



# Triumphant Times

## Green Country Triumphs

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

### From Our President *Jack McGlumphy*

This was shot as we went under the 11th street bridge ....You can't see Savanna's face but she is standing just to the right of the GURUSTU box she was using the oar to help get us in and if you look close you can see the water coming on to deck we were listing to the port..... We were all concerned still had to go about 1/2 mile to the finish line. Karen Keith is at the very back end of the raft ...she never stopped using the oar the entire trip down the river Stuart is in the middle with the pole his dad is in the box looking out can't see me I was on the other side of the raft ....that was the part that was not going under water at the time and i did not want to go in the river at all.

Jack

### NEXT CLUB MEETING:

**Tuesday September 15th**  
**Dinner at 6:00 PM**  
**Meeting at 7:00 PM**  
**Location: Baxter's restaurant,**  
**717 S, Houston, Tulsa**



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

The British cars are famous for needing a lot of maintenance and having been through several, I've found it to be a never ending battle to keep them running. The good thing is what I thought was problem with rear end turned out to be a bad axle u-joint. I received one from parts house and hope to get it back together tomorrow. On another issue we have been car shopping the last few days trying to find a car to replace the one Josh totaled a couple weeks ago. He was not hurt, but the Lancer is no more.

We have looked at several this past weekend. One of the ones he wanted was a Scion custom with a strange paint job that had to cost a fortune, but was the most hideous things I have seen. It did have sound system that that would blow your eardrums out. The frame of the car set so low that it would have scraped going over piece of gum. The tires were rubbing the wheel wells. I knew it would not hold up with me sitting in the car. I passed on this one.

We did find a 2006 Mini Cooper that had 30K miles and is a convertible. Cool Car! It is also British which is good. Picked it up today and drove it from OK City and is fun to drive. Josh is in a hurry to get some wheels back so thought I would have a little fun with him. I took Photo of car with Mom in driver seat. Sent it to him and texted that Mom had fallen in love with the car and had decided to keep it for herself and he was getting the old Charger and we were keeping the Mini.

After that we had more communication from him than what we have had in three weeks. He had his heart set on the Mini. I told him we would bring the Charger to him next Sunday afternoon as we were driving the Mini to Brits in the Ozarks this weekend. Kids are so much fun to mess with. He still doesn't know I was fooling with his mind and I will let him stew about it until Sunday.

Keep in mind the trip to Queen Wilhelmina 10/24/2015. There are still four rooms left and would be more fun with a large group. Kay and I will be taking a drive a couple weeks before to map out the best route to drive the little cars. The rooms are held until 9/24/2015 if anyone wants to be added.

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

*Editor: I am having a little problem with e-mail so not sure whether the minutes were submitted or not. Will advise when the issue is resolved.*

### **Funeral notice for Paul Reynolds:**

**2:00 PM at Luginbuhl Funeral Home in Vinita, OK.**

**332 N Scraper St, Vinita, OK 74301  
(918) 256-5555**

(No food at this point. Contact Jan first.)

### **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)

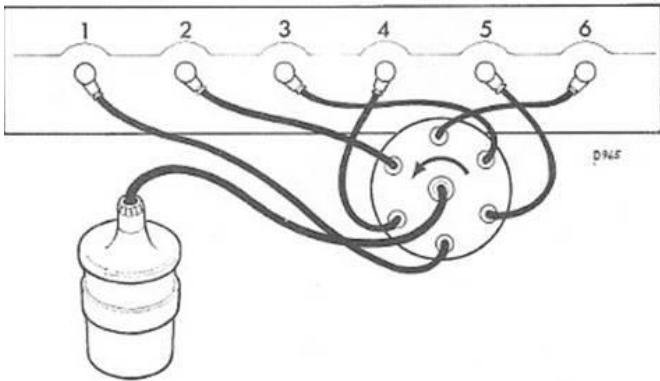
**New Names this year in RED**



### 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.



### Soft Top Folding

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



1 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

### 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.

John,

Would really like to go (Ozarks)but going to my 55th high school reunion. On another subject thanks for putting out such a great newsletter. I know how much effort goes into publishing this newsletter every month. I used to do the same thing every month for Trout Unlimited. But yours is 10 times better.

Jim

Thanks Jim. I appreciate the kind words. We will put you down as volunteering to be my replacement. Editor



## Engine Noise

Snippets from e-mail, etc. worth sharing.

Hi John,

Glad to hear the TR8 is fixed. My Spitfire needed shocks and bushings changed. I do have the parts needed I think (you advised me on the parts order and they came in). The lift will make it so much easier. No hurry or rush. Still dissecting the parts car too... Just let me know.

I am still monkeying with the fuel system and I believe I finally figured out the stalling/"fuel cut off" after 10 minutes problem. After replacing the distributor, coil, carburetor (parts car had weber downdraft), regulator, and fuel pump without a fix (#\$%&), we decided to run the system from a gas can and miraculously, it ran for over 30 minutes! Then we did various by pass of fuel line and during it noticed the smaller rubber lines got softer (as the engine heated up) and collapsed (got sucked down together). So we replaced the initial line to a bigger diameter and the car runs a long time. I still need to close the hood and drive around (I ran out of time last weekend) but I think that may be the issue?!?!?! I also have been advised to move the fuel pump to a "cooler" location and have located the perfect spot in the trunk.

It still does not idle well and the compression is good in each cylinder (about 165 each). My friend is convinced the lack of power is a valve problem. So our next step is to swap engines from the parts car (tested it this week end and goes well. Also it the same size but it is obviously more powerful at higher RPMs by far). Then we may (I repeat may attempt a valve job on the old engine).

