



Triumphant Times

Green Country Triumphs

Monthly Newsletter for December 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

Annual Christmas Party:

When: December 9th, 6 pm

Where: 19455 E 72nd St. N, Owasso

Phone: (918) 341-4222

Cell: (918) 760-2269

**Participation in the Dirty Santa
gift exchange will require a gift of
\$25 or less for each participant.**

Officers and Committees

Rob Thompson – President

Cash Billups – Vice President

Denny Robinson - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

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

topaztr6@gmail.com

From President Rob Thompson

Christmas time is near. It is usually a lot of fun and memories: touring neighborhoods for Christmas light displays, holiday music, time with friends and family, parties and parades, Christmas decorations, and of course watching the kids and grandkids opening their gifts.

Just keep remembering their smiles, joys and memories your presents will bring and not all the hassle and craziness to navigate the streets/stores/drivers to find that perfect gift. (p.s. online sales are more popular than ever. Wonder why?)

And then it's New Years. I'm glad they invented New Year's. The thing about New Years is that we go to bed on December 31st closing out the old year and wake up on January 1 getting the New Year started with fresh resolutions or in my case most of my old ones appear again on my list. Here's believing for a great New Year.

Our annual planning meeting is on Saturday January 13 at John and Jan's at 6 pm. More on that in this newsletter. Bring your ideas to the meeting. The Club is gaining momentum on attendance and we are excited about the things we can conjure up next year.

From Vice President Cash Billups



Secretary's Minutes of the Last Meeting from Kay Robinson for Adele Blom



The November monthly meeting of Green Country Triumphs was held at Oklahoma Joe's Barbeque near 61st and Sheridan in Tulsa.

President Rob Thompson called the meeting to order a few minutes before 7pm. The restaurant was so good about giving us our food that we were all served and fed by 7.

Minutes were accepted as e-mailed in the news-letter.

The Treasurer Jan Phillips reported that all the members of our group have paid their dues.

Although our trusty car show reporter Art Graves was not at our meeting this time, we noted that car shows are largely finished for this year and will begin again in the Spring. Shows should be going strong by April. Al Garbart mentioned the VTR annual in Wisconsin location was about 700 miles each way.

John Phillips reporting on parts said he had a peaceful month. Glenn and Carol Larson bought parts on e-bay, many expenses. A master cylinder and a turn signal part were among the parts obtained. John Phillips has got his new TR-8 door panels put on and a new printed circuit for the gauge panel were installed. The printed circuit is difficult to obtain. John still has a leak in the TR6 transmission but he plans to work on it this winter. Someone mentioned LED lights help the gauges be more visible. John has ordered Red Line Heavy Shock Proof Gear Oil for the car in hopes of eliminating an annoying differential gear whine. John even got his air-conditioning working and has accumulated some extra parts while he can. Sam Clark is planning to put together his TR-3. Cash Billups took all the Spitfire parts from his Dad's in a 16 foot trailer. He says he has a ton of parts. He and his sweetheart are engaged to be married. We all approved heartily.

Activities were discussed. Belvedere has been taken over by the Pink House in Claremore. Jan Phillips said she would check for our Ladies' Luncheon for this December. Expect an e-mail or phone call about the date and time if Belvedere Mansion is decorated for Christmas. The Club

Christmas Party will be at 19455 East 72 Street North on December 9 at 6pm. Please RSVP to Charlie Brown when you get the e-mail. This is very important if you expect to come since food and seating have to be planned! Of course the gift exchange (aka dirty Santa exchange) will afford some luck member to hold the horses until next year. We try to be buying something worth around \$25 or less. Also you will be contributing one item to the menu of not entrée nature. Also those who want any beer or wine should bring it. This way we don't have our hosts over-burdened.

Our planning meeting on January 13th at 6 pm. is fun for all to attend. Do you have an idea for an activity? If so, please bring along your suggestion and be prepared to help bring it about.

