improved.

The old driveshaft was next. One end of the shaft accepted the new U-joint/flange gracefully enough. The other end was a real pig because the ears had been pounded on so much they had been bent toward the center of the shaft closing the distance and creating an angle between the two U-joint caps on that end.

One cap was ruined before I decided to try and straighten the ears and then try another assembly operation. The one good cap was removed and the shaft ears straightened using the big bench vise and lots of leverage.

With the ears straight another new U-joint was opened and a cap stolen from it to finish the installation on the old shaft. This time the end caps slipped in easily. The circlips were put in place the job is done. Anyone need a driveshaft? Old but serviceable.



**8/14/2017** – After checking the mail and Facebook this morning I started to look for information that was about some rubber parts that install at the hood stay to prevent scratches on the wheel well but did not find it. I accidentally found a listing for some wheelwell deflectors for the TR6 like the ones installed on Wayne Burris' car a couple of years ago.

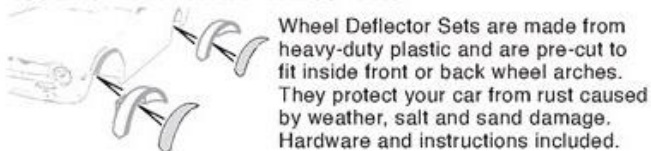
While not looking forward to installing them when doing Wayne's car, in the end job was not



difficult when I understood the approach. The protectors provide a lot of protection for those most

### Wheel Arch Deflectors *Victoria British Catalog* For Better Rust Protection

1961-76 TR4 TR4A TR250 TR6



Wheel Deflector Sets are made from heavy-duty plastic and are pre-cut to fit inside front or back wheel arches. They protect your car from rust caused by weather, salt and sand damage. Hardware and instructions included.

PART	DESCRIPTION AND APPLICATION	REQD	PRICE
15-064	FRONT WHEEL ARCH DEFLECTOR SET 4 4A 250 6 61-76 (1)		\$84.95
15-065	REAR WHEEL ARCH DEFLECTOR SET 4 4A 250 6 61-76 (1)		\$59.95

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### *Note - My front ones fit, not the back*

rust prone areas of the cars they install on. I think they are important enough that I ordered a set for the Pumkin. If you decide you want some I will help with installation. They do require a few of pop rivets



*Aftermarket Liner Installed - Covers door sills to headlights*

in the top of the wheelwells to secure them. They are visible in this old **photo of the Burris installation**.

Jim called yesterday while Jan and I were in Bentonville for her twin grandson's birthday. We plan to use the exhaust gas analyzer on his TR6 to see what it tells us. He also wants to drive the Pumkin to compare it to his car. His has some handling issues but don't know what they are yet.

Today on my daily trek to the mailbox to get the paper the security light over the shop door was not lit. When I finally got around, the 20-foot extension ladder was raised and moved under the light to remove the bulb so I could take it to Jack for testing. With the light bulb out I jumped into

Tinkerbell, started her up, buckled up and hit the garage door opener. Nothing happened.

Shut it down, got out and checked the breaker which was disengaged. I flipped it back on and it bounced back off. Well, nuts.

Moved the big step ladder to the shop from the garage and unplugged the opener and shop light. Pulled the receptacle from the electrical box and immediately saw a break in the hot wire insulation. That bare spot had grounded out against the box or the ground wire so the wires were shortened to eliminate the insulation break and reinstalled on the receptacle which was then reinstalled in the box. The light and opener were plugged in and the breaker replaced and turned on. The light on the opener came on so power is restored.

This is where I should have reinstalled the bulb for the security light but my brain did not make that connection (pun intended). I got in the 8 again and pushed the opener and nothing happened.

Back inside the shop I had disconnected the opener to move the 8 out so if I dropped something it would not be on the car. The door was reattached to the opener and now it works.

So it is off to Tulsa and Mac's Electric to get the bulb tested. Nice drive and nice visit with Jack but when he tested the bulb it tested good. Then the light came on (yes pun intended) and I realized the light was out because that circuit had shorted out. I had fixed the problem before ever leaving home so the trip to Mac's was not necessary.

The suspect bulb was taken back to the shop and put back into the fixture 20 feet in the air at the peak of the roof of the shop.

The extension ladder was lowered which is easier than getting it extended and in place, and it was then re-stored in the garage.

After that even though the car had started pretty easily the choke did not engage so the bonnet was raised for a little inspection.

When rerouting the fuel line previously I must have hit the electrical connection and made it loose. When touched it just fell off the connector.

A pair of pliers was used to tighten the connector and it was reconnected using needle nose pliers since the engine was still warm. I am hoping that the choke engages the next time the car is started.

**8/18/2017** – The new deflectors for the TR6 arrived so I hope to work on them today. Also the choke is not working on the TR8. It has a history of sticking so I may have to take it all apart for cleaning then try to get it back together correctly.



We shall see.

Up first was the choke. Yep, it was stuck again. After poking around a little the choke finally engaged as seen in the photo.