Anyway I apologize for not being more timely for the newsletter, summer is my busiest time and staff on vacations but generally it's a little more calm after school starts...

Thanks and have a great day!

Joe Landers

I love this! This is what it is all about. Enjoy your hobby, tinker.

## Engine Noise

Snippets from e-mail, etc. worth sharing.

Sorry I didn't respond sooner. Busy at work. Please place me last. I'm about to pull the engine in my yellow Spitfire and replace it with the engine I pulled from the donor car. I have some work to do as far as degreasing it and some rewiring as well. I will update you if you'd like as I go along. Pretty exciting as this is the first engine I've ever pulled.



**8/15/2015 -**

After Charlie left I took the 8 out for a drive. More about Charlie later. I went to the FFA car show in Owasso and was surprised at the terrific cars on display. I had a couple of favorites and of course I had to take a picture of Tom and his beautiful red TR6.



## 2015 Conventions and Shows

### **Brits in the Ozarks**

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 11 - 13, 2015

Web: <http://www.britshironnwa.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 - Thanks again!

This was an extremely labor intensive job -- replacing most all the rubber bushings in both sides of the front end! (but Sooo worth it for me!!)

The car now feels like it has new shocks -- the twitchy steering and sideways movements when traveling over bumpy Rogers County roads is now virtually gone! Based on the number of bushes that were worn completely through, I suspect we should do the rear end next.....

Tom N.

'70 Red TR6



## Engine Noise

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



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

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



**SPONSORED BY**

## **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?

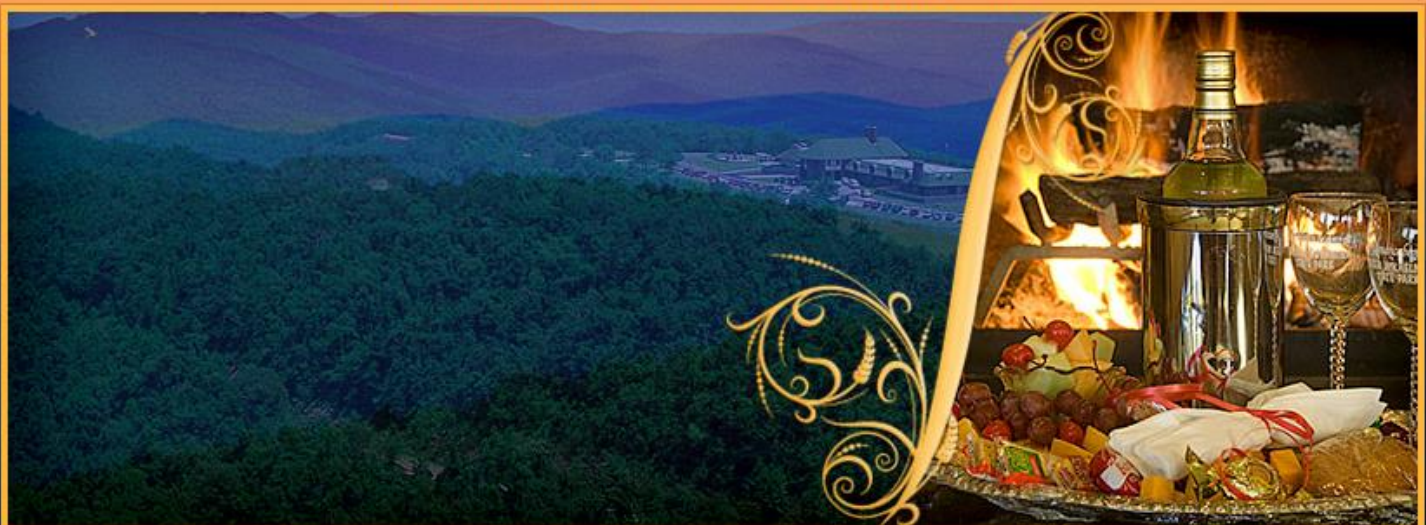
## Overnight Out & Back

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 outstanding steaks, Click was also known for his colorful language. He served hamburgers and french fries for lunch, but if a customer came for dinner, Click could be heard shouting from the kitchen "Who's the @!#!?@! fries? They can go a @!#!?@! 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.

