



# Triumphant Times

## Green Country Triumphs

Monthly Newsletter for November 2016

<http://greencountrytriumphs.org>

### NEXT CLUB MEETING:

**Tuesday November 15TH**

**Dinner at 6:00 PM**

**Meeting at 7:00 PM**

**Location: White Lion Pub**

**6927 S. Canton Ave**

**Tulsa, OK**

### Officers and Committees

Denny Robinson – President

Rob Thompson – 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)

### From President *Denny Robinson*

Hello club members,

This fall has been good for short trips in the little cars. I have driven the Spit several times around town for running down parts and beer. Looks like weather is ready to change. Very cloudy and damp today.



I have not done much on the 64 Spit the last month. I did get supposedly the correct sway bar, but not mounted yet. Again I have a lot of parts to order before I can get much further. Talked to John about the transmission with overdrive. He has a rigging to run and test the tranny and hope to get over to his shop soon to get it checked out before mounting to engine.

It was good to have two new families join our club and attend our last meeting. Hope they can come to the monthly meetings and other functions we do as a club.

The Guy Fawkes party at Jan and Johns was a success as usual. Jan makes the best Shepherd's Pie along with side dishes brought in by everyone. Too bad more members could not be there to enjoy the food and fellowship,

Took the new Jag over to dealer this morning to learn what all the buttons and gizmos that are on it and how to use them. It has a bad noise around the drive shaft when I gas on it hard in a turn. We have an appointment next Mon. to get it checked out.

I will not be at the next meeting as I have an electrical retraining class to give in Mill Creek. OK. This will be on 11/15 and won't be back in time. I hate to miss going to my favorite British pub in Tulsa. hope we can get a large group to the meeting.

## **From Vice President** *Rob Thompson*

All the department stores have their Christmas wears out earlier than ever, so why not say it... Merry Christmas and Happy Holidays.



This month's business meeting is at the White Lion, a British Pub and restaurant. Donna and I ate there a few weeks ago and it was very good and very British. Great English beer and concoctions. The Owner from Liverpool was our waiter and we enjoyed talking about our time in Great Britain last January. His mom, who lives above the restaurant, provides all of the recipes and family décor.

When we were in England, we saw a great variety of English cars including an Austin group but no Triumphs in view those two weeks. We often entertained small talk with the locals and most of them had blank stares when I mentioned I had a Triumph car back in the states. It's been a whole generation since the last TR's were made and common knowledge of them is beginning to fade among the locals as well as here in the States.

We did not make it to Coventry but we were entertained by many excursions to Bath, Cotswold's, Oxford, and several days in London and later to Scotland. All of the taxi drivers were very interested in US politics, and especially President-Elect Trump. We are definitely going back. Maybe a Green Country Triumph group??

See everyone at White Lion!

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



The October 18, 2016 meeting of Green Country Triumphs was held at Ike's Chili House on 11th Street, as Rob Thompson continues to find new and different meeting place for the club. The meeting was called to order at 7pm by Dennis Robinson.

Dennis called on the secretary to read the minutes of the September, but fortunately it

was moved and seconded to approve them as written in the newsletter.

The Treasurer's Report was given by John Phillips. After donating \$1,000 to a flood victimized Triumph club in Louisiana in September we still have left.

We heard a report by Art Graves on Car Shows. The show season for this year is essentially over. There will be something in New Orleans in March. Next year's VTR-South Central Regionals will be in New Braunfels, Texas, hosted by the South Texas Triumph Association of San Antonio. The dates are April 27 - 30, 2017. Many trophies were awarded to our club at the VTR National in Lake Texoma. On September 29 there will be a local car show in the YMCA parking lot in Owasso 11-4 to raise money for VFW. Chad Jester said there even were British cars at this year's Scottish festival.

John Phillips is working on his own cars. Gages are due to arrive for his TR6. The TR8 has slippage of the cylinder sleeves in the engine. Chad and John are currently planning to drill through the block and sleeve to pin the sleeve in position. Obviously this will require the engine to be pulled again, followed by some serious machine shop work. Dennis Robinson needs a sway bar for a TR Spitfire. Cash Billups said he had one in his garage that might help Dennis.

With respect to activities, Al Garbart handed out a map for the Saturday out-and-back. We will meet in Broken Arrow at the Quick-Trip on 81 near Blue Bell Creameries and Highway 51. We will stop at a park and go around a lake. We will end up at Sequoyah (Western) Hills Lodge for a lunch (they have a full menu).

On November 5 John and Jan Phillips will be serving shepherd's pie at their home, for our usual Guy Fawkes party, but without a bonfire or fireworks this year. Bring something to add to the meal and your own beer or wine. We will meet there at 6pm.

