



Triumphant Times

Green Country Triumphs

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

From Our President *Jack McGlumphy*

As some of you know I am in the downtown Rotary Club of Tulsa and have been a member for about six years. Today I made my reservations for my Sixth trip to Nicaragua this coming March our Rotary club along with the help of other clubs across the country have been drilling water wells on the western side of the country for about 10 years as of date we have about 400 wells drilled.

Nicaragua is the second poorest nation in the western hemisphere Haiti is the only one that is poorer. Per capita in Nic is about 1,100.00 per year. To give you an idea of how that translates a Dr in Leon working in the emergency room is pretty lucky to make ten dollars an hour and Leon is a pretty big city in Nicaragua.

In these small outlying barrios the people will walk to the closest river or stream, which 95 % of the time are polluted, with 5 gallon buckets haul, back water that they will use that day for cooking drinking and washing. This work is considered to be the job of women and children as soon as they are big enough to do the job.

When we drill a well in a community so many things change for the better. The children will continue their education which over time helps them get out of their extreme poverty, they will start gardens which they will eat from and sell the extras for cash or barter. They also grow things like banana trees and other vegetation, but probably the biggest change is their health from not drinking polluted water which causes many different health issues.

Each year we will go and see a water well being drilled and pay attention to how the people are living and how their lives are then the following year we will go back to see what improvements have been made to that

NEXT CLUB MEETING:

Tuesday October 20th
Dinner at 6:00 PM
Meeting at 7:00 PM
Location: Te Kei's
1616 S Utica Ave,
Tulsa, OK 74104

community and I must say they have always been impressive each and every year and that is why this will be my sixth time to Nicaragua.

Jack M





From Vice-President *Denny Robinson*

It seems like this writing a newsletter comes more often than monthly. Kay and I will be taking a trip using the route I have planned out to Queen Wilhelmina Lodge. Will be getting starting point for group to leave from and distance to travel on way down. We will do this prior the monthly meeting so all can get a look at the routing and have time to change if anyone has a problem. Will also pick a route for coming back with a couple different routes for all to decide

on.

I haven't been driving the little car as Kay has been working me like a pit mule for the last two weeks. She starts each day with a list for both of us to do. I've told her that I am retired, but to no avail. Looking forward to 10/24/2015. Should be an enjoyable weekend.

Minutes of the Last Meeting from Secretary Adele Blom

The August meeting of the Green Country Triumph Club was held on Tuesday the 18th at the Fox and Hound Restaurant at 70th and Garnett. President Jack McGlumphy called the meeting to order promptly at 7:00 pm.

The President asked if any members desired a reading of the minutes of the July annual meeting as provided in the newsletter. With no requests for a reading, John Phillips moved the minutes be approved, and the motion was seconded by Dennis Robinson. The minutes were then approved unanimously.

The treasurer's report was given by John Phillips as Jan was unable to attend. The treasurer's report was also approved after a motion from Frank Wood seconded by Adele Blom. We appreciate Jan's work as treasurer over the past many years.

John Phillips reported for the Parts Committee. Frank Wood's car has continued to leak oil for some time and suffers from low oil pressure while running. The car loses about ½ pint per drive while it marks its territory. Further work appears needed unless Frank has an excellent supply of cheap oil. John Phillips' "new" TR-8 has the intake manifold and carburetor back on, and it now runs well. Jim Lindsay is hoping to bring in his TR-4 in for some work. Joe Landers reported that he and a friend had spent a great deal of time working on carburetors with several parts replaced

while trying to fix a fuel starvation problem. He discovered that the car runs well if a fuel supply is taken directly from a nearby gas can, so the fuel line on the car probably needs cleaning or replacement. John Phillips' "old pumpkin" has an oil leak but a product that is supposed to swell rear seals will maybe work. John plans to go to Fayetteville in September so will have to decide which car is up to the trip.

The Activities Committee was called upon. Louise Wood tried to let people know about a pow-wow over the weekend before our meeting. Adele Blom told about a planned activity for the ladies club which can include men. We plan to meet at First Watch on 81st and Lewis at 12 noon before going over to the Elsing Rock Collection at 1:30pm at ORU on Wednesday August 26.

Denny Robinson reported that the Queen Wilhelmina Lodge is finally finished and open and the restaurant is open. On October 28 we have scheduled a 175 mile drive with a stop-over at the Lodge for \$91.50/night (there are still 3 rooms available for GCT until September 28) to see fall leaves. Dorothy and Tom Chronister are the members newly in charge of activities if you have questions.

Membership is almost all paid up (only \$20 necessary). The club voted to extend a membership for Carol and Sam Clark who are both in poor health. We have about 45 members now not including wives, and membership is expected to be down slightly.

