



# Triumphant Times

## Green Country Triumphs

Monthly Newsletter for August 2015  
<http://greencountrytriumphs.org>

### From Our President *Jack McGlumphy*

Well fellow club members I hope you all are doing well and enjoying this HOT August weather. I am writing this pretty late on Saturday and it's the last thing I need to get done before we go to Galveston tomorrow early in the morning. Going down there to just kick back and relax for a few days before Savanna goes back to school on the 20<sup>th</sup>.

Just in case you were not at the last meeting at the Phillips home I will tell you this, the food that was served was as always very tasty and after everyone was quite full of Barbecue, salads and many desserts the meeting was called to order. Denny Robertson was elected as our new Vice President, Rolf and Adele offered to share the duties of the Secretary and a few days later Tom and Dorothy Chronister said they would step up and take over the Activities Chair.

I would like to thank Sharon Parker for all the time and effort she has put in to our club being the Secretary this past year and the Activities Chair for as long as I have been a member of GCT I think she is a great asset to our club and a pretty good person to boot.

So far this being President is a breeze having great people offering their services and time for the club makes my position pretty easy and believe me we all thank you.

This really is great group of people we all seem to have different backgrounds but share the love of driving our sometimes temperamental but fun little British sports cars.

Well with that said I am going to go and pack for Galveston and get myself ready for a long drive tomorrow.

### NEXT CLUB MEETING:

**Tuesday August 18th**  
**Dinner at 6:00 PM**  
**Meeting at 7:00 PM**  
**Location: Fox & Hound. 7001**  
**S Garnett Rd, Broken Arrow,**  
**OK 74012**

### Officers and Committees

**Jack McGlumphy – President**  
**Denny Robinson– Vice President**  
Jim Murray - Member at Large  
Jan Phillips – Treasurer  
**Adele Blom – Secretary**  
**Tom Chronister - Activities**  
Art Graves – Car Shows  
John Phillips – Newsletter, Parts,  
Repairs, Appraisals, Membership  
[tr6@atlasok.com](mailto:tr6@atlasok.com)  
**New Names this year in RED**

### Agenda items:

- 1 Discuss meeting locations relative to moving around versus having perhaps a standard rotation of a set number of places.**
- 2 Discuss action to be taken, if any, when members become unable, due to hardship, to pay annual dues.**

## **From Vice-President** *Denny Robinson*

While I was in Vietnam, I kept dreaming of a MGB sports car, when I finally got home. I came from out in the sticks and thought this would be a girl getter when I got back into circulation. I arrived at the airport in Tulsa on July 30 1969. After meeting all the family, we went back to home to Wister that night.

Bright and early that Friday morning, Dad and I went to the bank in Wister and retrieved the money I had been depositing while in Vietnam. I had been depositing about 100 dollars from my E4 pay plus 65 dollars of combat pay for twelve months.

We drove back to Tulsa on that same day and found a 1968 MGB at a used car dealer. It was setting beside a 1967 Corvette coupe. Both were priced at \$2750! I liked the Corvette, but had my heart set on a British convertible sports car. I chose the MGB. I had more fun with this car over the next few months. I could circle the Dairy Queen in Poteau then circle the Mr. Swiss and see how many girls I could get in the car. It was a chick magnet. Lot of times there would be four people in this little car. Two would sit on back deck and we would drive all over the town.

This car was not used to the treatment that it received. Within 8 months of my crazy driving and putting it on the dragstrip at Fort Smith on Sundays, It had given up the ghost. Had to replace it with a 1969 Plymouth Roadrunner convertible in bright red. This lasted through getting married and a few months after that.

Fast forward to 1979 when we bought a new 1979 Triumph Spitfire. It was a carbon copy of the one we now have only in better shape. We took several trips with it back to Oklahoma from Illinois with our daughter laying on a blanket behind our two seats in July. Fun times, but wouldn't do it now. We kept this car until Kay got a new 1989 corvette. Sold the Spit for \$2800 with 43k miles. Sure wish we had kept it.

The Spit we have now has so much more value to us because it brought us into the club where we found so many new friends that we now cherish. We hope to have many more years of meetings, parties and drives with our dear friends

## **Minutes of the Last Meeting from Secretary** *Adele Blom*

Green Country Triumphs Club held its annual meeting at Jan and John Phillips' home on Saturday July 18, 2015. The meeting was called to order by current Vice-President and in-coming President Jack McGlumphy after members were finished eating. We had no report from the treasurer because she had prepared the feast. Then we accepted the absence of minutes from the previous meeting as none were taken.

John Phillips gave the Parts Committee Report: Frank Woods TR-6 was now done after about four months work. John himself bought a TR-8 recently, and admitted that he was unfamiliar with TR-8 repair procedures. Jim Lindsey will bring over a TR-4 which will take several months to reassemble. Our wonderful new member Joe the veterinarian, a local television star, is hoping to bring over his car but John's garage is full.

The usual Show Committee reporter was absent, so John continued on to say that the annual show in Carthage, MO was schedule for next week, July 24-27, 2015. If members are going they may want to drive together. Al and Janice Garbart were planning to go. The main comment about the Carthage show during this meeting is that it usually has hot weather.

There was no Activities committee report.

It appears that a popular idea with club members is to continue with varied locations for the monthly meetings to explore new parts of Tulsa and its surroundings. Discussion ensued.

With regular meeting business completed, Jack McGlumphy began his new responsibilities as President, and conducted elections for next years' elected officers. Jim Murray was re-elected member-at-large by acclamation. Jan Phillips nominated Dennis Robinson for Vice-President. There were no further nominations and Dennis was elected by acclamation, being too stunned to decline. Adele Blom volunteered to be Secretary and got a round of applause. The position of Activities Committee chair remained vacant, and Jack will be seeking volunteers.