The flap partially closing the front two barrels on the carb is the choke. It is pulled into that position by a lever seen at the top of the flap.



In the other photo is the lever in red that pulls the flap into choke position and when warm moves the choke flap straight up and down in park position so that there is full air flow through the carb.

The red plastic part is what is sticking (again) so I cleaned it with some carb and choke spray

cleaner. As of now the choke is working but who knows for how long.

Up next I wasted a couple of hours trying to install one of the wheel arch deflectors.

For some reason they just did not want to fit so about 10 minutes after frustration set in I called it a day and went in the house to work on computer problems. It has a virus that throws pop ups every time I search for something on the internet. Yuck.

And the VOIP Phone system is telling me that it lost its IP address, as if I care. It still works. But I will work on that also. And the security light is out and the new one won't be here for 5 days. Seems like everything went to the devil at once. We also found out the dog (Phoebe) has cancer. She gets some minor surgery over her eye on Monday to see if it was all cut out the last time.

**8/19/2017** – Well I guess it is time to bite the bullet and order a new rear main seal and pan gasket. The instructions say you can reuse the pan gasket but I am confident it will be destroyed in the process.

The rear main is leaking a lot. I might as well get ready to replace it. The bad part is the transmission has to come out to get to the seal. The good news is the engine does not have to come apart or out. I can do this.

Of course this is a big job maybe ½ a day, make that ½ a month. If the leak were less severe I would put it off until winter but it is bad.

If you remember I worked on all the other leaks last winter, no winter before last. Most of that stuff is not too bad although there is some seepage from somewhere up front.

Two more things; I am not sure whether it is the engine leaking oil or the transmission leaking fluid, but either way, the transmission must come out.





The other thing is that I had some success with the wheelwell liners. The front installation is complete.

The liners were placed in position and a couple of rivets installed at each end to hold it in place. The edges were then sealed with truck bed liner material



The liners identified as being for the rear are not as agreeable with which to work. Like they say, "if at first you don't succeed, try, try again", so I will.



Another note on the computer problem, turns out that it is not a virus but a change in policy by Google to sell more advertising. Charlie Brown was able to identify the cause and eliminate most of the pop ups.

Thanks a bunch, Charlie.

**8/22/2017** – I had time today to see if prior work had resolved the issues with the electric choke on the Holley Carburetor and it had not. The current issue is the choke would not engage.

The cover was removed, the spring location checked, the cover replaced and adjusted to a position appropriate for starting the car. The ignition key was turned to allow the fuel pump to run. Starting was attempted several times but in the

end it took the pump running about 3 minutes before there was sufficient fuel to start.

I drove to O'Reilly's and did not find what I wanted so I left for home. When the car started the idle speed was about 1800 RPM. I got out opened the bonnet and used my hand under the carb to move the red lever to the off position and the idle went to 900 RPM.

So after spraying carb cleaner on the lever three times it is still sticking. If I had some instructions for removal and reinstallation I would take it apart and clean everything so it would hopefully not stick. More to come I am sure.

**8/24/2017** – I tweaked the choke adjustment again before going after milk and almost did not get the car started. Too much of the air was cut off. Once started the car ran great. Back at the house I switched to the Subaru and took it in for the 6-month service.

When they were done they said everything looked new, tires, brakes cabin filter, etc. They gave me a cabin filter but said the one it came with was clean so they did not change it. This service is planned for about 12,000 miles but the car has about 5500 miles.

Back at the shop another choke adjustment was done before mowing the lawn but not test drive yet taken. Maybe tomorrow more time will be spent in the shop, perhaps even removing the Pumpkin's transmission if I feel ambitious. Better make sure I have a front seal first I guess.

**8/25/2017** – Today I was going to start pulling the TR6 transmission to change the front seal on it or change the back seal on the engine, whichever turned out to be leaking. When I got to the shop I thought it inappropriate to start the leak elimination before finishing the current job in process, that being the installation of the wheelwell liners.

A rear wheel was removed and a liner for the back maneuvered into the appropriate location but it did not fit. To make a very long story short, installation was discontinued indefinitely. Parts don't fit.

While wasting my time on the liners I got a call from a Mr. Dale Smith from Bartlesville. He is a

new owner of a 65 Spitfire. He came to visit the shop as he was interested in the TR8 wheels and tires, information on part sources, general information on Triumphs, etc.

Since Cash has experience with a 65 Spitfire I gave him his contact information as a source of information and possibly parts.

After looking the TR8 wheels and tires over he was interested in the tires but not the wheels. I was ok with that so his intentions were to return on Monday and take the wheels/tires to a tire place to get the tires removed. He would then return the wheels to me for sale to some buyer to me named later.

The value of the tires is not a factor to me as they manufacture date is August of 2003. They are too old for continued use but they will serve to find out if the Spitfire is worth restoring or not. At least I did not have to pay to get rid of them or pay for sending them with the wheels when sold.

