



Triumphant Times

Green Country Triumphs

Monthly Newsletter for September 2018

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

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

**Next Club Meeting
Tuesday September 18th
Dinner at 600PM
Meeting at 7:00 PM
Location: Zios Italian
Restaurant
8112 s. Lewis
Tulsa**

Officers and Committees

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

From President Rob Thompson



Fall is in the air and frankly the best time to cruise in our Brits. Last weekend, Donna and I took a 150 mile plus drive on a lazy Sunday and a drive we should take as a club. We drove up Hwy 75 past Bartlesville to just short of Copan. We took

Hwy 10 west around Copan Lake and then around Hulah Lake. Wide open spaces, nice curves and rolling hills and no traffic. We stayed on Hwy 10 until it intersected Hwy 99 then south to Pawhuska.

We tried to book an event at the Pioneer Woman but they don't take reservations until 8:00 pm. That would mean that after dinner and visiting, we wouldn't get back to Tulsa until past 10 pm. Instead, we have booked at steak dinner at Clicks on Friday Sept. 28th at 6:00 pm. Clicks is in Pawnee, Oklahoma. We have missed the last several trips to Clicks. **Let us know if you can make the trip. RSVP**

Donna: 918.607.0838 or dkrthompson@att.net. Last minute RSVP's will work.



From Vice President Denny Robinson

Check next month.



Figure 1 Unconfirmed sighting of Art's car in Fayetteville

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

The August meeting of Green Country Triumphs was at the Owasso Bricktown Brewery. Rob Thompson called the meeting to order at 7pm.



Rob called for either a reading of the minutes or a motion to accept them without change. The minutes were accepted as printed in the newsletter.

Treasurer Jan Phillips told us the clubs fund balance after a \$330 donation and various membership deposits. Jan mentioned that our annual insurance coverage had been paid for this year. The report was accepted unanimously.

Art Graves gave the Car Show report. The Greater Ozark British Motor Club "Brits in the Ozarks" will hold its show September 6 to the 8th in Fayetteville, Arkansas which is really close. Broken Arrow has a ScotsFest September 14th-16th which will include a British car show on September 15th. The festival location is the Broken Arrow Events Park, 21101 East 101st Street. See the ScotsFest website for details on registration etc. On the weekend of September 27-30, you have a choice between the Triumphfest in Sacramento, CA, and the 6-Pack Trials in Fontana Dam, N.C. The Heartland all British Car Show in Kansas City will be on September 1 and 2nd. Looking ahead the VTR South Central Regional will be at Lake Texoma/Pottsboro April 27 through 30th, 2019 and the Nationals in Dripping Springs, Texas (west of Austin) on October 6 through 11th, 2019.

John Phillips gave us the parts report. Sam Clark's green TR-6 was sold to someone in Mississippi for \$20,000. John's own TR-6 seat broke at the back of his seat without breaking the vinyl. Luckily David Alexander had a seat frame that John could slip his upholstery on this frame and fix his seat. John will facilitate shipment of David's car to Phoenix, Arizona for David. John would like to sell David's under the hood air conditioning from '73 TR6 for \$400 and David a hard-top for another \$450. John is working on David's car before he gets it shipped. An oil Pan got welded, etc. John also got a wooden steering wheel for his TR-8. Not only does it look nice but also it gives him more room if only his arms would

grow. Al Garbart's engine is in a Broken Arrow after a main bearing failure. In addition, Al said his car had poor air flow on the air-conditioning.

Kay Robinson facilitated the activities discussion. Rob and Donna Thompson are trying to get a meal scheduled at the Pioneer Woman in Pawhuska. Art had a good suggestion. Since they won't allow reservations, try coming at 2 or 3 in the afternoon when the crowd has died down. Rolf Blom reported on the plan to have an overnight to the new Shangra-La in Afton scheduled for October 27th. He suggested rescheduling to November 10th because of very large savings in room cost. Further savings are possible for a 10-room block, but at the meeting the room count was seven. Art Graves was going to see if any Fayetteville show attendees would be interested in joining us. The table below shows material from Rolf's report detailing room rates and commentary.

New facility (about one year old)

Room rates : (Saturday)	Usual rate
Group rate (10 rooms minimum)	
May through October	
\$289+31.5=320.50	
\$249+27.14=276.14	
November through April	
\$189+20.6=209.6	
\$119.00+12.97=131.97	

Comments:

Courtesy slips for boats possible for lunch or dinner attendance.

Good meeting facilities and can do buffet banquets.

Autocross may be difficult — but airport might work in April as it is "off-1season."

There was no old business discussion.

For new business Art Graves moved to donate \$500 for a Russ Seto memorial effort being organized by the Texas Triumph Register his Houston based club. The motion was seconded and passed.

With no further business brought forward the meeting was adjourned.

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2018 Club Activities

WHEN	WHAT	WHO
TBD	Drive & Picnic	Dale Smith
TBD	Bartlesville Trip	Kay
TBD	Breakfast at Tally's	Kay
August	Astronomy Club Mounds night drive	Kay
September	Clicks Steakhouse in Pawnee, Friday Sept. 28th at 6:00pm.	Donna & Rob
October 27th	Shangri-La Overnight Drive	Rolf
November 3	Guy Fawkes Celebration	Jan
December 8th	Christmas Party	Donna & Rob

2018 CAR SHOWS

6-Pack Trials

Location: Fontana Dam, North Carolina
 Date: September 27 – September 30, 2018
 Web: <https://jimholewka.wixsite.com/trials2018>

Triumphfest

Location: Sacramento, California
 Date: September 27 – September 30, 2018
 Web: <http://www.triumphfest.org/>

Texas All British Car Day

Location: Round Rock, Texas
 Date: September 28, 29 and 30, 2018
 Web: <http://www.txabcd.org/>

Red River European Car and Motorcycle Show

SATURDAY 06 October 2018 at 10am to 2pm
 Location: Tarrant County College, 5301 Campus Drive, Fort Worth, TX 76119
 POC: David Pilcher, (817) 521-3157 and davepilcher@yahoo.com
<http://www.redrivertriumphclub.org>.