Old Business was discussed. The scholarship at McPherson's College in Kansas could help a girl or boy learn to work on old cars. Dennis Robinson will try to find out the particulars. Rolf Blom will try to remember to check on Shangri-La at Grand Lake for a joint show with Oklahoma City and possibly other regional clubs.

Cash Billups said he has a box of trophies won by his dad for a Mustang '66. We hope to modify these trophies for use as future show trophies. Charlie Brown offered to store them for us because he knows the man who makes plaques.

We adjourned very early, around 7:30pm.

End of official minutes.

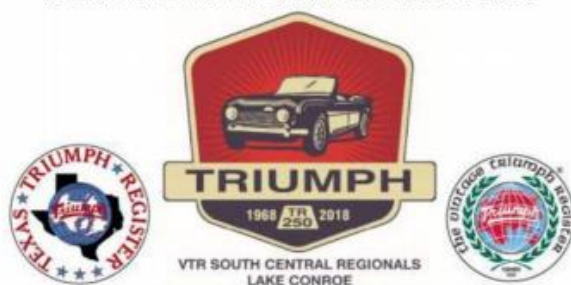
(Rolf and Adele Blom visited with Jim Murray after the meeting—he suggested a sign-in sheet would help keep track of meeting activities. Your minute keeper Adele will try this at the next meeting!)



2018 VTR SOUTH CENTRAL REGIONALS

By Texas Triumph Register

SAVE THE DATE AND RESERVE YOUR ROOM!



Come join the Texas Triumph Register as we host the 2018 South Central VTR Regionals along the shores of Lake Conroe, north of Houston on April 19th – 22nd, 2018. Our event will be held at the beautiful, lakeside LA TORRETTA Resort and Spa, offering such amenities as onsite restaurants, private beach, adult and children's pools, lazy river, tennis courts, golf course, fitness center and spa.

Catch up and enjoy some fun with your fellow Triumph lovers and friends. We have negotiated the following rates for your rooms (plus reduced resort fee and occupancy tax) at La Torretta: ·

- ♦ Tower King or 2 Doubles \$139.00++ per room/per night ·
- ♦ Golf Cottage King or 2 Doubles \$139.00++ per room/per night ·
- ♦ 2-BDRM Golf Cottage \$278.00++ per 2-bdrm/per night (this equates to \$139 per room/per night) ·
- ♦ 2-BDRM Lake Villa \$339.00++ per 2-bdrm/per night

Book your hotel room now at La Torretta, before the reduced rates end, [Book Here](#)

For those of you who would like to come early on the 18th, the resort is offering the same rates for April 18th. Look for Registration information and forms to be posted on our website, www.texastriumphregister.org, this fall. We look forward to seeing you next April.

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends
<http://greencountrytriumphs.org>

2018 Club Activities

January 13 th , 6 pm	Planning Meeting	Jan Phillips
TBD waiting on good weather	Breakfast followed by "Roads of My Youth Tour"	John Phillips

2018 SHOW SCHEDULE

2018 South Central Regional

April 19 – 22
LA TORRETA RESORT & SPA
Lake Conroe, north of Houston

2018 VTR Nationals

July 17 – 21st, 2018
La Crosse, Wisconsin
Web Site: www.mntriumphs.org

6-Pack Trials

September 27-30, 2018
Fontana Dam, North Carolina
Web Site: <https://jimholewka.wixsite.com/trials2018>
<http://www.6-pack.org/j15/>

6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROAD...



[Home](#) [Hotel Information](#) [Driving The Dragon](#) [The Roads...](#) [Schedule of Events](#) [More](#)



