



Triumphant Times

Green Country Triumphs

Monthly Newsletter for July 2013

From Our President

Kay Robinson

Farewell

After two years of writing a monthly article, this is my final. It has been a privilege and honor to serve both as club president and vice-president. At times, it has been challenging but always a pleasure to be involved in the club activities. I appreciate all the support and help I have received over the past 24 months from the members, who are true friends. I am grateful for the experience. Since I am completely out of topics, I will end by simply saying "Thank you and I look forward to seeing you at the July meeting."

As out-going president, **I am pleased to host our July meeting on Saturday, July 20, 6p.m. As with all club get-to-gathers, please bring a covered dish and beverages. Br islet is planned for the main course; we will enjoy whatever side dishes and desserts are brought to complement it. Directions are the same as for the July 3rd party and will be at the end of this article. If you have any questions or get lost call 918-224-6270.**

Our address is 13550 Heywood Hill Road, Sapulpa; GPS will get you close. From the Creek Turnpike, Hwy. 44 and all points north, take Hwy. 75 south to the Hwy. 117 exit (Sapulpa), go west on 117 to Heywood Hill Road (across the street from Phillips Mini-Mart), turn left onto Heywood Hill Road (you can only turn left on Heywood Hill Road), go approximately 1.25 miles, at the stop sign turn right onto 65th St. (you will be headed down a hill); from the stop sign we are the first driveway, second house on the right, a two-story red brick.

Happy driving,
Kay Robinson



From Our Vice President

Frank Wood

Louise and I missed the last meeting as we were attending my 50th class reunion at Missouri School of Mines in Rolla, MO. I had not been back there in 35 years. We had a great time meeting classmates from the class of 1963.



Also of interest was some of my old sports car chums still have the bug in one way or another. Paul and his wife drove their Austin Healey 3000 from Pennsylvania. Paul had a Sprite while in school. Eric and his wife drove their 1938 Lancia Saloon from Russell, KS. He purchased in Italy when working there in the 1970's. Eric drove a Fiat Abarth while attending school.

My buddy metallurgist classmate turned urologist, drove down from Kansas City in the MGA twin cam, his

Dues were due by July 1. If any of your contact information has changed please let us know. A membership application is available to support any changes in your information. Thanks, Jan.

first car purchase after graduating from Rolla. Ed had driven a beat up old Volkswagen beetle during his student days. We had the engine in and out of it so many times zippers would have been ideal for engine mounts.

Most unusual, and quite in character for him, Brian McMinden, drove his Russian motorcycle with side car up from the Missouri/Arkansas state line on Lake Norfolk. Man is that an ugly motorcycle. He bought it in St. Louis from the importer of Russian motorcycles and farm tractors several years ago.

Brian owned a 52 MG TD while in school so we worked on our TD's quite often until I sold mine to a friend in order that I might purchase an almost new 58 TR3 which I drove my last two years at college. Several asked about my baby blue TR3 and I had to tell the story of it being totaled in Danville, IL. Art Mooney was there in his 62 Jag but he had no wheels while in college. We had a pretty nice sports car club there in Rolla with an assortment of foreign cars. We always made the races at Vichy, MO where some of us took part in the autocross. A few of us met one summer in Garnet, KS for the SCCA races. We did not drive Snow White because I did not trust going that far with a bad front suspension.



Your Newsletter is now provided only electronically in the standard PDF format as voted on at the May 2013 meeting by the membership in attendance. If for some reason a hardcopy of the newsletter is needed please advise the Editor and copies will be provided on an individual basis as condition warrant.

The above decision was based on the assumption that each current membership lists an e-mail address and therefore has access to the information in a manner that reduces the activities and costs required to provide the newsletter to the membership. Send comments and content to the editor to tr6 at atlasok.com

NEXT CLUB MEETING:

**Tuesday July 20th
6:00 PM**

**Officer Elections &
20 Year GCT**

**Anniversary Party
Kay & Denny's House
13550 Heywood Hill RD**

Officers and Committees

Kay Robinson – President
Frank Wood – Vice President
Sam Clark - Member at Large
Jan Phillips – Treasurer
Jack McGlumphy – Secretary
Mikel Dillon – Web Master
Sharon Parker – Activities
Art Graves – Car Shows
John Phillips – Newsletter, Parts, Repairs,
Appraisals, Membership



1 Sue & Larry Young's one owner 1968 TR250 newly restored.

Minutes of the Last Meeting

Green Country Triumphs June meeting was held at Ruby Tuesday in Owasso on the 18th. The meeting was called to order at 7:00 by President Kay Robinson.

