



Triumphant Times

Green Country Triumphs

Monthly Newsletter for February 2018

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

Next Club Meeting:

Tuesday February 20th

Dinner at 6:00 PM

Meeting at 7:00 PM

Ike's Chili

1503 E 11th St,

Tulsa, OK 74115

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

Jon Wood – Web Master (ADD)

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

topaztr6@gmail.com

From President Rob Thompson

Been a busy time at the Thompson's. We finally sold our home in Jenks and will be moving to our new and hopefully final home this week. The new home is only a two-car garage and my TR will have to be temporarily stored at my office garage (roof drips some). I will be installing a car lift in the new place but not before we take the ceiling out and re-frame the garage to accommodate the equipment.

I am thinking about the "My Buddy" car lift. Are there any suggestions or other manufacturers which you would recommend? I am going with a 4-post model.

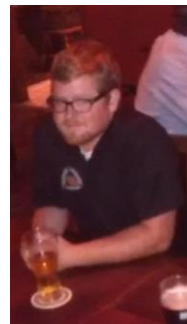
I have spent the last day sorting thru and organizing the tools inside my new storage building. I found many things I had forgotten I had, some I have hung-on to since the 1970's. Knowing what I had and where I put it could have prevented me going to the hardware store many times over. Once this move is over, I can get back to Club Activities, of which Ike's Chili on the 20th of February is our next dinner business meeting. We have a great Club. See you later.



From Vice President Cash Billups

Hey all, I hope everyone has been able to stay warm the last couple of weeks. It has been hard to work in the garage with it being so cold outside; the propane heater only gets it so warm out there. It is crazy how fast the New Year is going by already.

Since the last article I have found and received a new overdrive housing to replace the one that split on me when pressing out the old bearing. The new housing is exactly like the old one



and was a perfect fit, thank goodness. I now have the overdrive rebuilt and all put back together, hopefully the right way, so I am now ready to mate it to the transmission. I have attempted to mate the overdrive to the transmission once, with no luck. It was getting pretty late that night so I did not keep trying. Hopefully I can find the trick next time. The process of rebuilding the transmission and overdrive was a far bigger undertaking than what I thought and like most projects it is taking more time and money than expected. I have not worked on anything else on the 65 Spitfire this month.

It's getting closer to race season and I will have to switch my focus to the racecar before autocross starts. I noticed the other day in the garage that the rear driver side tire was so low that the wheel was sitting on the ground. I jacked up the car and took off the tire. As I was doing this I noticed that the rear hub had quite a bit of play to it. A light bulb went off in my head and I remembered that at the last autocross Cassie and I were hearing a strange noise coming from the rear of the car. I had plan on investigating the noise, but since I didn't race last year I never got around to it. So as I dig a little deeper into why there is so much movement in the hub I see that the axel nut has gotten loose; thank goodness it didn't come off completely in that last race. To fix this issue I removed the axel nut and applied lock tight to the threads and tightened the axel nut back down super tight. I am hoping that will solve the issue. If it does I will lock tight the other side too just for good measure.

Hope to see everyone at the next meeting at IKES Chili.

Secretary's Minutes of the Last Meeting from Adele Blom

The January meeting of Green Country Triumphs was held at Cancun restaurant on the corner of 7th and Lewis in Tulsa. President Rob Thompson was not able to attend so the meeting was called to order at 6:50pm by Vice-President Cash Billups.

The minutes of the November meeting were accepted as printed in the newsletter. The wonderful Christmas party at Paula and Charlie Brown's did not have any minutes generated.

The Treasurer's was given by John Phillips in Jan's absence. He reported there were no changes from the previous report in November.



The report was also accepted after the necessary motions.

John Phillips, giving the parts committee report, reported that he encountered difficulties with the tachometer in his TR-8 after installing a Pertronix electronic ignition system. He is still working on the problem, having tried using some diodes which had been suggested on an internet article. No one in the club had a proposal on the matter. Happily, John's TR-6 is going great, and got him to the meeting. Jim Lindsay's TR-6 still uses more gas than seems reasonable and doesn't always run well. Those with SUV's offered to tell him about their gas usage, although again this was not seen as a solution. John Phillips said he was learning new TR8 things all the time.