2018 6-Pack TRIALS

Fontana Dam, North Carolina • September 27-30, 2018

Celebrating the 50th Anniversary of the Triumph TR250



**Minnesota Triumphs
beckon you to the
VTR NATIONAL 2018**

**July 17-21, 2018 at the
Radisson in La Crosse, WI**
Facebook VTR2018 www.mntriumphs.org

**On the banks
of the historic
Mississippi River**



Featuring 50 years of the TR250

CHRISTMAS PARTY 2018



**PAULA AND CHARLIE BROWN ARE
HOSTING THIS YEAR'S PARTY.**

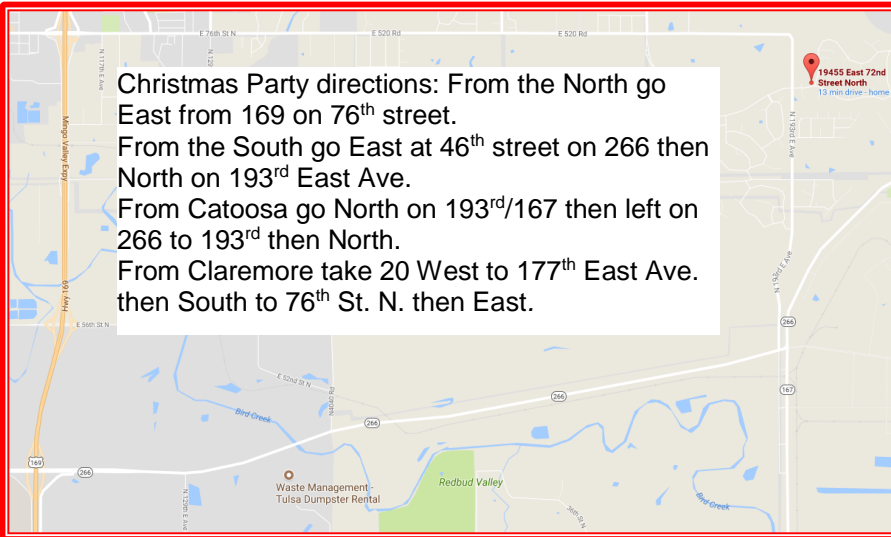


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Christmas Party directions: From the North go
East from 169 on 76th street.
From the South go East at 46th street on 266 then
North on 193rd East Ave.
From Catoosa go North on 193rd/167 then left on
266 to 193rd then North.
From Claremore take 20 West to 177th East Ave.
then South to 76th St. N. then East.



WEDNESDAY, AUGUST 17, 1980

ABOUT CARS | Marshall Schuon

Triumph's Enticing TR8

THERE are, basically, only two kinds of cars. There are those for people who have to drive, and there are those that make you want to drive, whether you have to or not. In the latter sense, and given the new energy consciousness, B.L. Limited's new Triumph TR8 has come at the wrong time. But by any other standard, it is a machine to hock your Guccis for — and to drive whenever and wherever you can.

What makes it so special is the aluminum-alloy V8 that throbs and snarls under the hood — excuse, *bonnet* — and that threatens to bite great chunks out of any other automobile that dares to challenge it.

The TR8's 215-cubic-inch engine can make good on that threat against most competitors, at least in the performance department. With its new power plant, the car, otherwise marketed as a four-cylinder TR7, is the next fastest thing to the Chevrolet Corvette in the under-\$15,000 class.

That class, too, is as surprising as the TR8's speed, since the two-seater has the feel of much more money, the feel even of a \$96,000 Aston Martin. Both cars have British accents, both run through their five-speed transmissions like hounded foxes, both come with soft tops, both burble delightfully through dual exhausts, and both build a fire in the blood.

There are a lot of differences between a handmade Aston Martin and a factory assemblage of steel and plastic, but the fact that any comparison is possible is a testimony to the Triumph. Besides, with a base price of \$11,900, you could spend the same \$96,000 and have TR8's for every day of the week, with one for a spare.

You probably won't need a spare with the Triumph, though, since 1975's aerodynamic-wedge body has had five years to get the kinks out. And, when you add the fact that the

TR8's "new" engine has been around even longer in one form or another, you have a proven package that ought to stand up to hard driving.

Actually, the 3.5-liter engine is a General Motors design that began life 19 years ago in the 1961 Buick Special. In 1962, G.M. replaced the aluminum with less costly cast iron, subtracted two cylinders, and created Buick's first V6.

