



Triumphant Times

Green Country Triumphs

Monthly Newsletter for June 2018

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

Club Dues Are Due July 1st or before of each year to the club Treasurer.

**Next Club Meeting
Tuesday June 19th
Dinner at 600PM
Meeting at 7:00 PM
Location:
Bricktown Brewery
11909 E 96th St N
Owasso, OK 74055**

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
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

From President Rob Thompson

This month is a bit less crazy and regretted missing my column in the last newsletter. I was coming off a two-week stint in west Texas/Oklahoma performing air monitoring at a Frac Site, 14 hr. shifts. I'm way too old for that, but that goes with the territory.

We were more than eager for a vacation and spent the 2nd and 3rd weeks of May in London England. It's our second trip there and we filled it with many sites and activities including a craft beer pub crawl. We were there at the same time as Prince Harry and Megan were married along with the Chelsea Flower Show. The flower show was beyond belief. Imagine every flower catalog I ever leafed thru and gazed at the variety of perennials was there at the Show for the viewing.



Driving in London and surrounding area is a complete jam. Bumper to bumper continually. Of course, Bentley's, Aston Martins, and Jags were thick as flees, moving at 1-2 mph like the rest of us. There were CCTV cameras at every angle in London and outside of the City. If you want to blow out some carbon in your BMW, and get caught on camera, you can expect a ticket in the mail, forthright. The Taxi drivers testify to that fact. Speaking of taxi drivers, they are gems. It takes a minimum of three years of training to get licensed as a cabbie. Just don't mention UBER, your taxi ride will be filled with their so to speak opinion.

Only saw one Triumph, a Vitesse convertible (see photo). Enjoyed several Cuban stogies and brought back several to the states to enjoy.

Our annual lake party is again at Tom and Dorothy's on June 23rd. Their lake home is just around the cove from ours and Donna and I will be there with our boat to give rides, if so desired. See newsletter for more info.

See you at the next meeting June 19.

From Vice President Cash Billups

I hope everyone is doing well. We have stayed busy with wedding planning, summer vacations, and plenty of projects.

I have finally gotten the wiring completed for the Spitfire overdrive swap. The engine started right up and everything on the motor seems to be running well. However, when I tried to put the car in gear I noticed that I did not have any clutch movement, so I have not been able to run through the gears at all.

I am puzzled as to why it is not working because when I removed the engine and transmission I did not remove the hydraulics on the clutch system, I just unbolted the slave cylinder. So, I removed the slave cylinder and tested it and it was working fine, and it was the same size and shape as the original one. I even pulled the transmission tunnel cover on the racecar to compare the '65 with. I am not sure on what my next step will be, but I really don't want to pull the engine and transmission out again. If anyone has experience with this or has any ideas please let me know.

Hope to see everyone at the next meeting.

Secretary's Minutes of the Last Meeting Adele Blom

The May 2018 monthly meeting of Green Country Triumphs was held at Chuy's on east 71st Street on May 15th; the earliest possible day of the month to be a third Tuesday.

President Rob Thompson called the meeting to order at or about 7:05, with

The minutes of the April meeting, having been published in the club newsletter, were approved as printed on a motion by Dennis Robinson. The approval was unanimous. Jan Phillips was unable to attend so John gave a Treasurer's report on her behalf. He reported that there had been only one transaction this month. This was a payment to the Vintage



Triumph Register for club insurance in the amount of \$ 175. We all thanked John and Jan Phillips for their superb and diligent care of the GCT treasury.

Car Shows were discussed in spite of the absence of our lead Art Graves. The VTR regionals at Lake Conroe, Texas were successfully concluded. Clark Frayser reported on an upcoming car show in Sand Springs on Saturday, June 23. This will be the European Motor Extravaganza show at the Triangle in Sand Springs. On June 22 there is a tailgate party for participants in the event hotel's parking lot. Last year the all-around winner of this event was a 1928 Bentley. Jerry Johnson later mentioned that Bentleys won five first places at LeMans in the 1920's and 1930s (1924 and 1928-1930). For registration or further information on this show you may visit <http://www.eumoex.com/>

John Phillips had much to report on for the Parts Committee. Al Garbart brought in the intake manifold and carburetors from the TR-7 asking for help on having the carburetors rebuilt. He was pleased to give a donation to the club for this assistance. Jim Lindsay's brakes got rebuilt. John allowed himself to put new shocks on the back of his TR8. Glenn Larson had some brake work done but needs more as his car lost its' brakes coming to the meeting. Dale Smith said his carburetors were getting some attention. Jim Beal's friend has a Lotus which needs love and has contacted John for help. One on the cars listed also had a timing chain replacement.

Membership is monitored by the Phillips duo. John said that Jan's health has been poor. Her family doctor's Physicians' Assistant said her kidney function was down and a weakened bone in her leg just broke for no reason. She doesn't get out much except for doctor visits and the pharmacy. She needs to rest and not drive. We all were sorry to hear this news and wished her the best.

We have two fabulous activities coming up. Roaring River will be an overnight trip. Carol and Glenn Larson put this together for us. We will meet at 9 am on May 19th at the Quick-Trip next to the Hard Rock Casino in Catoosa. Carol will give each a map before we ride off together. Call her cell-phone if you get separated (918-805-4411). Dorothy and Tom Chronister will host us again at Grand Lake on June 23. Please plan to be part of

the dish crew and clean-up at the end because dear Tom and Dorothy deserve that. Rob Thompson is planning to bring his boat by and maybe Dorothy's son-in-law will be there to show off their new cruiser. Mostly we relax and admire Grand Lake and whatever food arrives. Tom will cook something and we will bring accompaniments like your grandma's recipe for Millionaire cake or Adele's spinach casserole. Anything stronger than tea we will have to bring our own. We will probably decide where to meet and drive-up in a caravan to the little museum and new building of the Grand River Authority by the dam. Tom will lead us from there. (Details will be discussed further in the June meeting.)

There was no discussion of either old or new business and the meeting was adjourned at 7:28.

Hagerty Silver Summit by Art

I first heard about the Hagerty Silver Summit last year at the Greater Ozarks Car and Cycle Blowout in Carthage, MO. I was chatting with members of the Central Oklahoma Vintage Triumph Register Club, (COVTR) and they had just returned from the 2017 event and were ready to sign up for the 2018 event. I was sold!

Registration for the event begin in early February, with a maximum of 50 cars. All cars must have been built prior to 1980. It is a classic car event, after all. All makes and models were represented, with many Mustangs, Camaros, Porches, Panteras and of course, Triumphs. The fee is \$715, which gets you on the tour, two hotel nights, and three meals for driver and navigator. Plus, a swell decal and bag full of goodies. The event is run by Classic Car Adventures and is sponsored by Hagerty Insurance.

The tour is a three-day drive of approximately 300 – 400 miles each day on paved back roads in Colorado. In early May we were told the starting point for this year's tour – Grand Junction Colorado. But the route and stops are not revealed until registration packets are picked up on Thursday evening. Many of the cars are trailered to the event, but we were able to tag along with members of the Oklahoma British Car Breakfast

Club. Karen and I have attended several breakfasts and a fall and spring tour with them, so we were already well acquainted.

Members making the trip were Ryan Reaves (solo) in a 1966 Healey Sprite, Michael Downes (solo) in a 1968 Datsun Roadster, Michael Hathaway and Dean Wilhite in a 1979 TR7, and Karen and I in our 1976 Triumph TR6. Tim Lloyd followed us in his trailered 1975 TR6. Brian Plotkin and Mike Piggott trailered Brian's TR250, but did not travel with the group and left a day later.