The meeting was adjourned at that point.

## 2015 Conventions and Shows

### **Kansas City All British Car Day**

Location: Kansas City, Missouri  
Date: September 5 - 6, 2015  
Web: <http://www.kcallbritish.com/>

### **6-Pack Trials**

Location: Galloway, New Jersey  
Date: September 10 - 13, 2015  
Web: <http://www.6-Pack.org/>

### **Brits in the Ozarks**

British Iron All British Car Day  
Location: Agri Park, Fayetteville, Arkansas  
Date: September 11 - 13, 2015  
Web: <http://www.britishironwa.org/>

### **Texas All British Car Day**

Location: Centennial Park Rock, Texas  
Date: September 25 - 27, 2015  
Web: <http://www.txabcd.org/>

### **Triumphest**

Location: San Diego, California  
Date: October 8 - 11, 2015  
Web: <http://www.triumphest2015.com/home.html>



## Engine Noise

*Snippets from e-mail, etc. worth sharing.*

John

I called today and the  
**Queen Wihelmina  
State Lodge** hotel is  
open and 7 rooms are  
taken, 4 are left. Might  
want to put another  
notice in newsletter.  
Denny

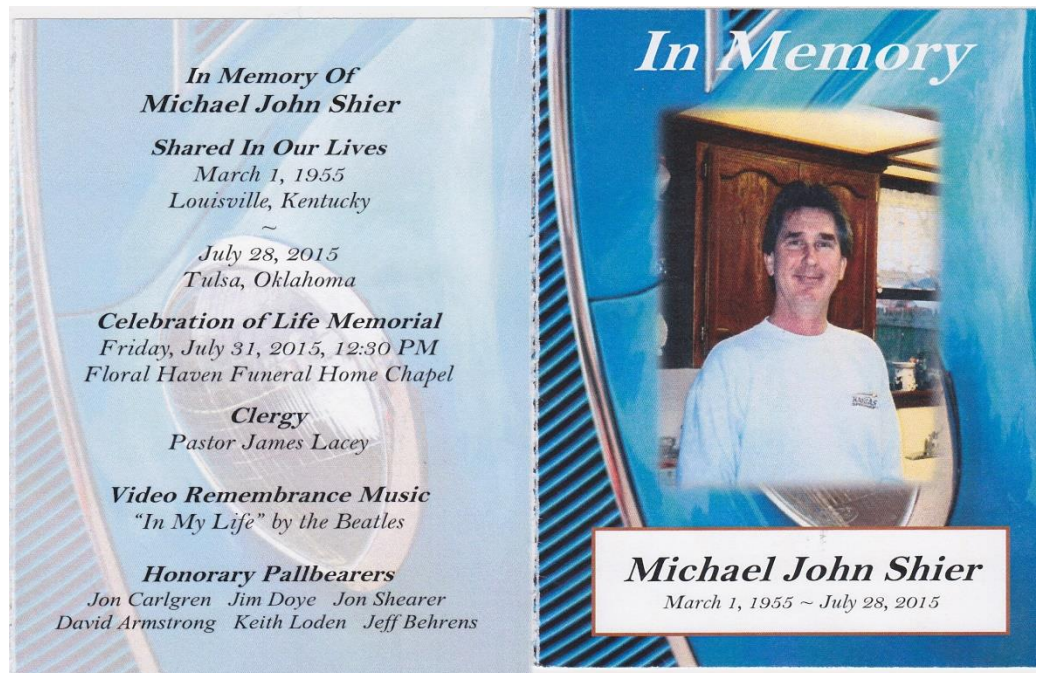




**On July 31, 2015** Jim Murray, Jan and I attended Mike's funeral service. We found the service very well done and it was almost fun seeing the pictures and hearing the music.

Mike was an army vet and the Military performed part of the service. When you hear about the things he was involved in you know him a little better and I found an even better appreciation for Mike.

I will contact Peggy in a few days and see if she needs any club assistance in the disposition of his TR6.



**Also on the 31<sup>st</sup>** Jan and I picked Sam up at home and took him to his doctor's appointment after which we stopped at the Drug Store to get a couple of prescriptions filled.

I know you want to know how Sam and Carol are so here it is in a nutshell. No details at this point. I think Sam should share those when he is ready if ever.

Sam is better than when he left the hospital. He is still using oxygen and probably will for a while. He was a very sick guy. He can drive and he can walk some but needs to keep his feet up as his legs are quite swollen. He is having trouble sleeping and is depressed over Carol.

Carol is in a temporary facility and Sam is trying to relocate her to a permanent facility. He is simply not able to care for her anymore. These folks need a lot of our love right now so don't be bashful about spreading it around.

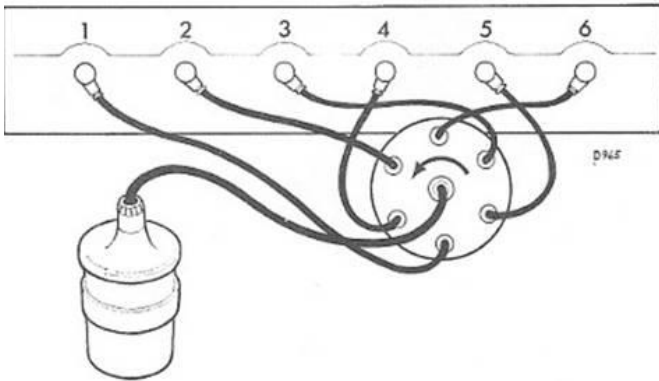
## Retirement Celebration

Kay and daughter Polly gave Denny a great beginning to his retirement. They hosted a surprise party at Main Event on August 1<sup>st</sup>. The date was also their anniversary. A few of the GCT members were invited to join the family in their reverie.