2019 CAR SHOWS

2019 South Central VTR Regional

Location: Lake Texoma, Texas
 Date: April 24th – 27th
 Web: /

VTR NATIONAL CONVENTION

Location: Dripping Springs, TX
 Date: October 6th – 11th Web:

Annual Pilgrimage to Summer Party, Armagh, Pennsylvania

It was the beginning of August and a decision had to be made: sign up for Summer Party or stay at home to watch the much anticipated "Leave it to Beaver" marathon on one of the 'oldie' cable channels. Tough choice, but fellow road warrior Mike McPhail, precedence and reputation dictated that we attend Summer Party for the 18th time.

Day 1, Tuesday, August 14.

"Leave it to Beaver" highlight for the day:

Beaver has been assigned to write a book report on 'The Three Musketeers' but decides to watch the movie instead. The weather reports predicted rain in Tulsa for the foreseeable future, but it looked like Hot Springs, AR would be dry. Maybe I would be lucky enough to miss the scattered showers. Or not. I took US69 and US64 south to IH40 (don't like tolls), but soon after heading east, the rain came. And came hard. I was well past Fort Smith, AR driving south on US71 before the skies cleared. Soon I was in Hot Springs and checked into the hotel. Once Mike arrived we decided to take in some sights, so took the tour of the Hot Springs Mountain Tower and some of the bath houses and brew pubs downtown. After a fish dinner on the Ouachita River, we called it a day. Total miles driven: 279. Mike drove closer to 484 miles.

Day 2, Wednesday, August 15.

"Leave it to Beaver" highlight for the day:

Beaver gives himself a haircut. We found a breakfast café the previous evening and so decided to skip the free hotel breakfast and eat downtown. After breakfast we headed for Elizabethtown, KY, taking mostly state highways. Over the years, we have found the Kentucky Parkway highways to be quite enjoyable. Rain found us near Central City, KY, but did not need to stop to put tops up. After checking into the hotel and dinner, the rain started. Total miles driven: 551.

Day 3, Thursday, August 16.

"Leave it to Beaver" highlight for the day:

Beaver is the only boy in his class invited to a girl's party. Well, it rained all night and was raining hard as we left the hotel. In fact, it rained all the way to Lexington, KY and then another 50 miles east. This day we drove the Bluegrass Parkway to Lexington,

KY, which changed to IH64, then IH79 in West Virginia and north to Pennsylvania. We like this route because the interstates are nicely paved, traffic is light and it follows the many mountains of West Virginia. Soon we were in Pennsylvania and the temperature cooled noticeably. First stop was Roadster Factory to pick up registration materials. Several cars, mostly Triumphs and MGs were parked near the Summer Party Field. Inside, we saw many of the TRF staff busily making final preparations for the weekend activities. We chatted with a few familiar enthusiasts and then headed for Indiana, PA where we checked into the hotel and ate dinner at a downtown brewpub. Total miles driven: 525.

Day 4, Friday, August 17.

"Leave it to Beaver" highlight for the day:

Beaver and his friend Larry attempt to smoke an odd pipe owned by Beaver's dad. Friday was a busy day with the Mountain Tour to Horseshoe Curve National Historic Landmark and then the Concours d' Elegance car show in downtown Indiana, PA. TRF's Dan Mabon lead the tour which entailed 45 miles of scenic and twisty roads. The Horseshoe Curve was constructed to 'conquer the Alleghany Mountains', allowing east-west train traffic. After an hour at the park, Dan led us to a nearby restaurant for lunch and then another 36-mile drive back to TRF. Once there, Mike left to check his transmission oil at an oil change shop in Indiana, PA. I purchased a new hazard light flasher and windshield wiper parking switch. For the record, my hazard lights now work, but still having trouble with the parking switch. It will have to wait until I get back to Tulsa. Mike could not find a shop to check his oil: "we don't ever work on those cars". Does that sound familiar to anyone?

The Concours d' Elegance car show was a quiet, well-attended event. Close to 70 cars were displayed on 6th Street in front of the Coventry Inn. Luckily, the rain held off, as it had all day except for a few scattered sprinkles.

Day 5, Saturday, August 18.

"Leave it to Beaver" highlight for the day:

A 'most beautiful baby' beauty pageant at Beaver's school leaves him worried about the other kids in his class seeing a naked photo of him as a baby. Saturday was autocross. After breakfast downtown, we drove out to the Jimmy Stewart Airport, where

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the course was all set up and drivers were signing in and walking the course. The scheduled 10AM start was missed by 25 minutes (surprise!), but once the first car was on the course the event ran smoothly. All Summer Party participants were assigned to the second heat. We worked the first heat, which is good because you get a better feel for the course and usually, there are a lot of tire marks to follow. Mike and I only ran the course four times since it was time for the Tulip Rallye. Starting 25 minutes late did us in.