Art Graves reported for the Show Committee. Al Garbart and Art Graves were the only members of our club to attend the Carthage Missouri show and they both won first place in class prizes. It was reported that the weather continued the hot tradition associated with this

event. Art went up to Fontana, Wisconsin where about 200 cars turned up to enjoy the low 80 degree weather. He joined the Austin club for the 700 mile trip up. On the way back a different route covered 800 miles. The car experienced fuel starvation on the return trip which led him to leave the gas tank cap partly open. John mentioned a part that often needs cleaning to avoid this problem. The Kansas City show is next after Fayetteville. It takes place in a parking garage which Art feels is an old but acceptable setting. Later Austin will have an All British Car Show. Triumphest will be in San Diego this year. Contact Art Graves if you want more information on any car shows.

In new business, Kay Robinson spoke about the advantages of moving our meeting locations around. People live all over the area and it is always near someone. If you don't like the menu somewhere it is just once. Denny our new Vice-President will try to find places in the middle.

Jack McGlumphy adjourned the meeting at 7:33pm.

The September meeting of the Green Country Triumph Club was held on Tuesday the 15th at Baxter's Interurban Grill, 717 South Houston in downtown Tulsa, President Jack McGlumphy called the meeting to order promptly at 7:00 pm.

The President noted that the minutes of the previous meeting (August 18) were not in the newsletter. This being the case it was decided that next month's newsletter would contain both the August and September minutes which would be approved in the October meeting.

The Treasurer's report was given by John Phillips as Jan did not attend. Several dues checks had been deposited since the August meeting and the club's

cash balance stands currently at \$12,105.04.

John Phillip gave a report for the Parts Committee. His order for TR-8 came in. A new door hinge solved the door being uncooperative. New holds for the bonnet went on perfectly without difficulty, leaving the bonnet stable while raised. A new top should come soon. The driver's side seat has a hole in it of some importance. John is going to try a seat diaphragm from a TR-6 to see if that adds support to the hole. One problem that persists is a noise he cannot identify. Adele asked whether he had ever found a bolt he reported missing some time ago. It has not been found at this time.

Tom Chronister reported for the Activities Committee, with some additions from John Phillips. Frank Wood had been arranging a drive to Clicks but it got rained out. Some club members said they would like to try again. Dennis Robinson said there were still a few rooms available for Talamina Drive with an overnight at Queen Wilhelmina Lodge for \$91.60 but they must be spoken for by GCT members before September 24. Guy Fawkes Day will come on the first Saturday in November. At present it is scheduled at Jan and John Phillips, probably at 6pm. Please bring a dish to go with the entrée and any beer or wine you would like to consume. **Christmas will be held at Adele and Rolf Blom's this year on December 12.** Please bring side dishes or dessert and a gift worth \$25 to exchange. Bring drinks but some may be there. John Phillips is trying to start a breakfast on the first Saturday of every month. Tom has a good place to eat breakfast.

Tom Chronister is also willing to take orders for shirts (or baseball caps) with our club logo. The shirts are cotton

with collars. Suggestions and orders should please get in touch with him.

Art Graves reported on the car show in Fayetteville; we sent 5 or more cars and won 5 prizes. Oklahoma City will have a British Car Show September 19. Get in touch with Morelli. Then Austin has a show. San Diego is where this year's Triumphest is being held. April 2016 the VTR Regionals are being done by the Oklahoma City Club in Norman. October 2016 Dallas is hosting the VTR Nationals at Lake Texoma. With so many shows so close we all can get there.

The Membership report from John was that Rodney Ray renewed his membership.

New business discussed covered the importance of agreed value insurance for classic cars from firms such as Haggerty, Grundy, and even State Farm, and Safeco. If you provide documents and photos, you can find an agreed value policy for your cars.

There was no old business discussed.

Jack McGlumphy adjourned the meeting at about 7:25pm.



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

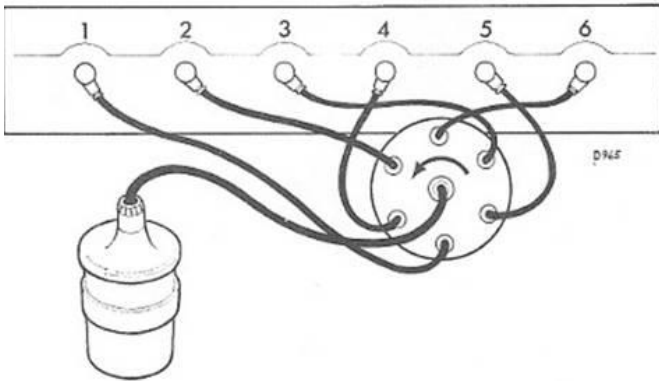
**John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership**

tr6@atlasok.com

New Names this year in RED

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.



QUICK TIPS

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.

Soft Top Folding

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



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



1 Fold top forward without folding back window



3 Fold side windows at vinyl onto back window. No folds in any window. Add cover



Julia Cross with Steve Robinson at Mi Casa Es Su Casa

13 hrs · Edited · 📷 🗨

The Roadster has a new crankshaft seal; checked the water pump and installed a new gasket; flushed the radiator; retorqued the head; new lock nuts on the rocker arms; checked and set the timing; adjusted the valves; and AND put on an electric fan on the radiator; filled up the coolant system with water and even tho she had not been started for over two weeks.....she kicked right over!!!! I am so anxious to get the apron/smile/grille back on and run the Roadster down the road!!! Thank you Steve!!!!