It was decided to leave Oklahoma City early on Tuesday, May 15th, and stay the night in Raton, NM that night. Michael Hathaway extended an invitation to us to stay at his house Monday night in order to be ready for the early Tuesday departure. Thanks again, Michael and Annet! Tuesday morning rolled around and all five cars met at an OnCue gas station off of I40 on the west side of town. The weather was nice so with the tops down we were soon cruising west on I40.

After 15 miles, what looked like 'maybe rain' turned into 'for sure rain'. Even though none of us were professional meteorologists, we knew we were in for more than a sprinkle so we stopped at a likely gas station near El Reno, OK. With tops now up, we set off again. Our planned route was to exit I40 and take US270 west to Woodward, where we caught US412 to Clayton, NM and then US87 to Raton.

We wanted to stop at the Capulin Volcano National Monument near Raton but were delayed several hours while the Datsun resolved some fuel delivery and damp distributor cap problems. We'll try again on the return trip. We arrived in Raton about dinner time. It was an early night as we were tired from the 468-mile trip, some of it in heavy rain. And we wanted to get up early to resolve several nagging car problems. The Healey Sprite was running a little hot and the TR7 was losing oil. Once these problems were at least temporarily resolved, we were on our way.

We took a winding path from Raton to Clifton, CO, a suburb of Grand Junction and the starting point for the tour. One highlight was in New Mexico where we passed through scenic Eagles Nest and Red River. We were near the summit of one of the many mountains crossed that day when the TR7 experienced fuel delivery problems. We

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sat there an hour or so while that was resolved. Luckily everyone brought electric fuel pump spares!

After arriving in Clifton, we were all pretty tired and tired of driving the 430 miles that day. A few walked to a nearby liquor store for beer and others walked to a pizza place and brought back several large pizzas. The hotel and a courtyard with tables and chairs, which was perfect for our pizza party.

We essentially gave ourselves three days travel time to Clifton in case major car problems caused a delay. Luckily the problems were minor and we now had all day Thursday to rest, relax and take care of the cars. The Healey Sprite still had cooling and carburetor problems, and the alternator on the TR7 failed. Luckily a shop was able to repair the alternator within a few hours. I tightened my right wheel bearing and increased the idle speed, which was the extent of my 'wrenching' on the trip.

As the hours passed, other cars arrived for the tour. In all 32 cars were in this year's event. Registration opened at 4:00 PM and we found out where the tour would take us: first night Telluride, second night back to Grand Junction, with a Sunday end point of Rifle, CO. After introductions and introductory remarks, we went en masse to dinner.

Friday began like the next two days with a drivers' meeting. Then we were free to start the adventure. Each car was given a route book with detailed driving instructions, points of interest along the route and amusing anecdotes written by the organizers. It would be very difficult to get lost, although I suspect some got off course, at least temporarily. Instructions included odometer readings for each turn, and landmarks to watch for before and after each turn. Cars were free to travel as fast or slow as they wanted along the way. The only requirement was to be at the night's hotel by 7:00 PM. A sweep car also ran the route in case any car had problems and needed help. No one did the first two days.

Scenic points along the 283-mile route were the many mesas east of Grand Junction and a river valley southwest of Telluride. Once in Telluride we stayed at the Mountain Lodge, a very nice hotel. Most rooms had two bedrooms and all the amenities. A buffet dinner was served after some remarks from the sponsors.

After the Saturday drivers' meeting, we were off again. We climbed more mountain peaks on our way out of Telluride and took a circuitous route to Grand Junction via Utah. In Utah we passed through Moab and drove through Arches National Park. This was the longest day of driving on the tour, clocking in at 392 miles. Temperatures in the mountains and most of Colorado were cool, but the desert of eastern Utah was a little warmer. We stayed at a Marriot hotel in Grand Junction. After a quick cleanup to wash off the road dirt we went downstairs to enjoy a few beers, discuss the day's adventure with other drivers and partake of the buffet dinner. Again, none of the cars had any major problems.

The Sunday drive would be short, about 195 miles. This drive took us north to Ranger, CO and then wound down to Rifle, CO, which is near I70. This day was more problematic for three of the cars, one of which was the 'Super Beetle Rallye Car', driven by the organizer. The problem was that it just would not start. Plugs, ignition and fuel delivery were all checked and double checked. Finally, it was decided to drag the Super Beetle behind a truck using a tow strap. Doing so provided enough compression for the car to start. Gotta have that compression!

The other Datsun roadster on the tour also had problems. The battery hold down became loose, causing the positive battery cable to touch ground which then started a fire which destroyed the battery and several ignition cables. Not to worry. A Datsun 240 Z happened along carrying several extra batteries because their alternator did not work. Once the spare battery was installed, a makeshift hold down was constructed of zip ties and baling wire. Others had spare ignition cables and soon we were all on our way.

On the home stretch in to Rifle, and not to be outdone, the oil drainplug on the 1971 Fiat 124 Spyder worked itself loose with predictable results – loss of oil. They did not give up easily and soon discovered that their spare radiator temperature sensor fit perfectly in the oil pan. After a community contribution of oil to fill the crankcase the Fiat made it to Rifle with no worries.

In fact, all the cars made it to Rifle under their own power, even the Super Beetle, which also

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experienced a fire from leaking fuel. As you may have guessed, it was a resourceful group!

A buffet lunch was served and several awards were handed out. A Hard Luck Award was given to the Datsun experiencing the battery fire. A McGyver award was given to a Pantera owner who substituted a bread wrapper twisty for some missing accelerator linkage. Another Pantera owner was awarded the Spirit of the Summit award for convincing four other Panteras to participate in the tour.

With the lunch and ceremonies finished, our group headed to Buena Vista, CO for the night, a short 157 miles. The route should have taken us through Leadville, but we bypassed that, thanks or no thanks to Google Maps. It would have been nice to see. In Buena Vista we found a nice little brewpub and enjoyed pizzas and beers.

Monday's 423-mile drive took us down to beautiful Borger, TX by way of Salida, CO and Raton, NM. We also made a side trip to the Capulin Volcano. Of course, you have to use your imagination to envision the volcano. All in all, very interesting and a nice break from all the driving. In



There are a lot of 'open range' roads on the tour. We found a long stretch with cattle.

Borger, we took the hotel clerk's recommendation to eat at a local Mexican restaurant. It was good advice and large dinners and several Margaritas were consumed.



Tuesday's 356-mile drive would see us home. I guess everyone was anxious to get home because that was the earliest departure time on the entire trip! The Oklahoma City drivers arrived home by 11:00 AM, while Karen and I stopped at a Braum's for lunch before driving in to Tulsa.

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In all Karen and I drove 2,857 miles. Additional information about the Silver Summit can be found at <http://www.classicaradventures.com/colorado-events/hagerty-silver-summit/ss-event-info-and-registration/> There you will find links to pictures for each of the three days, tour regulations and the required vehicle inspection form.

Several of the cars, including Tim Lloyd's TR6, at the Mountain Lodge in Telluride

A view of some of the many mesas northeast of Grand Junction.



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A view of British cars from the top of the Capulin Volcano.



Climbing mountains on the way to Telluride.



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A line up of some of the cars at tour's end in Rifle, CO.



Desert scenery in western Colorado.



Arches National Park in Utah.