Approval of the previous meeting minutes-

The minutes of the May meeting which were provided by e-mail in the newsletter were approved by a voice vote after a motion was made by Ted Dorton and seconded by Dennis Robinson.

Treasurer's Report-

Jan Phillips reported that \$190.00 has been deposited into the checking account making the balance \$11,973.43 a motion to accept the Treasurer's report was made by Frank Woods and seconded by Tom Chronister, and approved by a voice vote.

Parts Report-

John reports the yellow TR6 is still for sale that is parked not too far from the Phillips home it does not seem like a bad car in his opinion and with that in mind Jack Finch had a friend that was wanting to look at it but when his wife found out she said no way did she want him to have a project car so it is still for sale, also John said a neighbor had come over to tell him that a MG was for sale a few blocks away the owner health was not good and is needing to sale the car to help with his medical bills. Jim Beasley is going to be at GHGN in the morning with his TR3 he has a squeak in the rear end so tomorrow they will try and find out what the issue is and form a plan to take care of the problem.

Membership Report-

John says that membership dues are coming in slowly and they are due on July 1st of each year. The newest members are Julia Cross and also Randy and Gloria Kuhlenschmidt.

Activities Report-

Sharon Parker said on July 3rd at the Robinson 6:00 bring chairs and what you would like to drink

the Robinson's will provide "burgers chips and cookies" if that won't work for you then eat before you come and enjoy the fireworks. The next meeting will be held at Denny and Kay's on July 20th and will be the annual officer's installation meeting.

Car Show Report-

Art Graves was not in attendance so no report was given.

Old Business-

No old business was discussed.

New Business-

Mike Dillon and John Phillips question if publishing the newsletter on the web site should be continued. Mike spends a lot of time removing personnel information such as bank balance peoples address and phone numbers and other things of that type. John Phillips made a motion to remove the newsletter from the website seeing that it does not serve much of a purpose it was then seconded by Ted Dorton and voted on by a voice vote and approved to no longer publish the newsletter on the web site.

Adjournment-

With no further business, the meeting was adjourned at 7:34 with a motion from Jan Phillips and seconded by Frank Woods.



GHGN Update by John Phillips

Saturday the 15th of June I finally made it to the gathering of the European car owners at La Fortune Park. When I pulled in I parked behind a new Lotus the owner of which was friendly and welcomed me there. He even looked at the Pumpkin for about a minute.

I looked around at the cars and saw the Lotus, BMW's, Corvettes, a Ferrari, Porches, a Solstice and my favorite a GTR.

As I had seen the cars and had not been engaged in conversation with the folks present I decided to join Jack Finch at Talley's for breakfast.

The trip down Yale went through two construction zones, big surprise, one at 31st and one at 11th. The latter caused a detour to the parking lot but I made it.

I found Jack and a friend of his named Rocky and I forgot the last name. Anyway the fellowship and conversation was much better at breakfast than at the park.

One of the reasons I wanted to get out was that the morning was cool and I needed a drive after wife sitting for a few days as Jan has been pretty much out of commission with a bad knee and a reaction to a steroid shot. She is better for which I am grateful.

Jim Beasley has an appointment on Wednesday to check out a suspension squeak on his 57 TR3. More on that as the project progresses.

June 19th – Jim has been here this morning to attempt to eliminate a squeak in the front and rear suspension. We bounced the car around a little to localize the offending bushing then raised it to get access to flood with lubricant.

While the car was up we checked as much of the suspension as we could and found that the rear suspension bushings were shot. Both front and rear bushings were flooded with lubricant to provide some temporary relief.

Jim decided to order bushings for the rear of the car and the plan is to replace them at some point in the near future. With the car back on the ground the lubricant did indeed eliminate the noise from the back and greatly improved the noise from the front. Subsequently Jim also decided to replace all the bushings in the front as well as the back. It looks like another full suspension job is on the list.

This will be interesting as I have not done this before so it will be little different. I have done a TR8 and several TR6's but not a TR3 that I remember.