EDITORIAL COMMENT

I want to share with you that there were multiple comments about the article on the TR7 in last month's newsletter. The viewpoints of the author were not thought to be actually accurate. As it so happens I agree that the viewpoint expressed in the article is not complimentary to the TR7 and as such is somewhat offensive to many owners of the marque.

As my experience with the newly purchased TR8 grows I have to admit that my appreciations also grows. The worst thing I have said about the appearance of the car is that it looks too modern for a classic roadster. Since then my views have softened and it is quite acceptable to my eye.

The biggest issue that I have so far is that parts are not as readily available as I would prefer. I think in time that most of the things needed to bring the car into "top nick" as they say on Wheeler Dealers will be located and procured but at this time a good list of suppliers would be appreciated. The Wedge Shop is good for what they sell but they do not sell everything that I need. Rimmer is also a good source that I should probably use more but have not as yet.

At any rate, apologies for the article are not forthcoming as they are obviously the honest opinion of the author, not me, and he is welcome to his opinion. I shall continue to enjoy my "new" car in spite of the fact that its detractors do exist. They have a right to their opinion.

John



Parts

Since the parts referenced below were installed the clutch on my TR6 has been sticking and not smoothly operating. I keep thinking the parts will heal themselves but it has not happened. When the clutch is depressed it goes in a ways then kind sticks and then slips to the next position and sticks again. It may stick as many as three times before being fully depressed.

Have you had any other reports of this condition and do you know if the master or slave is the defective component? If you have a history of problems with one or the other is a replacement part available at little or no cost? Thank you for your time in checking this problem out for me. This is the first quality issue I have had with one of your products.

John Phillips

From: Support BPNW

John,

Is it on engagement or release?

Regards, Leighton

Engagement.

John Phillips

If you could please look inside the clutch master and take a piece of white paper and dip it into the fluid. If the fluid has metal particles in it the master could be bad. That is the only unit that could bind, let me know and we will take care of it.

Regards, Leighton, British Parts Northwest

It appears to me that the fluid does contain metal particles. Photo attached.

John Phillips

Item

Clutch Slave Cylinder OE TR250 TR6

Clutch Master Cylinder .70 TRW TR6



Fayetteville

On the 12th of September GCT members travelled to Fayetteville for the annual Brits in the Ozarks British Car Show. Attending were;

- Kay and Denny Robinson
- Janice and Al Garbart
- Judy and Mike Piggott
- Jim Murray
- Rob Thompson
- Art Graves
- Tom Needham
- John Phillips
- Also Jack Finch and a group of car enthusiasts from Tulsa.

That is all I remember at this writing.

As scheduled 4 cars left Catoosa about 7:15 am and traveled 412 to Tontitown where we headed south on 112 to Fayetteville. When we reached that destination the first stop was for fuel at a station where you could fill up with a variety of grades up to 110 Octane. I opted for the 93 octane. Some of the group were a little surprised at the availability of products.

We then headed for the show site where our picture was taken, cars parked and registration completed. I picked up Frank's goody bag since he stayed home to take care of Louis after her back surgery.

While at the show we visited with acquaintances made over the years and performed our judging duties. This gets a little easier as the number of cars is far fewer than in some past years. The MG folks have really thinned out.

I had the pleasure of meeting Wil Wing and having a short discussion with him before someone else required his attention. Perhaps we will have another opportunity to visit for a longer time. Wil is the editor of their newsletter.

Late in the day Jan's son Aaron from Bentonville with son Jack and wife Katherine arrived to spend some time checking out the remaining



cars and pick up the shirts purchased for the twins. The shirts were a particularly pretty shade of blue this year and even though there were no plans for me to buy one I did.

The group that I traveled with left for home at 2:30. We stopped in Siloam Springs at an O'Reilly's store for some oil for Jim's TR3. Arby's was next door for a potty break and a drink for the road.





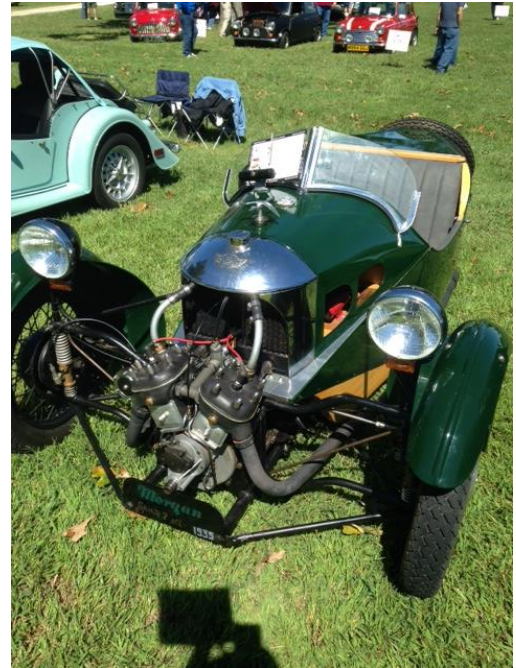
We had gotten to Siloam via route 16 from Fayetteville. It was a very nice drive as the road was curvy and hilly and pretty country. When we go to Oklahoma we used the 412 alternate route which was nicer than the Turnpike. All in all a very nice day for a very nice drive. Next time I will take 16 to Fayetteville since the drive is so much more interesting.