Carol and Glen Larson will host the Christmas Party on December 10th. Please be thinking of a \$25 gift for the gift exchange.

There was no old or new business. We welcomed Cash and Cassie Billups (who have a TR Spitfire from 1962 and one from 1965) and Mary and Matt Wenger (who have a TR6 from 1976). The meeting was adjourned by unanimous vote.

**Proposed new business item:** Maybe we can quit the horses this year and maybe find something different to exchange since the joke is no longer that funny. Think about it please.  
Adele



## TR3 Ignition Timing,

By: Ken Gillanders, January 1985

Transcribed by: David Templeton, June 29, 2002

Ignition timing is a poorly understood, very important and a frequently done wrong part of a tune up. While most distributors are designed to be

timed with a strobe or an electronic timing light and running, the TR distributor is designed to be timed with a static light and with the engine stopped. If a Triumph 2 or 3 is timed with a strobe while running all you will get for your trouble is a poor running engine with badly retarded ignition timing.

What follows is the factory timing method and it seems to work the best:

1. Remove the coil to distributor low-tension lead at the distributor, usually located in the distributor base and next to the cylinder head.
2. Connect a static light (any 12-volt lamp) between the distributor terminal and a convenient hot lead (the battery will do).
3. Using either the crank or by pulling the fan, move the pulley around in a clockwise direction as viewed from the front. Place the hole drilled in the rear half of the pulley  $\frac{3}{8}$ " to the left of the timing pointer<sup>1</sup>. DO NOT turn the pulley in a counter clockwise direction, as the crankshaft motion is not directly transmitted to the camshaft due to the timing chain tensioner. The fan must be moved in a smooth and continuous movement clockwise to the correct location.
4. Loosen the clamp at the base of the distributor and very slowly turn the distributor in a counter clockwise direction until the static light just comes on and then clockwise until it just goes out. This is the exact point of ignition and it is possible that the light may come on as you tighten the clamp, making it necessary to readjust until the

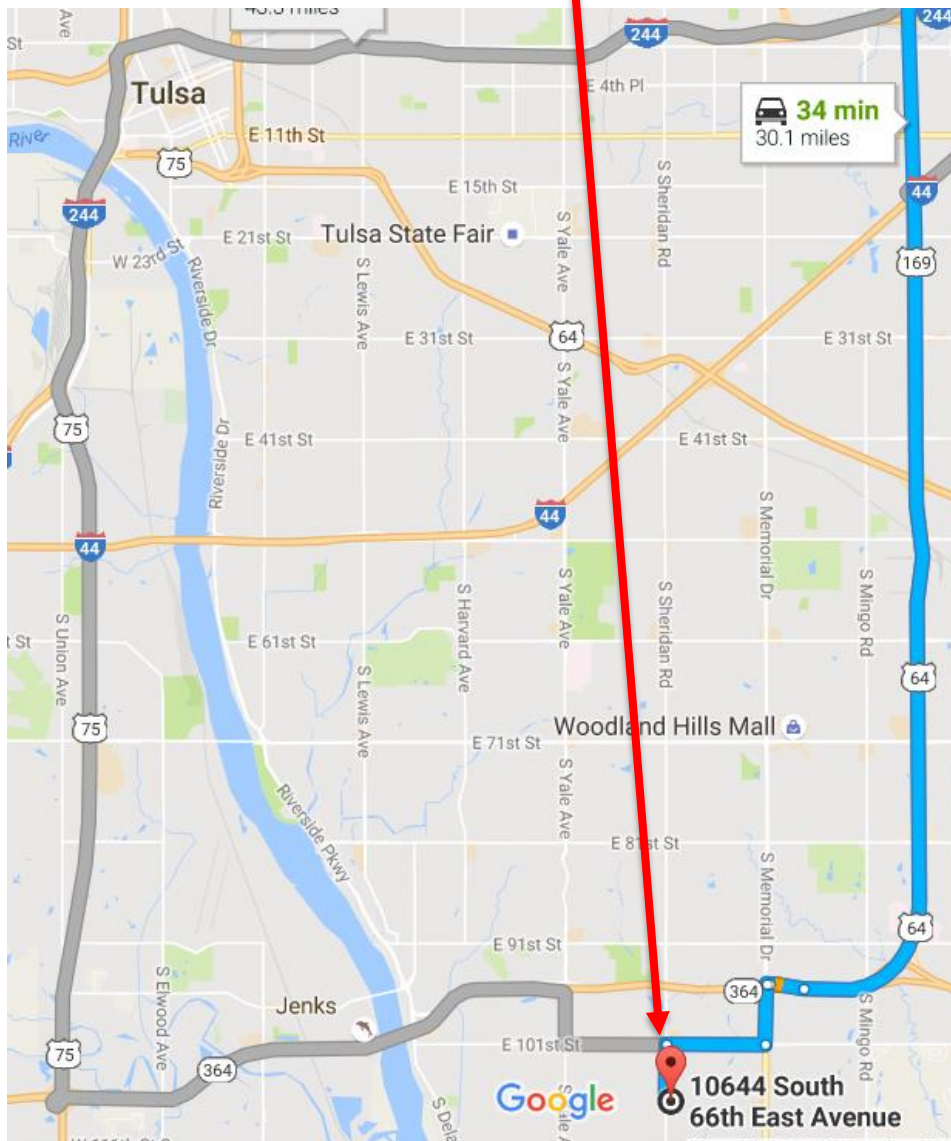
light just goes out. Then reconnect the low-tension lead and you are ready to go.