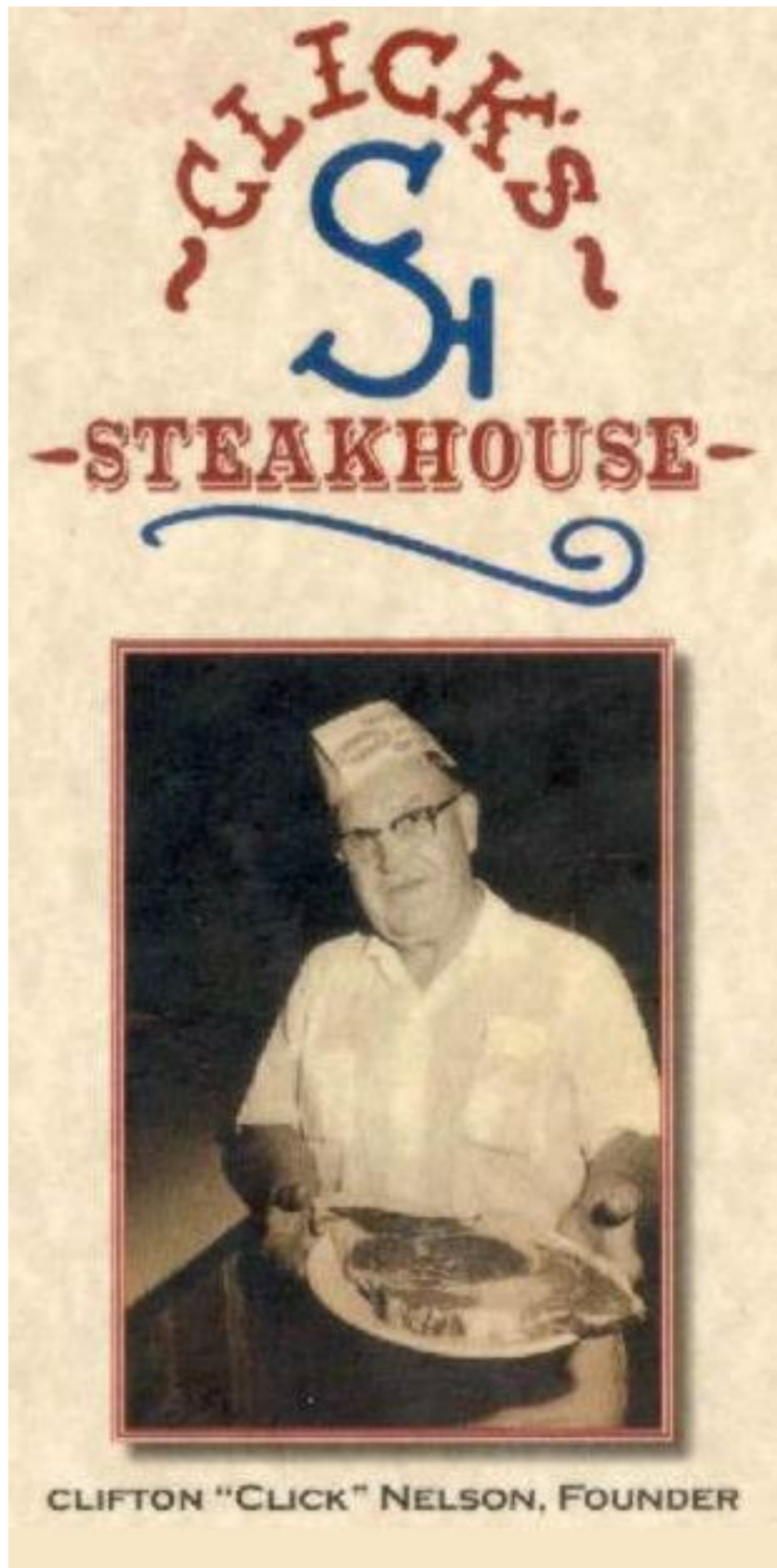
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

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  
8/12/2015 –

Today I started early to address the electrical issues. The first was the addition of the second cooling fan feed to the temp switch on the radiator. Instead of violating the original wiring I used piggy-back female connectors on new wire. These connectors are used like the single version except they have an extra attach tab which allowed for using existing connectors from the original harness.

The other ends of the new wires that connect to the harness received simple male type lucar connectors.

The next electrical issue was to reconnect the solenoid for the carbon canister to power. The power wire had been cut to provide power to the electric choke. Connectors were added and a four wire connector used to connect power to both the choke and solenoid.

Weird Solenoid in emission system



*2 Solenoid positioned between restrictor on left valve cover and carbon canister.*

The wires and switch that had been added to the inside of the car to manually control the second cooling fan which supports the air conditioner system were removed since that fan is now fed from the temp switch on the radiator.

Clark Fraser arrived about noon as I was just finishing up. Since he was here and everything was ready we decided to try to start the car.

It started fairly easily but was a little raucous. I backed the car out and adjusted the idle speed down from 2000 to a little under 1000. There was quite a bit of smoke coming from the exhaust on the driver's side but it soon dissipated. It must have been oil burning off because there was no exhaust leak. The next action was to take it for a test drive.



3 Tube from solenoid to valve cover.

It was not smooth and did not have the power anticipated. The further I drove the better it ran. After about 6 miles or so I arrived back at the shop.

Fully encouraged that there were no horrible noises coming from the engine I set about addressing issues identified during the test drive.

The wire that connects to the coolant fill tank was attached. I told myself I would remember to do that but I had not. Since I found no guidance related to which side of the diaphragm the vacuum advance is located, I switched the vac tube to the other side thinking that the current side may be retarding the timing instead of advancing it. Another test drive will tell the tale.

The third and last thing that needs correction is the intake manifold gasket is leaking oil. In the morning I will drain some of the coolant, remove the carb and intake and replace the intake manifold gasket, hopefully in a manner that will prevent oil leaks.

**8/13/2015** – The gasket is replaced and the intake/carb are back on the car. I changed clothes before going on a test drive. When I started the car the engine raced and would not idle. The choke adjustment is my guess but it will wait until tomorrow. I have had enough for one day.

**8/15/2015** – Charlie Brown was here at 9 am as promised to do the adjustments on the new Holley carburetor. Charlie has restored two Mercury Cougars and is very familiar with this type of carb. He offered to help and I accepted.

One omission on my part discovered yesterday was the power to the choke had not been reattached after the last intake installation. Another omission I found after Charlie got here was the vacuum hose to the brake booster was still disconnected. It was reattached and we continued with the adjustments.



The fast idle was adjusted and the curb idle was adjusted. Charlie obviously knew what he was doing because the vacuum gauge said everything was fine with the air fuel mixture so he did nothing.



The car is running pretty well as of this minute and I am very pleased. The pulling power is still less than what I anticipated but some additional tuning should take care of that. I am now hoping that the carb is not too big for the 215 cubic inch engine.