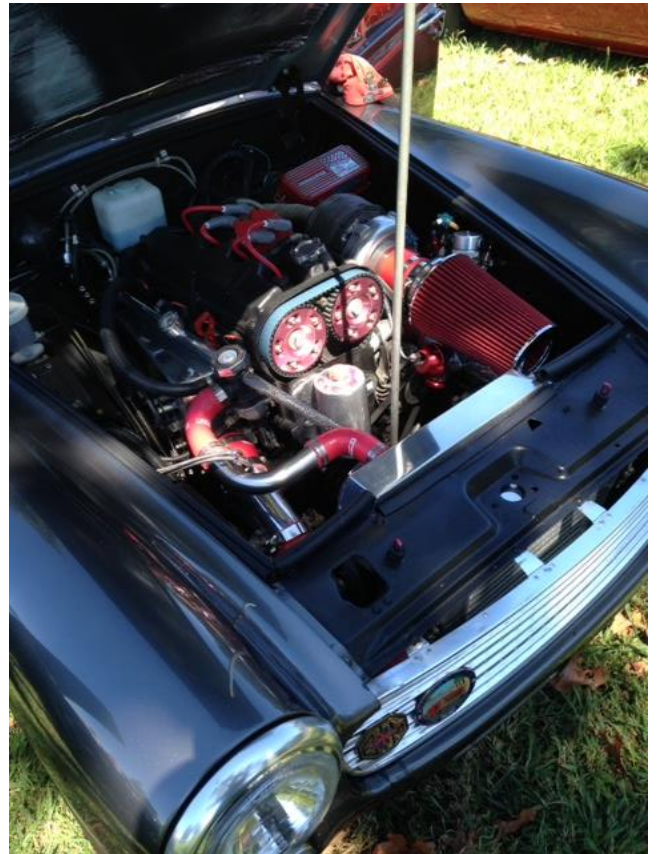
I left the group at Inola and found my way home while listening to the first part of the OU



game. They were down 3 points when I got home and it got worse from there but it all turned out ok.

Boomer Sooner!





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?