Kay Robinson reported on the future activities for the activities committee. A handout was distributed covering each month's plans, many of which still have dates to be firmed up. The activities mentioned are:

January 20, 2018 there is a Demolition Derby at the Claremore Event Center at 400 Veteran's Parkway. The gates open at 6pm, show starts at 7:30. Tickets are \$18 online in advance and \$20 at the door.

For February 18 (a Sunday afternoon) we can get free tickets to attend an Ice Hockey game together. It begins at 4pm. Those who are Sam's Club members can pick up tickets at the membership desk. Please get extra so that those who aren't members can also have tickets.

John and Jan Phillips are doing corned beef and cabbage for St. Patrick's Day in March. This will occur on the 17th.

In April the VTR SW Regionals will be in Conroe, Texas from the 19th until the 26th. In addition, a volunteer will be planning an out and back drive, but further details are not available.

Glenn and Carol Larson are looking into a visit to Roaring River State Park in May. Dale and Brenda Smith are also planning to organize a drive (and perhaps a picnic at some time in May).

Dorothy and Tom Chronister want to host us at their lake-front estate on Grand Lake. June 23 was mentioned as a possible date.

July's main event will be the VTR Nationals in LaCrosse, Wisconsin. This will take place from July 17th through the 21st, 2018. Another July

activity may be a Breakfast Talley's Café (61st and Sheridan) early in a yet to be determined.

In August we hope to arrange night expedition! There is a large telescope at an observatory run by the Astronomy Club of Tulsa in Mounds. Perhaps we have a few low power, deep red flash-lights?

In September Rob and Donna Thompson are going to see about eating together at the Pioneer Woman's Café in Pawhuska, and touring the ranch if possible.

Rolf and Adele Blom are going to arrange an overnight to Shangri-La Resort on Grand Lake during October. We will let the Oklahoma City Club join us if they want. The goal would be not only to have fun but to see about a place for us to jointly help Oklahoma City put on a Regional in the future. Golf and boating are possible.

November 3rd will be our annual Guy Fawkes Day event hosted by Jan. (Rolf and Adele can buy fireworks in July if anyone wants to host us far enough out to do them.) On November 11th the vets day parade would probably like some of our cars to join in. Watch for further information

Donna Thompson is willing to host the Christmas Party to be scheduled at her convenience.

Although we have had no new members at the meeting we were all very pleased that Dale and Brenda Smith drove all the way from Bartlesville for our meeting. Dale is a survivor of terribly cold temperatures (having worked in the Siberia oil-patch) but many of our club members were impressed with his dedication to attend when the outside temperature was only 12 degrees.

Discussion of old business had Rolf Blom stating he had fulfilled his earlier promise to investigate Shangri-La as a possible Regionals site. The October trip mentioned above was as an outcome of that work. He believes this may be a good site for large car shows. The woman he spoke to at the resort had once owned a TR.

In the new business meeting segment Cash Billups mentioned the GreenCountryTriumphs.com website (which is no longer ours) was still out there as a problem for the club. We will see if anything can be done. Cash also said he expected to return to Ike's Chili at 1503 E. 11th Street for the next club meeting, but check your e-mail or the web-site to be certain.

Cash adjourned the meeting at 7:10pm, a new record of efficiency and completeness. Thank you Cash for doing the meeting as stand-in for Rob Thompson.