Jim brought his TR3 repair manual as requested because I do not have one for the shop. The other day while shopping for one I spotted one available on CD and bid \$14.95 for it. The shipping was supposed to be free and I figured if I needed information I could print the one or two pages needed to complete a given task. After Jim left I checked the e-mail and found that I had the winning bid on e-bay so I paid up and the CD should be here sometime next week. It will probably pay for itself the first time I need it.

Jack McGlumphy may bring his TR6 out for some parts replacement. On tap is a wiring harness installation and who knows what else Jack has accumulated to put on the car. We shall find out.

Sunday the 23rd of June Jack Finch came to the shop to correct an electrical problem. The temperature and fuel gauge had stopped working after he had washed the engine bay.



The first thing we checked was to see if we had power to the temperature sending unit. The reading from my great new gauge said we did, or was that the continuity side of the gauge. Anyway we replaced the voltage stabilizer to correct the problem. It did not correct the problem.

New gauge put back on the bench and get out the old trusty test light. Even I can tell if a light is on, sometimes. The light says no power from the fuse to the circuit. Fuse tests good. Clean the contacts on the fuse block and everything works. Just a little corrosion between the fuse and the block.

Ok, I learned to use the light for power checks and the great new gauge for continuity. It is either that or learn how to use the great new gauge the way it should be used. Test light it is.

I was complaining to Jack about the duct work under the dash and he said it doesn't work anyway. A quick check of the air control knob told me something was not hooked up correctly because the flap on the bottom of the heater was not moving and there was no resistance at all on the knob pull.

We took the cable out and sure enough the screw holding the wire inside the cable had come loose and the wire in the cable was disconnected from the knob pull.

The cable had apparently been replaced at some point and the retaining screw had not been adequately secured against the wire during the original installation.

Ok, the air control is now working as it should. The rheostat used to dim the dash lights was not secured to the back of the wood fascia but correcting that would involve removal of the wood fascia to install correctly. A job for another day. Successful day in the shop. More as it happens.

On June 28th Jim Beasley brought his '57 TR3 to the shop for suspension bushing replacement. Jack Finch and Tom Chronister were also on hand to help with the work. We started on the back and followed the manual instructions. Removal of the rear bushings went as described but not the bushings at the front of the leaf spring.

Sam had warned us that removal of these bushings was extremely difficult and he was absolutely correct. We made no headway at all in getting the bushings to budge.

The bolt that goes through the bushing is to be withdrawn using leverage applied to a secondary 6 inch bolt screwed into the inboard end of the bushing bolt. Jack Finch made a trip to a hardware store to get some 5/16 x 24 threaded rod that we cut to length to make the lever point required for removal. No luck at all getting the bolts to budge. It appeared that some welding had been done around the bolt heads which may have something to do with the problem. At any rate, the decision was made to leave the front bushings in place as we could not come up with a way to remove them.

We finished up the back suspension and Jim drove the car home planning to return on Saturday to start the front suspension.

This work did indeed turn into a tech session as Jim and Tom Chronister did most of the work. For fear of getting lost as to where parts were to be replaced we left the driver side of the car intact so that we could retrace our steps to ensure we got all the parts back on in the proper order. This was a good decision. There were remaining parts left over from the trunnion on the right.

The whole day (9 to 4) was spent getting things apart and starting the re-assembly process. The job is taking a long time but Jim, Tom and I are learning a lot about the TR3 suspension. As Tom's TR4 suspension is identical to the TR3 this knowledge will not go to waste.

Sunday is a rest day after two hard days. We will resume on Monday and see if side two is easier having learned something on side one.

July 1: Monday definitely fell on a Monday. We made several discoveries on Monday related to the parts we had and the instructions for what not to do with them. We finally gave up trying to assemble the right front lower A arm at the frame. We just could not get the steel sleeve, nylon washers, nylon bushing, grease seals and end bracket on due to the interference of the steering box. It was a Monday. We decided to regroup on Tuesday.

On Tuesday we took the above parts back off and switched to a different process. Erroneously we had also ordered the alternative parts, poly bushings, so we decided to switch to the alternative to simplify our lives. It worked like a charm and work progressed pretty well with Tom helping Jim and I until we were getting the hubs ready for reinstallation and found a bad outer wheel bearing. We all went in search for the bearing but ended up ordering one from Bumper to Bumper to be picked up the next morning, Wednesday, at 10:30.

The plan for Wednesday is to finish up the front hub, wrestle with the brake caliper and its shim pack, get the wire wheel hub and wheel back on the change the oil and filter.