Nothing else was done in the shop.

**8/26/2017** – I was still trying to read the morning paper and finish my coffee when Sam sent a text suggesting we get together for breakfast. We decided on the Freeway Café on 3<sup>rd</sup> street across from Mac's Electric.

I called Jim Lindsey to see if he wanted to ride along with me and he said yes. When ready to leave the TR8 would not start so the truck was put into service for the ride down and back. After breakfast Jim came back to the shop to help assess the next thing to do on the 8.

So, why did it not start? As usual I am not sure as there was fuel and spark but the choke did not work properly. Was it the choke or weak spark? Jim and I both suspect the spark is not strong enough. Jim recommended a change in the way the car was started. He suggested that the accelerator be pushed to the floor one time and then not move it until the engine started.

I am now considering a new distributor. The transmission on the 6 is still pending but what's the hurry? I can still drive it with a leak. Can't we all?

Later in the day I tried Jim's system of starting the car and had good luck with it. More tomorrow.

**8/27/2017** – Today it was my intent to start pulling the TR6 apart but followed the news all morning so got a late start. I decided to see if the 8 would start again using Jim's method and again it started. Maybe we are on to something here.

Since it was running it seemed appropriate to take a little ride. The road led me to the gas station to top up the fuel where I noticed the car had not had a wash it quite a while. From there it was on to the car wash where it was scrubbed, washed and dried.

Back at the house it was time for a pill and a nap. The 6 can wait another day to be torn apart.

**8/28/2017** – I was cooling off from my workout and working away on the computer when Dale Smith called about the tires on the TR8 wheels. He was in Collinsville and wanted to get the tires so he came on out. I had time to put on shop clothes and then got the tires/wheels out of the shop.

Dale arrived shortly after and loaded up for a trip to Discount tires to get them unmounted. When he left I went to work on the Pumpkin to extract the transmission. The seats came out first then the floor mats and carpets.

Dale returned with the wheels and before he left he joined the club so we have a new member in Bartlesville with a 65 Spitfire.

The center dash support was next followed by the transmission tunnel. The transmission wiring was disconnected and the tunnel removed. The driveshaft was disconnected and the rear motor mount released. The starter had been leaked on by the water jacket valve above it and was in a sorry state so it was removed for cleaning. The leaky valve will be replaced by a plug.

The transmission attach bolts were removed from the upper section of the transmission while it was down low on the lift. The speedometer cable was also disconnected and the angle drive removed to prevent any damage while moving the transmission.

Next under the car the slave cylinder was detached and tied up out of the way. The rest of the transmission attach bolts were removed and the back of the transmission jacked up a little so it could





move back and up for removal. Once it cleared the driveshaft it was easily moved to the workbench for more work.

The leaks were coming from both the front and back seal so I pulled some new seals out and put them in the oil to soak for a few minutes. After that I removed the front seal retainer held in by the four bolts shown.

The throwout bearing and fork/shaft attachment were in great shape.

With them out of the way the retainer came out and the leaking seal was removed. I also noticed the seal between the retainer and the transmission housing was also wet and probably leaking as well.



The rear seal was removed by extracting the large flange nut shown. The seal seats in the transmission tail and seals around the flange itself. These seals are pretty simple to replace once the transmission is out of the car.

It is probably a good idea to try to find a new surface for the seal to ride on especially if the shaft shows signs of wear where the old seal made contact. This is done by changing the depth that the seal is installed.

After the seals were back in the transmission the rear crankshaft main seal was checked for leakage. I did not want to take the transmission out again to get to the seal if it was leaking. I saw no signs of any leakage so I left it alone. If it aint broke, -----.

By the time I quit for the day around 3 the flywheel and clutch were reinstalled and the transmission is ready to reinstall. I will most likely clean the starter and replace the leaky valve before stabbing the transmission.

**8/29/2017** – Hard day in the shop today. Removing the leaky drain cock above the starter was first on the list.

Could not find the plug that came out of the block when I put the drain cock in so a trip to Ace was necessary for a plug and sealing washer. By the time I got back, cut off some of the new plug and got it installed, cleaned up the starter and block a bit it was noon.



Then reinstalling the transmission began. The engine was being supported by a 2x4 clamped to the frame so it did not require as much jacking to align the snout on the transmission with the pilot bushing.



Getting the snout to slip into the pilot bushing took me until 1:30. At this point I required a rest of about an hour. Then back to the shop to start installing the bolts around the transmission from beneath the car.

With all the bolts installed on the



lower half it was time to quit for the day. I am worn out. Tomorrow may be a lost day shop wise as Jan needs a ride to south Tulsa for a Dr. appointment. If not the bolts around the top of transmission will be installed followed by the tunnel, another fun job.

There was a time when I could do the whole job in one long day but no more. I have not asked for any help because I know I can do it. It just takes three days instead of one now.