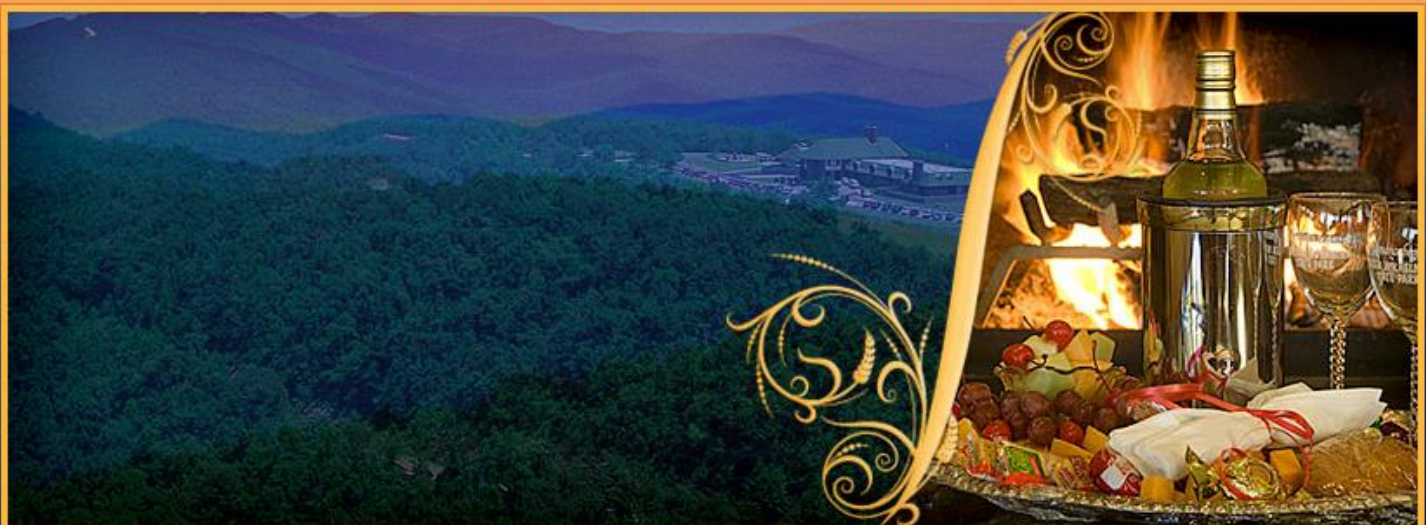
Overnight Out & Back

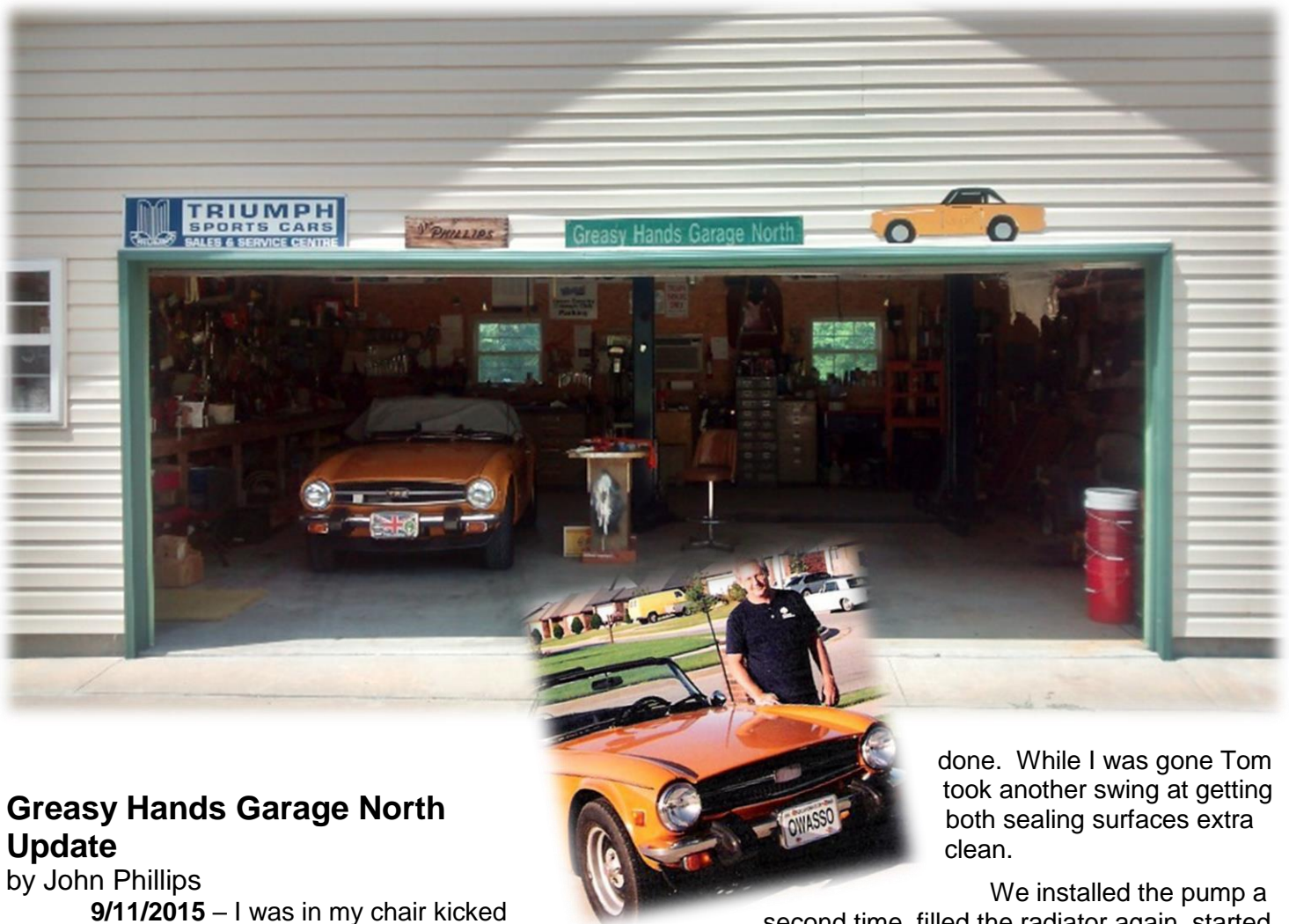
Join Green Country Triumphs for a fall tour over the Talimena Drive with an overnight stay at Queen Wihelmina State Lodge on the 24th of October. 10 rooms have been held for our club until September 24th. If you wish to participate call 800-264-2477 for reservations. Rooms with two single beds or one 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"





Greasy Hands Garage North Update

by John Phillips

9/11/2015 – I was in my chair kicked back watching the news a little after 5 pm when I got a text from Tom that he could not make the trip to the Ozarks because his water pump was leaking. I said I have one. He asked if I had a gasket and yes I did.

I took the pump from the drawer where I kept it and got a gasket from the cooling drawer and jumped in Tinkerbell and headed for Tom's place.

We got the old one off and yes there was definite evidence of leakage from the weep hole. We cleaned the surfaces of the replacement pump and housing and put the gasket and pump in place, filled the radiator and started the car. Water went everywhere. The gasket failed.

I went back to the shop for another gasket then returned to redo all the work we had already

done. While I was gone Tom took another swing at getting both sealing surfaces extra clean.

We installed the pump a second time, filled the radiator again, started the car and this time saw no leaks. I am confident that we will see Tom on the road to Fayetteville in the morning.

Tinkerbell is running very well and my appreciation for the car is growing. I am anxious to get on with the other maintenance issues needed to get the car like I want it.