Wednesday July 3rd the bearing was not available when promised so we wasted a lot of time going to Turley to



get one only to find that they had the bearing but the race did not come with it. The race is what showed the damage.

Jim ordered one from Bumper to Bumper in Owasso to be picked up on Friday since Thursday was a holiday. This worked and Jim brought the bearing out on Friday July 5th. The race was pressed in and the bearing was packed with grease and installed along with the hub on the stub axle. The wire wheel hub was replaced then the wheel and tire.

We found a leaky differential seal that will be replaced next time out and we have a fix for the clutch adjustment that we will also try. The steering end float is excessive so we plan to install one of Jim Murray's shims to see if we can tighten it up some. This TR3 is really nice but I am really glad this part of the project is complete. Very difficult but we know how to do it easier next time. Substitute Poly bushings for original parts.



GCT Activities for 2013

July 20th 20 Yr. Anniversary Party Kay/Denny, 6pm

August 17th breakfast drive, John 8am

September 14 Lake cook out, Chronister's

October 12th B Ville Pub run Sharon/Adele 12:30pm

November 2 Guy Fawkes Bonfire night, Phillips 6pm

December 7 Christmas Party Frank/Louise 6pm

Quarterly Tech sessions:

Summer John Carburetors/ fuel pump

Fall TBD

None Triumph related activities:

Gates Rubber factory tour - Frank wood

Dustbowl bowling private room - Sharon Parker

Pawnee Bills rodeo last weeks in June- Kay Robinson

Ladies Club - Belvedere Mansion luncheon and various activities

All Times and Dates Subject to Change

Engine Noise

Snippets from the members via e-mail, etc. worth sharing.

(Ref. Club's 20 Year Anniversary)

Dessie Howard: *Can't believe it's been 20 years.*

John: *Neither can I. Randy started all this for me by showing me the article in the paper about starting a club. I have thought a lot about him lately.*

Dessie: *Yep, me too. Hard to believe he's been gone 14 years. I still miss him every day.*



2 Remembering Randy Howard

TR8 for Sale

1980 TR8 runs great. New ball joints, tie rod ends, brake & clutch hydraulics. \$1400 in new parts.

Good paint, no rust.
See State Farm
Insurance Agency in
Stroud OK. Asking
\$9500. For other
information contact
Kent Clovis.



Kent Clovis

(918) 968-2552 Work
(405) 258-3814 Mobile
(918) 968-2035 Home
kent.clovis.b3pn@statefarm.com

P.O. Box 270
Stroud, OK 74079

Ken England has decided to sell his 1971 GT6. Ken says this was an Arizona car and has no rust. The car was last started in 2007. He is selling the car for medical reasons. He is asking \$3500 for the car.



You can reach Ken by texting him at (918) 352-8749 as his hearing is very weak and he cannot hear well enough to converse on the phone.

The car is located
Ken England
2033 Ridge Road
Claremore, OK 74017

GCT Activities for 2013

June TBD- 20th anniversary month

July 3rd Fireworks Kay/Denny, 6pm or earlier

August 17th breakfast drive, John 8am

September 14 Lake cook out, Chronisters

October 12th B Ville Pub run Sharon/Adele 12:30pm

November 2 Guy Fawkes Bonfire night, Phillips 6pm

December 7 Christmas Party Frank/Louise 6pm

Quarterly Tech sessions:

Winter – Sharon paint chip repair date TBD

Summer -John Carburetors/ fuel pump

Fall TBD

Non-Triumph related activities:

Gates Rubber factory tour - Frank wood

Dustbowl bowling private room - Sharon Parker

Pawnee Bills rodeo last weeks in June- Kay Robinson

Ladies Club - Belvedere Mansion luncheon and various activities

Upcoming Shows and Events

July 26-28 Carthage Car Show

<http://gobmc.org/category/events>

August 1-3 TRF Summer Party, Theme County Fair

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

August 31 – September 1 Kansas City All British

Car Show <http://www.kcallbritish.com/>

September 19-22 6-PACK TRials Lake Michigan

<http://www.6-pack.org/TRials13/main.pdf>

September 28 – 29 Texas All British Car Show

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

October 2-6 TRIUMPHVEST/VTR NAT'L San Francisco

<http://www.triumphtravelers.org/Events/triumphvest13/tfest13home.php>

October 5 Brits in the Ozarks Fayetteville

<http://www.britishironnwa.org/show12.html>

*All Times and Dates Subject to Change.
Links are not active so they should be copied and
pasted into your web browser for access.*