$\frac{3}{8}$ " measured on the circumference of the crankshaft is about 8 degrees, which is more initial timing advance than the factory recommends, the engine, however seem to run more effectively at 8 degrees than 4 degrees of advance.



## 2016 Club Activities

Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator Glenn and Carol Larson at their home
--------	---	---



**New web site stuff!!! Open it up and Check it out.  
Click on the club logo for a nice surprise.**



## Welcome to the Green Country Triumphs Club!

Founded in 1993, the Green Country Triumphs Club, located in Tulsa and surrounding areas has been around for many years. Our club focuses on all models of Triumph automobiles. We are always looking for new members to join in the exciting challenges and cool new adventures triumphs have to offer. Contact us and become a member today!



6-PACK

The TR6 and TR250 Car Club of the Americas



GCT merchandise

Visit our Café Press store to shop for Green Country Triumphs apparel and merchandise



Vintage Triumph Register

The Vintage Triumph Register is a North American Triumph car club of over 2,800 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs.

Thanks Jon, this is really great.

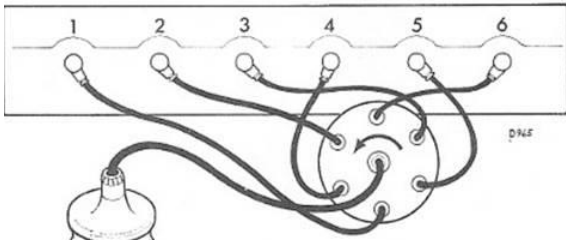
Made some updates to the website as discussed except for VTR stuff from newsletter. I will try to get to that soon. Also added Café Press link to purchase merchandise. Most of the money goes to Café Press but I put a \$2 markup on most of the items. Royalties are not paid until they reach \$25. I

can put the a paypal email address in the account for whoever in the club wants to accept the money if account goes above \$25 or a check can be sent to someone. If the club doesn't want a markup, I can take it out. There are cheaper ways to get products with our logo, but you usually have to buy in bulk. Café Press has been around for a while and has a pretty good selection of items so I went with them.

### 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.



### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

Spin on oil filter sizes: TR6 Fram PH3600  
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/>

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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





## Upgrade

Charlie Brown really changed the look of his TR6 with new wheels and tires. Check it out.



Nice selection there Charlie. Now we have to install those wind wings.

John:

**Our church** had a small car show and the TR4 got second place. Coupon for a car detail and



home-made trophy. Check out the auto parts that are welded together and spray painted. It weighs a ton and needs to be recycled.

Tom C.



 **” Remember, remember  
the 5<sup>th</sup> of November”**

## Guy Fawkes Day Celebration

Jan's Shepherd's Pie was even better this year than most, as usual the side dishes provided by attendees were tops. Several members had other obligations so the event was lightly attended but we enjoyed each other's company and some OSU football. What an ending.

Charlie Brown was the only Triumph driver so at least we got to check out his new 16" wheels and new soft riding tires. Nice quiet evening with friends.

**From:** Jesse Hernandez [<mailto:chuydez@att.net>]  
**Sent:** Saturday, October 29, 2016 2:21 PM  
**To:** John Phillips <[topaztr6@gmail.com](mailto:topaztr6@gmail.com)>  
**Subject:** Re: GHGN Activity

Hey John, haven't met you yet but I've been meaning to come see you. I actually took a chance and drove my spitfire to the Nut House festival. My wife set up her booth here this morning. If it's ok with you, I wouldn't mind stopping by on my way back home or in a few. Gotta spend a little time here with her but maybe I could come by your place in a bit then come back here and help her close up shop at 6:00. I'm handy with tools if you still needing a little help.