9/13/2015 – While at the show I visited with Art's good friend Mike McPhail about my clutch problem. When putting the car in first gear quickly it will grind, the warmer the car the worse the grind. All the other gears work ok.

Mike said I might try raising the pin location on the clutch lever to the top hole. He has had a good experience with fixing a problem by increasing the throw of the slave shaft. Well as good as this

sounded it had no effect on my issue. The problem may be internal to the transmission and if so I will just try to move the shift lever slowly from now on.

Also today I revisited the issue of the exhaust banging against the trailer hitch on the TR8, aka Tinkerbell. The slit hose previously slid onto the flange on each end of the hitch mount did not grip the flange as I had hoped and when the hose fell out the banging resumed.

Still believing that a rubber bumper between the hitch mount and the exhaust was the answer what was needed was a way to secure the hose in place.

After cogitating on the situation for a while I drilled a 1/8" hole through the bottom of each flange



only breaking three bits in the process. After that new hose was cut and slit and holes punched on each side of the slit area to align with the hole in the flange.

A length of bailing wire was cut, slipped through the hose/flange/hose and simply bent backward to keep things from slipping around. If this works long term it may save me from having to spend about \$700 for a new exhaust system. If it does not work I am sure you will hear about it.

9/15/2015 – Yesterday the next parts order was received. Some of the



parts were for now, a few other items were ordered just to eliminate another shipping charge later.

The first part out of the box was the new door latch. I was really hoping that this would resolve the issue with the door being very hard to open. The several screws were removed from the old latch and it was removed very easily as it was not connected to the mechanism inside the door.

Positioning of the new latch was pretty much just align it with the imprint of the old latch on the door and tighten the bolts. The catch on the B pillar was moved inboard a little to tighten up the fit of the door with the body.

When the door was shut it sounded like the old latch as there was never a problem with it shutting. When I tried to open it, it just came open so easy I was extremely pleased. Ok, that is one more problem resolved.

The next things to come out of the bag were the bonnet buffers that separate the bonnet from the body. They fit around a hook that is attached to the bonnet at the firewall.

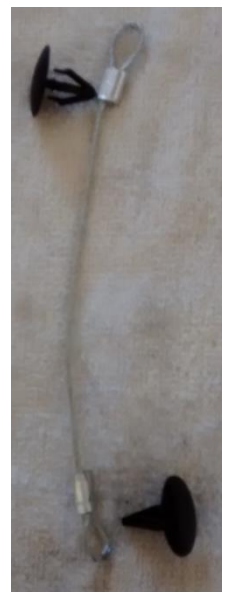
With no additional adjustments made the new buffers positioned the bonnet perfectly with the body and the bonnet no longer bounces around while driving. Another problem solved.

The rest of this order will be saved for use on other projects at a later date.

The next thing I worked on was the lanyard support for the cubby box door. I had broken it by putting too much weight on it while working in the fuse box back in 2011.

After thinking about it, since I found no source for the original plastic supports, I made a trip to the Ace Hardware and purchased a couple of lengths of stranded cable 1/16" in diameter, four crimps and four plastic panel pins.

The guy at Ace Hardware cut the wire to what he assumed was the correct length for the job. I on the other hand thought there was a little excess



length and when one end became flared out I cut it off. He was right. One lanyard turned out to be exactly the correct length and one was too short. Oh well, this stuff is cheap. Now I am going to wash the car and drive it to the meeting tonight.

9/22/2015 – Well drive it to the meeting I did. It was making an unfriendly noise which got worse as it was driven. On the way home I could hear the lost bolt bouncing around in the engine.

There were some noises coming from the carb that I believe to be valve related. Needless to say I have been a little deflated since the meeting and have not touched the car.

So to kind of ease myself back into the saddle so to speak, today I worked on the trailer which was Paul's but is now part of the family trust. When Ted and I brought the 8 home Ted noticed a wheel bearing noise as I left his house.

I fetched the trailer today and started what was hoped to be an afternoon's worth of work. With the trailer jacked off the ground a spin of each wheel told me which one was in trouble. The right side brake wheel was making noise.

The wheels and hubs were removed and moved to the shop for an IRAN operation. That is not a country, it is an acronym that stands for Inspect & Repair As Necessary, an old military term from the 60's.

The outside bearing on the brake wheel fell apart in my hand while cleaning it. No mystery here, a new kit was needed for that wheel.

The bearings from the other wheel on that side which does not have a brake assembly were fine so they were cleaned, repacked and reinstalled.

I purchased a bearing kit and a couple of grease seals from AutoZone, swallowed some chicken from Larry's and went back to work.

The old bearing races were driven out of the hub and the new races installed. Everything was greased and lubricated and reassembled. Now for the other side.

The day was getting long so the wheels were removed and put in the shop. The hubs were removed and all components moved into the shop where the air conditioner had been started.

As I suspect the bearings on this side are ok the job was assumed to be less trouble than the first side. However, when the brake hub was removed the shoe material was not attached to the metal. Ok, so tomorrow I will source a set of brake shoes for a trailer. It has been my experience that trailers are like chainsaws in that you always have to work on them when you want to use them. Come to think of it that also kind of sounds like a Triumph.