Employee-at-Large Emeritus John Swauger put together the rallye, which uses tulip graphics, written directions and mileages to provide all driving instructions. I drove and Mike navigated. After fifteen miles or so we realized we were off course and so had to really push it (i.e. speed) to make up for lost time. The route took us to Smicksburg, PA, home to a large Amish community. In fact, we were stuck behind and then passed several buggies along the way. At one point we spotted a tent with a very large group of Amish families. At least 100 horses and buggies were parked in a large field nearby.

Saturday night was the field party, with roast pig and all the trimmings. The theme was a County Fair, and several games had been set up for our amusement: throw the fan belt over the crankshaft, throw a toilet paper roll through a toilet seat, a dart board and a BB gun shoot. DJ Dan Mabon provided the classic rock music.

Awards were presented. **Mike received awards for longest distance driven (domestic), an empty bottle of Thirsty Goat craft beer, and a guess the parts contest. Mike and I took third place in the Tulip Rallye.**

Day 6, Sunday, August 19.

"Leave it to Beaver" highlight for the day: An aging, increasingly awkward Beaver worries that everybody finds him too gawky to love. All of a sudden it was Sunday and time to head home. We started with tops up and put them down near Clarksburg, WV. Rarely do we travel the same roads coming and going, but this is a tried and true route: south on US119 to Morgantown, WV – much better than battling the trucks on IH70. It was an uneventful drive to Evansville, IN. a little out of the way, but IH64 is less traveled than IH70. Total miles driven: 650.

Day 7, Monday August 20.

"Leave it to Beaver" highlight for the day:

Ward decides to take the family to a vacation destination he remembers fondly from his youth. Monday saw us drive in to Tulsa, with a lunch break at Missouri Hick BBQ in Cuba, MO. The route took us through St. Louis where the local traffic was very light. Foreboding weather scared us into putting tops up, but needn't have bothered. Just as well, I'd had enough sun over the last few days. Total miles driven: 591.

Day 8, Tuesday August 21.

Mike still had a 480-mile drive to Dripping Springs, TX. We checked his transmission oil level



Figure 2 From the top of the 216-foot-high Hot Springs Mountain Tower. Look closely and you can see Mike's red TR6 in the parking lot.

and it was good, so he left soon after breakfast. Sadly, the "Leave it to Beaver" marathon concluded Monday. Which is just as well, because I needed to remove most of my carpets and let them dry. They were sopping wet. I also made up a punch list of

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things to fix or check. I clocked 2,870 miles this trip. These are good cars, but the miles do take their toll.

After the 'Brits in the Ozarks' car show, the next big trip will be to Sacramento, CA and Triumphfest. Hopefully I won't have to miss any good TV shows. See you on the road!

Thanks Art for this great story.

Figure 3 The tents are up, ready for Summer Party.



Figure 4 The rain started when we arrived at the hotel, so the clerk let us park our cars under cover.

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A freight train is approaching on the Horseshoe curve.



A view of half of the Horseshoe Curve from the parking lot.



Two of the four tracks are in use.



Participant's Choice ballot box in front of the Coventry Inn.

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A line of TR6s in front of the Coventry Inn.

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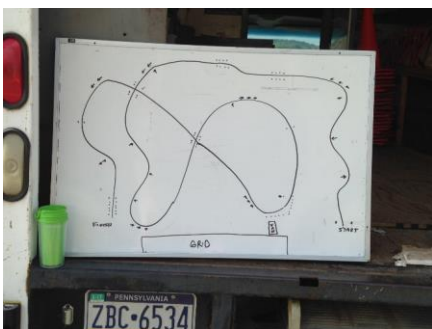


Autocross at the Jimmy Stewart Airport.

A local chapter of the SCCA ran the



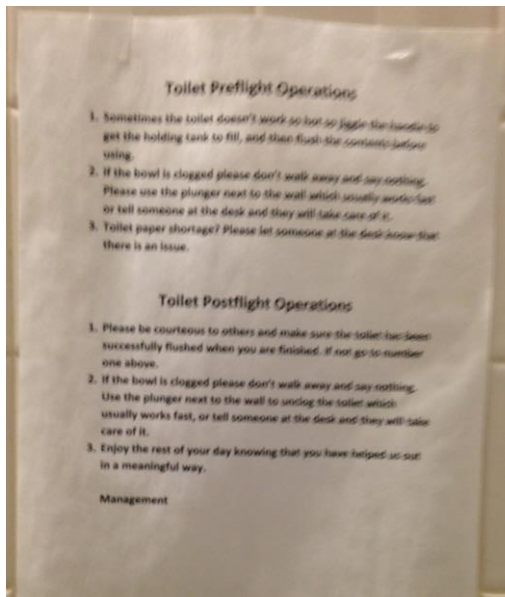
autocross.



A diagram of the course. Looks pretty easy!



Well, maybe not so easy once you get out there.



Pilots love check lists – even in the men's room.

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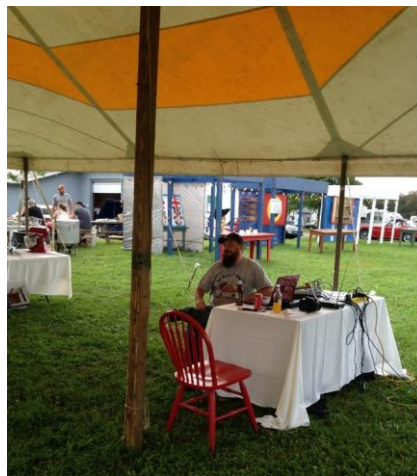
A handful of campers at summer party.



Roast pig was the main course.



Nurse Zoe at the dispensary.



DJ Dan Mabon at work.



Once home, carpets and padding were removed to dry.

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6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROADS...