2018 Club Activities

WHEN	WHAT	WHO
Sunday, February 18, 2018	4pm, we will meet for Ice Hockey at the BOK, 200 S. Denver Ave., Tulsa. If you are a member of Sam's Club you can get your ticket for free by stopping by the membership desk. Make sure you get tickets for February 18 game, so it will be the day our group is attending.	Kay
March 17 th	St. Patrick's celebration	Jan
March 24th	Breakfast at Catoosa IHOP followed by "Roads of My Youth Tour"	John Phillips
April 6 - 8	Spring Tour 2038 (COVTR) Price Tower Bartlesville	
April 19/26	Regional Convention Conroe, TX	TBD
TBD	Bartlesville Trip	Kay
May TBD	Roaring River State Park	Larson
June TBD	Drive & Picnic	Dale Smith
June TBD	Lake Fun	Chronister
July 17/21	National Convention Wisconsin	TBD
TBD	Breakfast at Tally's	Kay
August	Astronomy Club Mounds night drive	Kay
September	Pawhuska Pioneer Woman's Drive ^& tour	Donna & Rob
September 27 - 30	2018 6-Pack Trials, Fontana Dam, N. C.	TBD
October	Shangri-La Overnight Drive	Rolf
November 3	Guy Fawkes Celebration	Jan
December	Christmas Party	Donna / Rob

2018 Car Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana
Date: March 24, 2018
Web: <http://www.bmcno.org/CurrentShow/Carshow.php>

VTR South Central Regional Convention

Location: Lake Conroe, Texas
Date: April 19 – April 22, 2018
Web: <http://www.texas triumph register.org/>

Greater Ozarks All British Car Day

Location: Carthage, Missouri
Date: June 8 – June 10, 2018 (Tentative)
Web: <http://carthagecarshow.com/>

TRA National Meet

Location: Blowing Rock, North Carolina
Date: June 19 – June 21, 2018
Web: <http://triumphregister.com/tra-national-meet>

VTR National Convention

Location: La Crosse, Wisconsin
Date: July 17 – July 21, 2018
Web: <http://www.mntriumphs.org/index.shtm>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania
Date: August 16 – August 18, 2018
Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri
Date: September 1 – September 2, 2018
Web: <http://www.heartlandallbritish.com/index.html>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas
Date: September 7 – 8, 2018
Web: <http://www.britishironnwa.org/>

6-Pack Trials

Location: Fontana Dam, North Carolina
Date: September 27 – September 30, 2018
Web: <https://jimholewka.wixsite.com/trials2018>

Texas All British Car Day

Location: Round Rock, Texas
Date: September 20 – September 22, 2018
Web: <http://www.txabcd.org/>

Triumphest

Location: Sacramento, California
Date: September 27 – September 30, 2018
Web: <http://www.triumphest.org/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas
Date: May, 8, 2018
Web: <http://www.allbritishcarday.com/>

Morelli Grand European Car Show

Location: Oklahoma City, Oklahoma
Date: TBA, 2018
Web: <https://www.facebook.com/morellicarshow>

Subject: April
Activity
Hi Kay,

I mentioned that there is a British Car Breakfast Club in Oklahoma City at our meeting. Their spring tour will take them to Bartlesville for two nights in the Inn at Price Tower on April 6 – 8. I have attached a flyer for the event. I confirmed that our members could tag along on this event. Karen and I will be going.

Please add this to our activities and pass the info along to John for the newsletter.

Let me know if you have questions.

Art



**OKLAHOMA
BRITISH CAR
BREAKFAST CLUB**

SPRING TOUR 2018

WHEN: APRIL 6-8, 2018

**WHERE: PRICE TOWER
BARTLESVILLE, OK**

**WE WILL BE LEAVING FROM
KAMPS 1910 CAFÉ ON
FRIDAY APRIL 6TH AT
8:30 A.M.**

We will be staying at the beautiful Price Tower in Bartlesville, OK. I have reserved a block of rooms under OBCBC Spring Tour. You can make reservations now by calling 1-918-336-1000. There will be a small fee for route books and rally decals.

PLEASE LET ME KNOW IF YOU WILL BE ATTENDING BY MARCH 28TH BY EMAILING ME AT BRITISHCARBREAKFASTCLUB@GMAIL.COM OR VIA FACEBOOK AT [HTTPS://WWW.FACEBOOK.COM/GROUPS/OBCBC](https://www.facebook.com/groups/OBCBC)

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



The Texas Triumph Register

Invites you to join us by the
Lakeshore at the

2018 Vintage Triumph Register South Central Regionals



On April 19-22, 2018, this year's event will be held at the beautiful 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. Plan on traveling the backroads of the Lake Conroe area as we visit unique sites and venues and run the Gimmick Rally. Get your car polished up and ready for the Concours, try the challenge of the Funkhana, and grab your helmet as we run the Autocross. Catch up and enjoy some fun with your fellow Triumph lovers and friends at the Welcome Reception, breakfast run and dinner drives. Our event ends with the Awards Banquet, overlooking Lake Conroe.