**8/30/2017** – From the last entry it appears I could have use a little cheese with my whine. Oh well, Jan and I got back home today around 10:30 and then I made a trip to Claremore to pick up Tony Mullinger's dues. After that it was nearly noon when I started working on the Pumkin.

All the fasteners for the top half of the transmission and the starter were installed. Then the drive shaft was connected to the transmission and locknuts were installed on the rear motor mount which is actually at the back of the transmission.

The tunnel was cleaned up to get all the oil off (hopefully that problem will disappear) and the tunnel seals were checked to see if they were worth using which they were.

The tunnel was slipped into place, positioned and fastened down. It went in too easy which means I probably need to adjust the hand brake.

Installing the tunnel is a big job but it went about as smoothly as it can. The carpet was replaced over the tunnel and the shifter boot installed. Next the center dash support was put in place and fasteners installed.



Left to do after today is hook up the radio, replace the carpet and seats, place the floor mats, clean the carb heat shield and reinstall the cold air box on the carbs. Pretty easy day tomorrow.

**8/31/2017** – Not as easy as expected but everything is back together except for on task. The wires were connected for the overdrive, back-up lights, radio, and key light.

The cold air box was reinstalled on the carbs and the carpets were cleaned and placed in the car. When it came time to install the seats I recalled that Jim Lindsey had refurbished his seat tracks and decided to do the same to mine.

Of course I needed to order more parts, specifically the rubber rings that go on the wheels inside the rails. Like most folks when the seat tracks became hard to move I put grease on them not knowing there was rubber inside. The grease



softened an almost dissolved the rings and the tracks degraded from there.

I had contacted Jim to see if he remembered the part number of the O-rings that fit in the seat tracks but he did not so it was back to Tulsa to get some.

The rest of the day was spent on the seat tracks. The stops in the tracks were drilled out, everything was cleaned up, new O-rings installed, parts reassembled and pop rivets used as replacements for the factory roller stops. Neat.

It is 4:10 and the car is complete. Yes, it took 4 days but one day can be attributed to interruptions and having to do other things. So three days it is. I admit that I worked longer on the three days than planned but it is done. The only thing left to do is a test drive and then check for leaks.

**9/1/2017** – When I went to the shop to fix the shop door opener it was suddenly working. Yesterday it would open but not close. Oh well.



Next I wanted to drive the Pumkin then park it for a while to see if the new transmission seals were holding. When the key was turned I heard a relay click but not the starter.

I checked the battery and saw 12.4 volts so that was ok. I checked for power flow from battery to negative cable and there was none so there was no drain on the battery. So I said it must be the starter and the light came on. I had forgotten to connect the wiring at the starter.

To get at it, the cold air box and carb heat shield had to be removed. Sounds easy but it is fiddly and a little pesky when trying to reinstall it.

With wires attached and everything back in place the car started easily and I got to go for my drive. I am really hopeful that there is no leaking but I will settle for just a little leaking. One must set realistic goals you know.

After seeing on the TWA Facebook page a comment about why when the engine dies on a TR8 the brakes stop working it seemed time to order more parts. Tinkerbell is missing a check valve between the booster and carb that keeps vacuum in the booster for a couple of stops after the engine stops running.



Vicky Brit had them in stock for about \$20 so it arrived today and if I get motivated it will get installed today. The yard has to be mowed and I am pretty tired from the transmission work on the Pumkin.

Later today UPS dropped off what I hope is the solution to the weak spark condition identified by Jim and I earlier. British Parts Northwest gave a nice discount on a new Pertronix distributor and coil.

I took all the new parts to the shop and while there I put the new check valve in the vacuum line between the carb and the brake booster.

**9/3/2017** – While waiting for furnace filters to dry I decided to check for puddles under the TR6. The results were mixed at best.

There was a puddle under the front transmission seal. That is the bad news. The good news is there was (1) no puddle under the rear seal, (2) the puddle under the front seal was much smaller than before the seal was changed, (3) I know it is not empty because it is still leaking. What more can you ask from a Triumph? Maybe it will stop?



**9/4/2017** – Labor Day was a productive day in the shop. Sam offered to come up and irritate me while I worked on the TR8, well actually he offered to help with the choke issue.

I got to the shop before he arrived so I started installing the new Pertronix coil and distributor. The bracket for the coil required a little modification but it finally housed the coil in an acceptable manner.

Then extraction of the old Crane ignition system was begun. The thing I like about the Pertronix unit is that it is all self-contained in the distributor, just a black and a red wire to connect to the new coil.

The existing Crane unit had 3 wires going to the unit riveted to the left inner wing and then four wires



going to the coil. Who needs all that stuff cluttering up the engine bay?

You can see from the before and after pictures how much cleaner the engine bay is without all that clutter.

Another improvement was realized when I noticed the old distributor was one tooth off from lining up the timing at TDC with the rotor pointing at the #1 cylinder. I was able to get the distributor in the proper attitude.

With the coil and distributor in place Sam wanted to focus on the choke mechanism. When it came right down to it the idle screw needed to be screwed in a little to fix one point of sticking.