**8/18/2015** – After replacing the rebuilt engine in Frank's car there was a significant oil leak coming from the front of the oil pan. This component takes kind of a beating during



*4 Charlie and I found this little fellow coiled up next to the lift and escorted him back outside with a broom and a shovel. He was not harmed but was encouraged to find his dinner elsewhere.*

movement from Coweta to the shop and then some more while in the shop before it is dropped in the engine bay. There is simply nothing else to set the engine on until it is lifted on the hoist.

Frank had been tinkering with the carbs, which I encourage, but was having difficulty keeping the car running to get it to the shop lift for work on the pan. When finally up in the air we set about removal which consists of removing about 20, maybe fewer, bolts that hold it in place.

The first thing we looked for was stripped threads at the aluminum part under the crank in front of the engine. Fortunately there were none.

Next we checked out the installation of the aluminum part and found it to be as it should be, two small wooden shims installed, one on each end, and silicone and gaskets as called for. We found no reason to mess with what Chad had done so we moved on to the sealant of the pan.

The sealant Chad had used was not up to the handling that Frank and I put it through prior to installation so we cleaned the pan and engine bottom. We applied a liberal amount of Permatex silicone gasket maker to both sides of the new pan gasket and put the pan in place using only enough bolts to lift the pan to the point the sealant was touching the engine. We then went to lunch.

The theory here, not mine, is that if you give the sealant a little time to set up then less of it is squeezed out when the bolts are finally tightened. Frank hopes this works. Since it is not my car I don't mind experimenting a little bit. How bad can it hurt me? ☺

**8/19/2015** – The Durango blew out the top radiator hose so today will be devoted to my wife's transportation. It also gets a fresh oil change along with new coolant and a tire rotation.

The new top radiator hose for which I paid \$57 is shaped wrong, is the wrong length and the radiator cap which ½ way between each end is mislocated so that it does not sit in the provided rest.

One hose clamp was not accessible by any tool that I had so a second trip to town was made to purchase a new hose clamp tool and a thermostat. Why not change it while the old one is exposed, right?

After wrestling with hoses for about ½ day it was time to flush the system. Before that though the coolant needs to be drained from the engine block. Plugs not accessible. To heck with the flush. Added two gallons of coolant and called it good.

The oil change went without incident but wrestling continued to get the tires rotated. The ones on the Durango are monsters and very heavy. All done and worn out.

**8/20/2015** – Today the shipment of hardware for the bonnet prop rod arrived along with what they call a finisher for the top of what they used to call the wind wing window. Of course the ones on the TR8 do not open as a true wing window does.

The prop rod was removed but not without difficulty. The insert that holds the bottom shoulder bolt was turning with the bolt so I had to figure out what could be used to keep the small head of the insert from turning as the bolt was withdrawn.

To shorten this a little bit the new insert was installed using a bolt from my stash because the one received from TRF was SAE thread while the insert was metric. As it turned out the shoulder bolt that I had was the right one but it needed the spring washer which did arrive in the correct configuration.

The prop rod worked badly. It is very similar to the prop rod on the boot of a TR6 but is not automatic. The two pieces would not slide easily.

Sighting along the rod it was obviously bent slightly. I straightened it and then widened the slot of the outside section a little. After moving metal

several times but not very much the movement is significantly better.

As for the top screws for the prop rod, those holes had been messed up previously by someone using molly screws. I used a couple of metal screws to attach the top hinge point. I had tried to order the inserts for the top but they were not available. I did order the screws but they too were SAE but did not fit the molly screws.

The topper for the day is that the finishers for the door tops are also the wrong parts. They look nothing like the ones that are currently on the car. Might fit a coup but not a convertible. I will deal with sending them back tomorrow.

I drove the 8 into town today and ran into Ted Dorton. We stood in the parking lot and had a pretty good visit. He blamed Loretta for not being at the meeting Tuesday. I considered telling him he needed a new wife but decided not to. She might find out. ☺

**8/21/2015** – Frank and I dodged a bullet today. John Gauldin had steered us to the timing chain cover as the source of an oil leak. Shame on me for not thinking of this.

With the engine running and the car up in the air on the lift the drip at the front of the engine was constant. Having already made changes to the sump we suspected the leak was at the bottom of the timing chain cover.

The hope was that the bolt threads had not pulled the threads from the aluminum part under the crank. It had not, the threads were good. The bolt was turned a full turn and the leak stopped. Thanks to John Gauldin pointing out something I should have already thought of the problem is gone. I guess. Are oil leaks ever really gone from a Triumph?

**8/22/2015** – Long day in the shop today. Rob waited until the rain was over before coming out and got here about noon or so. While it was raining I set about removing the trailer brake system from Tinkerbell. The worst part was having to tape up all the cut wires in the harness from where the brake stuff was attached.

If anyone needs a trailer brake system let me know. I don't want money just take it away.

I also replace one missing rubber ring that holds the exhaust up. They are supposed to be installed in four more places further back but the cobbled exhaust system does not have all the attach points welded on where they belong.

The back of the system is so precarious that I added some bailing wire to help out until the budget allows for rework or maybe replacement of the whole system.

When Rob arrived we first tried to figure out why the oil warning light was on when the ignition switch was off. The switch in the engine is open as it should be and there is no power to the switch.

The only wires with power when the ignition is off are purple and brown. Brown is battery power and purple is mostly lights like when you open the door so you have light before the key goes in the ignition.

I assume that power from a purple or brown wire is going where it should not go inside the harness. For now the bulb has been removed from the oil warning light.