Thereafter, the eight-cylinder version powered a succession of race cars, including some that ran at Indianapolis, but G.M. finally abandoned it in a 1965 licensing agreement with British Leyland, which has been using it in its Rover series.

In its latest incarnation, the V8 pulls the 2,662-pound roadster from zero to 60 miles an hour in about eight seconds and gives it a calculated top speed of about 120 m.p.h.

Even sitting in the driveway, the silver test car looked like it was on its way somewhere, its high rear end pushing the chisel-shaped front through the idle air. And, when it was on the move, it moved very nicely indeed. Driven gently, it was a gentleman. Driven hard, it was a terror, first away from every traffic light, flat in the corners, smoking tires on the shifts, a teen-ager's dream and a middle-ager's fantasy.

The only thing that it doesn't do sensationally is stop. While the power disc brakes in front and cast iron drums at the rear are fine for routine driving, high speeds have you wishing mightily for the stopping power of a Pontiac Trans Am — or even one of G.M.'s compact X-cars. In addition, the Triumph is typically tough to get in and out of. And, if you are a smoker, you're going to have

trouble hitting the ashtrays, which are hidden away in the door panels.

Still, the virtues make those problems pale. There is the quick steering of that fat and padded little wheel. There is the good ride. There is the handling that is capable of keeping all but the worst and wildest drivers out of trouble. And there is the solid comfort of the tartan-plaid-and-vinyl interior.

Fit and finish are excellent. Padding on the console at your right knee helps you brace against the centrifugal forces of cornering, and the bucket seats complete the job of holding you firmly and safely in almost any situation. The instrumentation is easy to read in the light gray face of the dash, and there are niceties like a "dead pedal" for your left foot when it isn't busy with the heavy clutch.

The crisp-shifting transmission, too, is a joy, with its overdrive fifth gear offering passable economy, at least in muscle-car terms. The Federal figures are 14 miles per gallon, city, and 22, highway, and careful driving in fifth gear might very well better those numbers.

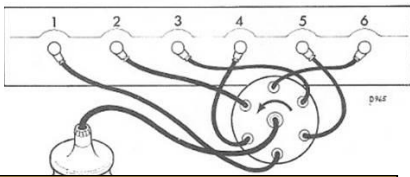
There's no question that the arrival of the TR8, heralded bravely by B.L. as the return of the open-top, high-performance sports car to the United States, is welcome news to auto buffs. Unfortunately, the number who will get to drive one of the 1980 versions is limited.

Only 2,500 of the cars will come to these shores this year, and one company official confided that the figure results from nervousness about introduction of a hairy-chested V8 when most automobiles are doing their best to be 97-pound weaklings. For my money, though, America's hunger for excitement is going to prove that kind of thinking to be the only flabby thing about B.L.'s new entry.

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.



How does one know the alternator belt is tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

TR6 Soft Top Folding

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



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



2 Fold top forward without folding back window

https://www.youtube.com/watch?v=IS2FmWK6_o&feature=youtu.be

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 or add Lucas Break-in Oil at each oil change to your regular oil.

<http://www.corvetteforum.com/forums/c3-tech-performance/2484100-list-of-flat-tappet-oils.html>

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. 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/>

40 Wt. Non-detergent Motor Oil or 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.

What's on the [Web Site](#)

Seat Belt Refurbish
Service After Storage
Rear Wheel Bearing End Float
Speaker Box Install
TR6 Wind wings
Rear Sway Bar Installation
Triumph Rain Cover
Flywheel Ring gear rework
Rebuilding Triumph TR Trans/Overdrive
Rebuilding Stromberg Carburetors

JOHN'S QUICK TIPS

Starting Page 2

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Something New from Goodparts

Shock Link Set, Rear, TR4A-TR6, Rod End



US \$139.00

Product code (SKU):

2613

Weight: 3 lbs

Qty: 1

 **Add to cart**

The original type shock links connect to the trailing arm with a rubber bushing above and below the trailing arm. Compression of the soft

rubber allows the trailing arm to move up and down a little without moving the shock lever. These spherical rod end links transfer all movement of the trailing arm to the shock lever so the shock can dampen even slight movements of the trailing arm. Replacement original type shock links are prone to failure at the upper end. These upgraded links are a much stronger design that should hold up better than replacement original type links.