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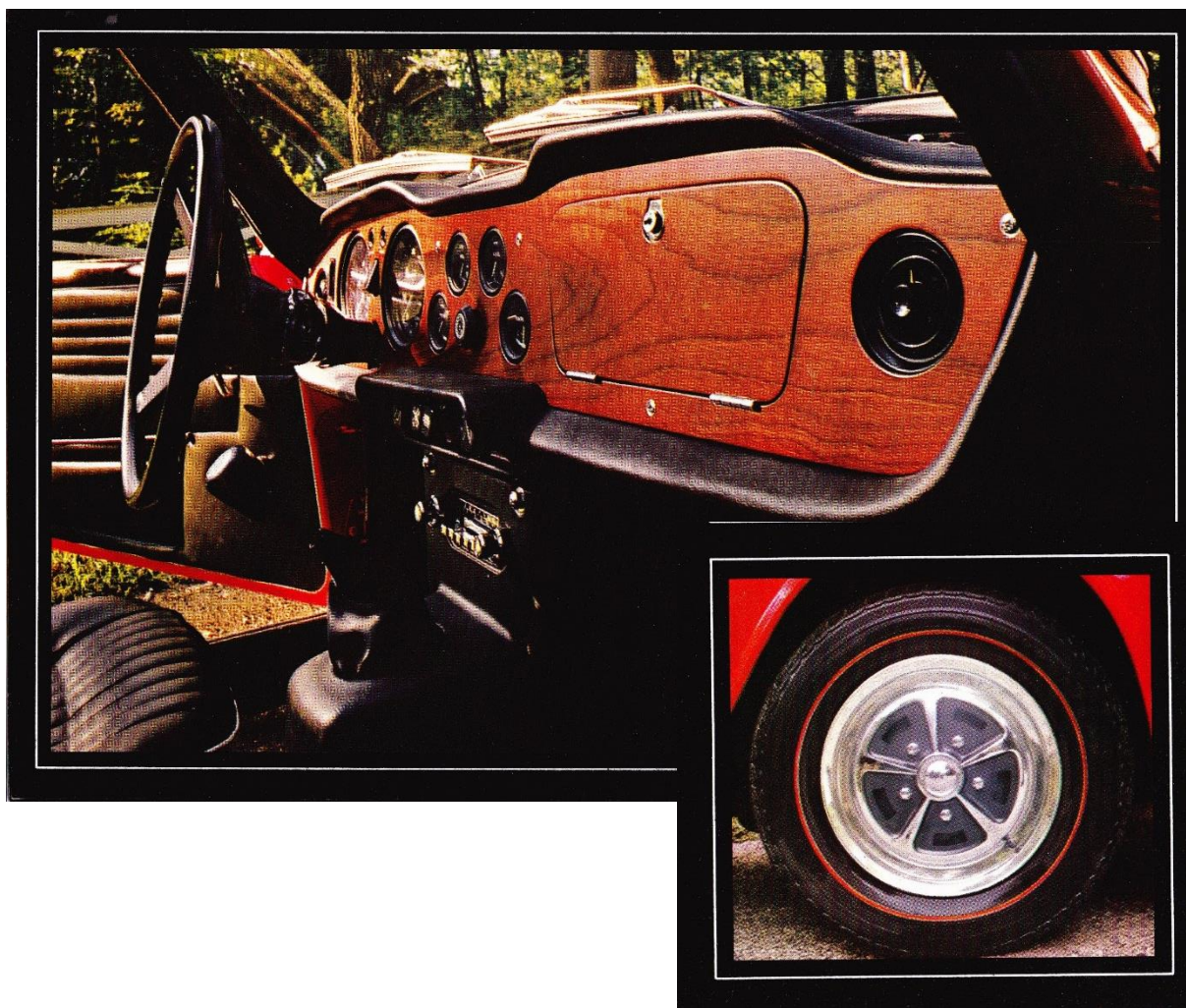
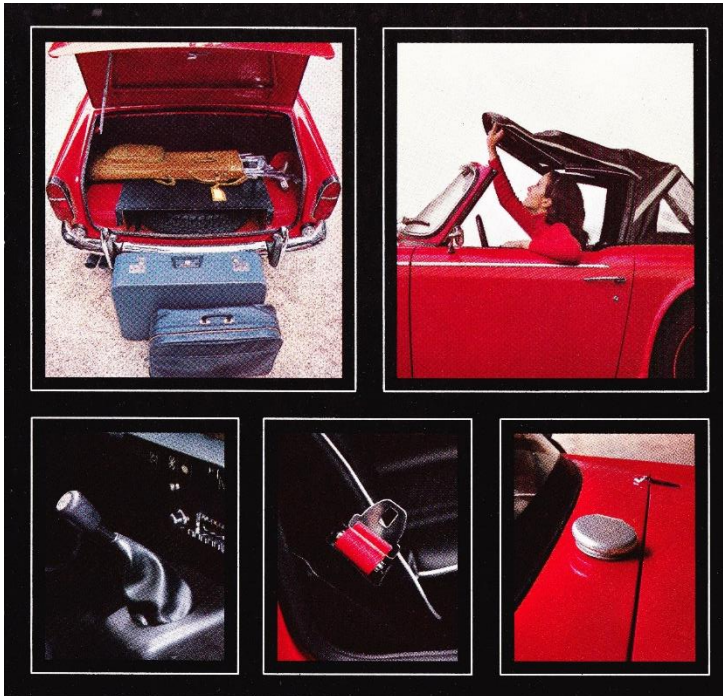
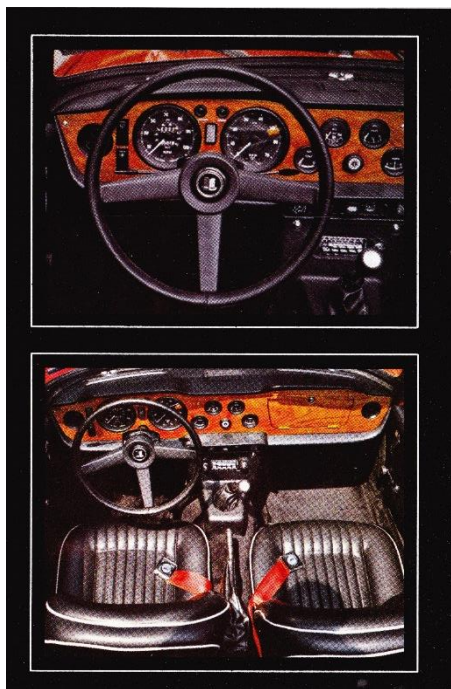