One job left from the restoration was installation of the padded cover around the ignition switch. These are very difficult to install and when it finally was installed I think I got it too tight as it did not sit properly around the key entry point. At least it is finally installed.

The other thing accomplished was installation of a seat belt system. The car had been fitted with only lap belts which was correct for the car but we converted to the later system with over the shoulder belts.

I was getting pretty tired by the time we finished up around 3:30. But I am glad to have had some time with Rob and to have finally gotten around to completing some jobs that have been on hold for a long time. Thanks Rob.

**8/25/2015** – Tom came out today and we started his front suspension rebuild. Except for losing about ½ of everything I picked up the day went pretty well. Unless you count the broken tool. I broke the tool for removing the tie rod end.

I had told Tom that this was a hard job. We started about 10:30 and finished around 4:30. Some cleaning and painting did not get done since

we were trying to get Tom rolling again today. The wheel bearings did get packed. We set Thursday for doing the other side. Yes we only got one side done.

When we bled the front brakes they bled easily. The tire and wheel were reinstalled and torqued and Tom was off like a shot. He was ready to quit and so was I. My neck muscles are kind of angry.

**8/27/2015** – Tom ordered some new spring pads for the other side (I only had two) so doing the passenger side has been rescheduled for whenever the parts are available.

With a little breather between hard jobs I worked on a small one. The leather steering wheel was showing some wear and some sun damage. Jan had some old leather dye intended for scuffs on shoes that looked like it would work to restore the black color to the leather.

The applicator was not cleaned properly after the last use so getting it to work was a challenge. After the color was applied and allowed to dry for a short while, I applied some old saddle soap that had been in the shop for years.

The wheel looks better but may need more saddle soap before the job is finished. The obvious concern here is the wheel making a mess on my hands under use. I don't really know what it is going to do but I plan to let you know.

**8/29/2015** – So far so good. The steering wheel soaked in saddle soap looks somewhat better and feels good to the hands. Nothing comes off on your hands. So far, pleased.

Frank arrived around 10 am to continue work on eliminating oil leaks. This time it appeared there was a gap in the sealant for the pan front & center. We tried something perhaps a little unconventional by smearing some Permatex gasket sealer along the front of the pan sort of in caulking fashion. May not work but if it does we will save work and money. Worth a try.

Next we installed the new timing advance diaphragm on the distributor. We fiddled with the piping a little but all worked out well. After that we readjusted the carbs and corrected a spring position and adjusted the linkage rod to maximize the

opening of the carbs. The carbs had only been opening about ½ way up to this point. We also added a spring on the linkage with a little more strength. I am anxious to hear back from Frank as to how much better if any the car is running.

**8/31/2015** - I accidentally got busy today. I promise it was not on purpose. I dropped off a prescription for Jan at the drug store then went to a shop that works on exhaust systems to see what could be done with the system on the 1980 TR8 I bought last month. While there Jan called to tell me her doctor had failed to sign the prescription form. So then I drive the TR8 to Sam's and then home after the guy says to just buy a whole new system and put it on. Then I get in the Frontier and go to the west side of Jenks for the Doc's signature. While on that side of town I dropped in on the Nissan dealer and got the truck serviced. The store manager is an old friend from the Triumph club so I get great service and get to visit with an old friend. When that was done it was back to the drug store to wait for the script. Then to the market for milk and cereal, ok and hot links which I am not supposed to have. Jan promised to fix me dinner for all this running around. She is staying pretty close to her dad who appears to only have days to live after watching both of his sons baptized in church on Sunday. So as you can see nothing going on here. Tomorrow is scheduled for a new front suspension on a Tom's TR6.

**9/1/2015** – Tom was here today and we finished up his front suspension rebuild. Before he got here I raised the TR8 and played with the exhaust a little. A trick that I used on the Pumpkin was to slit a piece of rubber hose and slide it onto the flange of the frame to stop a rattle resulting from the muffler hitting the frame. I don't need it anymore but it worked well for a while.

I slit some ½ inch hose and slipped it over a flange hanging from the bottom of the trailer hitch assembly. That flange is what the exhaust was hitting to cause all the noise. So far so good. That will do, I hope, until I decide on what else to do.

When Tom arrived we did the drill. Wheel off, shock out, caliper suspended, spring compressed (thanks Sam), spring pan and spring removed. Then the tie rod end was freed as was the ball joint. The disc was removed along with the

wheel bearings and finally the trunnion was removed. Tom did all the cleaning that he deemed necessary and then we started putting everything back together.