At this point Sam declared victory and said the choke is fixed, even though the other point of sticking, the little red lever underneath the choke, was not addressed at all. We shall see.

The decision was to try to start the car and set the timing. The car roared to life and the fast idle was way too high but the engine ran great. The choke was engaged so after it warmed a little we revved the engine to get the choke off and set the timing.

Sam asked what the timing was supposed to be and the book says 4° after TDC. Sam says that is retarded for keeping with the pollution requirements and that advancing the timing is needed.

We set it on TDC initially and the engine sounded really good. The idle was adjusted and we went in the house about 1:30.



*Figure 1 Before picture, cluttered*



*Figure 2 After picture, cleaner*

When Sam left I went for a test drive. I was very pleased. The stumbling that has been present since the engine was rebuilt is gone. The car has even more power than before. I still think it is not 100% as I can feel a periodic miss somewhere. I damaged one plug wire and it is possible my repair is not as good as is needed. More to determine.

I smelled oil and pulled over to find out why. It turns out the oil was being pushed out the pipe that houses the oil dip stick and onto the left exhaust manifold. Nasty. I pushed it back in thinking that perhaps it was moved upwards while we were working in the shop today. Back at the shop a check of the dip stick indicated that the dip stick is being pushed up by something so I will have to figure out something to hold it down.

In the coming days the choke will be worked on some more and there are more maintenance items to address. Thinking of Al's experience with wheel bearings makes me want to repack those.

Also the brakes don't seem to stop the car as well as I would like so that requires some investigation. Good day in the shop. Excited again.

**9/5/2017 – Big progress** the last couple of days. The new Pertronix ignition is working great. The change in timing is working great. Not sure about the choke yet but I did lower the high idle speed level, probably too much. Will knock it up a little tomorrow.

After adjusting the choke, I noticed there was too much slack in the alternator belt. Also it was resting on the lower radiator hose. A better adjuster for the alternator had been purchased within the last year so this looked like a good time to install it. It is nothing more than a turnbuckle with eyes on either end through which the attach bolts for engine/alternator are installed. Included are a



couple of bushings for the eyes and jam nuts on the turnbuckle to keep in place after adjustment.

I thought the installation went well until I took a test drive. The car ran great but the temp gauge did not work. Back in the shop a look under the bonnet showed that the wire to the temp sending unit was broken. After the engine is cool I will look for the other end of the wire and get them connected again.

**9/6/2017** – Karl & D'Layne drove in from Las Vegas yesterday and last night with the last load. Mom and Dad are here now but Kody & Shelbi are still in Vegas, at least for now. In readiness for being available to help unload I was up early and decided to work in the shop until needed.

My first task was to adjust the fast idle speed on the choke then get the temp gauge working. The Green/Blue wire runs all the way from the sending unit on the front of the intake manifold to the gauge so I had to find the same color wire in the harness.

Apparently while working on a new alternator belt the wire fell in the path of the pulley and I did not notice. The pulley snapped the wire about a foot from the sending unit and again at the point it entered the wiring harness.

Seeing no reason to bother the harness the wire was cut about 1 ½ inches from the modular connector and a piece of Green/Blue wire from an old harness was spliced in using our old friends the lucar connectors. The wire buried in the harness was just abandoned.

The car was started but the choke did not engage. With all the improvements it was still easy to start even without the choke. A test drive was in order to see if the gauge was now working so while out the gas tank was topped off then back to the house. The gauge is now working.

No call for assistance from Karl yet so a fuel leak on the Pumkin seemed the next important maintenance item to address. Sam noticed the odor of fuel when he was here on Monday. It became obvious pretty quickly that the float bowl gasket and choke gasket on the front carb were leaking.

The front carb was removed, the choke and bowl taken off. The sealing surfaces of both were cleaned well and new gaskets put in place. With that done the carb was reinstalled. A piece of rubber fuel line was also replaced.

I had noticed some slop in the carb linkage so an attempt was made to adjust it out. It is not perfect yet but is better.

Another task was to investigate the problem with oil coming out the dip stick pipe. The top of the stick has sort of a helmet looking component on top that fits over the end of the pipe. There is an O-ring that is supposed to seal between the pipe and helmet. It was old and brittle.

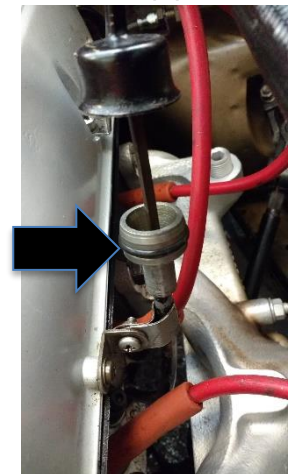
The pipe and stick were removed from the engine. This was not altogether a good idea. Anyway I jumped in the Pumkin and went to the hardware store for the proper size O-ring and actually found one.