2018 Club Activities

WHEN	WHAT	WHO
June 23	Lake Fun	Chronister
June TBD	Drive & Picnic	Dale Smith
TBD	Bartlesville Trip	Kay
June 22 and 23	EuMo Ex back in Sand Springs	Fraser
July 17/21	National Convention Wisconsin	Art
TBD	Breakfast at Tally's	Kay
August	Astronomy Club Mounds night drive	Kay
September	Pawhuska Pioneer Woman's Drive ^& tour	Donna & Rob
September 27 – 30	2018 6-Pack Trials, Fontana Dam, N. C.	TBD
October	Shangri-La Overnight Drive	Rolf
November 3	Guy Fawkes Celebration	Jan
December	Christmas Party	Donna & Rob

John, I hope you are finally getting to enjoy the TR8, I know you have put a lot of time and effort into getting it to the place you wanted and I hope you have many years of enjoyment out of it. We have taken the Spitfire, after 16 years of slumber, to my daughter in Florida. We had a local mechanic work it over and bring it back to life here before we took it down to her. They have had a few minor problems come up that Trey, Trin's husband, has had to fix but nothing major. They just enjoy taking it for rides and giving their kids rides in it. I am really pleased that she finally wanted it as I had it rebuilt for her back before she turned 16 but back then she wanted nothing to do with it but wanted a new car instead, now she is getting to enjoy it.

That being said, I no longer have a triumph in the garage and no plans to put one in there in the future. Still have the Jaguar to play with when I get the rare chance. Anyway, even though I was around to help see the Tulsa club get formed and still enjoy hearing of your activities and updates I think it is time for me to drop my membership. I still remember the Danfords, myself, and I seem to remember the Billups and/or the Walls there, meeting with the Clarks and you all at the restaurant on Memorial and working to help you all get off the ground. I even remember the meeting that you all attended in OKC before that, good memories. Good memories of the trip to England and all the car shows we all went to together. Just seems more and more difficult to drive up to meetings over the last few years especially with all the activities of kids and grandkids and now we have 3 foster kids (hopefully not for too long) keeping us busy. Hope to continue to hear from you all but just cannot be active anymore and have not been for several year now. Please know that I am very proud of what we all created with the Green Country Triumphs and all the work you all and the Clarks put in to make it what it is today, Thank you for all you all have done and the enjoyment you have helped so many others to have with these fun cars.

Sincerely, **Kent Clovis**

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01763 262263

enquiries@robsport.co.uk

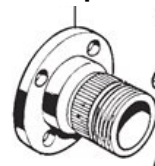


So, I was checking out one of my favorite suppliers on the web (Robsport International) and it dawned on me that the guy in the middle looked awfully familiar. Take a good look. If you watch Wheeler Dealer you will also recognize him. That is Ant, the guy that replaced Ed China.

This is the business that he was in before making the switch to the big time to Wheeler Dealer. I like it. Great to know that his roots are in our world. Cool!

THANKS DAVID

A message went out requesting a wire wheel adapter be provided to Andy Wilmes for him to use during "proper" balancing of wire wheels. David



Alexander stepped up and delivered one adapter to Andy the following day. If you have wire wheels in need of being balanced, Andy is your man. Thanks to David and also Chad Jester who also offered a used adapter. Members helping members.

May Meeting @ Chuy's

Staff was not quite ready for us so there were other patrons in the meeting area for a little while but that worked out ok.

The noise level was quite high before the meeting but after the staff turned off the outside speakers and the fans it was possible for all to hear the meeting information. As time went on the fans were missed as the comfort level declined a little.

The turnout was 21 members and the opinions of food varied as some enjoyed their meal, and some did not.

Jan did not attend the meeting but all wanted to know why and how she was feeling so I gave all an update on her latest issues. All wished her well.

It was offered that Rolf would assume Treasurer responsibilities if another member would assume the Secretary duties. No action is anticipated at this time.

The upcoming out and back to Roaring River was discussed during and after the meeting to get a consensus on what attendees were interested in seeing and where they were interested in having meals.

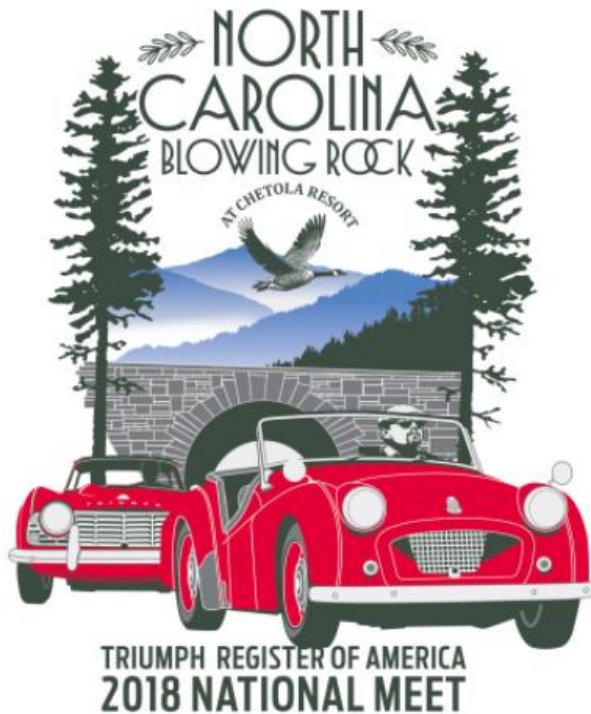
Carol and Glenn have a great drive planned for us and having a good time is anticipated. Looks like Tinkerbell may get some break-in time.



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TRA 2018 NATIONAL MEET INFORMATION & REGISTRATION
Blowing Rock North Carolina
June 19, 20, 21, 2018

Set in beautiful Blowing Rock, NC, the host hotel is one of the nicest properties to ever host a TRA National Meet. Resort amenities include a full service restaurant and bar, spa and salon, heated indoor pool, fitness center, yoga and fitness classes, jacuzzi and sauna. In addition there are a variety of outdoor activities including fly fishing, hiking, tennis, golf, and clay shooting. The grounds are perfect for relaxing with friends and late night parties! Please check back here, for more 2018 National Meet updates and the event schedule.



<http://triumphregister.com/tra-national-meet/>

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2018 CAR SHOWS

TRA National Meet

Location: Blowing Rock, North Carolina

Date: June 19 – June 21, 2018

Web: <http://triumphregister.com/tranational-meet>

VTR National Convention

Location: La Crosse, Wisconsin

Date: July 17 – July 21, 2018

Web:

<http://www.mntriumphs.org/index.shtm>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 16 – August 18, 2018

Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 1 – September 2, 2018

Web:

<http://www.heartlandallbritish.com/index.html>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 7 – 8, 2018

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

6-Pack Trials

Location: Fontana Dam, North Carolina

Date: September 27 – September 30, 2018

Web:

<https://jimholewka.wixsite.com/trials2018>

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>.

Triumphest

Location: Sacramento, California

Date: September 27 – September 30, 2018

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May, 8, 2018

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

Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma

Date: TBA, 2018

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

At the route 66 Sapulpa Blowout, my 1976 TR7 placed in the top three of its class. Julia Cross ☺



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Minnesota Triumphs beckon you to the VTR NATIONAL 2018

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

On the
banks
of the
historic
Mississippi
River



Reservations:
www.radisson.com/la-crosse/vtr



Relax with friends at the
many local establishments



Carve the roads on the countless
coulees in your Triumph



Featuring 50 years
of the TR250



Facebook VTR 2018
www.mntriumphs.org

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6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROADS...