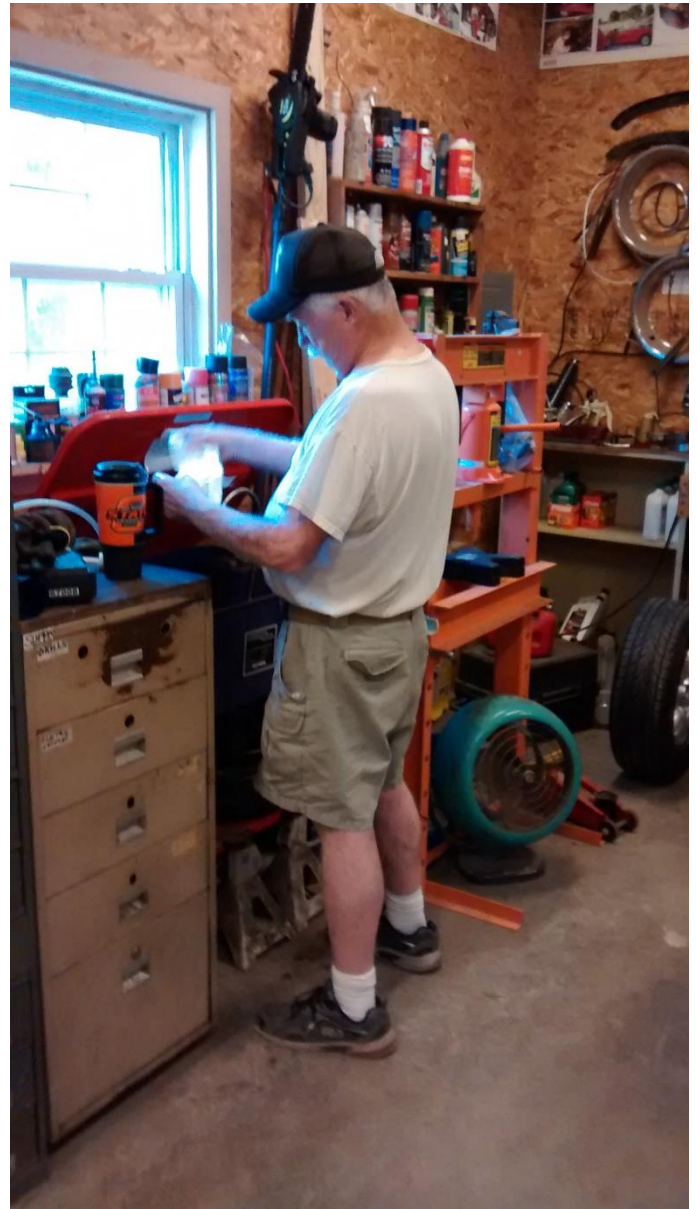
Long day. We started at 10 and finished at 5. I have to say that this suspension really needed to be done. It is by far the most worn out suspension I have ever seen, and I have seen a few. Andy has probably seen some worse but not me.



I pushed all the bushings, rubber and nylon, out with my fingers. The nylon bushings had  $\frac{1}{2}$  the bushing missing, completely worn through. The upper A arm bushings were splayed out and fell apart in my hands. The lower A arm bushings I pushed out with my thumb. This usually involves a lot of work to get them out but not this time.

Fortunately the A arms were in good shape once the mud and rust was cut away. Although there are plenty of spares in the attic.

The car is much quieter now as most of the noise from parts bumping together is now stopped. I need to rest up before we work on Ray's MGB.



9/7/2015 – The task of cleaning up the Pumpkin in preparation for Brits in the Ozarks started today. I drove over to Collinsville to a car wash and raised the bonnet.

I smelled coolant and there was some spotting evidence on the top hose. A screw driver was taken from the tool pouch and the clamps tightened a little. That did not appear to be the source of the leak but it did not leak on the way home.

The distributor cap was removed prior to washing the engine bay and a plastic bag was used to cover the open distributor. The underneath side of the bonnet was first then the driver's side then the passenger side.

The carbs look a lot better as do most of the surfaces without a couple of years' worth of oil haze removed.

While drying a young man of about 10 years of age and his Dad walked over and asked about the car. Neither of them knew what it was so I shared a little info as I dried.

I did notice that the valves are a little loose so the first thing to do in the morning is to adjust the valves. After that I have to figure out what I want to do to the paint. A clay bar cleaning may be in order as the surface is very rough. There is still some carnauba wax left over from the 2006 regional so that is most likely what will be used.

The 8 is a little stalled while waiting for the new top to arrive. With \$1300 worth of dental work going on it will be a while before any other major components are purchased. I am however continuing to clean this and paint that. It gets a little more presentable as time goes by.

Tom's suspension is done and Ray's is coming up. We may see what happens with Paul before getting too involved with anything else.

**9/10/2015** – Paul passed away on September 9, 2015 at approximately 2:30 PM. Funeral information is listed on page 2.

I will still be attending the Brits in the Ozarks show since the funeral is on Monday. Hope to see you at the QT in Catoosa by 7:15 AM for a nice ride to Arkansas and back.



*5 All gussied up and ready for the show.*

I have ordered a few more of the smaller items needed to continue resolving maintenance issues on Tinkerbell. I did peek under the seat cover on the driver's side and found a big hole right in the center of the seat. Darn.

The car is still a good investment but it will take a lot more to bring it back to top shape than I had originally hoped. The new top has yet to arrive as I suspect it had to be special made. I am kind of anxious to get it.

As budget permits I will probably add a new radiator before having the air conditioner brought back to life. It just seems to make sense but I will have to current radiator checked out before spending the money.

This is going to be a big and expensive endeavor but Tinkerbell will be a great car when finished.



### **Bad fit: why the Triumph TR7 was NOT the shape of things to come**

Submitted by Hank Sossin

The advert reckoned the Triumph TR7 was 'The shape of things to come' 40 years ago, and from some angles it even looked like it.

Nose on from above, for example, when you'd see a sleek, steeply-raked bonnet and pop-up (sometimes) headlights. Or from the side, provided you could only see the front half of the car, its gently flared wings, dipping bonnet-line and neatly integrated black impact bumper – a novelty in the mid '70s – promising, well, the shape of things to come.

So, what about the rear half? That was the shocking bit. There

was so much to take in, too, from the abruptly cut roof and its sharply plunging, flat-paned rear window to the clumsily protuberant rear bumper, plus a curious crease line that arced from behind the front wheels to the tip of the rear wing.

Legend has it that designer Giorgetto Giugiaro, then entering the zenith of his career, said 'My God! They've done the same to the other side as well' when he first saw the TR7 at a motor show.