LESSONS LEARNED

- When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

Commented [t1]:



Greasy Hands Garage North Update by John Phillips

11/14/2017 – This morning Quality Tire in Owasso called to tell me my replacement tire had been received. I got ready, went to the shop, got the car off the rack where it had been while I was looking for and eliminating leaks.

The car started easily and was backed out to the street. Although cold and not started for a few days it ran smoothly with no hesitation the ½ mile to the highway.

From there it accelerated up to about three thousand RPM for each shift with the temp beginning to rise and the oil pressure hovering around 70 PSI.

I think it if were not for the leaks I would consider this car perfect. I gotta get better at this.

At the tire store the one problem wheel/tire was removed and all the too many weights removed and the adhesive cleaned off. Never seen that many weights on one wheel.

The defective tire off, the replacement on, inflated and on to the balance machine. Far fewer weights were used this time.

The wheel/tire assembly was put back on the car and with no charge from the store it was back on the road for a test. All negative symptoms had vanished and the car no longer shimmies.

Back home a call was made to the shop to report the results. They appreciated the call as they do not get many from customers passing on compliments. They treated me very well.

It was noted yesterday that seepage of oil was from between the bellhousing and the engine. I have a rear engine seal and need to make sure a transmission front seal is on hand as well as a new pilot bushing.

Since the condition of the clutch plate is unknown I won't order one until I know it is needed. A throw out bearing is on hand if needed. Work is planned for after New Year's.

11/17/2017 – The project I wanted to start yesterday was overruled by a computer infection so I started it today.

The new door panels are on for today but I had no idea they would take so long. It ended up being a lot of work.

Getting the old panels off was easy. The next step was to install the new link for



the new door lock. This involved removal of the door latch assembly at the B pillar. This gave enough movement to get the old link off and the new one on.

With the new link in the new panel was test fitted. I discovered that the new door lock button is about 2 inches forward of the old location.

This required the cutting of a new hole big enough to accommodate the new escutcheon and button. A section of metal about $\frac{3}{4}$ inch wide and $1\frac{1}{4}$ inch tall be cut from an area marked via the



new panel for location.

The link purchased from Rimmer came with a set screw to hold the button on when installed, the one purchased from Robsport did not. An 8-28 screw was put in but too early. I had a time getting it back out as the link threads were metric, the screw SAE.

The next task was to transfer the attachment buttons and plastic surrounds for the courtesy light and ash tray. The holes for the armrest screws were punched and the hole for the window crank placed and cut.

The escutcheon for the door handle was damaged and needed a spacer to locate it properly so if they are available it will need to be replaced.

The speaker attachment screws were located with an awl and the cover attached. The press pins that hold the panel to the door were for the most part in good condition and reused. With the panel installed along with all the hardware I saw something that has to be redone so the panel has to come back off.

The seal that fits against the window is mislocated and has to be redone. Drat.

Maybe I will get the passenger door done tomorrow. This is a bigger job than anticipated. I spent about 6 hours and am still not finished with one door.

11/18/2017 – It is Saturday and time to work on door panels. However, by the time the driver's door was reworked it was almost time for football so the passenger door will have to wait until tomorrow.

With the panel back off the top seal was removed and trimmed. It was then replaced on the panel and the panel put in place on the door.

The seal was now too far forward so it was removed again and repositioned. Fortunately, the trimming did not result in a seal that was too short.

With the seal back on the panel and the panel back on the door for a fit check it was then removed for installation of the ash tray.

The outer part of the tray assembly goes through the panel then a retainer is put in place and stapled for retention. The only problem is the retainer had shrunk and no longer fit over the outer part.

The part did fit snugly into the panel and since I don't smoke am hoping the press fit between the two parts will hold it in place.