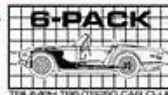
[Home](#) [Hotel Information](#) [Driving The Dragon](#) [The Roads...](#) [Schedule of Events](#) [More](#)



2018 6-Pack TRials

Fontana Dam, North Carolina • September 27-30, 2018

*Celebrating the 50th Anniversary
of the Triumph TR250*



HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, AR
Specify British Iron Car Show, rate includes \$6.5 donation by the hotel, 479-751-4398 Ask for British Car Show rate before 9/22/18
Information or questions: Email: IronCarnet@ironcarclub.com or 800-800-8000 Website at: <http://www.ironcarclub.com>
See also www.britishironcars.org

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JUDGING CLASSES 2018
Austin-Healey Sprite - Mk1 (Baggy)

- A- Austin-Healey 100-4, 100-6, 3000
- B- Classic Minis
- CM- Modern Minis
- D- Empire (catch-all: cars not otherwise assigned a class 1950-1979)
- E- Lotus
- F- Luxury Saloon (Bentley, Rolls, Daimler limo, Austin Princess, etc. through 2010)
- G- Jaguar - Modern Sports (XK8 and later)
- H- Jaguar XK120/140/150
- I- Jaguar XKE
- J- Jaguar Saloon, Early (Mk1&2, 'S', Mk7/8/9/10, 420, 420G, etc. and Daimlers sharing same body shell)
- K- Jaguar Saloon, Late XJ 6 & XJ 12 and newer cars through 2011 (all models and Daimlers sharing same body shell)
- L- Jaguar XJS
- M- MG/T Series (all "T" series standard factory body cars)
- MN- Morgan
- N- MGA
- O- MG Midget/A-H bon Sprite
- P- MGB/C chrome bumper
- Q- MGB/C rubber bumper
- QT- MGB GT
- R- Modern British sedan and sports cars (catch all 1980 through 2010 not otherwise classed)
- RA- Restomod (all cars built before 1950 (even to all makes if not otherwise classed or

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April 24-27th, 2019

Tanglewood Resort in Pottsboro, Tx

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

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

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

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

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

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



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Visit Luckenbach, TX
With Willie & The Boys

Join the
Hill Country Triumph Club
of Austin
as we celebrate



Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



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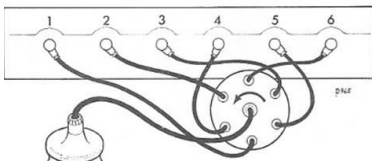
Great day at the car show today. Got to hang out with Paula and talk cars with anyone who stopped by. Best part is Paula Sammons-Brown took Top 3 pick in Import class and I took Top 3 pick in 61 to 79 Stock class. Both cars looked great today.



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.



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Motor Oil: 15W50 Mobil 1 with added ZDDP or add Lucas Break-in Oil at each oil change to your regular oil.

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

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

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

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2



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

Admiral Alignment (Still in business)
For Brakes, Suspension & Steering
11323 East 20th Street
(918) 437-0070
Andy Wilmes C.A.T.

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

LESSONS LEARNED

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

Glenn donated a great shop light to the shop. We were looking for a way to improve the position of the light to maximize the effectiveness but keep it out of the way of doing work. In the stack of left over metal scraps was a small section of closet hanger material coated with plastic. A little bending with the vise and a very adequate hanger was fabricated. I think this will work well.



Commented [t1]:

Commented [JP2R1]:

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Greasy Hands Garage North Update by John Phillips

8/15/2018 – Yesterday the august August newsletter was distributed and the new steering wheel was received.

With so much sun damage to the top of the old leather steering wheel I did not think any kind of repair was going to be acceptable so since I liked Charlie's wheel so much it seemed logical to get one.

Charlie had to deal with replacing the hub on his steering column to accept the custom wheel. Tinkerbell had a hub that was a perfect fit to the new wheel so that saved me \$50. Cost was \$199 plus shipping from the UK.

The screws attaching the old wheel to the hub were removed and then the wheel lifted off easily. The new wheel was put in place and then a supplement ring on top followed by screws, washers and nyloc nuts.

The horn push which was wanted to replace the very plain unit that came with the car did not exactly fit the hub. Using masking tape as shim material it took four thicknesses in three places around the inner diameter of the hub to provide a slight



press fit. Just enough to keep it from rattling or falling out under extreme acceleration. ☺

Anyway, the wheel is in and now I am waiting for the new GM alternator upgrade to arrive so I can install it and get Tinkerbell rolling again.

It did arrive and I did get it installed. Very nice Kit. Never seen the volt meter reading so high. Checked



14.5 volts at idle. Great reading, just hope it proves reliable.

Time for a test drive. One thing that will have to be corrected is the light switch on the right side of the steering

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column is too close to the new wheel. Also, the wheel is further away from me than the old one.

The new wheel is pretty flat while the old one was dished, ergo the difference in the attitude of the wheel. There is not enough room for fingers to fit between the wheel and the switch. I will fix it.

8/16/2018 – I fixed it. All needed was to rotate the lever up a little. I think it will be fine. I drove Pumpkin to town yesterday afternoon and the seat back adjuster failed. One side of the seat back was not attached to anything so I just leaned to the right and kept driving.

Today the seat was removed and the mechanism lubricated. This did not fix the problem so the seat covers will have to be pulled back enough to figure out what is wrong and get it fixed. But today we are working on Glenn's TR3.

Glenn called last night and said next week looked better because of the rain forecast. This morning he called and said the forecast had changed and he would be out, which he was.