### **Journos: startled and confused**

The TR7 wasn't only criticised for its startling style. UK motoring journos asked why it wasn't mid-engined like the Fiat X1/9, Porsche 914, Lancia Monte Carlo Spider and any number of supercars, especially when British Leyland was known to have been working on a mid-engined MG sports car.



Instead, this new TR was merely a front-engined, rear-wheel-drive machine, and more than that, its rear axle was of the cheapskate live variety rather than independent.

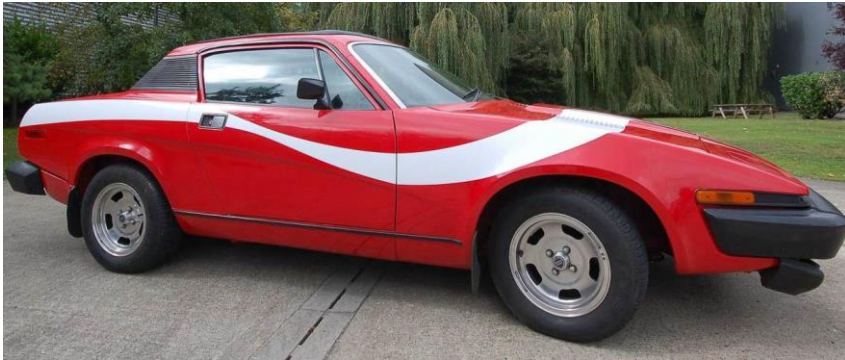
But most controversial of all was the fact that this sports car's roof was steel and firmly welded shut. Weren't sports cars supposed to be about feeling the summer breeze and seeing the sky above your head?

This, the lack of a six cylinder motor and the TR7's wedgy contrast to the masculine, brick-like TRs that had gone before added up to a package that was even more controversial than the equally wedged Leyland 18-22 Series (soon to become the Princess) revealed at much the same time – and the Allegro that had lurched onto our roads two years earlier.

### **Bullet tipped**

However, quite a bit of thought had gone into the Bullet project, as the TR7 was codenamed. Two top British Leyland engineers had travelled to the United States – by far the biggest market for Triumph and MG sports cars – to sound out a range of experts on how the Triumph TR6 should be replaced.

Almost all of them said that mechanical simplicity was essential – they didn't want the independent rear suspension of the TR6, they wanted a simple four cylinder engine and they certainly didn't want an exotic and difficult-to-repair mid-engined layout.



So Bullet got all of these things, and a fixed roof, because it looked like the US government was going to legislate convertibles out of existence for safety reasons.

And while it had that live axle, it was well-located with four links. This and long suspension travel provided the car with ride and handling far more sophisticated than any previous TR had managed.

But Bullet wasn't necessarily going to be an adventurous wedge-shaped car at this point, British Leyland's management and boss Sir Donald Stokes had yet to decide on design proposals coming from Triumph and from the Austin Morris design department.

Austin Morris was involved because BL also had the problem of replacing the MGB, although the sports car and its GT coupe stablemate were still setting sales records in the US.

But with BL as cash-poor as a gambling addict, there were thoughts of badging Bullet either as an MG, a Triumph, or with minor modifications (that would probably be badges, then) both.

A new TR was the priority though, and Triumph put forward a model based on earlier work by Italian designer Giovanni Michelotti, who had produced several very successful models for the company, the Herald, Spitfire, GT6 and TR4 among them.

#### **TR7: a clean-sheet design**

Austin Morris design boss Harris Mann, on the other hand, had the ideal clean sheet of paper and set about creating a more dramatic sports car with American tastes in mind. The decidedly rakish angle of his car's windscreen was designed to allow the driver to see America's overhanging traffic lights, for example.



The result was as arresting as a giraffe in a shopping mall, his startling slice of wedge worthy of a blister-packed 'Hot Wheels' toy.

And it was Mann's design that won the styling model face-off, with only a handful of management attendees voting for the more old-fashioned Triumph proposal. But Triumph's engineering team did at least get the job of developing the car, and providing the so-called 'slant four' engine that enabled Mann's steeply-sloped bonnet to emerge in production.

What didn't make it were Mann's hidden door handles and his neat flip-up headlamp covers, the engineering department



### **The Speke factor**

The TR7 was to be produced at BL's Speke plant in Liverpool, a factory notorious for an unruly, strike-prone workforce that had transferred to the assembly line many of the skills they'd learned from the docks they were recruited from. Among these were gold-standard pilfering, and a lack of cooperation as shocking as the TR7's style.

There were workers who wanted to work, but their efforts were undermined by the political militants, whose rebelliousness was fired by the presence of the Workers Revolutionary Party and the International Socialists, few of whom actually worked at the plant.

All of which meant that the TR7 was shoddily built and often not built at all, so frequent were the strikes. Not all the faults were introduced by its assemblers, however. Inaccurate body tooling ensured that the doors were too big for their apertures, for instance.

Rain often prompted one or both of the car's headlights to go on strike, like their assemblers, and on some cars an emergency stop would have the screen popping out, its advanced, heat-bonded seal failing to stick.



### **Successful launch against the odds**

Despite all this, dogged work by BL's US team (who cobbled together a barely acceptable bunch of press demonstrators by cannibalising some cars) meant the TR7's 1975 American launch was a success.

Poor brakes and a vibratory engine were criticised, and many found the styling less than beautiful, but they welcomed a car that looked refreshingly radical and loved the comfort of its exceptionally well-designed interior.