The next struggle was with the speaker. The hole was mislocated and too small. The difficulty was increased but the only difference in the process was to use longer screws. It all worked out ok. The driver's door is finished.

11/19/2017 – Word of advice, if you order the wrong panels don't try to use them. Send them back and get the correct ones. It is easier than trying to install something designed for a different model.

Ok, I would really like to tell all the wedge owners how big a pain in the butt this job was but there are so few in the club it is hardly worth the effort.

To keep it short I will just say that the first thing done was to relocate the seal on the top of the new panel so that it fit both the panel and the opening in the door. No

trimming was needed on this side. Not a big job.

Next all the parts were moved to the new panel from the old one. Also not a hard job, it just takes time. The old panel was also used to locate the holes for attaching the speaker.



The attachment holes for the arm rest and window crank were made and the new panel was used to mark the location of the new hole needed for the reconfigured button and escutcheon. A Dremel tool was used to cut the hole for the new button.

The old link was removed from the old button and lock and the new one put in place after the new hole was cut. To do this the latch on the door had to be detached and lowered so the link could be removed.

With the hole made and the new link in place the new panel was put on the door making sure the wires for the courtesy light were in the correct location.

The ash tray retainer was pressed into the opening in the panel. I should say

the retainers were sourced from Team Triumph as the ones that came with the car were broken.

The window crank was installed followed by the arm rest. The speaker was next and it was a beast. I spent an hour on that alone trying to figure out which hardware to use and getting the holes all lined up to get the screws in place.

The new escutcheon and button were the last components to be installed. The button is held in place by a small 7 mm set screw. Long story about trying to get this assembly in place correctly but in the end it is in and the job is finally finished. Time for a PBR.

Next is replacement of the damaged printed circuit for the gauge pod if it ever gets here. Some shipments from the UK are slow. The dash lights are here and ready to be installed.

11/22/2017 – I arrived in the shop around noon and worked until 4. The old dash pod was removed and disassembled. The gauges were moved to the new pod and the new LED lights were installed.



A feeble attempt to get the clock working failed and I don't care, the new radio has a clock display if I can remember how to set it.

With everything back in place the car was started and the first thing I checked were the turn signal indicators and they worked. The bad news is the other gauge lights do not at this point.

I decided to wait until tomorrow or Friday to finish hooking up the gauges and troubleshooting the dash lights. Time for some R&R.

11/24/2017 – The easy stuff was hooked up under the dash first. The speedometer cable was connected to the speedometer. The clock set knob was placed in the provided slot and tightened down. Next was the odometer set knob which was also placed in the slot and tightened down.

Next The dash cover over the gauges was removed, then the plexiglass cover and the decorative plastic around the gauges was removed for access to the voltage gauge which appeared to be not working.

It was removed and 12 volts applied and the needle moved to the center of the gauge. Ok, that is what it did in the car so it was reinstalled and checked to see if it was doing the same thing and it was so it will be watched for a while to see that it is indeed working. If there is a problem, it is most likely in a location other than the dash pod.

The new LED dash lights were next. One was removed and 12 volts applied to see if it lit up. It did not so the bulb was removed from the socket and checked and it worked.

The bulb contacts were moved a little to make sure they were properly located in the bulb holder and it was checked again. What was learned was that the polarity matters on an LED bulb but not so much on an incandescent bulb.

What that means is that the clocking of the bulb holder into the pod makes a difference. Once all the bulbs were clocked correctly all four were lighting when the lights were turned on.

The only thing left to do was to connect the light in the oil pressure gauge to the red and white wire under the dash so that it would operate with the dash lights.

Well, at this point the new dash pod/printed circuit is installed and assumed

working as it should until we know differently. Very nice.

11/29/2017 – Started the next project today. The TR8 was raised on the lift for access to the differential cover. The task is to change the gear oil from whatever is in there to Red Line Heavy Shock Proof Gear Oil. The existing oil was most likely original considering how dirty and black it is.