Call (918) 925-3388

TR3 Wheels*



Ken England has graciously provided a folder of memorabilia that has several interesting artifacts from British Leyland and various magazines, many of which no longer exist. In this edition there are pictures from an actual Triumph brochure produced to promote the new 1968 Triumph TR250. I found the pictures very interesting. Note the red seat belt material, another thing I have not seen on any 250. Also, I do not recommend putting your top down like this unless you want to rip it. I find the original wheel covers to be quite attractive. I had a similar set on a '65 Chevy Nova.



Saturday Out & Back to the Darrell Starbird Auto Museum by John

The first Out & Back for the club this year was May 18th to the Darrell Starbird Museum. The route taken started in Owasso at Panera Bread which is one of our normal kick off spots when traveling northeast.

We traveled to Claremore through hills and curves then to Foyil and then more hills to Adair. From there Denny led us to the museum via scenic lake country roads.

One of the statements made by the museum is that there is something there for everyone.

In my case that was true but on a limited basis. Most of the Starbird stuff is impractical and not always pleasing to the eye. Fortunately also displayed were cars that were fabricated and painted by other artists that I found quite lovely. A couple of example pictures are included.

When we left the museum we travelled to Clanton's restaurant in Vinita for lunch. Oddly, there was a motorcycle club from Sweden or some country nearby that we also met two years ago at that same restaurant. They were touring the U.S. and appeared to be having a great time.

We enjoyed our lunch and just kind of went our own way to get home. There were a couple of cars that traveled with us back down Route 66 to Claremore then West on 20. They waved goodbye when we came to the Ridge Road turnoff. All in all another good day for travelling with the top down. The weatherman does not sound encouraging about too many more of those.



John,
You don't have to use this, since it is a Model T and not a Triumph, but it is a sports car and that is a J-type OD. The rear axle is a 2 speed underdrive. The Model T has a 2 speed transmission. All three are planetary. Now with 8 speeds I just have to remember which gear I'm in. The overdrive works well.
Larry