9/23/2015 – Ok, this was supposed to be a simple little job to help restore some self-confidence and it has turned to worms. The first thing accomplished today was to remove the separated brake shoe from the backing plate to take to the parts store for show and tell in hopes of finding a replacement.

I went to all the local auto stores and no one had the brake shoes. I finally gave up and went to a trailer parts place and arrived at 11:40 am. They close for lunch from 11:30 to 12:30 so I went to a Taco Bueno that I passed on the way there.

At 12:30 I showed them the brake shoe and they brought some out. Then they asked about the brakes and I was clueless so I bought the whole assembly for each side. All I had to do was bolt on the assembly and put the drum back on and I was done.

That worked ok on the left but the right was very stubborn. I could not get the hub off to remove the old assembly. After about an hour I had some success but the inner bearing was stuck in place. I had to drive it off the stub axle.

After the hub and bearings were back in place the new backing plate assembly was installed. Then the brake drum was attached using the big nut. The electric connection was last then the wheel.

Both sides are done so I hooked up the truck to the trailer and took it home. It should be in great shape for its next use.

9/26/2015 – Frank picked me up at the shop about 9:30 this morning and we had breakfast at Duffy's in Owasso. Can't recommend it. Afterward we went to his shop to see why his car would not start.

It turned out there was no fire on the plugs. There was power to the coil but nothing coming out. We took a coil from the stash and it had power briefly then quit. No too sure what is going on. Frank is going to have his distributor rebuilt since at full adjustment the points will not open and buy a new coil. Hopefully this will fix his problem.

9/28/2015 – This spring the slave cylinder on the clutch started to leak so I bought a replacement and installed it. I also installed a new master cylinder assuming it would be the next to go. Ever since then the clutch has not operated smoothly. It is notchy and difficult to operate. I need one that operates smoothly.

A couple of weeks ago I got a call from my credit card company asking about a couple of charges on my card. They were from a company identified as WMV which I had never heard of. I was told that it was a dating service and I was asked if I had authorized the charges.

I was flabbergasted and confused by the question. I was trying to remember any possible charges that I might have forgotten. I also considered whether or not Jan may have ordered something on line that she had not mentioned.

So I finally said the charges were not authorized and they cancelled my card on the spot. Now I like reward points so I have a lot of my monthly bills put on the card then pay it off monthly. I have several flat screen TVs for which no currency was expended. I notified about a dozen companies that the card on file was kaput. A replacement was forthcoming. What a bother.

The point of this is that yes I will replace the slave cylinder (originally purchased from British Parts Northwest) in an effort to improve the operation of the clutch. This is the only part procured from BPN that I have had a problem with from a quality standpoint. I will however make that purchase using the new credit card but it is not here yet. Bugger! Life is a beach.

10/1/2015 – If you have read the e-mail string with British Parts Northwest you know by now that the master cylinder is the problem, not the slave cylinder as I had assumed. After everything was done a new master cylinder is due to arrive from BPN on Monday at no cost to me.

Today I removed the bad master and took it apart. There is a lot of gooey, slurry type stuff inside that is made up of brake fluid and small particles of aluminum. It is no good.



In order to clean the line and slave cylinder it had to be removed, disassembled and washed in clean brake fluid. After it was cleaned it was reassembled and reinstalled. Everything is ready for the new master cylinder which is due for deliver on Monday.

After working on the 6 I finally decided to work on the 8 again. Since the bolt in the engine is now causing problems the intake has been removed again in an attempt to find it and get it out. I also looked for any obvious damage to the lifters or push rods which are somewhat exposed to this area.

Seeing nothing and finding nothing I covered the open engine and quit for the day. Very depressing. Wish I were more of a real mechanic and less of a hobbyist. Maybe I could get this thing like it should be. Any suggestions out there?

10/7/2015 – The top for the 8 arrived yesterday. I set it aside pending getting the car running again.

Frank wanted to try the Pertronix ignition in his car and I had one so we put it in today. At first blush it appeared the ignition problem was fixed, and perhaps it is.

He drove it over to the shop for a tweaking of the carb adjustment. By the time he got here it was running badly again. Tomorrow we are going to readjust the valves to see if perhaps they are too tight. It is worth a try.

10/8/2015 – Today we adjusted the valves on Frank's TR6. Some were tight, some loose, some ok. Several had jam nuts that were much too tight. One had threads stripped so it was replaced.

The car seemed to run better with the new Pertronix ignition and a valve adjustment. We took it to town for lunch and found that after it warms up it still has a miss. When cool it runs fine.

Some marvel mystery oil was added to the oil for extra lubrication of the valve train. If a valve is sticking when warmed up perhaps this will be enough to let it move freely.

There is more to do on Frank's car but the first order of business is to get it running as it should. We continue to make progress in that regard.

I cannot remember a time when two issues of the newsletter were published in the same month, however, in a week or two there will be a special edition of the newsletter distributed. I think you will enjoy it. Be looking for it in your favorite e-mail in basket. John

Engine Noise

Snippets from e-mail, etc. worth sharing.