Reserve your rooms before they're gone, by visiting the La Torretta website:

<https://aws.passkey.com/gt/213249224?gtid=886489001b0365f55b1bbcbfb340861d>

Register for the Regionals at:

www.texastriumphregister.org

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<http://greencountrytriumphs.org>

VTR South Central Regionals 2018 Lake Conroe Event Registration Mail In Form April 19 - 22, 2018																					
Personal Information (for Badges)																					
Name of Driver A (First & Last Name)					Name of Driver B (First & Last Name)																
Address					Home Phone		Cell Phone														
City	State	ZIP	Country	E-mail address			Registration Method <input type="checkbox"/> Mail In														
List Additional Attendees (below for badges): (First & Last Name)					Number of welcome party attendees:		Number attending Banquet														
1.																					
2.																					
3.																					
4.																					
<input type="checkbox"/> Check if you want to be a Concours Judge					<input type="checkbox"/> Check if you Require Parking for Trailer																
Car 1 Vehicle Information					Car 2 Vehicle Information																
Year	Model	Color	VIN		Year	Model	Color	VIN													
Car show select only one					Car show select only one																
<input type="checkbox"/> Concours Showroom Stock		<input type="checkbox"/> Concours Modified Touring			<input type="checkbox"/> Concours Showroom Stock		<input type="checkbox"/> Concours Modified Touring														
<input type="checkbox"/> Concours Modified Prepared		<input type="checkbox"/> Concours Senior			<input type="checkbox"/> Concours Modified Prepared		<input type="checkbox"/> Concours Senior														
<input type="checkbox"/> Concours Preservation		<input type="checkbox"/> Participants Choice			<input type="checkbox"/> Concours Preservation		<input type="checkbox"/> Participants Choice														
<small>Senior Class VTR Concours Rules: Any car which has won one (1) First Place Award in Concours (Not Participants Choice) May enter Senior Class. After two (2) First Place Awards, he/she must enter Senior Class for the period of the next four (4) VTR National Conventions. Senior Class will be judged against the score sheet only. A score of 300 points or better is required to receive the Senior Award. After winning a Senior Award the car must be entered in Preservation Class if the owner wishes to pursue Concours. There can be any number of Senior Awards at any convention.</small>					<small>Preservation Award: If the owner wishes to pursue Concours after having obtained one Senior Award, the car shall be entered for a Preservation Award. The scoring shall be the same as for Senior except that a score of 300 points shall be required for the awarding of a Preservation Award. Preservation Awards can't must be pre-registered. There shall be no limit to the number of Preservation Awards that a given automobile may win.</small>																
Driving Events (check the event(s) Car 1 will participate in)					Driving Events (check the event(s) Car 2 will participate in)																
<input type="checkbox"/> Autocross <input type="checkbox"/> Glenrick Rallye <input type="checkbox"/> Funkhana					<input type="checkbox"/> Autocross <input type="checkbox"/> Glenrick Rallye <input type="checkbox"/> Funkhana																
Other Driving Events					Terms & Conditions																
If you plan to attend one of the events below, please indicate by checking the button(s) below and enter the number of attendees for planning purposes. <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 80%;"></td> <td style="width: 20%; text-align: center;"># of Attendees</td> </tr> <tr> <td><input type="checkbox"/> Breakfast Run Drive Thursday 4/19</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Breakfast Run Drive Saturday 4/21</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Dinner Run Drive Friday 4/20</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Guided Local Drives 4/19</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Guided Local Drives 4/21</td> <td style="text-align: center;">_____</td> </tr> </table>						# of Attendees	<input type="checkbox"/> Breakfast Run Drive Thursday 4/19	_____	<input type="checkbox"/> Breakfast Run Drive Saturday 4/21	_____	<input type="checkbox"/> Dinner Run Drive Friday 4/20	_____	<input type="checkbox"/> Guided Local Drives 4/19	_____	<input type="checkbox"/> Guided Local Drives 4/21	_____	Proof of car insurance is required to participate in moving events. Under VTR rules all Triumphs entering concours and participants choose car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Texas Triumph Register and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guest while participating in this convention. I understand that the Texas Triumph Register reserves the right to revoke my registration and retain my registration fee. Cancellation policy: A full refund of the registration fee if you cancel on or before March 19th, 2018. No Refund will be granted after March 19, 2018. However, special circumstances may be considered. Hotel/Lodging: You are responsible for making your own room reservations. The Texas Triumph Register has reserved a block of rooms at the La Tarratta Resort, Spa & Conference Center. Please call 936 - 445 - 4458 to make a reservation, mention Triumph VTR.				
	# of Attendees																				
<input type="checkbox"/> Breakfast Run Drive Thursday 4/19	_____																				
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<input type="checkbox"/> Guided Local Drives 4/21	_____																				
Registration Fees and Regalia					Signatures and date:																
Item and Quantity				Sub Total		Driver A _____ Driver B _____ Send cloned form and check to: Texas Triumph Register PO Box 40847 Houston, TX 77240-0847															
Registration Fee \$90, after March 19, 2018 the Fee is \$115				\$ -																	
Additional Car \$25				\$ -																	
Banquet \$37 per person (Senior Driver Presider Colleen) Chicken: Qty <input type="checkbox"/> Beef Qty <input type="checkbox"/>				\$ -																	
Tee Shirt \$25 (S / M / L / XL) \$25 (XXL / XXXL) S _____ M _____ L _____ XL _____ XXL _____ XXXL _____				\$ -																	
Total				\$ -																	
Go to www.texas-triumph-register.org for the on-line registration form																					