#### 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.



## Engine Noise

Snippets from e-mail, etc. worth sharing.

### Contact from our web site.

Message from **Green Country Triumphs of Tulsa**

Name:

Bill Fauth

E-mail:

[luremefish@msn.com](mailto:luremefish@msn.com)

Message:

Just spent some time changing the overdrive wire harness and relay with new solenoid. Took it out on the road and lost 3rd gear. Can you recommend a good shop that could rebuild it? The 1962 TR4 is all original I had it on blocks for 20 years. Radiator, water pump, carbs fuel tank, pump and lines all have been refurbished. I'm skeptical about anyone working on it but myself. Can you recommend someone I can trust? Thanks, Bill

## Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

Overdrive Transmission 30 Weight Non-Detergent Oil (Ask at your parts store) 1 ½ Qts.

## Engine Noise

Snippets from e-mail, etc. worth sharing.

Bill,

We are fortunate to have in our club a gentleman named Larry Young. Larry has experience with A type over drive transmissions in particular and to a lesser extent also with the J type. Larry is not in the business but is a dedicated hobbyist who happens to own a freshly restored TR250 OD which he bought new. Last year we rebuilt the J type in my TR6. He is not into heavy lifting and may have no interest at all in your transmission but if he should take it on I am sure he will expect and need a lot of your participation and help to do the job.

He is copied on this message so he can see what is going on. You may want to consider joining the club to further entice Larry to assist. I could not have more confidence or trust in anyone for this repair than our Larry Young. A picture of his car is attached.

If he is not interested contact John Gauldin in OKC or John Esposito at Quantum Mechanics. Another option would be Chad Jester, another local member, if he has the time.

**John Phillips**



## Engine Noise

Snippets from e-mail, etc.  
worth sharing.

The exhaust from manifold to tail pipe new stainless, windshield new, crash pad and dash redone, I have the original hub caps, the rims have been reversed and cad plated inside the rims to prevent rust. Original top, tonneau cover in good shape. Brake cylinders, master cylinder and clutch master and slave rebuilt. Radiator re cored new water pump and belt. SU carbs rebuilt, new spark plugs and points and rotor cap. Original paint, rear bumper needs to be re chromed. Front in great shape. Floor pans no rust, the only spot was in the driver's door jam on the bottom, chemically treated. About the size of a pencil eraser. Frame solid. Just put new carpet set in that I had ordered long ago, it doesn't fit but I put it in anyway. Hope you enjoy your project as much as I do. Happy motoring. If you have anyone interested in a nice 1962 TR4 I'm open to offers. Thanks John

Bill  
[luremefish@msn.com](mailto:luremefish@msn.com)







Some of the club cars at the 8/1/2015 Breakfast run to Café USA in Sapulpa. Jack's TR6 is in front of the Tr7.



## Engine Noise

Snippets from e-mail, etc. worth sharing.

Steve has been installing the rebuilt cylinder head on the TR3 and replaced the blown head gasket. When trying to set the valves, the starter quit on us as we were using it to bump the engine over. Steve removed the starter and we had it tested in at Walkup Starters and Generators. No problems with the starter so after reinstalling it.....it worked. So he finished setting the valves and we quit! Triumphs are a challenge!!!!

JJC Triumph Garage, Julie



# 14th ANNUAL **BRITS** *in the* **OZARKS**

**ALL BRITISH CAR & CYCLE SHOW**  
*Benefiting the ALS ASSOCIATION*  
*"Fighting Lou Gehrig's disease"*



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## **BRITISH IRON TOURING CLUB OF NORTHWEST ARKANSAS**

**University of Arkansas Agri Park  
Fayetteville, Arkansas**

**September 12**

**SPECIAL GUEST**

**Barney Gaylord**

*"The MGA Guru" and Storyteller*

**Car Display • People's Choice Judging • Concessions Available**

**Host Hotel**

**Holiday Inn Convention Center of Northwest Arkansas  
I-49 and Highway 412, Springdale, AR**

**FOR REGISTRATION INFORMATION CONTACT**

**BILL WATKINS**  
479-636-2168

**OR**

**DOUG SCHRANTZ**  
479-531-2783

[www.Britishironnwa.org](http://www.Britishironnwa.org)

[dschrantz@arkansasusa.com](mailto:dschrantz@arkansasusa.com)





## 2015 Club Activities

Activities Meeting	1/3/2015 – Sharon
St. Pat's Party	3/21/2015 – Jan
Rock Café Breakfast	4/18/2015 – Rob
Grand Lake	6/6/2015 – Tom/Dot
Independence Day	7/3/2015 – Robinsons
Club Elections	7/18/2015 – Phillips
Café USA Breakfast	8/1/2015 – John
Click's Pawnee	9/19/2015 - Frank
Sequoia St. Park Lodge	10/9 thru 10/11 Piggott
Talimena Drive – Overnight stay at Queen Wilamena Lodge – 10 rooms	10/24-25/2015 Robinson
Guy Fawkes	11/7/2015 – Jan
Christmas Party	12/12/2015 – Adele?