*Editor: Jesse did stop by for a little visit. We looked at each other's cars and the shop. Turns out Jesse runs a restaurant in Bartlesville. Do I sense an opportunity???*



## Greasy Hands Garage North Update by John Phillips

Not the best way to start writing for another month. Since the .050" shims were not adequate to quiet the lifters we tried adding shims of an additional .040" to no avail. The lifters are still noisy.

At this point I am beginning to suspect low oil pressure is the cause. If you remember oil pressure has long been a concern even though these engines are known for having low pressure. As Jim Lindsey pointed out the lifters are quiet when the engine is first started and the pressure is about 40 PSI at that point.

As the engine warms the noise increases and pressure drops. It seems logical to suspect low pressure is causing the noise. It may be time to look into alternatives for lifting pressure.

I gathered information from several web sites that have addressed this issue and it appears there are multiple solutions, some easy and relatively inexpensive, some not so easy and

inexpensive. We shall see where this thought process leads. Stay tuned.

From the internet, "

### ***Rover Oil Pump Upgrades***

*This article appeared in The British V8 Newsletter - Volume IV, Issue 1 - January 2006*

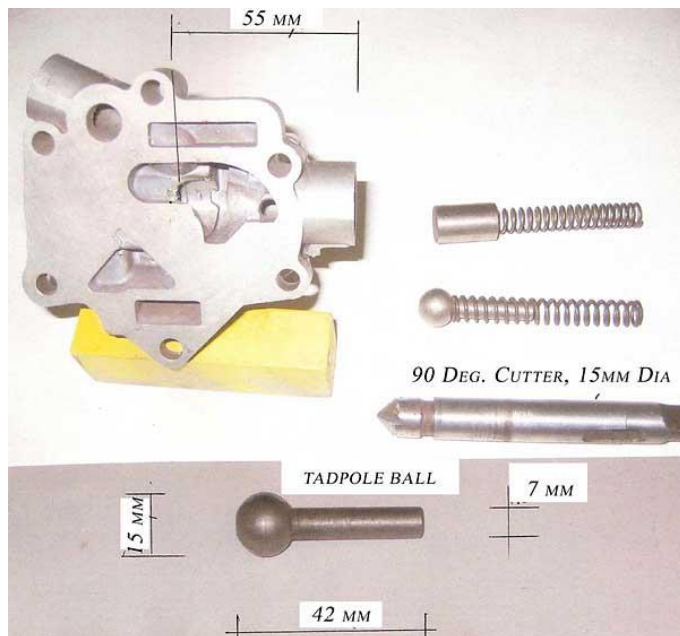
*by: Jean Monfort*

*The Rover oil pump has a weakness: the relief valve, which is no more than a small spring-assisted piston. This piston uncovers the return port and allows oil to bypass if the oil pressure becomes too high. Fitting a new piston can cause jamming in the bypass position. The oil pressure falls immediately to zero! The jamming can sometimes be temporary, so the oil pressure is inconsistent.*

*There are two ways to avoid the worst case scenario: (1) replace the whole unit with both a new piston relief valve AND a new expensive pump base, or (2) better yet, fit a cheap Tadpole type relief valve into your pump base.*

*How do you do that?*





- 1- Mill a small seat in the oil pump base with a 90-degree cutter.
- 2- Make a Tadpole type valve, on a lathe, from high grade steel.
- 3- Harden the ball by heat treating.
- 4- Increase the oil flow by enlarging the port close to the valve.
- 5- It is not necessary to replace the spring. The old one will be more than enough when compressed by the ball.

If the oil pump gears are new, or in good condition, the pump will now put out oil at 45 PSI (at idle) and will never forsake you. After all that, if you are afraid of a pump axle breaking, the only other option is the external oil pump!

### **How to tell the difference between a slipping liner and a duff lifter?**

By listening? Or is there a test?  
It's easy, **A tappet noise will occur from a cold engine. A loose liner will not (normally) and will only be audible when the engine has become hot**, it's this expansion of the Aluminum block that allows the steel liner not only adequate movement clearances but also allow it to temporally break free.

**A Loose liner will only be noticeable (audible) when the engine reaches a specific temperature, the sound is likely to be persistent, sounds slightly heavier than a tappet noise and also is less random.** When the RPM is increased the noise will stop as the piston out - accelerates the liner.  
When the engine is cold, the process is restarted, otherwise returning to low rpm will always re-produce the sound.