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

Let me introduce you to Steve Richardson. He purchased the old distributor that came out of the TR8. After 26 years asleep, their TR7 has woken up again! Steve lives in St. Louis.



So what would you call this, a GR6?

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

6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROADS...

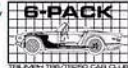
[Home](#) [Hotel Information](#) [Driving The Dragon](#) [The Roads...](#) [Schedule](#)



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

It looks like Denny is blasting the paint from his project Spitfire. That thing appears to work really well.



The era of the human-driven automobile, its repair facilities, its dealerships, the media surrounding it — all will be gone in 20 years. ... I won't be around to say, "I told you so," though if I do make it to 105, I could no longer drive anyway because driving will be banned. So my timing once again is impeccable. — Retired GM, Ford, Chrysler, BMW & Opel senior executive Bob Lutz, Automotive News



2018 Drive Your Triumph Day

Dear Triumph Club,

Last year I reached out to as many Triumph clubs as I could find around the world, encouraging everyone to celebrate Sir John Black's birthday on February 10th, the man who bought Standard/Triumph after World War II and built many of the Triumphs we enjoy today.

I received a great response with close to 150 photos sent to me from all over the world: Australia, New Zealand, South Africa, Finland, the UK, across the USA and more.

It's that time again to send out my request so it can be published on car club websites, calendars and newsletters.

The concept is to go for a drive in your Triumph on a country road, out to lunch, to the market, to work, wherever. Go for a drive alone or with a bunch of fellow Triumph club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo. The photo is mainly of the car, ideally in a cool spot or in front of a landmark, also in front of a market, hardware store or workplace, it's all good. Then send me the photo with basic info: name and place photo was taken and the year & model of the car. Remember, this is a photo taken on February 10th.

Last year I posted all of the photos online: <https://ttscc.shutterfly.com/pictures/3178> and a large selection were published in the US national magazine of the Vintage Triumph Register, <https://vintagetriumphregister.org>.

If you live in a part of the world where your car is stored for the winter, or your car is in restoration, you can still participate. Take a photo of the car in the garage and send it in. I've set up a special email address to send photos: driveyourtriumph-day@gmail.com.