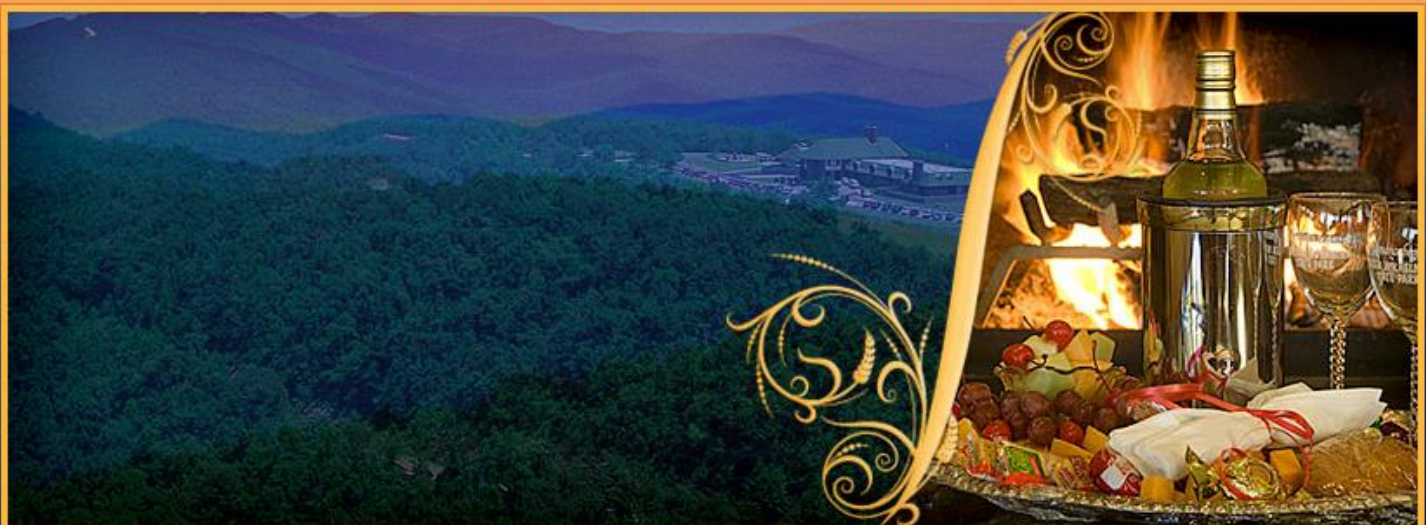
## Overnight Out & Back

Join Green Country Triumphs for a fall tour over the Talimena Drive with an overnight stay at Queen Wihelmina State Lodge on the 24<sup>th</sup> of October. 10 rooms have been held for our club until September 24<sup>th</sup>. If you wish to participate call 800-264-2477 for reservations. Rooms with two single beds or one king are available. A renovation of the lodge is currently underway so everything should be renewed.

Because of the distance, we will drive day one to the Queen Wilamena Lodge and spend the night. On day two we will drive on to Mena then make our way home by a route selected by Denny and Kay. Denny is making 10 reservations and seven rooms are spoken for. If you want to make the trip please contact the lodge and get your name on the list for a room. If more than 10 are needed hopefully they will be available.

## Queen Wilhelmina State Park

FEATURING ARKANSAS'S "CASTLE IN THE CLOUDS"



## September? Out & Back

Frank Wood

In 1962, Clifton "Click" Nelson opened a bar and grill in Pawnee, Oklahoma, originally named Click's Alamo Club. Customers knocked at the locked door and were checked through the 2-way mirror. We're not sure which customers were welcomed and which weren't, but women didn't go into the club for the first few years.

Besides being known for his outstanding steaks, Click was also known for his colorful language. He served hamburgers and fries for lunch, but if a customer ordered that for dinner, Click could be heard bellowing from the kitchen "Who ordered the @!#?@! fries? They can go across the street to the @!#?@! Tastee Freeze for that!" In fact, the locals would bring in new customers and urge them to order the fries just to watch their reaction to Click's tirade. Everyone knew that his bark was worse than his bite, and that he was actually a good guy at heart.

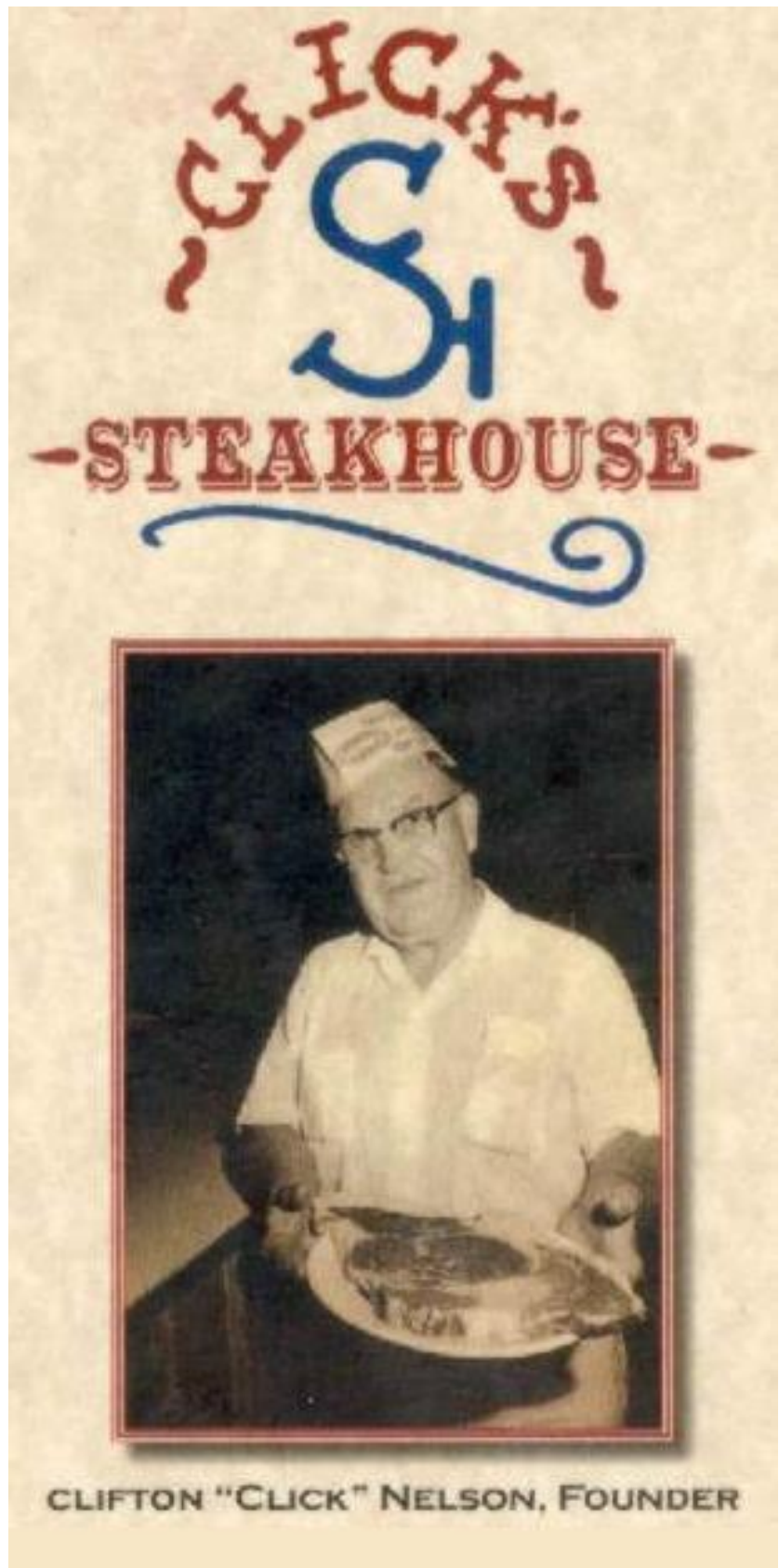
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