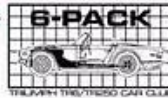
[Home](#) [Hotel Information](#) [Driving The Dragon](#) [The Roads...](#) [Schedule of Events](#) [More](#)



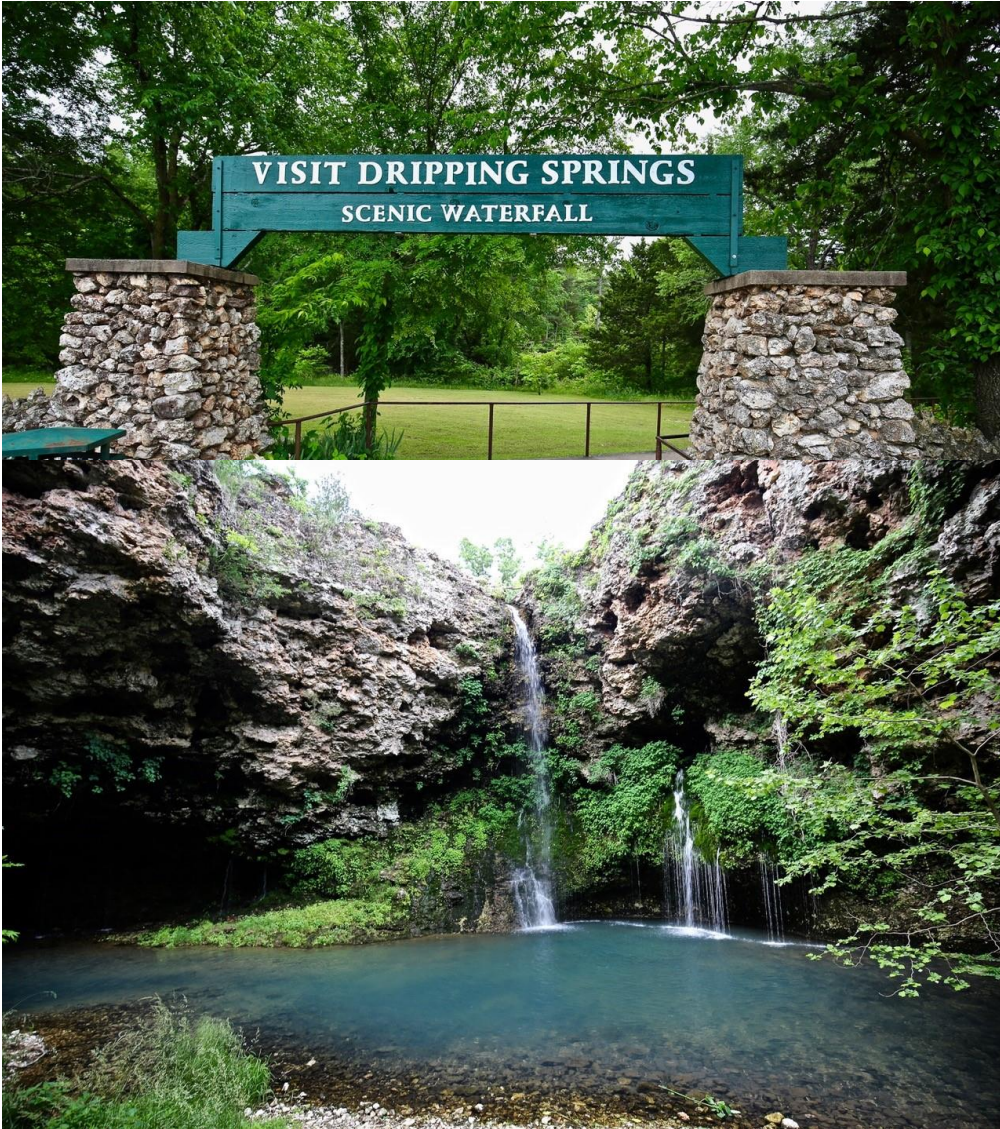
2018 6-Pack TRials

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

*Celebrating the 50th Anniversary
of the Triumph TR250*



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AFTON PACKARD MUSEUM



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Langley Lunch



ROARING RIVER STATE PARK



**Reprinted without permission from
Motor Trends Sports Car Graphic #6, 1980
The TRIUMPH TR8**

By Jim MacQueen

An Affordable V-8 that's almost as Fast as a
Corvette and a Lot More Fun

Mama, find my pipe and see if the tobacco
in the humidior is still fresh. Have you seen my
tweed cap and that old tartan scarf I used to wear?
I'll need a heavy sweater, too. In fact, I'll need all
those things I put away when we sold the Sunbeam
Tiger and the 289 Cobra.

I didn't think they'd ever make cars like that
again, but the Triumph TR8 reminds me why I fell in
love with cars in the first place. This car shoots
rocket's breath from its tailpipe, pushes you back in
the seat so hard you think your back will break, and
presses your liver against your tenth rib every time
you make a sliding left. It is, in the context of
today's cars, one of the fastest production sports
cars available in America. It is almost as fast as a
'Vette, and you need to move all the way up to the
\$30,000 Porsches and the even more expensive
Ferraris to find a sports car as exciting.

Jaguar Rover Triumph has put a bargain-
basement price on the TR8. Loaded, it starts at
\$11,900 with only two available options: air
conditioning (in this car?) costs \$600, and fuel
injection (mandatory on California cars) is an
additional \$440. For 12 grand, you get a 5-speed,
an AM/FM stereo cassette and a convertible top.
The bad news is that JRT is rumored to be bringing
in only 2500 TR8s this year. This almost certainly

means dealers will unscrupulously rake buyers over
the coals for premium prices. The Mazda dealers
did it with the RX7.

With less than two-thirds the cubes of an L-
82 Corvette, the TR8 turned in a 0-60 time of 8.5
seconds and a 16.6-second quarter mile. The last
time we tested an '80 'Vette, it went 0-60 in 8.1 and
1320 feet in 16.2. The TR8 is only 1 mph slower!
Put 137 horsepower in a car 850 pounds lighter
than Chevy's 2-seater, and not only can you
accelerate alongside it, but you can run rings
around it on a course. It's no wonder JRT calls the
TR8 its "Corvette beater."

It will get rubber in the first three gears, pull
away smartly from a stop light, and run 90 mph in
the middle cog. While going forward is the TR8's
most exciting ability, it does several other things
well too. In fact, it's almost schizoid. You can race it
brutally and get some of the most satisfying thrills.
Yet, the TR8 is a sophisticated and elegant freeway
cruiser that cuts time off long trips and leaves you a
lot fresher than many comparable cars.

It returns a very solid feel through
independent front MacPherson struts and coil
springs working in harmony with a live axle located
by a 4-link system and coils at the back. Freeway
hop is minimized by this suspension, and although
harsh bumps are delivered with a firm jolt, it's the
only one you'll get as the car settles back into its
smooth mode almost at once.

The lower control arms at the front fail to
cope completely with dive and eight transfer under
braking, but the front and rear anti-roll bars keep
the TR8 level, side-to-side, under rapid
cornering conditions. That's good,
because the car is just a shade tail-
happy, for a number of reasons
ranging from the sublime to the absurd.

Under the "happy" heading
comes a slight suspension modification
from TR7 specs (the TR8, of course, is
not much more than a TR7 with the
venerable Rover-ex-Buick-aluminum V-
8 stuffed inside) to anticipate the extra
100 pounds of engine weight. This
extra weight makes the distribution a
tricky-to-control 60-40, front to rear.
Strangely enough, changing the pickup
points seems to have increased the



amount of weight transfer, which occurs whenever you slow down by any means, though this is probably what JRT engineers were trying to stop by changing them in the first place.