The job was to install an electric fan in front of his radiator. Not a bad job at all you say. To get to the front of the radiator you remove the bumper, light bar and grill. Then the fan goes on and the retainers must be inserted through the radiator and a clip put on the other side to keep it in place.

With fan in place all the wiring had to be connected. A red power wire from the battery to a relay and a yellow from the fuse box to the temp switch. Two blacks to ground. Orange to the fan motor and brown to the switch.

Then reinstall the grill, bumper and light bar. Then go in the house and start watching the weather. Floods, wind, rain, hail. Ok, TR3 stays in the shop, no top, no side curtains.

Tinkerbell is in the garage and Glenn drove the truck home. Weather permitting tomorrow the truck will come home and the TR3 will go home. This took a long time to do. Let's call it 5 hours with a long lunch break. Glenn bought lunch for Jan and I. Good day in the shop. Not as good on the road. Gurgle.

8/17/2018 – Got the seat apart today and disclosed a massive failure. I thought the seat recline mechanism had failed but not so. The frame broke.

This seat had a previous break that Dewayne Pass welded up for me and that worked great. So now I have to decide to repair or replace.

David Alexander has a set of seats he needed to get rid of so I bought them. Now I have to decide whether to switch my new upholstery to David's frame or just catch Dewayne and shame him into fixing the old one again. We shall see.

Glenn brought my truck back this morning and picked up his TR3. He wanted to get home before the rain started again so he was not here

Figure 6 New Damage



Figure 5 Old Repair



long.

8/18/2018 – Jan and I drove down to David and Laura's garage sale today. Jan picked up another piece of antique furniture that was once an old radio. She made me bring it home.

I brought David's car, it's air conditioner, a bunch of parts and a to do list to complete before a truck picks it up here and takes it to Phoenix.

Among the parts were a couple of seat frames, one of which I need desperately. He is donating his old carbs to the club so I will rebuild them and put them in the classifieds when finished.

David's to do list is not that large so not much time will be spent on it prior to pick up for delivery.

8/19/2018 - Went to the shop today to try and get a little organized. The shop is pretty full with three cars inside. The seat out of the Pumpkin was on the work table and stuff was stacked everywhere. To get some room it was logical to finish the seat and get all that stuff out of the way.

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The first thing done was to remove the old upholstery from the good frame. With it off it was obvious that this seat had no repairs, i.e. welding performed. Welding worked pretty well on the first break but the heat tends to change the tensile properties of the metal which can cause a predilection to fail.

After confirming that using the good frame was the thing to do the remaining upholstery on the broken frame was removed. After some cleaning of the good frame it was time for reassembly.

Obviously the first thing done after cleaning was to put in the good diaphragm. I felt the old one fail when I sat in it while in the Pumpkin to move cars around to fit in the shop.

The foams were then glued to the good frame. This picture was just something to do while the glue was drying. Notice the seat bottom is back in place and looks pretty good.

When the glue was ready the seat back foam was put in place and the cover then pulled down into place. With bottom and back



covers now attached to the frame and the adjustment lever attached the seat was installed in the car. The last thing to do was put the headrest back in place, clean the back of the seat and job done. It took about 4 hours.

8/20/2018 – Today I decided to get started on David's car in earnest. I jumped in and adjusted the valves first. They were all a little loose so they got tweaked a little. A new valve cover gasket was used to replace the old one. There was some evidence of leakage at the front of the valve cover so some extra attention went into making sure the gasket was touching the engine using a feeler gauge.

After that I installed the new carbs. The old carbs are going to be rebuilt and sold to;

- a. Recoup my expenses from getting David's car ready to ship.
- b. Donate remainder to club.

The new carbs are really nice to work with. They appear to be a top-notch product. Maybe when David has lived with them for a while he can write up something for the newsletter about them.



The old linkage was not adjusted properly to open the carbs all the way so that was readjusted. Plan to do first start up tomorrow.

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8/21/2018 – First thing up this morning was to do a start up with the new carbs. It went very well and I was impressed with the carbs. The only issue was balancing the carbs. The front carb took about ½ the adjustment available, the back took none. Very different. Air/Fuel mixture was about the same, rear no adjustment, front all adjustment.

After that I took a test drive and was very impressed with the way it runs. Back at the shop the new air filters were installed and the carbs are done.

The next task was the horrible oil leak. I removed the oil pan which was very difficult as was cleaning the darned thing after it was off. There was a wad of JB Weld in one corner which covered a crack. There was also a small #10 screw loose in the bottom of the pan.

I replaced the JB Weld but took the screw out. No evidence of any other metal in the pan which is very pleasing. The crank end float was checked by feel but there was no movement so that was also good news.

While the huckem-puckey was drying I removed the starter to install a newer version so if someone needs a starter for a TR6 I have one here that is a club item.

Jim called to see if I was in the shop. He needed some bolts from the supplies he brought over earlier. While here we discussed the crack in the pan and he said his neighbor could weld it which sounded like the right idea to me so he took it with him to get the welding done. Goodbye leak.

While he was here I was trying to get the bolts into the starter. This is one of the more challenging things you can get into on a TR6. The bottom bolt has to go in from under the car and the top bolt from above, but there is precious little room to get the nut on the bolt under the firewall.

The good news is it is in and all wired up. After the pan has been welded and reinstalled that starter will be tested.

8/22/2018 – Jim brought the pan to the meeting a few hours later and it is back in the shop awaiting installation later today. **Thanks to Jim**

Lindsey for asking a neighbor to weld the pan for a good solid fix for the crack. No more leak.

8/23/2018 – Painted David's oil pan yesterday, hope to get it installed today.