We hope you enjoy your dining experience with us, and we promise not to yell if you order fries!

409 Harrison St Pawnee, OK  
74058 (918) 762-2231

Tuesday, Wednesday, Thursday  
11a.m. to 8p.m. - Friday and Saturday  
11a.m. to 9p.m.

Sunday 11a.m. to 2p.m







## **Greasy Hands Garage North Update**

by John Phillips  
7/14/2015 –

Frank and I continue to work on reassembly of his TR6. Today I tackled getting bolts in the rear engine/transmission mount. Four bolts. Doesn't sound bad does it.

I worked 4 hours and had two bolts in. After consulting with Frank I drilled two access holes through the floor pan so the bolts could be inserted through the bracket, shim and frame. Nuts were installed and the job was done in only about 5 hours.

Meanwhile back at the ranch, Frank was installing the front bumper supports and cooling system components.

After the bracket was installed I worked under the car finishing up the exhaust pipe support, the clutch slave cylinder install, the ground for the engine to body, the oil pressure gauge hose,

connection of the fuel line to the pump, the tach drive cable and the electrical connections to the alternator, thermostat housing, and the anti-run-on valve to the pressure switch.

While Frank was trying to finish up the water hoses I installed the exhaust manifold and intake manifold.

Tomorrow we hope to finish up the water hoses and redo the bumper brackets. When the hoses are installed and tight we can add coolant and static time the engine. Depending on how long it takes to do all the rat killing we may start the engine tomorrow.

**7/15/2015 –** I fully expected to start this segment by telling





you how great it was to get Frank's car started. Alas, it did not happen.

All that is left is to add the oil and set the timing. I worked on the timing while Frank fetched a plug for the EGR valve hole in the intake manifold and then filled the radiator and engine with coolant. I failed to tighten one clamp so spillage was replaced from shop supplies.

Installation of fasteners around the manifolds was completed this morning and all the piping was replaced for fuel and emissions. Bumper support braces were reworked. What was not completed was static timing. With everything set up the test light just would not light up. We finally called it a day and a call for assistance went out to John Gauldin for advice.

Tomorrow, oil will be added and hopefully the timing set and the engine started. We will see.

**7/16/2015** – The problems continue with progress on Frank's car. When I opened the shop door this morning there was coolant under most of the car from a bad hose clamp at the firewall heater hose connection.

I went through about 5 different clamps before finding two that would work and the orientation of the clamps was optimized for clearance and accessibility. This used up the first two hours of the morning fixing the leaks and cleaning up the mess.

Frank readjusted the heater valve cable so that the valve will shut completely off when the knob is fully pushed in.

The next thing we ran into was a hose that was too long that ran from the manifold to the anti-run-on valve. We cut it to a proper length then realized the valve was pointed the wrong direction. Luckily the hose was still long enough to reach even after have cut off a significant amount.

We looked and looked for the choke cable clips but did not find them. On this project so far the shop had hidden from us the bolt for the spin on oil filter adapter and the subject clips. Is like they just are absorbed by the shop out of meanness.

The oil was added to the engine after the oil filter was filled and installed. As is usual the oil was poured liberally over the valve train, springs,

pushrods, etc. to ensure that during start up everything is initially lubricated to eliminate stuck valves and the like.

After the valve cover was removed it appeared the gasket had been overly compressed to the point that metal was touching metal. So Frank replaced the valve cover gasket to reduce the probability of leaks.

This was a day of redoing stuff that had already been done. Not particularly rewarding. Also the issue of not being able to static time the car has not been resolved. Our plan is to try to start the car without static timing and see what happens. This should be interesting.

**7/17/2015** - Frank and I encountered problems timing the engine for startup. The standard test method for static timing did not work. We worked on this issue for about three days trying to figure out what was wrong. We corrected the location of an electrical connection that was touching the cam in the distributor and causing a short and tightened the nut. The test still did not work so we said to heck with the test. Let's start the car and it started.

The overdrive works as well, the carbs and timing are set. There is a small coolant leak to track down and eliminate and Frank is concerned about the oil pressure reading on the gauge. My belief is the gauge is not reading properly. The engine does not overheat, it sounds great and at this point I am a happy camper. When the interior is in and the leak eliminated it can go home.