This is good because there are times when you want to get the back end of a car loose to help yourself through tight corners. But you want to be able to do this with control. At least in this regard the TR8 excels because the V-8 produces ample power and torque to allow exacting throttle control. In other words, you can perform beautiful power slides and opposite-lock drifts, which allow you to have the motor wound tight at the exit of the turn.

Some of the ridiculous reasons for the Triumph's tail-happy ways are just as likely to produce spins at the entrance to turns. According to a few sources, some of this is traceable to the purported fact that the TR8/TR8 design was originally intended to house a mid-engine. This is supposed to be one of the reasons the car is raked so high in the back. Many JRT people deny that a mid-course change of direction dictated a front engine in a car difficult to redesign entirely. But who knows?

It is a fact, however, that JRT has made a mistake by using front-wheel disc brakes and drums on the rears. Under the best of circumstances, the front discs grip better than the rear drums, and the tail comes out under braking while cornering. In the worst of conditions, say three hard braking applications while traversing a twisty section of fun road, the drums heat up and fade away to nothing, leaving the entire effort to the discs. When this happens, nothing short of having anticipated the problem can save you from a spin while turning into the corner. The combination of front dive, weight transfer, and all the front wheel braking is just too much for any car to take and stay in a straight line. Any go-kart racer (karts have front brakes only) will tell you that it is possible to spin on a straightaway if you jump too hard on a kart's brakes. The same is possible, under the right conditions, in a TR8.

However, because the car is so docile at times, particularly in town where the power-assisted brakes require such light pressure that they don't really heat up, we didn't discover this problem until taking the car on a long drive up California's Highway 1 and into Big Sur country. Even though

we had to rest the brakes once in awhile to get the rears working again, it was one of the most delightful days we have spent behind the wheel of a car.

Perhaps better than anything else, that experience shows what it is like to drive a Triumph TR8. Imagine cloudless skies and the kind of sunshine that enhances the colors of spring wildflowers, making the fields shimmer with surrealistic contrast. California is green at this time of year, a marked relief from the "Golden State" color that dominates the other three seasons. It is warm-sports car weather. Perfect for top-down driving - the kind of weather that brings out the racer in many of us. (A word here about convertibles. All the TR8s we've seen so far have been roadsters, although JRT says a limited number of hardtops will also be imported. As a matter of fact, we understand that JRT also intends to import many more convertible TR7s, making the familiar coupe a rarity this model year. JRT thinks that's what you want. If they're wrong, you may have to search a bit - perhaps even pay a premium - for a hardtop.)

The engine purrs at normal cruising speed, loafing along at 2000 rpm in 5th gear. Tromp on it, and it rises to a crescendo of guttural, powerful, torquey noises. It is almost amusing to hear a British sports car sound like a Corvette. It leaves no question you are going fast.

North of Lompoc, Highway 1 twists over the hills and dodges farmland in a series of right-angle turns and straights. You cruise through the fast turns at 90 with the car holding rock-solid, neutral steering. You toss it around the sharp corners and run it through the gears. With sudden, explosive acceleration at your command, disposing of slower cars is only a matter of patience, waiting for the next slow corner, checking the road for runs off at 90 degrees, visible for a mile, nipping inside at the apex, and surprising the hell out of the other driver by going like a stick of dynamite away from the turn.

A short 10 miles north of Pismo Beach, clam center of America, the road turns off and heads in the direction of Big Sur. It is here, in an endless series of hairpin switchbacks connected by short uphill and downhill runs, that you become bothered by the brakes.

At first, you simply go charging fearlessly into the corners at 70-80 mph. As you brake and begin to turn, the tail comes round controllably. After a few corners it begins to snap around viciously. Then you try another turn, step on the pedal, and the car doesn't slow much at all. Fade! You're wishing for a set of jumper cables so you can get your heart started again. If you're lucky and quick enough, you gear it down, toss it sideways and scrub off enough speed to make it through the turn.

With the help of the torque, you can pass many slower cars in as little as 100 feet of clear space. The flat-handling TR8 straightens out the gentler kinds, corners that would be frightening surprises on any other road. The trip from Los Angeles to Monterey usually takes about eight hours by this route; this trip is completed in just over six, including two stops for gas. The TR8 recorded 30 mpg on the Sports Car Graphic fuel loop, but closer to 20 when driven hard. That's totally acceptable, considering the fun quotient.

Not surprisingly, it's the motor, operating with a low 19.3-pound/horsepower ratio, that's the key. The alloy block checks in at 215 cubic inches (3528 cc) with an 8.1:1 compression ratio. Using the Lucas L-Jetronic fuel-injection package, which applies a great deal of technology purchased from Bosch of Germany, the engine produces 137 horsepower at 5000 rpm but, more importantly, 168 pounds-feet of torque at 3250 rpm, most of it available over a wide band.

The gearbox is a real pleasure to use, and it's great to finally find a 5-speed in which 5th is more than just a gas-saving overdrive. The car is light enough, the motor strong enough, that you actually gain additional speed from the shift to 5th.

The power-assisted rack-and-pinion has a minor quirk in that it gets very sensitive at lower speeds. While it always feels solid and gives a good sense of the road, you can over point the car in sharp, slow turns. With only 2.8 turns lock-to-lock, it takes some concentration to break the habit of weaving down the straight sections; each movement is translated into a change of direction.

The driving position is comfortable, almost restful, and the controls are at fingertips. All the gauges and warning lights can be seen with the exception of the low-fuel warning light (talk about

hiding the important stuff). But it comes on at a quarter tank, anyway, so it's practically useless. The car carries 14.4 gallons, which allows your gas stations to be about 300 miles apart.

The fit and finish of our test cars were exceptional. In fact, the convertible top fit so tightly that it almost took two people to put it up, locate it in the windscreen holes, and clamp it shut. There was no discernible wind noise or draftiness. The seats and vinyl-trim panels used on the doors detracted from the general feeling of quality we got from the TR8, however. They looked kind of like that thin, cheap plastic you often see in mini-pickup trucks, and you just knew they'd wear poorly and tear quickly. But the seats were solid with wide-set bolsters that supported at the right times, and were generally comfortable, although the backs seemed a bit hard after awhile.

The TR8 is very roomy, particularly in the footwells, but the price you pay is lack of luggage space. In fact, with the battery stowed in the boot and the spare tire there as well, you'd better buy small suitcases, and make them flexible ones.

It doesn't make sense that JRT would limit the U.S. quota this year to a miniscule 2500 units. The financially troubled company could sell all it could produce, which is probably the major question surrounding the Triumph TR8. Can JRT build enough initial TR8s to survive long enough for this fine new sports car to help turn the company's financial condition around?

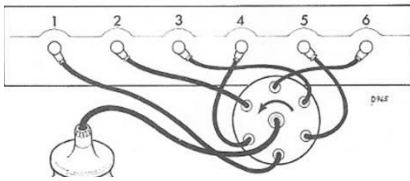
Since people started talking about it more than three years ago, the TR8 has been one of the most eagerly awaited motorcars of the decade. The reaction from people who see it is remarkable: "Wow, a TR8! I didn't think they'd ever do that that thing done!" Kids and gas station attendants gather around it, begging to pop the hood. This reaction is all the more amazing since it is visually difficult to tell it from a TR7.