It is installed. I used a different technique today. I have never used this particular sealant but it looks very promising. I hope it does not leak.

In the way of preparation, I took a lot of time to straighten the sealing surface of the pan. Of course, that surface and the sealing surface of the engine block were cleaned very well. Before the sealant was applied the surfaces were wiped with acetone to remove any remaining oil or other debris.

The sealant brushes on and is thin. I brushed the pan and gasket and rolled the gasket to get a good consistent seal all around the pan.

The engine block was the brushed with sealant as was the top of the pan gasket. Lifting the pan into place is always a challenge as it takes a little maneuvering and the intent is to not let the sealing surfaces touch until they are in perfect alignment with the holes in both components.

Since there is no visibility related to what really happens there you just have to hope it all went together as you intended.

The bolts threads were coated with a copper-based thread anti-seize compound. The hope is that it will keep the threads from rusting in -



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place and prevent oil from leaching around the threads and causing a leak under the car. Once in place they were torqued to 20 foot pounds.

Time to take the truck for a drive in the rain to get some Valvoline SR1 Racing oil for David's car from O'Reilly's. Picked up new tubes of JB Weld and a couple of bottles of Mobil1 15W50 for the TR8. It is still leaking from the front of the valley pan.

Back at the shop David's car was filled with oil. Time to test the new starter and look for oil leaks under the car. Nothing. Darn. Must have wired the starter wrong.

So, doing what I should have done when the starter was put in, I looked at my car to see how the wires were connected. Yep, one wire in the wrong place. I changed it. It worked. And the oil pressure came up. No leaks under the car. Put the air filters back on the carbs and called it a day.

8/24/2018 – While in the shop today it occurred to me that I had not checked the fluid levels in the transmission or differential of David's car. The dif was ok but the transmission required 1 1/4 quarts of lubricant. Advised he should check it at least a couple of times a year.

We talked and he has decided to switch to Evans waterless coolant. Since the car will be here for at least two or three weeks pending shipment there will be plenty of time for me to do and redo as much as necessary to get it done. I think that is a good decision especially since he will be in a warmer (HA) climate. Time to move some cars around.

At 3 pm I had an appointment at Code Zero to eliminate my antenna problems. The end result was the power antenna would not work. It was replaced with a little rubber thingy on the back of the car. Not what I originally wanted but at least the radio works now.

8/25/2018 – Clarence Bishop wanted the valves adjusted on his TR250. Since they need to be adjusted stone cold, I made a house call.

Clarence was ill prepared for the work, no sealant, no valve cover gasket. Fortunately for him I stopped at David Alexander's garage sale on the way in and ended up with both and a whole lot more.

In addition to the top sold to the buyer of Jim Lindsey's TR6, there were boxes of various

products that were not used up by David. I have not been through them but I know there are products in there that I never heard of.

When I finally got to Clarence's house, after getting lost, the first thing we tackled was the valves. I did a couple then Clarence took over. I think I heard more than once, "Are we done yet?"

After that the sealant was used to stick the gasket to the valve cover and we went through the process of tightening the valve cover such that it made contact all around the top of the head.

Clarence had the plugs in when I got there so then the points and condenser were put in. The dwell meter from the shop was working today so the point dwell specs were 35° +/- 3° and the setting when first checked was 38° so we called it good.

The carbs were then checked and the idle changed a little. The timing was not messed with since Clarence had checked it previously. I was hot and tired so I headed for home around noon. I parked the truck in the shop still loaded and went in to eat a little lunch. Now it is couch time for me.

8/28/2018 – Felt puny Sunday so Monday was better. I sorted through all the air conditioner parts and put out information to sell them. Jim Lindsey bought the system for his friend that is buying he car. Good!

I also readjusted the carb linkage to maximize the opening of the carbs for best acceleration. Now just waiting on coolant to upgrade the cooling system.

Today was the day to unload the truck filled up at David Alexander's house on Saturday. The air conditioner stuff was moved to the front of the shop and I think stacked where it won't be a problem.

The four boxes of paints/chemicals/etc. were moved into the shop for distribution and storage maybe tomorrow. The old workbench was moved in front of David's car and covered with cardboard and towels for the hardtop to rest on upside down while the old seal is removed and the new one glued in place.

I carried the top from the truck in the garage to the workbench in the shop. It seemed heavier than they used to feel. I wonder why?

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I started out working on the seal with a small putty knife but it was not very effective. The bigger one worked pretty well being stiffer and wider. I also used a small hammer to chisel the old



seal off the top. I have worked on lots of old Triumphs but never seen rubber so hard to the point of being crispy. It was difficult to get off.



It took about 45 minutes of fairly hard work to get the majority of the seal off then more time to get



the smaller stuff off. There is a little more cleaning to do but it is getting ready for the new seal.

8/29/2018 – The goal for today is to get the shop to absorb 5 boxes of stuff that David did not want to take to Phoenix and get the front seal glued to the hardtop. The side seals are on order and I hope they get here soon as the car is scheduled to ship on the 12th of September.

Three of the boxes of stuff have been located in the shop but there are two more to find a place for. I hit a big snag on the hardtop however.

I was going to put bolts through the seal prior to setting the two glued sections together, but, the bolt would not go into one of the nuts on the front of the top. The reason was the cage that holds the nut in place was bent and the nut would spin. The top is not usable unless it can be bolted to the frame over the windshield.

I called Jim and asked him to come over to help with the problem. When he arrived, we thought about options and decided the headliner had to be cut to get access to the damaged area. Jim called the buyer to get permission to destroy the headliner and he said it had to be replaced anyway so do what was necessary.