I can then focus on the TR8 for a few days and hopefully get it back on the road.

**7/18/2015** – Frank was back today to work on taking care of the little things in addition to putting the interior back in. All the care taken to drill tunnel holes in the right location paid off as only one is pending hitting the hole.

The center dash support is back in over the carpet and I did not even lose the anti-rattle pin and spring although I did drop them twice. Carpet, seats, etc. are in.

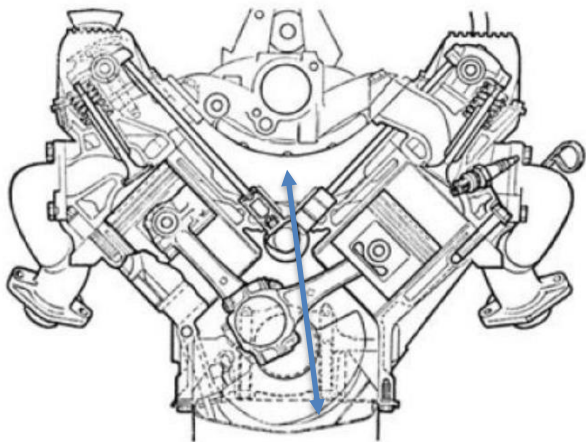
Tomorrow I pick Frank up and we bring the bonnet back to the shop for installation after which the plan is he drives the car home or wherever he

wishes. Good to start a new project, great to finish one.

**7/20/2015** – It is time to shift attention to Tinkerbell. If you have forgotten Tinkerbell is what I intend to call the TR8 recently purchased from Kent Clovis.

The new carburetor and intake are in place. I lost track of a small screw and fear it fell into the engine while the valley cover was off. I have ordered a new pan gasket so that I can remove the pan, retrieve the screw and then seal the pan well upon reinstallation.

The good news, since the screw was not seen while the valley cover was off, is that there is open space from the cam which is visible all the way to the bottom of the pan. This assumes the screw did not land on top of the crank.



There are still lots of hoses to attach to the new intake manifold and the radiator hoses and coolant are also being changed.

Naturally when the new pan gasket has been replaced new oil and filter will go in. Right now I plan to use the 20W50 Castrol Edge for classic cars.

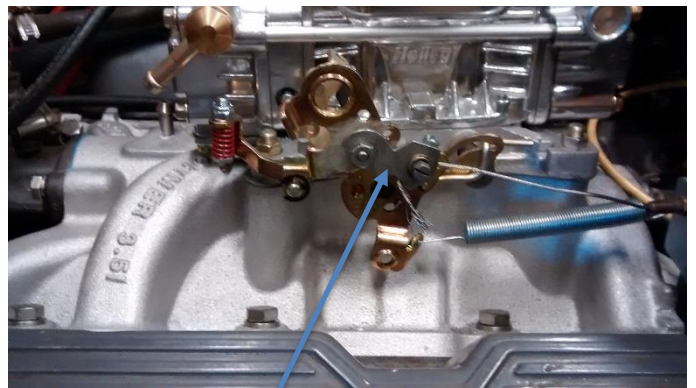
This should be an interesting project. I will keep you advised.

After a short work-out I went to the shop for a while. I decided to replace the bottom radiator hose mainly because it appeared to be a lot easier than the top one. After working on a TR6, these things are very difficult. After wrestling with the hose for a while the clamps were tightened and the

thing is in place. The hose is fearfully close to the pulley on the alternator but the brackets appear to hold it over enough to be out of danger of rubbing a hole in the new hose, I hope.

After that, the next task was to reconfigure the attachment of the throttle cable to the carb. The attachment screw that came with the kit was woefully weak and not well thought out.

A scrap carb was retrieved from the attic and the lever from a choke was removed and cleaned. The section not needed was removed and the hole enlarged to accept a 10/32 screw. The



newly fabricated part was bolted to the carb and the cable attached using the clip normally used for the choke cable. Anticipated reliability increase is substantial.

**7/21/2015** – Today was a day to relax with only a little time spent working on the TR8. I am still trying to figure out what hoses go where and what is the most logical way to route them.

I found the old fuel filter and the mount for it at the firewall and moved them back to the back of the intake where they had been mounted previously. The old filter was discarded but the mounting bracket was removed, cleaned and used to mount the new filter that came with the kit.

After doing a little planning for the water hose from the overflow tank to the intake manifold and the fuel line from the filter to the carb, I took a trip into town to see if what I needed was available.

I found the Castrol with the added ZDDP and bought 7 bottles at about \$10 a bottle. OUCH!!

I also purchased two gallons of coolant and a filter. At the next stop I found the needed water hose and fuel line. The fittings were not what I had

hoped for but will function ok, just not look very pretty.

Tomorrow Frank is returning so that we can add a power feed to his new center console which will house a cigarette lighter type power outlet. That won't take long so I am sure that more work will get done on the TR8. The new pan gasket is also due tomorrow so it is almost time to remove the pan and search for the missing screw. Wish me luck.

**7/22/2015** – Frank came out today and we reset the idle speed on his car and tightened a couple of bolts on the oil pan. There is an oil leak that we have not found yet.

Frank started to route the wire for his aux power port in his new center console but did not get far. I think we are both recuperating from the effort expended getting the car back on the road.

Some progress is being made on the TR8. I continue to connect hoses where I think they go. Depending on whether or not they are to be used there are two or four to go. I have questions in to Woody at the Wedge Shop to find out what to do next.

I also ordered a pan gasket from AutoZone since the Triumph sources only list a kit which I don't need. It will be here in two days. Saves shipping and buying a bunch of stuff I don't need.



**7/23/2015** – Today my self-assigned task was to install the top radiator hose and check out the cooling system for obvious leaks.