#### **Order of merit**

(Chances of loose liner)

4.0 and 4.6 1999 to 2002---- very very likely

4.0 and 4.6 1984 to 1999---- Very Likely

3.9 and 4.2 1989 to 1996---- Likely

All 3.5 engines---- Less Likely However such engines are now very old so possibility level is rising."

Right now the info above discusses an oil pressure upgrade and a problem with loose cylinder liners. Pinpointing the problem and resolving it has been challenging. If the cylinder liners have to be replaced or repaired the oil pressure upgrade may be done simultaneously.

The information in **red** is what leads Chad to think the liners may well be the problem.

**10/14/2016** – Jim Lindsey called today to inquire about testing of horns. After a short discussion he decided to come to the shop to test them and look at the book on how to rework/repair them.

Using a battery charger as a power source the horns were tested. One worked, one did not. A rivet was drilled out of the defective horn to see what kind of rivet was needed to put things back together after the horn was reworked.

Having received the information needed he headed for home to disassemble the bad horn and determine what needed to be done once the components were exposed.

**10/17/2016** – The slipping liners in the TR8 turns out to be a big deal. Chad is researching options and in the meantime I am preparing for the worst and looking at other options.

There is no way Chad has any responsibility for this problem so he continues on because he

wants to help me get the car going in a satisfactory manner. I respect his passion for this project because no one knows how busy he is more than I do. I owe Chad a lot of thanks for his approach to this project.

In the search for possible other options I have reached out to Mark Chapple and Lonnie Wall who have both put a GM V6 in a wedge. Mark's initial response was very positive and suggested we get together and visit about his project and its results. No response from Lonnie yet.

If Chad comes up with a way to save the existing L head engine, that should be a lot less expensive. It runs great so I hope he is successful.

**10/19/2016** – Chad and I talked yesterday and came up with part of a plan. The only inexpensive way to address the slipping liners in the TR8 cylinders appears to be pinning the liners in place.

This involves drilling holes through the block from the outside through the liner near the bottom. Each hole is then threaded and set screws installed. The set screws are then locked in place using a jam nut externally.

The next step is to grind the portion of the set screw protruding through the cylinder liner flush with the inner diameter of the sleeve. The sleeve is then pinned in the full up position and should no longer move.

First things first, the engine has to come back out so that work begins today. It's ok, this is just a hobby, right.

The coolant is out as is the oil and alternator. The bonnet is next and Tom Needham will be over in the morning to help me with that then I can go on from there.

**10/20/2016** – Tom arrived about 10 this morning to help with handling the bonnet during removal and storage. That went well and probably took longer that needed as we took the opportunity to visit a little.

Something I almost forgot was to remove the tubing for the windshield washers from its routing through the inner fender. This is done after attaching a "fish" wire so that it can be pulled back through the fender after the bonnet is reinstalled.

The next step was to detach the air conditioner compressor and tie it up for storage while the engine is out. This process allows the system to stay intact and not require service when the car is put back in service. In theory.



So the bonnet is off and the air conditioner compressor is secured after an easy two hours in the shop. I was not feeling very well due to allergies so we called it a day. Progress is slow but there is progress. Thanks Tom.

I checked on the gauges for the Pumkin and shipment back to me was promised for Wednesday the 26<sup>th</sup> of next week. This does not support the out and back to Ft Gibson but what can you do?

**10/24/2016** – The good news for the day is that the road in front of the shop has been resurfaced and appears to be in very good condition. We have high hopes for its serviceability over the remaining years that we will need it.

The gauges should be coming in soon so Pumkin can again be rolling down the roads of the area. Tinkerbell will be out of commission for the foreseeable future however until engine issues can be resolved.

When the engine and transmission are finally out the sub-frame will be reinstalled to make the car ambulatory and the lift available while awaiting powertrain resolution.

**10/25/2016** – Visited Midwestern Engine Rebuilders today and was pleased to see a job in progress to replace cylinder liners in a large diesel engine. It appears they do this stuff all the time. Labor cost about \$90 per hole.

I also found liners on line for about \$50 per hole. That works out to about \$1120 to repair the

block. Other costs include new rings, gaskets, sealants, some fasteners (ARP head studs are reusable and cost \$185) and incidentals.

The complete job could be done for about \$1500 or so it appears at this point. Right now I believe this is the best choice for my application.

**10/26/2016** – Having been rejuvenated by sort of having a plan to proceed I was back in the shop today. Several steps toward engine removal were accomplished.



When it came time to remove the exhaust I was about played out for the day and getting it apart is going to be a big physical job so it was a good time to quit for the day. Once that is out the lift will be used to raise the engine off the sub-frame so it can be removed, the sub-frame under the transmission will be removed, the driveshaft disconnected and the lowering of the engine out of the car can begin.