The replacement oil is supposed to be the only thing identified to date that has any effect on gear noise. My dif works great but whines at speeds over 65, very annoying. The hope is the whine can be significantly reduced if not eliminated. Got my fingers crossed.

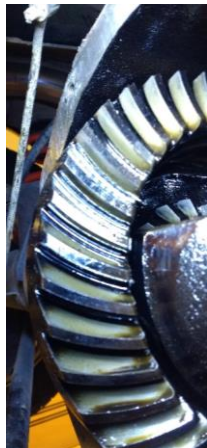
The cover came off with not too much trouble but had to get the emergency brake cable backed out of the bracket welded to the cover. The cover was cleaned up and rust converter applied then a coat of engine paint to keep it happy.



I then evaluated the ring and pinion gear using my vast experience to visually determine that they are pretty much like new.

Ok, maybe not vast but I was exposed to and even evaluated compliance of gears during my ten years as an inspector for North American Aircraft.

What that means is that the whine is not the result of gear wear and is most likely the result of incorrect preload on the pinion bearing during initial assembly as I have been



told by other TR8 guys. That will keep the cost down if I have to eventually have the pinion bearing replaced and the preload applied as designed.



Tomorrow when the paint is dry the plan is to finish cleaning the associated hardware and reassemble everything. The new oil will then be added to the differential and a long test drive taken to get it settled into everywhere it needs to be.



11/30/2017 – I was in the shop a little earlier than normal for these days because I was anxious to see if the new gear oil would have an effect on the gear whine.

Reinstalling everything removed yesterday did not take long after all the various pieces of hardware were cleaned. I used some silicone gasket maker along with the gasket in hopes of eliminating the possibility of a leak. I should work as long as the bearing seals don't fail.

With the cover reinstalled I looked around for a location to install the differential breather. I never heard of a breather for a differential before, a



vent hole yes but not a breather. There is indeed a threaded hole on top of the dif for the breather so it was installed.

Naturally it was time for a test drive. The car was started but the new radio did not energize. I backed out of the shop and up to the road. My test drive took me to Code Zero Customs for them to check out the radio problem. They had the radio powered up and the balance, bass and treble adjusted better in about ½ hour but I have to go back next week for a part they have to get to finish the installation.

Back on the road to home I did my best to be quantitative in evaluating the sound level in the car with the new gear oil. The car is quieter and enough so that it cannot be just my imagination.

The stuff was worth the money, but the dif is not silent and most likely will not achieve that. But it is enough better that the noise is much less irritating. I am declaring victory and going to have a beer to celebrate.

Tomorrow I plan to check out the volt meter as it appears to be moving only about ½ on the meter and not otherwise moving. Something else I have never done before.

12/1/2017 – This morning after a little research the voltmeter was deemed to not be working. The dash pod that Al supplied for the conversion to old school technology still had a volt meter installed so it was removed and tried in the Tinkerbell. It worked even worse than the one I had.

The electrical handbook for Pumkin says how to determine whether or not the gauge is working and if not fix or replace. I chose replace since the total cost from Robsport was about \$15.00 for a new one. I checked to make sure the alternator was still charging and it is so if I have to wait for a gauge for a while I can live with that.

Once you get the process down access to the gauges is pretty easy. Remove ten screws, two dash components and the cover and surround from the gauges and then you just pull out the one you want. Not bad at all.

12/3/2017 – Friday while Jan was at the Dr. office I took a ride in Tinkerbell.

About ½ way through the ride I hit a bump and the radio lost power. It has not come back on and the antenna is stuck in the up position. The parts ordered are due on Thursday so it will be time to replace the radio and add a spacer to provide a better anchorage for the mounting.

This is beginning to be a pain in the butt.



Member projects include this TR3 under bonnet dress up by Glenn Larson. Looks pretty good, right?



Classified Section

Jim Lindsey

told me at the last meeting that he was ready to sell the 72 TR6 that he purchased this summer. He has no covered parking for the car and sitting outside is not ideal for the car.