Back at the shop with O-ring in place atop the pipe the task of reinstalling the pipe in the engine was next. Wow, that turned into a bit of a battle. It was no longer perfectly straight or cylindrical and did not want to go back down that dark hole.

I wrestled and twisted and pushed but did not make much headway. So thinking about what tool I might have that would help an idea formed using a crow's foot socket and long 3/8 extension which would allow me to tap on a flange that seats against the engine block and hopefully drive the pipe in to the proper depth. It actually worked.

The dip stick was slid down the pipe and the helmet fit snugly against the new O-ring. If the plan is successful, the dip stick will no longer move upward allowing oil to escape.

This was a very productive morning performing maintenance items on the TRs. The shop air conditioner was turned off and the shop door was up. It appears Fall may be peaking around the corner at us.



The Pumkin and Tinkerbell should be in top form for some great Fall out and back drives and maybe a show or two.

**9/7/2017** – This morning started with unloading the last moving truck for Jan's brother at Paul's old house. Glad that operation is complete and they are relocated.

While visiting I remembered some old speakers that have been one of the shop drawers for years. The car came with Sony speakers but the mounting surrounds were broken all to pieces.



The old speakers are pioneer but I did not change speakers, just the surrounds since the spare ones were in good shape.

It took a while but the upgraded surrounds are now in good shape so don't be kicking them when getting in/out of a TR8. These cars are not made for people with bad knees.

After that I worked on the choke a little more. The fast idle speed was adjusted down a little. The choke is still not engaging as it is supposed to but the car is starting so much easier it has not been a big problem.

After adjusting it again it got another back in carb cleaner so that perhaps it may work at some point. I am considering replacing the choke mechanism on the carb. Tired of messing with it.

There have been lots of various fluids landing on the intake and exhaust manifolds so I spent a little time trying to clean them up a little. Not too sure what I want to do about the stains.

Several coolant connections were tightened where there was some obvious seepage and the same at the fuel inlet to the carb. I guess all the

new gaskets and hoses have been warmed enough times that they are settling in and need to be adjusted some.

It appears the new O-rings on the dip stick pipe may work out all right stopping that leak. Cool.

**9/8/2017** – I drove the 8 yesterday and the choke stuck on. It was so rich fuel fumes could be smelled in the car. After passing under 169 the parking area at Discount Tires was used to pull, raise the bonnet, move the little red lever with my hand, shut the bonnet and proceed on my way.



After that the car ran fine so today it was the day for me to learn more about that choke. After moving cars around to make room on the lift for Jim Beasley's TR3 on Monday, I took the choke off the carb and took it all apart.



Everything was cleaned with mineral spirits and wiped until shiny clean. The little red lever was examined and it had signs of damage to the step down area. Since it

is nylon or some similar material a box knife was used to clean up the damage and remove burrs.

Apparently this was enough of a problem that the choke would not shut off which most likely caused the problem experienced yesterday.

With the choke back together a test drive was in order. The Holley instructions say the choke should be off with in three minutes, or about 3



miles. After 3 miles it was indeed off so we shall see what happens tomorrow.

As with the TR6, most of my carburation problems seem to be electrical. That is, by installing a new ignition system the improvements had an effect on the symptoms blamed on the carb and choke. That plus getting the correct position on the new distributor and changing the engine timing has the car running very well except for a slight miss on one cylinder. Plug wires may be next.

**9/9/2017** – It has taken a long time to get the choke adjusted after the last rebuild mostly because there were other things interfering such as a bad ignition. This morning the car was started and the fast idle speed was too high and the choke stayed on too long.

I turned it off and made two adjustments and left the car for a few hours while Jan and I shopped for groceries.

Later in the day the car was started again and the idle speed was about 1200 RPM. Ideal is considered 1600 RPM but I am happy as long as the car starts easily and runs ok while warming up.

Maybe it is finally finished. Cleaning up the damage on that little red lever seems to have been the secret to bringing it home. We shall see. Tomorrow a better test.

**9/10/2017** – BOOMER SOONER. Sorry couldn't resist. Drove the 8 into town for plumbing parts. It started and ran beautifully. Liking it.

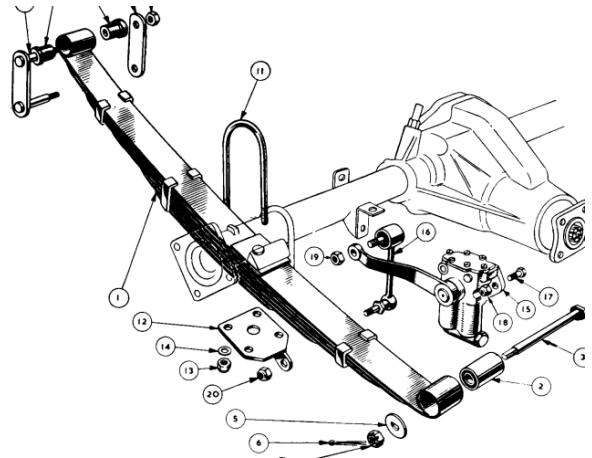
**9/11/2017** – Jim Beasley visited the shop today for a planned rear leaf springs replacement. His old original springs were in bad shape after 60 years. I guess that is understandable.