It was quite keenly priced, it rode and handled well, delivered adequate performance and was far more civilised than any British sports car that had come before. And Americans were already migrating to coupes from convertibles, encouraged by the earlier arrival of the highly desirable Datsun 240Z.

Europe did not see the TR7 until 1976, the priority being the US. And just two years later the car's career looked like it might be all over, thanks to a five-week strike that began on the day BL's new South African boss Michael Edwardes arrived, tasked with sorting government-owned British Leyland out.



Some early sorting saw the shutting of the section of Speke factory that made the TR7.

But, despite the fact that the car itself had made no money – and that even Prime Minister Jim Callaghan, to whom Edwardes was ultimately answerable, reckoned it should be killed off – the car was transferred to Triumph's Coventry plant.

### **The TR7 survives**

Over 200 improvements were made in the process, most of them aimed at fixing poor quality – although the doors still didn't quite fit – and the TR7 briefly entered a more stable period.

Highlights were the arrival of a convertible, which rid it of the turret-top roof that many hated, and for the US, the impressive V8-powered TR8. Convertible-killing legislation never came to the US, and the drop-top TR7 turned out to be a pretty agreeable machine.

More upheaval was to come – literally – with the closure of Triumph's Canley plant, which saw TR7 production moved once again, this time to Rover's Solihull factory. With the move came another mild quality upgrade, and plans to introduce the TR8 in Europe.

Unfortunately, by now the TR7's sales trajectory was much the same as the sinking crease lines on its flanks, and it would not be long before its viability was called into question.

That saw the European TR8 programme cancelled, and by 1981 the plug was pulled on the whole project in spite several attempts, one of them a risible MG rebranding, to save the car.



### **The TR7 dies (and so does Triumph)**

The last TR7 was built on October 5<sup>th</sup> 1981, ending the long and (mostly) successful career of TR sports cars and in truth of Triumph too. The Acclaim saloon launched at much the same moment was little more than a rebadged Honda.

With a tumultuous history like that, and styling that still startles for many of the wrong reasons, it's easy to view the TR7 as a total failure.

In profit terms it almost certainly was, but the 7 turned out to be the most produced of all the TRs, scoring 112,368 sales during



its six turbulent years.

Had it been better made that number could easily have been higher, enabling the fulfilment of a development programme that also included the Lynx 2+2 coupe (pictured above) and a 16-valve model besides..

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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.

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## 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!

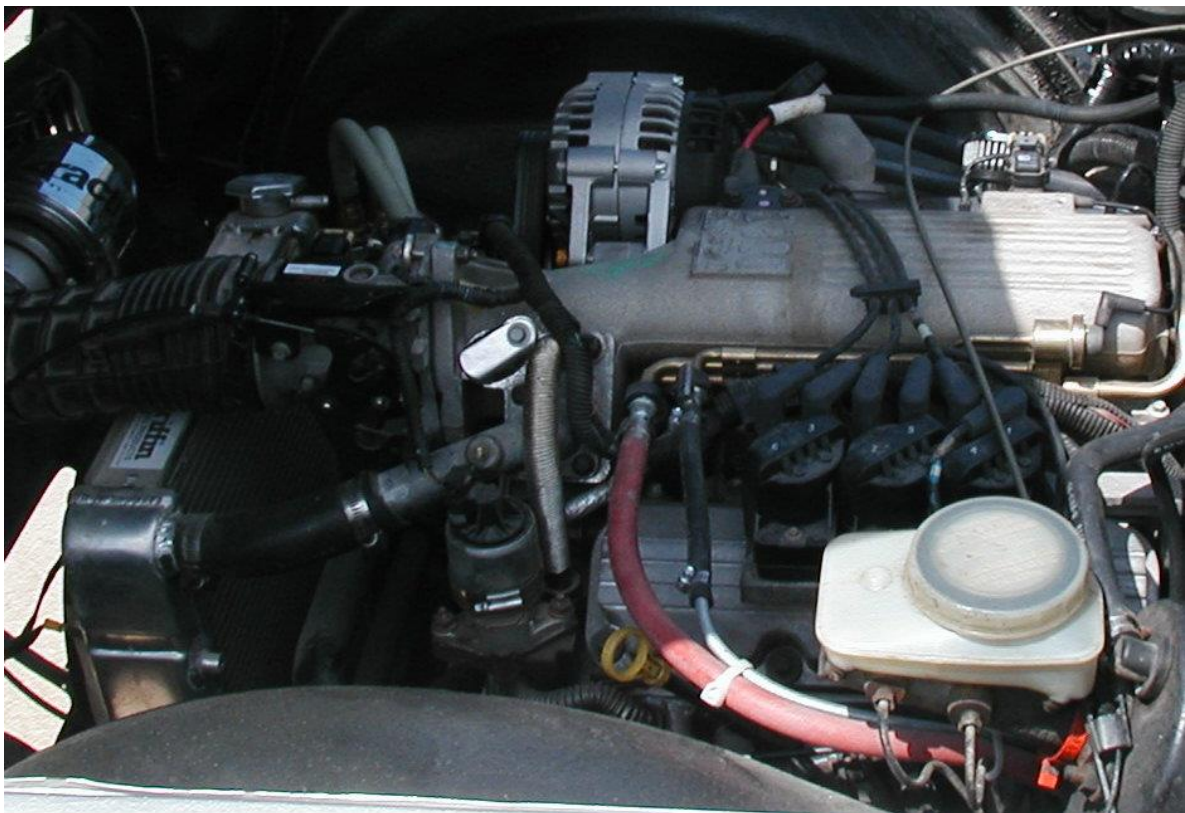
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



*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



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