With the headliner material out of the way we found that by using a punch and small hammer the cage for the nut could be pushed back into place. Jim did the honors on that.

There was also a missing hook that holds the bow for the headline that had been cut out by someone who tried to fix the problem previously.



Jim asked for a piece of sheet metal, which I had, and he fabricated a replacement for the hook which we installed using pop rivets and JB Weld.

With the hook and nut cage back in place we decided to not glue the front seal in place but to install it dry so it would not be destroyed when the top was repainted.

I would be curious to know how this top was damaged to the point it was not usable but am happy that the damage was repaired and there was nothing on the outside of the top that would indicate the top was ever damaged. Now it is as good as new. Jim did a good job on it. I called, he came, all is well.

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8/30/2018 – This morning after draining the radiator it was removed to get access to the fan and A/C pulley. The fan and hub were removed from the pedestal.

I still had the hub and fan from the Pumpkin to replace the A/C pulley on David's car. The pulley goes with the A/C so I had to use what I had. Now I could use a hub for my fan just to have in case I need it for something.

When the new coolant arrives, the remaining old coolant will be purged to make sure there is no or very little water left in the system. The Evans Waterless coolant can then be used to fill the system and provide superior efficiency to help with the heat of Phoenix.

8/31/2018 – It is nice that I have no schedule on David's car as it allows me to do a little bit each day. Today the remaining old coolant was drained/blown out after the rest of the hoses were removed. The plug from the side of the engine was also removed which put a lot of coolant on the floor.

With the system fully drained at this point it



hoses were installed with the exception of the heater hoses inside the car. That will be started next work session. Then the radiator will be reinstalled and the system will be ready to purge prior to filling.

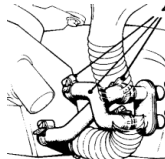
9/2/2018 – After binging on the first day of football yesterday it was back to the shop today. **BOOMER SOONER!!!** Sooners and Cowboys both had big wins this week.

First up was to glue the new side seals to the hardtop going on Jim's car prior to shipment. If the glue holds it is ready for installation and I could sure use the room. The car is supposed to ship in about 10 days so it will be gone soon.

Next up was the heater hoses at the heater inside the car. Did you ever wish you could get your hands on the engineer that designed whatever you happened to be working on? I have.

The car is not in the best location for opening the door wide enough to get very close plus the dash brace and two air ducts have to be moved to have any room at all.

And while I am whining, how do people tighten clamp screws in a position that they are totally unreachable. Oh well, we love a challenge don't we.



They required a lot of time and some very bad language to get in place but the job is done. Two hoses, two clamps and getting stuff out of the way took me about two hours. I am too old for this stuff.

Next is the radiator/hoses. I called David to see how old the radiator is because it appears to have seen better days even though there was no evidence of a leak yet. We also have to discuss the differential that leaks as badly as the transmission.

We have to discuss what he wants done and how much money he wants to spend getting the car in shape. It is suffering from lack of driving/maintenance as many of our cars are.

When the parameters are set I will proceed to do what is requested.



was time to start installing things back in the car. The new thermostat was installed. All of the small

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9/4/2018 – Since the radiator is out it seemed a good time to do a pressure check on it. The first thing needed was to figure out how to plug the two hose connections on the radiator so pressure could be applied to the inside.

After thinking about it for a while the pipe that goes from the water pump to the lower radiator connection was used to make the two long hoses reach both ports, effectively blocking them off. Kind of hokey but it worked.

The pressure tester was connected then pumped up to 13 pounds, which is what the capacity of the old cap is. The pressure slowly bled off so I tightened all connections and tried again. The result was the same so the search began looking for a point on the radiator that was leaking.

There was some fan blade damage at the lower edge of the radiator and there was a little visible evidence of a small leak. Since this is the original radiator it has seen better days so I ordered a new one from Vickey Brit. The lowest cost I found was theirs at \$330 which included a premium for shipping something that size of \$20.

I wanted an aluminum model but they were \$100 to \$700 more so I went for the less expensive model.

The pipe used in the test was nasty so it got cleaned, primed and painted. Next the alternator/water pump belt was removed to be replaced by one that came to the shop with the car as did the new set of water hoses.

After the belt was removed the water pump was checked for condition. It was obviously a lot newer than most of the other components and the

bearings felt like new ones also so I see no reason to mess with it.

The cross brace was pretty beat up so some paint was sprayed at it to make it black at least if not beautiful. The next thing I tried to do was install the replacement belt but the paint was still wet so I wisely decided to come in and peck on this computer so I did not make a big mess.

I am so glad



that all that new coolant was not installed into the old radiator which was in bad shape. Now I feel more confident that the car will serve David well when it is delivered to Phoenix. The only unknown as of now is the condition of the heater core but this is not a huge concern because of the new coolant. The Evans Waterless coolant A.; does not create pressure in the system and B; it stops all corrosion so if it did not leak before, it probably never will. I love this stuff but be aware, your engine will run a little hotter with the Evans mix.

So, after a nap and a snack it seemed that with the remaining energy the new belt might as well get installed. I used one of the pry bars to push the belt between the cross bar and pulley then used the bar again to lever the alternator into place for tightening. The bar fits conveniently between

the water pump housing and the ear on the alternator that accommodates the bolt on the top. The bottom bolt was then tightened and the job was done.

Before going in the house, the dirty/rusty bracket that holds the carbon canister to the side of the radiator was cleaned and painted. If not now probably never. Just a little more TLC.

9/5/2018 – Since David's new radiator has not yet arrived and everything else is either done or the radiator has to be in place to finish up, my attention turned to Tinkerbell.