The battery was fully charged at my home and I drove it to AutoZone 4 miles away. It showed 7 % at the store, so they had to quick charge it in order to test the alternator, etc. Alternator good. Battery bad. Replaced with a Duralast 5 year battery. Still shows discharge with light tester, so I will disconnect the neg terminal until I drive it or when I drive out to your place to chase down the problem. Going to Mississippi all this week until Friday. Donna will be going to Texas next weekend for a baby shower. Plan on being at Clicks Sat night. Saturday open.

Rob Thompson, CIH, CSP
President - Liberty OHM

Engine Noise

Snippets from e-mail, etc. worth sharing.

John,

Another great issue! I am moved to point out that I found the article on TR7 extremely disturbing.

Clay Thompson
VTR SC Region
Coordinator
triumphtr7s@jclay.me
<http://www.jclay.me>

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



**Greasy Hands Garage North Has Used TR6 Parts If You Need Something
Structural parts for suspension and steering
Transmissions and Differentials
Windscreen Frames, Some with Glass
Lots of other stuff so if you need something for your TR6 contact:
John Phillips at tr6@atlasok.com or phone (918) 283-7017**



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

(918) 274-9959 Home
ted.dorton@cox.net

9007 N. 127th E. Ave.
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!

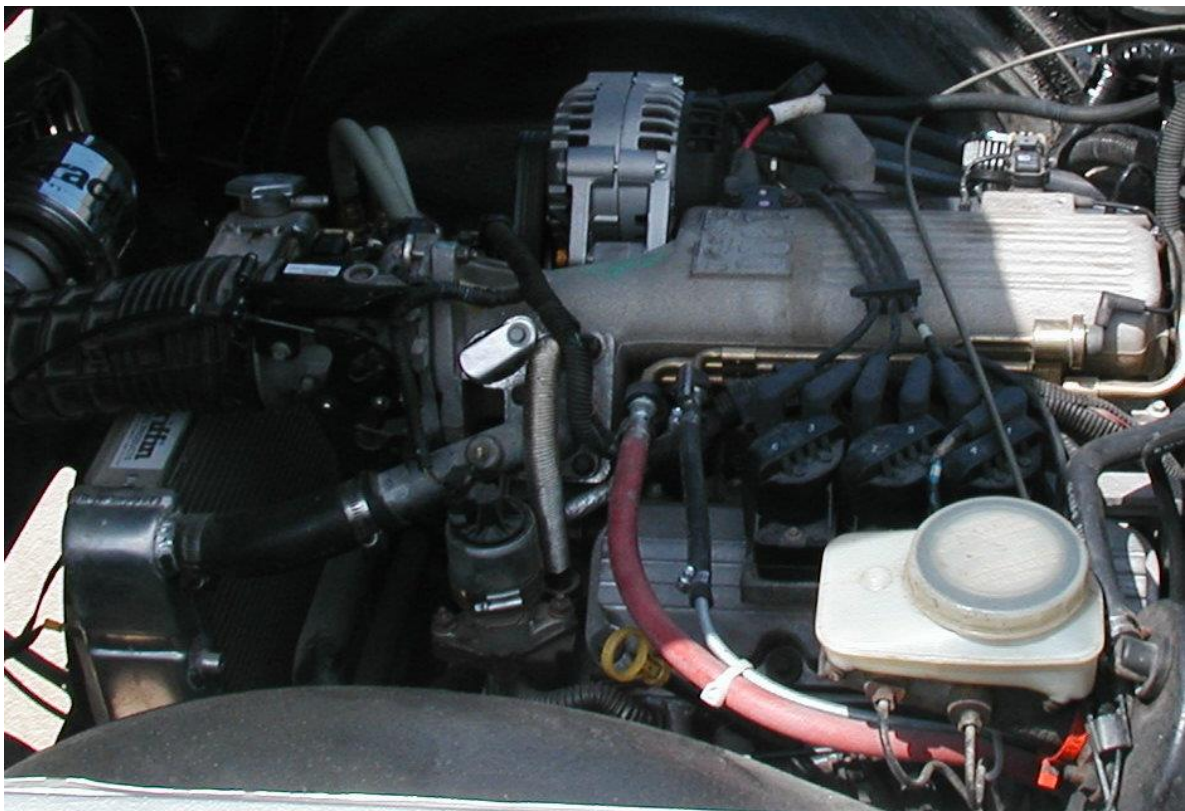
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



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	
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?		

CAR MODEL	YEAR	COMMISSION#

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
 maudp@atlasok.com

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



On Site Printer, Copier & Fax Repair

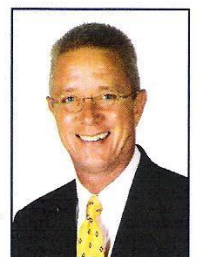


Call (918) 925-3389

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



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



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

Admiral Alignment

For Brakes, Suspension & Steering

11323 East 20th 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.

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

Hayden 12" Electric fan &
 thermostatic control. Fits TR2 thru
 TR4A. \$70.00.

Thomaschronister @ cox.net