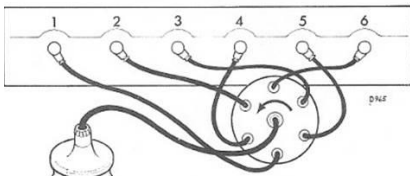
Please contact me with any questions you may have, and thank you in advance for getting the message out to your members to drive their Triumph on February 10th.

Regards,
Ray Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

Ensure that the plug leads are attached to the sparking plugs as shown. Firing order is 1, 5, 3, 6, 2, 4, taken in anti-clockwise order, as viewed from the top of the rotor arm.



TR6 Soft Top Folding

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



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



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

https://www.youtube.com/watch?v=IS2FhnWK6_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?tiress=215-65r15-205-70r15>

Motor Oil: 15W50 Mobil 1 with added ZDDP or add Lucas Break-in Oil at each oil change to your regular oil.

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/>

Transmission: 40 Wt. Non-detergent Motor Oil or Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2

*



Something New from Goodparts

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



US \$139.00

Product code (SKU):

2613

Weight: 3 lbs

Qty:

 **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.

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.

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).

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

Commented [t1]:



Greasy Hands Garage North Update by John Phillips

1/12/2018 - The old distributor from the TR8 has a new home in St. Louis. It was sent to a fellow wedge owner there. I hope he likes the product.

1/13/2018 - The tachometer in Tinkerbell, the TR8, bounces all over the place and is pretty much useless as is. Today I spent a little time in between blowing my nose to route the tach feed wire back through the ballast resistor in hopes that would fix the problem.

After a test drive it was clear the problem was not fixed. Next I plan to clean the couplings in the wiring harness to see if there is some dirt or corrosion that needs to go away. More later on this.

1/15/2018 - Still fighting the cold but Jan sent me to the drugstore for a prescription. I felt good enough to drive the TR6 which needed to be driven.

Back at the shop I had enough energy to put the 6 on the rack and start the annual

maintenance. With the car in the air the oil was drained and the filter removed to get last year's slick stuff out for replacement. The new Wix filter (51516) was filled with oil and then replaced on the spin on adapter. The sump was pretty much done draining by then so it was re-plugged.

The transmission and differential were both checked and were in good shape, nothing needed to top off. The trunnions were topped off with Royal Purple gear oil and the tie rod ends greased.

The car was lowered about ½ way and the upper ball joints greased. Tires were set at 26 PSI. A couple of pounds were let out to see if the new tires will ride better. Not really happy with them. The wheels were wiggled to look for play but everything was fine.

With the car back on the floor the sump was filled with 5.4 quarts of Mobil 1, 15W50 with extra zinc. Carbs were checked but needed no oil. Anti-freeze was checked and it shows ok down to 5 degrees. Could be better but that is probably adequate for now. Brake and clutch reservoirs were good.

Ok with that out of the way there are a few more things to check but they are less immediate and may even go another year. Hoses are believed to be in almost new condition and have been recently tightened. Lubrication of the steering gear was not done so that is still on the list as is cleaning of the air filters in front of the radiator. Later

My attention is now being drawn back to the tachometer in the TR8. That needs to work. A visit to the Pertronix web site led me to a section on troubleshooting which had a listing for tachometer problems. Applicable tachs were older than mine.

Now I have to figure out what I want to do to continue eliminating possibilities.

1/16/2018 – Well today the diodes were soldered together per the above diagram and then wire leads soldered on each end with the old school couplings used to add the new assembly to the tach feed wire. Now the tack needle does not move at all.

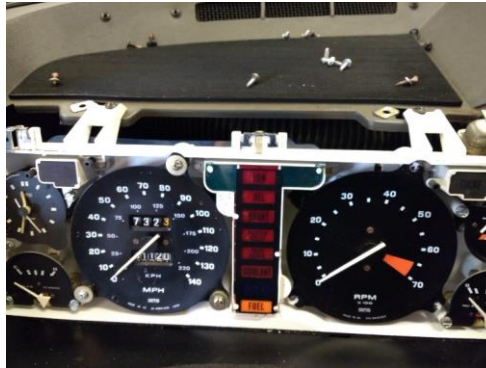
Either the recommended fix does not work or something is not assembled correctly. Tomorrow I will do some testing to see if the small assembly actually works.