Jim asked if we could use the lift since the instructions did not seem to allow for that. I wanted to try something I saw Edd China do on TV, use a strap to hold the rear axle up so the car could be raised high enough to get to the front, center and rear sections of the springs.



We tried it and it worked like a charm. We started by removing the rear wing stays then detaching the springs at the rear of the car. This part of the job went very quickly and easily which gave us a lot of false confidence that the job would be easy.

The center section also came apart quite easily then we moved to the front bushing which is called a silent bloc.



Most of Jim's suspension had been done here previously but at that time we could not get the 3 bolt out of either side of the car. Jim and I were on our way in to call a VTR contact to see if there was a trick to getting them out. Denny arrived and we went back to the shop to look the situation over.

We tried several things then used a pipe wrench to turn the front attachment bolt from the outboard side while using a crow bar from the inboard side to lever the bolt out. The combination of turning and levering at the same time was the answer for us getting bolts out far enough to remove the old spring and install the new one.



The next step was to reinstall the shock attachment plate using large U bolts around the axle.

The spacing between the threaded section of the U bolts had been spread apart so the big vise was used to pull them back together so they would insert through the holes in the plate.

The shock was reattached and left loose as were the U bolt nuts until the rear of the spring was reinstalled just to make this part of the job a little easier.



The rear attachment was made easier by using a C clamp to pull the shackle plates together



and compress the rubber bushings so the washers and nylock nuts could be installed. Jim is shown tightening the second rear spring shackle in place.

A lack of space to work made this job more difficult than it should have been. Jim Lindsey arrived in time to assist with the installation of the second spring and we finally finished up that job.

Denny had brought his Spitfire engine and overdrive transmission so that we could stab the transmission into the engine. First up we made

sure the clutch place was centered on the flywheel. The transmission went into the pilot bushing fairly easily then.

Fasteners became a problem when some of the threads did not match or threads were damaged on some studs, etc. Needless to say we declared victory because the transmission was stabbed and nested well even though all of the fasteners were not 100% complete. Denny was glad to get the two components mated.

Jim Beasley bought lunch for Jim Lindsey and me at Logan's Roadhouse after Jim Beasley got a ride in Tinkerbelle. After that Lindsey went his way and Beasley and I went back to the shop where he left his car. He then went on his way and it was time for me to finish the newsletter.

**9/12/2017** - The information in the next section was submitted by Mike Piggott and is support of helping an OKC member's widow dispose of a couple of TR7's plus a whole bunch of spare parts.

If someone in our club wants a project or two here is a great opportunity. For my two cents worth, a good wedge body is a great platform for a really good hobby/project/sports car. I am pretty far along in getting Tinkerbelle like I want it but there is still enough there to keep me occupied.

In the event of a local purchase, I would be available to travel with a trailer to help bring home whatever is purchased, be that cars, engines, transmissions, etc. There is much to choose from and if the cars are in good shape a lot of fun to be had.

We enjoy a great hobby and if interested you should check it out.

Now I have to go see why the air conditioner in Tinkerbelle has stopped working. Probably has to do with me pulling the old ignition system out from around that unit. I will need it if I make the trip to Fayetteville Saturday.



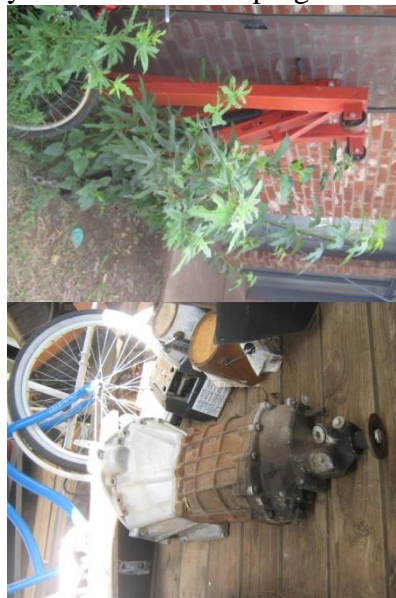
## TR 7s For Sale, Edmond, OK

We (COVTR) are in the process of assisting one of our past member's widow reorganize after her husband's death. He was an avid collector of all things TR 7. She has an assortment of TR 7 engine parts that is a bit overwhelming. There are miscellaneous parts that would equate to at least three complete motors plus carburetors, manifolds, and cranking motors. There are at least two air conditioning units and dash replacements. There are also tires, wheels, and transmissions. Some tools are also available, engine stands, engine hoist, rotisserie, etc. If you are looking for a specific part, contact me and I'll see if we have it available.