His asking price is \$8500. Jim has not provided requested information on the car so here is what I think. It is a good car. It is not perfect.

I found no rust. The interior is usable. The top shows some age but is usable as well. He previously talked about buying tires but not sure if he did. No overdrive.

The previous owner had the car for decades but did not drive it much. I rebuilt the carbs and it seems to be running very well or at least was the last time I drove it. Engine is strong with good oil pressure. **contact Jim at (918) 857-7150**



1954 Triumph Tiger 650cc

With a lot of time, money and thought I put this bike together out of parts about 10 years ago. It is titled to the engine which is a '54 T110 600 cc Tiger. The frame is a '59 Triumph. The front forks, hub, wheel, fender and Tank are '70 Triumph. The rear hub is a Triumph conical laced to a 15" Harley wheel. The rear fender and chain guard are Harley. I just installed a Quiet Drive belt drive primary last year. There are a lot of custom touches to the bike which runs and rides like a Triumph. Contact for more specifics. \$4900

Dewayne Pass
918-851-5331



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 components.

\$14,000 Wayne 918 227-0011



Hot Resto-Mod

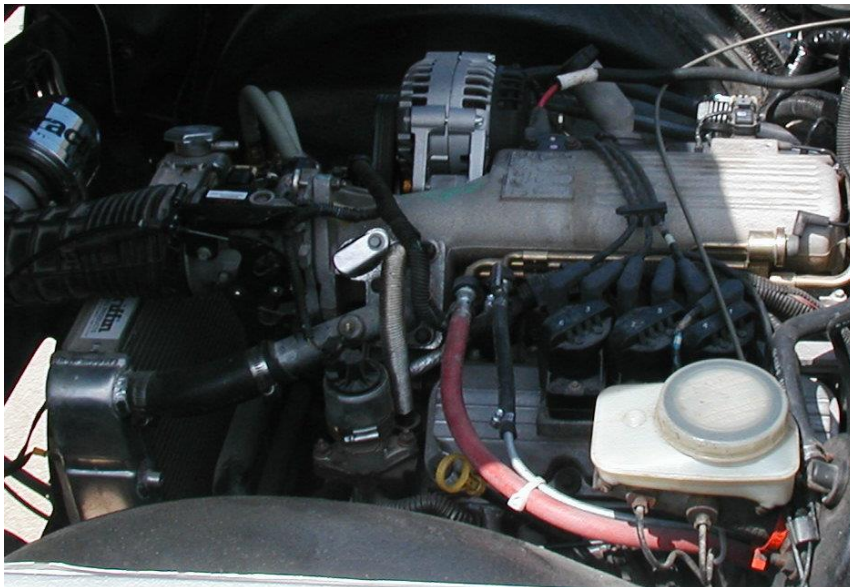
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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!!!



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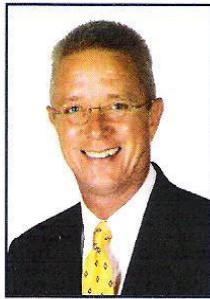
Tony Mullenger

"Superior Service - Uncompromising Integrity"

445 S. Brady

Claremore, OK 74017

tony.mullenger@aaaok.org



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JOHN'S PAGE – STUFF FOR SALE



Used Crane Ignition System for TR8 - \$50. Assumed bad but learned later the ballast resistor must be removed from system when electronic ignition is used. Bargain



TR8 WHEELS / \$300 or best offer, no tires. Fifth wheel being used as spare also included.



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 or
phone (918) 283-7017

BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED. ASKING \$75

CONTACT JOHN 918 283-7017 OR topaztr6@gmail.com



I Just like the tan one better

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
 5885 E. 480 RD
 CLAREMORE, OK 74017
 (918) 283-7017
 maudjpp@gmail.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.



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

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

The TR6 that Jim Lindsey recently purchased came with a set of almost new Sheep Skin Seat Covers which Jim does not need. If you are interested in Sheep Skin Seat Covers for a TR6 contact Jim at (918) 857-7150