1/23/2017 – The cold that has had me sidelined for most of the month seems to be subsiding some. I spent some time in the shop today working on the tachometer.

I finally sent a message to Woody at the Wedgeshop asking for recommendations. He called me back and said A; the tach should work in the car with no mods to the wiring and B; he recommended that a different tach be installed to see if the fault is with the gauge or elsewhere.

I did that as there are three tachs here other than the one purchased from Woody some time back. The two I tried made no improvement in the performance so I reinstalled the latest one.

The only answer has to be that there is something wrong with the wire or a connection between the coil and tach. The next thing I tried was to eliminate a sloppy connection near the bypassed ballast resistor.



The wire was cut, stripped and soldered to eliminate a suspect coupling and two bullet connectors. Shrink wrap was added followed by electrical tape.



When I started the car it appeared the tach was working as it should. A road test later proved that it is

no better than before. The problem is that the tach shows nothing under acceleration but jumps around when decelerating.

1/25/2018 – Woody at the Wedgeshop sold me a 7000 RPM tachometer back in June of 2016 and I have been pestering him about what is needed to make it work.

His last message said send me all the tachs (3) and he would test them for me to see if there is a problem there or somewhere else. The tach in the car was removed, all three boxed up and shipped back to Taunton, MA. Anxious to know the results.

I drove Jim Lindsey's TR6 to the post office to ship the tachs but also to get it warmed up for tuning. I had to adjust the chokes to get the car started as they had not been set up properly to even touch the cams on the chokes. After that the car ran pretty well but the front suspension set up a bad wobble over 60 MPH.

Back at the shop I pulled out Jim's exhaust gas analyzer, got it all hooked up and took a reading. At least I would have if the needle had been on the gauge instead of pegged on full rich.

I took the air cleaner off and disconnected the link between the two carbs so they could be adjusted individually. After setting the air/fuel mixture and synchronizing the carbs I set up Jim's exhaust gas analyzer to check settings after adjustment. Not bad.

Jim had said some of the lights were not working so I checked them all and replaced a side marker bulb on the right rear and a backup bulb also on the right rear. The other exterior lights checked out ok.

Next the car was raised to see if there was anything visually wrong with the front suspension. I saw nothing that would normally concern me yet there is

definitely something wrong. I suggested to Jim that we rebuild the front suspension.

While under there I looked around a little and found that the right rear shock link was not attached to the trailing arm so I reattached that.

So until I get an answer from Jim on the front suspension I am done and the car runs really well. I am pleased.

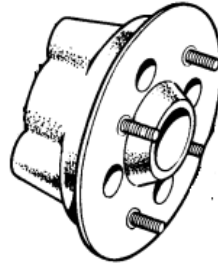
1/27/2018 – It has been a good day although my cold is still bothering me some. I was able to get out of the house for a while.

Dale Smith bought the project TR6 that has bounced around for a while. Today was the day we picked it up and hauled it home.

He arrived at the shop about 10ish and we hooked the trailer to his Expedition. I

parked my truck on Highway 75 and we proceeded to south Tulsa for the pickup.

We needed two tries to push the car up on the trailer then loaded the fenders and miscellaneous parts and assemblies in the car and in the Expedition. With everything loaded we headed back to my truck.



We then headed to Bartlesville and Dales home. The car was unloaded from the trailer, his car disconnected, my truck reconnected and after a pee break I headed back to Karl's to return the trailer. It is now a little after 3 pm and time for a nice nap.

The project car appears to be doable. I saw no damaged metal but the wings had been shot blasted so it will be interesting to see if there is any warpage.

The car definitely needs paint, an interior and reassembly but the car appears to be pretty rust free although no close inspection of rockers and frame were made. It may turn out to be a nice project.

1/28/2018 – Jim picked up his TR6 today and drove it home. Most of the things he had identified as a concern had been eliminated.

While looking at the rotation of the wheel/tire from the front of the car, the running of the tire deviates a little at one point. The duration is very short.