She has two complete TR 7s with clear Oklahoma titles. They are 5 speed convertibles, One with carbs and one with fuel injection. They were "running when parked" but have ailments. To the best of the widow's recollection the white one has issues with the computer (spare computers included) and needs a water pump; the yellow one has a starter/ignition problem. We started the yellow one the other day and it ran well. The white one is not running. She is willing to consider any reasonable offer. Bring a trailer!



The seats in both are in good to excellent condition, the lady of the house does upholstery. The following page has a collage of miscellaneous stuff. Please note the rotisserie and wheels and tires. As we proceed I am sure we will find many more treasures. If you would like to be kept informed of specifics please let me know and I will create an email group for distribution of information. My email address is [mikeandjudypiggott@att.net](mailto:mikeandjudypiggott@att.net) and my phone number is 918 766 4488. Thank you for your interest in keeping them on the road.







From Mike Piggott

Did you get photos of the TR 8 motor parts?  
Miscellaneous aluminum 215 CI from 1961-63 Olds,  
Pontiac, Buick and later Rover parts per photos.  
Two Oldsmobile blocks, two Olds heads with rocker  
assemblies and two "rare" Olds valve covers. The  
rest of the parts should be interchangeable. Cam,  
front cover, crank, intake manifold, 2bbl carb, pan,  
etc. Several Buick/Rover heads, pistons/rods and  
rocker assemblies. For sale one price or may  
consider selling various parts separately.





## **Classified Section**

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

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

Dewayne Pass  
918-851-5331





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

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

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

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



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

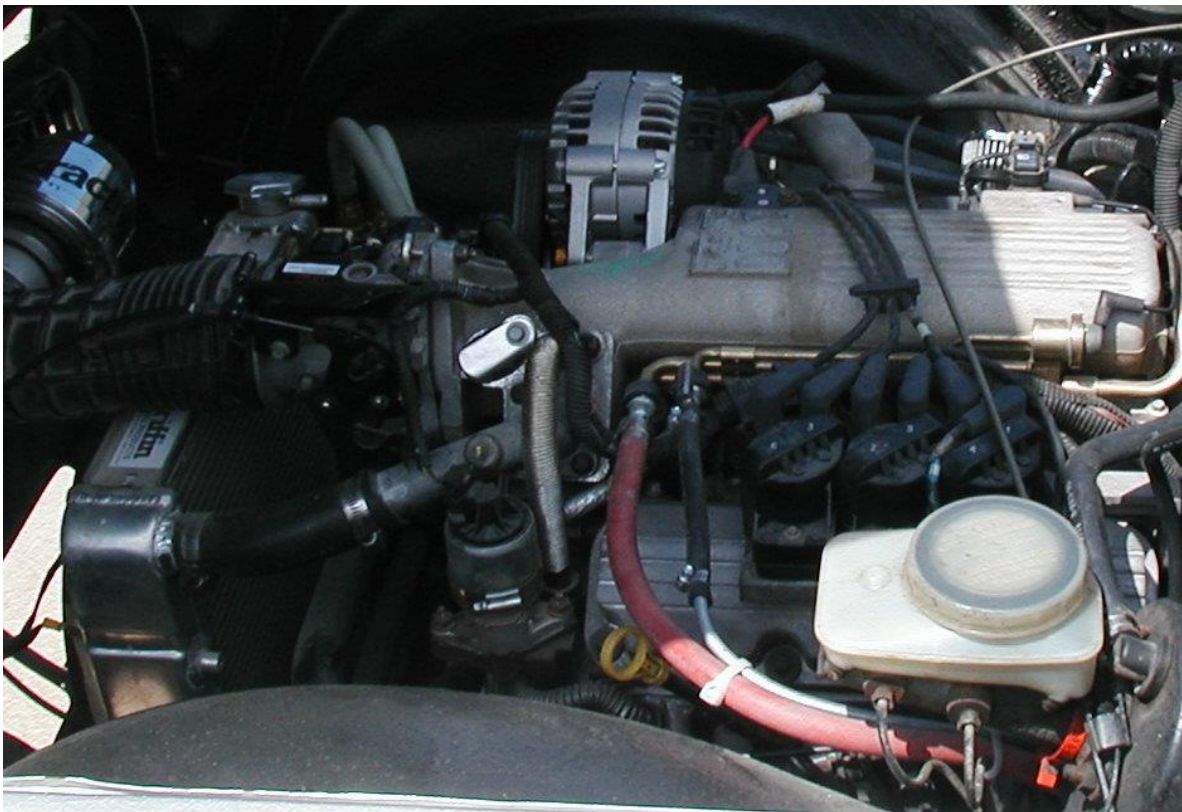
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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

***Tony Mullenger***

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!







**Tony Mullenger**

*"Superior Service - Uncompromising Integrity"*

445 S. Brady

Claremore, OK 74017

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



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## JOHN'S PAGE – STUFF FOR SALE



Figure 3 Used Crane Ignition System for TR8 - \$50



Figure 4 **TR8 WHEELS** /  
\$300 or best offer, no tires

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

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

**p**



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

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



**I Just like the tan one better**



### GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

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

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



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

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

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