Mark Chappell came over today to discuss the option to install a 231 cc, or 3.8 liter V6 in the 8 in lieu of the 3.5 liter V8. This is a nice option but cost prohibitive for my purposes.

Chad is on board to assist in engine disassembly and re-assembly after the new liners are installed. Yippee, we have a plan.

**10/28/2016** – Made good progress today, refinished the teak dash fascia for the TR6 and covered a lot of steps required to get the engine/transmission out. Tomorrow the engine will be lifted, the sub frame will be unbolted and removed as will the sub-frame under the transmission.

With everything disconnected and supports removed the major assembly of engine and

transmission can be lowered from the car. More later.

**10/29/2016** – Success was not error free but there was success.



The engine and transmission are finally out. Tomorrow disassembly will begin in preparation for work on the block to repair the slipping cylinder liners. Stay tuned.

**10/30/2016** – Boy, my butt is dragging. Been working hard. Got the sub frame back in so the car can be moved around first. Then started taking stuff off the engine, tranny, clutch, flywheel, exhaust manifolds, etc.



Just sent Chad a message to find out what is next and where it will happen. Progress.

**10/31/2016** – After a few honey-do's it was back to the shop. Several items were removed but not nearly enough. Waiting on input from Chad and running back and forth for various pieces of hardware. I guess any progress is still progress.

The engine is now on the engine stand improving accessibility to parts to be removed. Tomorrow should go better.



**11/1/2016** – Well, guess who forgot to loosen the crank pulley bolt before removing the engine from the car. Now there is no effective way to loosen the very tight bolt without the engine turning over. Rats. Still thinking on this one.

On the plus side the motor mount brackets were removed and the water pump, which shows signs of leakage so a new one is on the parts list.

I am waiting on Chad to let me know what else to take off before proceeding so I don't mess anything else up. Stay tuned.

**11/2/2016** – Well my brain worked for about 15 minutes this morning and I remembered the old saying, "Give me a lever long enough and I can move the world" or something like that.

So I came up with this idea which actually worked. It took two long cheater bars, a length of rope and a break-over bar with the correct socket.



The first bar was placed against the floor and an old ski rope used to wind around the pulley several times then tie off so the pulley would not move. The second bar was placed on the handle of the break-over bar and the bolt moved actually pretty easily. Ok there is one win.

With the pulley out of the way the power steering pump bracket bolts could be removed. On to other things.

So at the end of this work day here is where I stopped.

I sent Chad the picture below and he wanted to know if any of the liners were out of position. I went back out to check and all liners are perfectly positioned. There is no indication of anything wrong with the liners. We said hmmmmmm.

**11/4/2016** – Today the oil pickup tube assembly was removed from the bottom of the engine. There two goals in mind when removing the assembly. The first was to find the bushing dropped into the engine from one of the valve cover



gaskets. I found it and removed it. Done deal.

The second was to find out if any slippage of liner could be found from the bottom as there was none from the top. As the picture above shows the liner extends past the block material so there is no way to see a scrape or a gap. Still no visual



evidence of slippage.

This is very troubling. The lifters are good. The engine is noisy when the engine is hot, not when cold. Solid symptom of slipping liners.

The oil pressure is about 40 PSI at cold startup. It drops to 8 PSI at idle when hot. Is the oil pressure inadequate to keep the lifters pumped up????? Sometimes I wish I were a mechanic.

I already plan to upgrade the oil pressure system using as a minimum a stronger spring on the relief valve found on eBay. It is on order from the UK.

Of course if the liners are a problem I want to fix them and properly. If not, why spend the money.

**11/5/2016** – The oil pump is off as is the timing cover, chain, sprockets and cam. The only remaining components in the block are the pistons, rods and crank.

While experiencing the awful noise coming from the engine one of my major concerns was, what is all that banging around doing to the cam? At that point the assumption was the lifters were the problem, not the liners.

**11/10/2016** – Yesterday the block went to Midwestern Engine Rebuilders. We will see what happens.

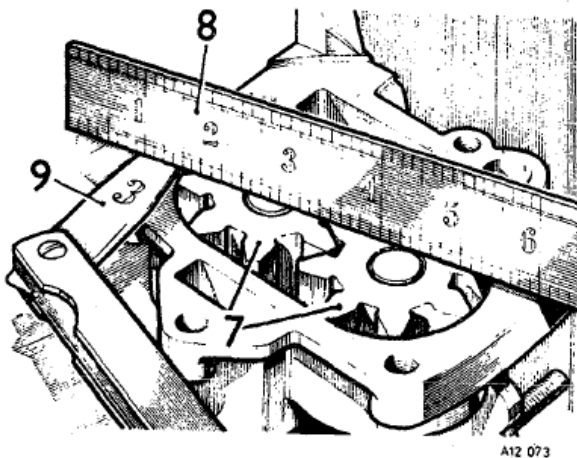
In the meantime, I want to figure out how to check the end float on the oil pump gears.