The TR8 is the finest British sports car I have had the pleasure to drive, one that, by itself, could change the entire image of United Kingdom industry and workmanship. It is a fun car that fills a need in the marketplace for a performance sports car. The TR8 can singlehandedly rekindle man's love for the automobile.

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2 Fold top forward without folding back window



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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



Something New from Goodparts
Shock Link Set, Rear, TR4A-TR6, Rod End



US \$139.00
Product code (SKU): 2613
Weight: 3 lbs
Qty:
Add to cart

The original type shock links connect to the trailing arm with a rubber bushing above and below the trailing arm. Compression of the soft

rubber allows the trailing arm to move up and down a little without moving the shock lever. These spherical rod end links transfer all movement of the trailing arm to the shock lever so the shock can dampen even slight movements of the trailing arm. Replacement original type shock links are prone to failure at the upper end. These upgraded links are a much stronger design that should hold up better than replacement original type links.

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).

Admiral Alignment (Still in business)

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

Note: Hill Country Triumphs is reporting a lot of trouble with fuel pumps and kits from Moss. I know multiple members from GCT also have had fuel pump problems. Suggest using a different supplier such as British Parts Northwest or The Roadster Factory. Hopefully they use a different manufacturer.

Commented [t1]:



Greasy Hands Garage North Update by John Phillips



5/8/2018 - Hughes Auto Electric called and asked for pictures of the wiring harness connections for the alternator. The aftermarket stuff was a little different so it was not obvious where everything got connected.

I made a lot of copies of the related manual pages, a wiring diagram, etc. and went in to provide the information they did not have.

They finished the work which included new bearings and internal components and charged me \$72. On top of that the voltage regulator that was ordered from Vicky Brit cost me \$30 so about \$100 for the rebuild.

I took a break just now and installed the alternator. When it was removed it was registering 14 volts of output. It now checks 14.6 volts and I am happy with that. Time for a test drive.

The drive went well; however, Chad has let me know that the voltage regulator that he purchased from Vicky Brit only lasted for 1000

miles. Not encouraging but maybe mine will last longer. If I do go to NC in September and it fails on the road, I will not be happy.

5/10/2018 – To keep my warranty in place on the newly rebuilt differential, Danny wanted to check it out after 2 weeks. This morning I had a pleasant drive in to his shop for that visit. All was well and he documented the date on the receipt.

My back has been bothering me a little so on the way home I visited the Chiropractor for a little relief. Since Jim will be in the shop today working on the brakes on his truck getting my back in shape seemed like a good idea.

5/11/2018 – I previously ordered KYB shocks for the TR8, front and back, to complete the suspension. I had forgotten that I did the front about a year ago so the parts for the front were returned today. **By the way, if you pay for something using PayPal and end up returning it they will pay the return shipping. Good deal.**

After shipping the front struts back, installation of the rear shocks was started. The shop manual has a different installation process for the right side than for the left. Ignore this on a wedge car and do it the same way as the left.

Removing the fuel filler pipe is a waste of time and effort. Remove the cover over the top of the shock under the carpet on the package tray.

The only thing that caught me by surprise was that the spring fell out when the nut holding the shock in was removed. No big deal, the floor jack



was used to hold everything in place while the support washers, bushings and nuts were installed with the shocks.

With the shocks installed the covers were reinstalled with lots of dum-dum to seal it up good and tight.

The wheels were reinstalled and properly torqued to 74-foot pounds. When removing the rear wheels after the differential was reworked and put back in place, a 5-foot cheater bar was needed and used to get the lug nuts to break loose. Way too much torque was used to put those lug nuts back on at the dif shop. Happy to say no visual damage to threads or wheels could be detected. Bad pizza.

A road test made me smile as the ride is as good as I had hoped for and the annoying rattle from the right side was gone. The shocks that were removed were fastened to the car using nyloc nuts but one had loosened a little and was rattling against the car body.

The new KYB shocks used two standard nuts on each end of the shock, one nut used as a jam nut to tighten the two nuts together and prevent loosening.

Jim Lindsey noticed the new shocks on the work table when he was here on Thursday to work on his truck. He asked if I was ever going to find an end to buying new parts for my car(s). Well Jim, if it ever happens I will let you know.

5/12/2018 – Today, third day in a row working in the shop, Clarence Bishop drove his TR250 to the shop. The goal was to remove the splined half shaft on the right side of the car to

ensure it was in good shape and adequately lubricated.

It was in good shape and lubricated but I added some more lubrication just to make sure it had enough. The alignment shim removed during an earlier visit was replaced since the change had no effect on the problem.

The problem is that the tire is touching the wing and taking some chunks out of the tire. Again, I looked at everything under the car and saw nothing unusual. There is nothing wrong with the car, but there is. What the heck is it.

Frame, brackets, trailing arm, ½ shaft, are all in good condition and installed as they should be. When it was back together I drove the car and heard or felt nothing that would be associated with a problem. The only possible issue is a broken clutch fork pin, not related to the current issue to be resolved.

Clarence also changed the lube in the transmission since he did not know what was in there. He used good GL4 stuff. Not sure about the lubricant in the dif yet.

To put it bluntly, the problem with Clarence's car is still there, whatever it is.

5/13/2018 – Al brought his carbs out today for a rebuild. Even though the chokes are



automatic and work based on water temperature which is foreign to me (pun intended) no real problems were encountered.

The configuration that arrived was the carbs attached to the intake manifold with choke support

equipment still attached. Al worked on the choke stuff then the carbs were disassembled, cleaned and reassembled using new rubber components, needles, adjustment screws, jets, gaskets, etc.



Al has been experiencing a very fast idle that was not adjustable at the carburetor. At least now we know the problem is not with the carbs. If the problem persists the choke and timing become



suspect. I believe a new timing chain is in work and the choke assembly was replaced with one from a parts car.

Thanks to Al for his generous gift to the club for shop support.

Note! The float bowls on the TR7 (and TR8) Strombergs are solid on the bottom, no plugs with O'rings to leak (TR6 70 thru 76). I found that so interesting that I am considering changing them out, assuming they will fit. If one can eliminate the possibility of a leak on these cars, one should.

5-17-2018 -Today Kent Clovis sent a message that he was not going to renew his membership. He was a charter member from back in 1993 so the makeup of the club becomes a little less anchored to its beginnings.

That is ok, the chemistry of the club was very different in the beginning than it is now. It was filled with energy to the point of being hectic with all the activities and trying to keep cars on the road.

We drive on, welcoming new members and trying to figure out what is needed by members to make the cars fast and reliable and fast, and in some cases comfortable.

So, the mirror to the back is full of faces that are no longer visible by looking through the windshield where our gaze must be fixed lest we experience bad things.

So long to Kent and the others that are now only memories, we have more miles to travel. Move over.

5/21/2018 – On the out & back to Roaring River led by Carol and Glenn Larson I drove Tinkerbell because of the air conditioner. That was one of the things that needed attention after the trip.

The air seemed to be working when we left Catoosa but on down the road it stopped. I got hot. Will get the experts to fix it soon.

There was still the odor of hot oil periodically in the car so after checking in at the lodge the bonnet was raised and there was oil leaking from the valve covers. Back at the shop I replaced the silicone gaskets with the cork gaskets left over from the gasket set used during the last rebuild. We shall see how they work. If they fail I will try to make the silicone gaskets work better. I have some ideas.

I checked the gas mileage when back home and over the 268-mile trip the average MPG was 18.6. I am ok with that. However, there were times the car did not run as well as I would have liked. It seemed to be "loading up" but in reality, it was starving out, too lean.