I have been dreading working on the remaining oil leak in the front of the valley pan behind the distributor, which must be moved out of the way, because getting it back in place in the correct attitude can be tricky.

Today I bit the bullet and decided to take it on. All wires were disconnected to allow the distributor to be pulled out and it was.

The sealant that I had attempted to put in place to eliminate the seal was removed since it



had failed. The area was cleaned using lacquer thinner to get all the contaminants off the sealing surface.

Some left over black Permatex silicone sealant was used to reseal the leaking area. I could get my finger on the area with the distributor out of the way and it was loaded in and smoothed out with my finger. It now has to dry for 24 hours before putting the car back into service.

The distributor was replaced with some difficulty as the cog that the distributor sits on had moved and it took a little while to get it aligned properly so the distributor was pointing at the #1 cylinder.

The clamp that holds the distributor in place was too close to the fresh sealant to work in that

area so after a break, a little snack and a nap I went back to the shop to do a little more work.

The clamp was put in place and tightened a little so that when the timing is set tomorrow it will stay in place until the clamp bolt can be tightened. The wires were reattached to the coil and plug wires for the left bank replaced in the cap. With the vacuum tube reattached to the diaphragm the only thing left to do is set the timing.

If this finally works I will be very pleased. Stopping the leaks has been one of the worst jobs on this car. Wish me luck.

9/6/2018 – Perfect weather for today's task. The timing light was hooked up to the #1 spark plug wire, power and ground. The engine started easily as everything was very close to what it was when taken apart.

I set the timing at the factory specs (5°ATDC) in lieu of TDC as it was set before. This setting promotes a lower idle so that gives me more room for speed adjustments. Since it is raining the road test will have to wait a little.

The Radiator tracking says it will arrive today so there are a few things that could be done to get ready for installation. The hoses are installed on the thermostat housing and the water pump. The small hose for the bottom of the radiator will be installed on the radiator due to limited accessibility for clamp tightening.

The expansion bottle was emptied and cleaned in preparation for the new coolant and returned to its place in the car. Just need two things now, a dry street and a radiator.



The radiator arrived at 2 pm. By 3:15 pm it was all installed and waiting on coolant. The only thing left is a possible leak check of the system prior to pouring in the Evans Waterless coolant, which is scheduled for delivery next Tuesday.

Just about ready for Phoenix.

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Here is a quote from the Evans web site,
"When you use Evans waterless coolant, your engine still runs hot, but it won't overheat, so you can keep that pedal mashed flat."
<https://www.evanscoolant.com/vehicle-types/hot-rods-muscle-cars/>

The pressure check was made at 6 PSI because I got tired of pumping on a no liquid system. Air compresses so much that you could pump for a week and not get to 13 PSI. There was a barely perceptible needle movement that was probably from a small leak around the tester seal. This coolant does not build pressure so I am confident the system will be reliable.

David now has E-mail and has requested that the turnpike sticker be removed as this is a requirement from the transporter. Just some information to absorb for future reference.

9/7/2018 – One last thing that David requested was to have a second set of keys made since he only had one set. Turns out I only had one set for Tinkerbell.

The blanks for David came from Vicky Brit as did the ignition key for Tinkerbell, but they did not list the key for the boot/trunk. The blank was not listed on any of the normal sources.

I reached out on Ebay and there it was. I ordered one and when it arrived it was a perfect match.

Yesterday with blanks and keys in hand a stop was made at a locksmith on the way to get the truck serviced. The first response was that when they make keys from furnished blanks the cost is \$25 each. Then he said that he really could not make them because if they did not work he could not replace the blank. The cost went from \$100 for 5 minutes work to can't make them all. We negotiated.

The owner was not in so the help and I agreed that if the blanks were not cut properly he was not liable. He finally agreed to cut the keys for \$5 each. \$20 later I had two extra sets of keys, one for David and one for me. After that I went to Cooper Nissan for annual truck service, oil/filter change and tire rotation. They currently had a special on so that only cost

\$85. They checked a lot of stuff and advised me to keep an eye on the battery. It had not charged properly the last time. MPG since new, 19 average.

9/8/2018 – Jim called last night with electrical problems on his TR6 and asked where the fuse block was. He was driving and did not have time to address the issue.

Today he called and said the whole electrical system had failed and had to pick up the buyer at the airport in 30 minutes. He said he would be at the shop in about 10 minutes. Of course, the OU/UCLA game had just started so I went to the shop to wake it up.

I also wanted to find the top bow cover for the TR8 that I had in the Classifieds. I listed it on the TWA Facebook page and sold it immediately. I found it and plan to take it to the post office on Monday headed for Houston.

Anyway, Jim arrived and raised the bonnet. I got out the test light and checked the three fuses in the car. They were all bad. I replaced them and he was on his way. He later reported the alternator was not working.

9/9/2018 – Jim brought his TR6 buyer over today to talk about all the ins and out of the deal. Of course, we visited about the cars and eventually decided today was as good a time as any to install the hardtop purchased from David.

Of course, there was one bolt on the front that took forever to get in but Jim did get it in. It is now out of the shop so the door is no longer blocked.

Tomorrow they pick up the air conditioner and free up some more space. I kind of like the color combination. Pretty cool.



Classified Section

Sam is selling his trailer. He

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

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



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cartravel@pobox.com**



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

Greasy Hands Garage North
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Structural parts for
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Transmissions and a
Differential
Windscreen Frames, Some
with Glass
Lots of other stuff so if you
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contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017

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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					
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6-Back Member?	YES	NO			
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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.**