No big deal, the .002" feeler gauge moved freely between the straight edge and front cover so all is well. Good.

I plan on attending a town meeting tonight after stopping at AutoZone and ordering a rebuilt water pump. Least expensive option I found. I did

#### **Inspecting**

- 6 Check the oil pump gears for wear or scores.**
- 7 Fit the oil pump gears and shaft into the front cover.**
- 8 Place a straight-edge across the gears.**



- 9 Check the clearance between the straight-edge and the front cover. If less than 0.05 mm (0.0018 in) check the front cover gear pocket for wear.**

find a rebuild kit available at Moss Motors but by the time shipping was figured in I was saving \$15 and it really was not worth taking the chance on messing mine up.

Called on the gauges for the Pumkin today and was told that he was short on help but he would try to get mine shipped before Thanksgiving. The parts were shipped to him on September 19<sup>th</sup>.

**11/11/2016** – As stated above I stopped at AutoZone on the way to the meeting to order a rebuilt water pump for the TR8. As it turned out their supplier was out of stock and had no ECD for having one available. The assumption was that they were no longer available.

This morning early Moss's web site was accessed and a rebuild kit ordered for \$36 plus \$10 shipping. Hope it comes with instructions. (Shipped same day.)

Minimum information is included about the Christmas party at Carol and Glenn Larson's home but there is a map above. If you wish to participate in the dirty Santa gift exchange just bring a no more than \$25 gift. As usual the club will pay for the entrée and the sides and deserts will be furnished by members. It is kind of exciting to be having the party at a different location.

I hope to see everyone at the White Lion on Tuesday. Be sure and check out all the neat changes to the web site.

So I asked Jan if I could have a rebuilt transmission for Christmas and she said yes. I ordered it today.



## Remembering Margaret and Paul

Jan's parents once embraced our hobby enthusiastically and actually owned two Triumphs near the end of their life. Their first was a 72 TR6 that we rescued from a lady trying to donate it to a church.



Paul decided I needed something to occupy my mind while our house was being built in 99. The car was moved to his shop and the restoration was begun and finished there, with paint and engine work being outsourced.

It turned out great but as is typical in the hobby Margaret did not share Paul's enthusiasm for the car. Thinking a TR8 with air conditioning might prove more enjoyable the 6 was sold and a TR8 was purchased from a mailman in OKC

The 8 needed air conditioner work which is the only time I ever worked on one but it did work when we finished.

As it turned out the 8 also sat in the garage unused and I had no interest in a fuel injected car with a CPU with which I had no experience.

As it turned out the TR6 went to and is presumably still residing in Jenks and the TR8 ended up in Washington state.

Just part of the club/family history that provides good memories.



The picture below shows the Pumkin, our first Triumph, a 76 TR6 converted to overdrive, Ol Red, another rescue car fixed up cosmetically and passed on to a teacher in Missouri, Paul's 72 TR6 and Jan's 89 Jag XJS.

The jag was another victim of lack of use and just sat in the garage as Jan never used it. The jag, Ol Red and Jan's mini-van were all sold and provided some of the funds to purchase the 2002 Durango she drove for 14 years and loved dearly.

Her new Subaru has a lot to live up to.





## Classified Section

# For Sale:

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

### Sam Clark

Green Country Triumphs

(918) 625-6798 Mobile

(918) 455-8993 Home

[trdoctor@aol.com](mailto:trdoctor@aol.com)

13415 S. 127th E. Ave.

Broken Arrow, OK 74011-7444

<http://www.greencountrytriumphs.com>



**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





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

John, I have decided to sell my 1976 TR7 for about \$5200 obo. Would you please put it in the newsletter? I feel I don't give it justice. I don't drive it as often as I should. I still love the wedge look and driving it.

It does have new tires. It does still pull to the right a bit...I took it to Admiral Alignment and he said that the frame has shifted a little due to age but he aligned it the best he could.

It drives great and runs down the road like it owns it.