Today I pulled a couple of spark plugs to see what the air fuel mixture was doing. Way too white (lean). The mixture screws were backed out ½ turn. If that proves to much it is easy to move back in a little.

5/25/2108 – Yesterday I drove Tinkerbelle to the hardware store to get some single edge razor blades for my scraper. There were none where they are normally kept so it was time to buy more.

Since the valve cover gaskets had been replaced since I drove the car last the bonnet was raised in the parking lot to see if there were any leaks and the right cover appeared to be leaking at the top side of the cover. A screwdriver was obtained from the boot and the cover was tightened.

After my purchase it was back to the shop where the oil was cleaned from the cover and intake where the leak had made a mess. The screws were again tightened as it seems the gasket had shrunk a little due to the engine being heated up then cooled. The torque values are 5-foot pounds which may be fine prior to heat up and cool down but shrinkage dictates torquing be redone after.

The plugs had also been read to see if the fuel mixture was rich, lean or correctly adjusted. Having indicated the mixture was too lean the screws were backed out ¼ turn. I just returned a movie and the car is cooling so the plugs can be re-read to see if more adjusting is needed.

5/27/2018 – Drove Tinkerbelle to Salina yesterday for a class reunion. It ran fine at speed but there were times when it stumbled. Today I checked the plugs and they were still reading very lean.

Ok, it is not the air/fuel mixture. The adjustment screws are way out with no effect to the plugs. There has to be a bunch of air getting into the system somewhere.

I looked on the left side and back and found no issues. From the right side I checked the hose from the valve cover to the oil catch can to the canister. Everything looked ok.

Next, I checked the hose to the PCV valve that continued to a port at the base of the carburetor. All was good to the carb but it looked like the hose had come off the base of the carb. There were two ports at this location and one was open so the rubber cap/plug was missing.

I found another one in the fuel drawer and put it on the port. Knowing the air/fuel mixture had to be way off the jets were screwed all the way in then 1 ½ turns out.

When I set the choke and started the car it started fine. It warmed up a little then I blipped the engine a little to turn the choke off and the car actually died. I adjusted the idle up about 2 turns and restarted the car. It idled just fine.

I took the car out for a test drive and it ran much better which was quite pleasing. Now to let it cool off and read the plugs. After that the exhaust gas analyzer will be used to tweak the settings.

This was a big deal for the car so a major step forward. The project continues to get refined in spite of my ignorance. It is running really good now.

I had tightened the air conditioner belt before going to Salina and it worked better to there and back. At least it was a little more comfortable.

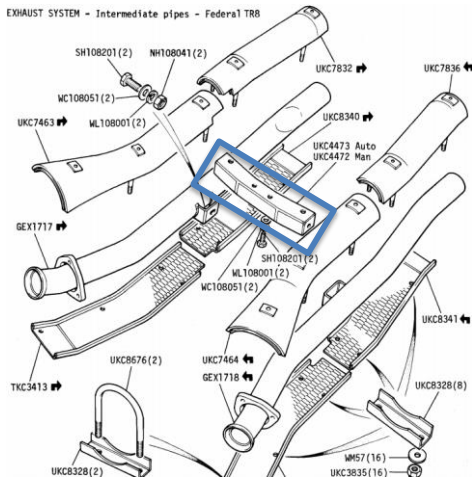
While looking for noise causes under the car today the transmission fluid was checked and was full. The power steering belt was checked and retightened as well. **It surprises me how much retightening is needed on rubber belts and hoses after they heat up a few times.**

5/28/2018 – While checking the transmission fluid yesterday there was a bracket in the way. It had been fabricated after Chad did the first engine rebuild, *thanks Chad*, because there were a couple of holes in the bottom of the transmission and a couple of like located brackets on each side of the frame. I figured there must be some supports for the transmission there.

The L shaped brackets had holes and bolts that attached the transmission to the frame on each side. The reason for discussing this is that the bracket below the transmission fluid level check hole had to be removed for wrench access to the plug.

It is not a big deal but I started wondering what really goes there? Is something missing? So, the parts manual was checked to see what the original intent of the holes was supposed to be.

In the exhaust section there is a bracket shown that attaches to the bottom of the transmission that is used to hang the heat shields that install over the exhaust pipes. The exhaust system on the car did not come with the heat shields so they are missing from the car. Since it has no catalytic converters less heat is generated or retained in this area so the need for shields is no greater than any other car.



What all this means is that the brackets fabricated for bracing the transmission serve no purpose and they will be removed the next time the car is on the rack. They are not bothering anything but are in the way when performing service.

As you can see, a parts manual can come in handy when trying to put a car together. If doing a lot of work to restore or assemble an old car you should get one of these to make life a little easier.

5/31/2018 – The top on the Pumkin was purchased along with new top bows from Vicky Brit back in 93 when I got the car. Rodney had pulled the old one off and put it in the attic and could not remember where it was.

I had never installed a top before and did it poorly. The back was not properly attached to the



retainer bar and the sides were not stretched enough to seal at the side glass.

I also replaced the window channels which have never been properly positioned to keep rain out of the car.

You can be surprised with how many components there are in that assembly but it is time to replace the Robbins top that I have never liked with an EZ ON top from Tops on Line. The top on the TR8 is great and the one installed on Ol' Red several years ago turned out well.

The top (hood) is on order and when the schedule is clear I will start by removing the old top and bows. At that point I will decide whether to use the aftermarket bows or some original ones from the attic.

As the old top is removed, a list of needed replacement parts will be drafted and subsequently procured from a source yet to be determined. The only for sure things needed will be the straps that run from back to front and the rubber seal across the front to keep rain from between the top and the windshield frame.

The memory of working that seal into the retainers is still with me as it was a very difficult task. Not looking forward to that.

I have the snaps, rivets but need backing plates sourced locally. Should be an interesting project.

Just heard from Clarence. He wants to install his rear suspension this weekend. I doubt he will get the results he is looking for but we can hope. He wants to eliminate the noises from the rear suspension. Stop laughing. He is serious.

6/3/2018 – Yesterday Clarence and Glenn visited the shop to install new rear suspension parts in the back of the TR250. We got a late start and worked for about 4 hours.

The left trailing arm was removed and adjustable brackets installed. The right side had been done prior to purchase.

Clarence had a bad day in one respect, one of my ratchet wrenches locked up and a shop light bulb was broken. The wrench was able to be unstuck and a new bulb was put in the shop light that Sam and Carol gave me after her dad passed away. All is well.

New springs, pads and lever shocks were installed. The car is much higher with the standard height springs in lieu of the shorter high-performance springs as received.

6/6/2018 – The shop was busy enough to hold my interest again today. The reflooring of the old tilt trailer that Paul had and is now claimed by the family, is at a point that it can be used if needed but completion will be put off until there is time and energy to get it done.

Glenn arrived around 10 AM while I was disassembling one of Dale Smith's Strombergs. He was expected so the carb was set aside while we focused on the TR3.

The first thing we worked on was the steering. The adjustment screw on top of the steering box needed to be screwed in a little to remove the slop from the steering shaft. To get to it the horn on the right has to be removed.

After the adjustment was made and the horn replaced the oil pan was removed, cleaned and a new gasket put in place. A new filter screen was installed on the oil pickup and the pan was replaced after silicone seal was applied to the pan and the top of the gasket.

The pan was replaced with the screws only hand tight and allowed to dry for 30 minutes after the bolts were torqued to 17-foot pounds.