All cooling system hoses are now changed with the exception of a heater hose that appeared to be in great shape. I had been dreading the top hose due to a lack of access to the connection at the radiator.

The trick to getting access appears to be to remove the intake connection first then bend the hose out of the way to create arm space so the other connection can be reached. I still struggled a little but it is in.

There appeared to be plenty of room between the pulley on the engine and the hose but I added a wire tie to hold it up a little further anyway.

After all connections were checked again the coolant was added. Evans waterless was not used. It is very expensive and not readily available so I went with conventional stuff. I am hoping the radiator is in good condition as it was not checked.

The other thing completed today was a cleaning and repainting of the overflow tank. It was in pretty ugly shape but functionally ok. At least I think it looks better.

A little cleaning is happening as progress is made. The exhaust manifolds are a little ugly so at some point I will probably make a mess trying to put some paint on them without taking them off.

Tomorrow the oil pan comes off. It has been leaking so some cleaning is in order there as well. Maybe the new gasket plus a little of Jim's huckempuckey will keep it clean for at least a week. Maybe, if I don't drive it.





**7/24/2015** – I have frequently said that everything is easy if you know how. One thing that is foolish is attempting something when you don't know, but think you do. What makes this a lot worse in hindsight is having the instructions on how to do something and not using them.

On Friday morning after mowing the lawn that was absolutely out of control after the most recent rain, I went to town to fetch the pan gasket ordered from AutoZone. They cheerfully handed it over and I was on my way.

Back at the shop, already a little tired, I started removing the pan bolts. Like the TR6 most of the bolts were easy to get to and came out easily. There was one on each side  $\frac{1}{4}$  of the way back from the front that were very hard to get to.

I recently bought some flexible ratchet extensions that came in very handy here. They did not make it easy but they did make it possible to remove these bolts.

About this time I realized that the pan was resting on the steering rack center front. Before breaking the seal on the pan it seemed appropriate to check the repair manual to see if anything special was needed to get the pan off.

Imagine my surprise to find, unlike a TR6, the engine must be lifted in a particular manner to get clearance to remove the pan. A special tool is required to help hold the engine up while work is done at the pan level. I don't have one.

I had spent quite a while working on the car even after mowing the lawn and was pretty much done in so I called it a day to rest and consider the situation I was in.

Jan says we should attend the home show on Saturday so maybe another full day of rest is a good thing. Feeling frustrated and overwhelmed and a little stupid since this is all caused by losing a bolt down in the engine, maybe. Stay tuned.

**7/30/2015** – Work on the 8 is progressing very slowly and carefully so I don't screw up something else. The engine hoist has been re-assembled since it was taken apart for storage after Frank's work was completed. It is in position over the engine/transmission for lifting.

The jack is in position under the plate on the bottom of the sump. The next step in the process is to remove the bolts from the motor mounts and raise the engine two inches.

The bolts are not easily accessed and I have yet to figure out how to do that. While trying to make sure I was using the correct socket I dropped it. It did not magically jump out into my hand when I reached for it so I said that is enough for today.

My arms are complaining, the grass is mowed again, even some of the creek that has been too wet to drive in until now. I am just tired.

Tomorrow Sam has to be taken back to the doctor and if time permits Jan and I will attend Mike Shier's funeral. Saturday is the scheduled breakfast at Café USA in Sapulpa. This whole week has been like that. Just can't seem to find a good stretch of time to work on the car when I am fresh enough not to get something messed up.

Oh well, it is just a hobby right. If it takes a long time nobody is getting hurt, except the other people that need work done or access to the lift. Sorry about that folks. When the 8 is off it is all yours.



**8/2/2015** – Today I sent out a plea for help and Ray Brown answered the call. As a result the oil pan is off the 8. Unfortunately there was another pan like structure above that one as part of the oil pump pick up assembly.

By the time we got that far Ray foolishly offered to spell me under the car and I let him. He finished removing the oil pump pick up assembly and as it was coming down the missing washer fell out onto the floor. With the crank visible from below and by turning the engine to look for the missing screw we were unable to locate the missing screw.

The good part is that the engine turns without hitting anything that would go crunch and stop the engine. Tomorrow the search for the screw continues until there is a certain level of confidence that there is no danger in starting the engine. After that the engine goes back together and completion of the carb exchange can continue.

**8/3/2015** – The first thing up this morning was to take some dents out of the sump, clean it all up and throw on a coat of paint. I actually looks pretty good.

While it was drying the oil strainer was reinstalled. I had to study a bit since Ray had removed it and I did not know where all the parts belonged.

When the sump was dry silicone sealant was applied to the pan gasket on both sides and allowed to set up a little.

Clark Frayser came out today to help with the things done more easily with two people on hand. As a result the oil pump strainer and sump are back in place. The gasket for the sump was not a perfect fit so I am hoping that it will seal ok. I sure would not want a Triumph to leak oil.

We got the bolts back in the motor mounts but the nuts I used were not the correct thread so the nuts on the driver's side will come back off and be replaced. The nuts on the passenger side fit but are not yet tight so there is still a little more to do before I am finished under the car.

I never did find the missing screw but the engine turns freely at least for now. If it is sitting somewhere up in the engine I am confident that if it does break loose it will fall onto the oil pump

strainer pan or into the sump and cause no problems.

If I can move my neck tomorrow the plan is to tighten everything up and re-attach the clutch fluid line to the slave cylinder. Then I can lower the car and continue on with finishing up the carb conversion. Still not sure about the hoses and what should be connected and if so where. I am sure it will all work out.

**8/9/2015** - The above plan went by the wayside due to a lot of other things taking precedence. Today Ray Brown was out and we removed the pan and oil pump strainer. The car was raised and another search was made for the missing screw. It was not found.