### **Julia (Julie) Cross**

(918) 625-6932 Mobile  
(918) 321-5692 Home  
[alwaysthecross@yahoo.com](mailto:alwaysthecross@yahoo.com)

P. O. Box 8  
Kiefer, OK 74041





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

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

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

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



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

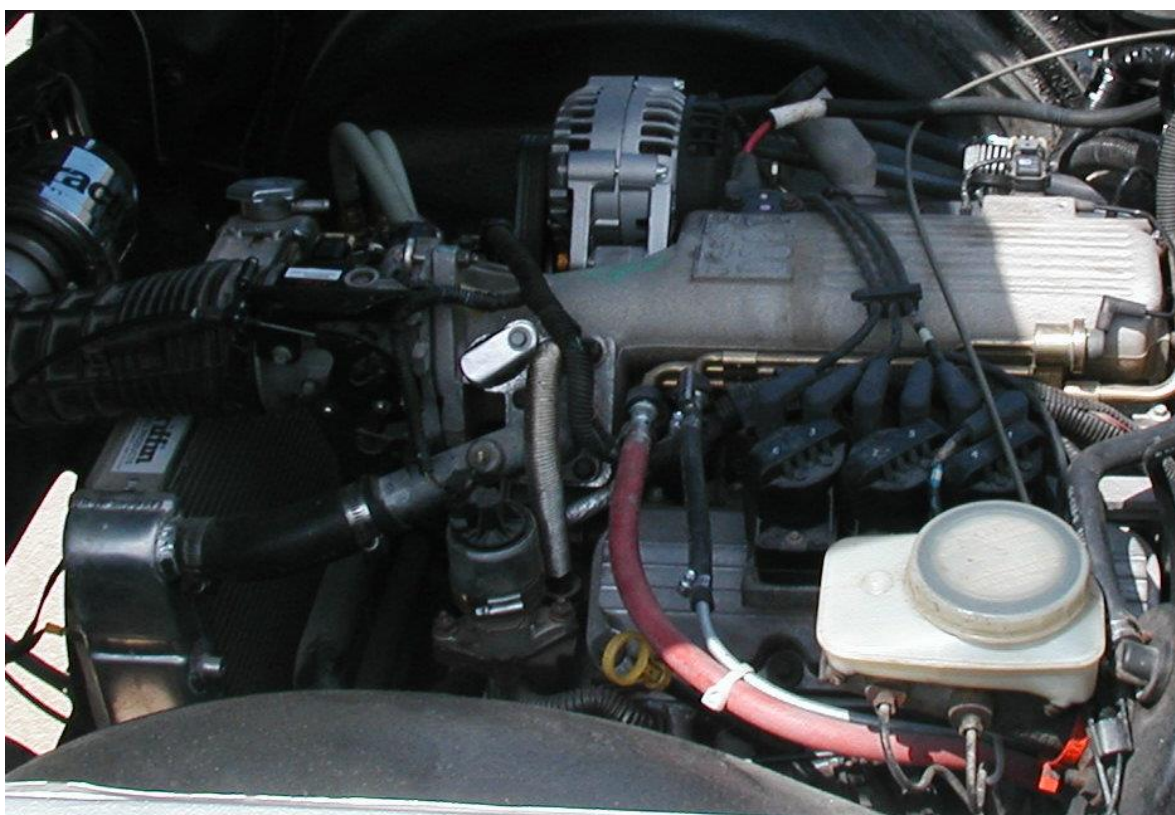
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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

***Tony Mullenger***

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!





## JOHN'S PAGE – STUFF FOR SALE

I Just like the tan one better

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



Figure 2 **TR8 WHEELS / REMINGTON TX120 TIRES \$300**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED. ASKING \$225 CONTACT JOHN 918 283-7017 OR [topaztr6@gmail.com](mailto:topaztr6@gmail.com)**





### GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

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

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

### **Admiral Alignment**

*For Brakes, Suspension & Steering*  
 11323 East 20<sup>th</sup> Street  
 (918) 437-0070

**Andy Wilmes C.A.T. Service  
 Manager**

We accept and recycle used oil, transmission fluid, brake fluid, power steering fluid, anti-freeze, old tires (the state requires a dollar be collected for each tire), batteries, radiators, metal, etc.

  
**Insurance**  
**Tony Mullenger**

*"Superior Service - Uncompromising Integrity"*

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

Office (918) 341-2100  
 Fax (918) 341-2154



**Specializing in Home & Auto  
 Insurance including Collector  
 Cars, Boats and Motorcycles**

 **JD YOUNG™**  
 the document solutions people

On Site Printer, Copier & Fax Repair



Call (918) 925-3388

**Assorted TR3 & TR4  
 parts Contact: Larry\*  
[cartravel@pobox.com](mailto:cartravel@pobox.com)**