Glenn requested some assistance installing pedal pads on the brake and clutch pedals so after playing with them for a while they were in place most likely to never again be replaced.

I persuaded Glenn to follow the instructions on the sealant tube to better ensure success with the stopping of leaks. That means the sealant must cure for 24 hours before fluids are added and the car put in use.

As a result, I sent him home in the Pumpkin. There is some risk involved in doing that as people have been known to enjoy driving something different. I know I do, now I have two.

Tomorrow Dale and I plan to reassemble the carbs. After Glenn headed for home disassembly of both carbs was completed and they are now pretty clean.

The difficulty with both carbs was removal of the throttle shaft seals that had become a part of the housing over the years. The seal retainers were pretty much destroyed as they were removed. I just hope I have enough spares to get him fixed up.

I did have a replacement needle to replace the one I broke trying to get it out. One of the

needle retainers was damaged prior to my activities so I am hoping it is still usable. I probably have an old spare around anyway. Nap time.

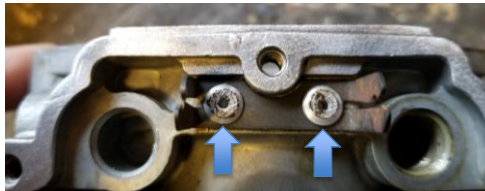
6/7/2018 – Dale was due at the shop to work on his carbs and Glenn was due to pick up his car and drop mine off and the service guy for the security system was due to make part of it work. Naturally the unscheduled event happened first, the thunder storm.

Second to arrive was the service guy. He was here until about 11 something. Dale arrived as he left so we got busy on his carbs. Glenn called to say he had some trouble with his eye so car exchange was postponed a day.

While looking around the carbs after cleaning another broken part raised its head. The retainer for the floats was broken on one end so it had to be replaced. If this could not be done the carb body would have to be replaced.

Dale and I scratched our heads for a while then came up with the idea of drilling the broken retainer attach points out and attaching one from an old carb using pop rivets. The pop rivets proved to be too long.

Dale thought of removing the pull pins from the rivets and just driving them in with a punch via old school style. So that was tried and seemed to work ok. The retainer was solidly attached inside the float bowl.



With that repair out of the way, we proceeded to reassemble the carbs. I won't go through that again but if you have missed it the instructions are on our web site.

The kits that Dale bought did not include the throttle shaft seals which I find a little unusual. Since there were some in the stash we were not held up on the reassembly. The kits did include the air valve to needle seals however. There was only one diaphragm in the stash for the idle bypass valves. Dale will make sure the shop stash is replenished with a replacement part.

Glenn felt good enough to bring Pumpkin home and pick up the TR3. Earlier in the day I had added the oil and checked for leaks so it was ready to go when he got here. It was parked on the shop approach so he could get the Pumpkin in the shop. We visited briefly and he headed home. Long day.

6/8/2018 – The only thing on my agenda today is cleaning Tinkerbell in preparation for the Hogs & Hot Rods show in Collinsville tomorrow.

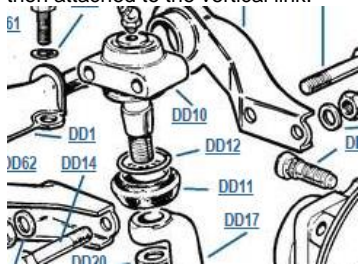
Since Glenn has an issue with his eye, he and Carol will go the Carthage show in the Jag. Al and Janis are also going to Carthage but I have not heard whether or not any other club members are going but it is a good bet that Art will be there.

As previously stated, Paula Brown will show her TR6 and Charlie will show his Cougar in Collinsville also. Dewayne Pass said he may show his Volkswagen powered motor cycle.

2 PM and the car is as clean as it is going to get for this show. The plan is to meet Paula & Charlie at 7 AM at about 8th & main. Hope it does not get too hot and that shade is available.

6/10/2018 – Charlie Brown visited the shop today. His 72 TR6 needed a new ball joint on the driver's side of the car.

The car was raised on the lift then a support 2X4 positioned under the shock. The car was then lowered until the weight of the car was on the 2X4 to hold up the spring pad while we worked above on the upper A arms which held the ball joint which then attached to the vertical link.



The bolts attaching the upper A arms to the ball joint were removed. The nut retaining the ball joint to

the vertical link was removed and a pickle fork used to separate the ball joint from the link.

It was then a simple process of reinstalling the bolts and lowering the ball joint into the link and applying the nut to hold it in place. The wheel was put in place and stud nuts installed and torqued to 60-foot pounds.

There were a couple more issues with the car that we tried to address. A door waste seal was replaced on the driver's side and the one on the right was trimmed and the installation corrected.

The back on the high back driver's seat would not stay in place so we tried some different fasteners that worked no better. Charlie will investigate to see what he can find.

The 6/9 **Hogs and Hot Rods** show had some very nice cars, the companionship was terrific, lunch was good, the weather was brutal (for me) and only one club member brought home a trophy. **Dewayne Pass took second place** in his class with a BMW motorcycle with a VW engine.

Paula's TR6, Charlie's Cougar and my TR8 did not place. In fact, had I read the class description more closely I would not have even attended. Paula and I competed against Corvettes. Guess who won.

1700 Sports/Imports All years

This newsletter is too long as it is so even though there is more content available you can see it in next month's edition.

It is very hot out these days so take care of yourself.

In the past when we had an out and back event on a hot day it was referred to as a shake and bake. Those of us that are a little wimpy about heat found that if you travel with the top up and the rear window zipped down the, sun is blocked and the air flow is increased and the ride is a little more comfortable.

Air conditioning still sounds like the answer to me so look for me in the TR8. See you at the meeting on the 19th.

Classified Section

Jim

Lindsey told me that he was ready to sell the 72 TR6 that he purchased this summer. He has no covered parking for the car and sitting outside is not ideal for the car. This will make an easy project car.

His asking price is \$8500. Jim has not provided requested information on the car so here is what I think. It is a good car. It is not perfect.

I found no rust. Some damage over right rear wheel. The interior is usable. The top shows some age but is usable as well. Tires look good but are old. No overdrive.

The previous owner had the car for decades but did not drive it much. I rebuilt the carbs and it seems to be running very well or at least was the last time I drove it. Engine is strong with good oil (50 lbs. at idle) pressure but Jim says it uses oil. My guess the head needs to have valve inserts installed. **contact Jim at (918) 857-7150**



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

Classified Section For Sale Again:

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

Tim Lowe

(918) 905-0200 Mobile
timtr6@icloud.com

P. O. Box 674
Stillwell, OK 74960

\$20,000 or best offer



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



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

Sam Clark and Tim Lowe
CC82030U O

This car was purchased from Sam a while back and is now owned by Tim Lowe.

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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Tony Mullenger

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



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

**JOHN'S PAGE – STUFF
FOR SALE**

**Greasy Hands Garage North
Has Used TR6 Parts If You
Need Something
Structural parts for
suspension and steering
Transmissions and a
Differential
Windscreen Frames, Some
with Glass
Lots of other stuff so if you
need something for your TR6
contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017**

**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS
INSTALLED. ASKING \$75 CONTACT JOHN 918 283-7017 OR
topaztr6@gmail.com**



COVER COLOR IS BLACK

I Just like the tan one better

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

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

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

Make Checks Payable To GREEN COUNTRY TRIUMPHS
Check # _____ Check Date _____

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.



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

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

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