The oil strainer assembly was reinstalled and the sump was cleaned of the existing gasket and a new gasket was set in fresh silicone sealant to dry overnight. Tomorrow the sump goes back on and motor mounts reattached. I can then resume work on getting the carb change finished up.

Tom Needham was also out today to bring me some new sun visors and update me on his efforts to resolve his performance issues. It seems they are not yet resolved. He and Mike Piggott had tried some adjustments with mixed results. The saga continues.

**8/10/2015** – This morning Ray Brown came over to help for a while. We reinstalled the pan on the TR8 and reattached the brake fluid line to the slave cylinder. The master was refilled and the slave bled.

While I was trying to figure out where all the hoses were supposed attach Ray was making sure all the fluids were added. The oil is in, the brake fluid is in, the clutch fluid is in.

After studying the TR8 manual relative to hose attachment I placed them where they appear to belong.

Still to be done are three wiring issues which should not take more than one more work session. With a little luck the car should be running by mid-week. If it works out I now have to figure out what other jobs I have to do and who comes first.



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



I am selling my black hardtop so if anyone wants one here is your chance. \$500 will make it yours. Newer paint / original headliner and hardware. Call John (918) 283-7017





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## Great Car



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

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

### **Ted & Loretta Dorton**

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[ted.dorton@cox.net](mailto:ted.dorton@cox.net)

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Owasso, OK 74055





## Hot RestoMod

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

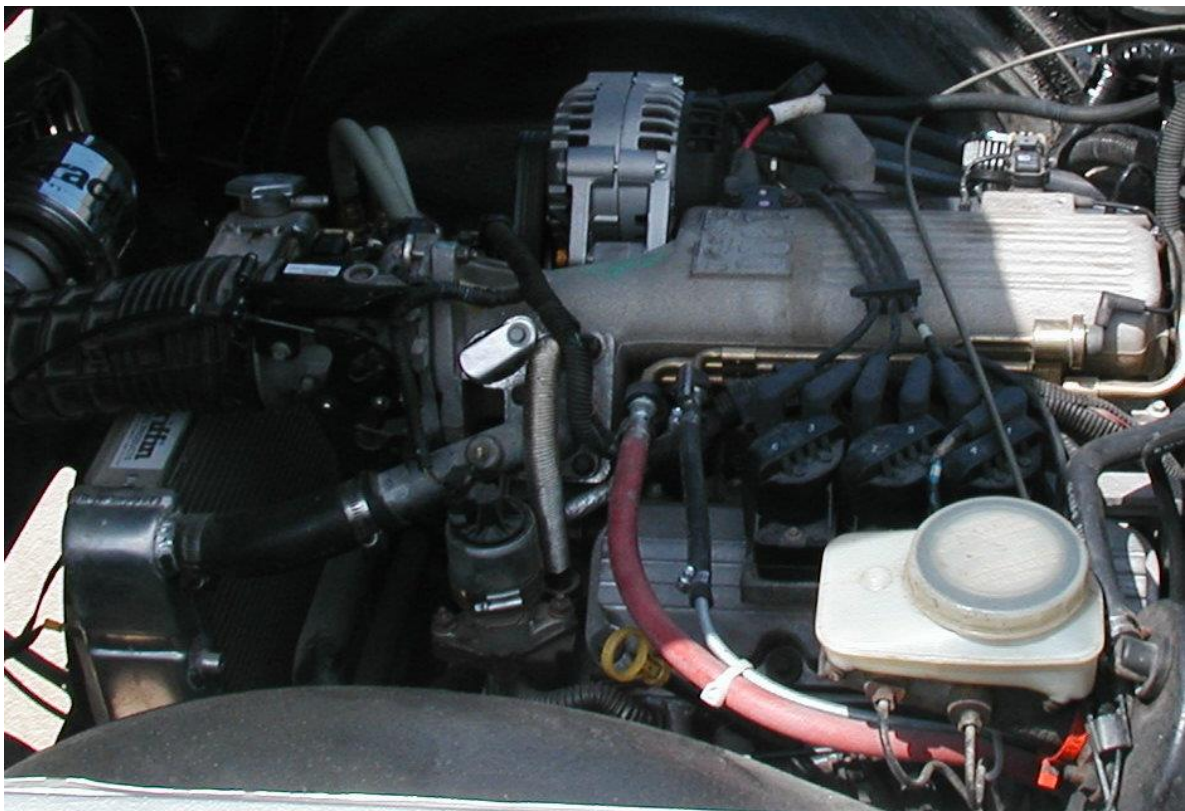
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



*Tony Mullenger*

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!





Thank you, I will attach pictures that I have on this computer, if you need more I'll have to send some from my phone.

Repairs needed: Fuel line was diverted as brass connection wasn't working, but car runs. New paint job in approx 2008 but it blistered a little on hood with age. I have all info on paint etc. I have many extra parts, not sure what all I have as still in crate. I think an extra transmission too, someone will have to id it. It has two tops. I have the full one on it now but it's missing cover doors. I have the old ones that need recovered or info on ordering new ones. Fred thought I could easily ask 25,000 for it. But to the right buyer, I am willing to discuss price. Carolyn Meyer

I would be willing to make a donation to the club for helping me sell the car. **ASKING \$18,000.**  
carol meyer [jamescarolmeyer@att.net](mailto:jamescarolmeyer@att.net) Carolyn Meyer 918-231-0817



### 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	
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MEMBER NAME		
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PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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 CLAREMORE, OK 74017  
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 maudp@atlasok.com

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



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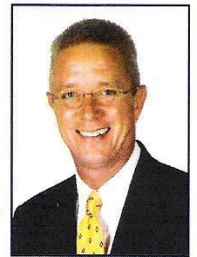
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