The wheels/tires on the right were rotated to see if the change affected the shimmy. It did not and the trueness of the rotation appeared to be about the same eliminating the potential causes of wheel or tire.

The stub axle is assumed to not be the cause but the hub itself appears to be slightly bent and may be the cause of the shimmy. The good news is that there are several of these parts in the attic should they be needed. We shall see.



1/30/2018 – Yesterday I got a message back from Woody on the test results for the three tachs I sent to be tested. All three of them worked but the pointer was broken on one during shipment. The version that was broken was one of the two redline 7000 that I had. The repaired tach and one other 7000 RPM version are to be shipped back but not the 5000 RPM original.

With that solid information I can try to determine which of the other possibilities is the cause of the problem.

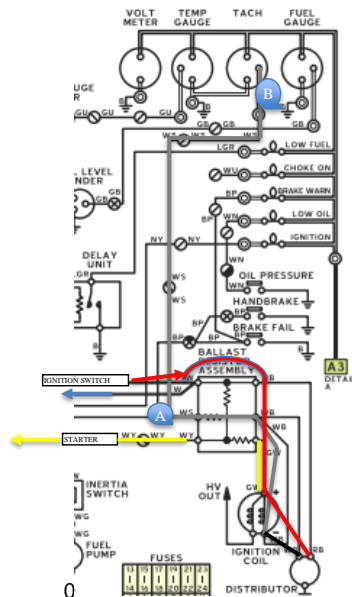
James Tencate offered this input to the issue, "If it's not the tach itself mechanically broken, then the electric feed to it is at fault. On a fuelie, that feed comes from the - side of the coil, through a 10k ohm resistor (I think) and then to the tach. That resistor lives in the ballast pack. Something about reducing noise in the signal and getting the voltages down to levels the Tach can deal with. I presume the same is true of the carb'd versions although I don't know for sure."

So another test of using the ballast resistor and positively eliminate any wire or connection issue including the ground to the system.

2/2/2018 - The tachs are back and also received a new valley pan gasket with end seals to try to eliminate the remaining leak between the engine and the intake manifold. Cold permitting, I may get something done today.

I got the tach back in the pod and worked on the wiring for a little while. After the test drive it was obvious there was no improvement in operation. Time to study some more.

2/3/2018 – Today I did a bunch of studying and ended up with this. After reading the instructions in the Pertronix installation booklet I did some surgery on the wiring to bypass the ballast resistor as instructed. The premise being that the ballast resistor exists to keep points from burning, ergo if you have no points you need no ballast resistor. Bad assumption.



After severing the six connections to the ballast resistor the end result is, that only two should have been severed, not six so the other four were reattached.

Two of the connections (slate gray) supported a reduction in voltage to 9 volts to supply power to the tachometer, the reason for going through all this stuff. The other two (yellow) feed the starter Bendix.

The two white wires (one feeds the coil/distributor, the other feeds several other components related to air conditioning and are not relevant to this discussion) were connected directly to the coil plus as was the red wire from the distributor.

The black wire from the distributor connects to the coil negative as does the slate gray wire that powers the tachometer after passing through the ballast resistor.

It is worth noting that the ballast resistor in the picture is configured differently than the one in my 80 TR8. The two white wires on my car connected at the center position while the slate gray/white connect at the top position. I scratched my head over

this one as well as making sure the Pertronix installation was not adversely affected nor the TR8 parameters for power to the starter, tach and ignition.

With everything set up this way voltage output from the ballast resistor on the slate gray wire was verified as 9 volts. Even though I now know A; the tach is in good working order and B; the voltage output is reduced to the circuit, the tach still does not work. The next task is to check the voltage under the dash to see why power is not getting to the tach.

2/10/2017 –

This morning the cover of the dash pod was removed and the gang plug with the tach wire (white/slate gray) pulled out. The contacts were cleaned and the voltage checked to make sure power was getting to the dash pod and tachometer. Power was getting to the pod and by extension to the tach however the problem persists.

More knowledge is required so back to the internet and the Pertronix tech support.



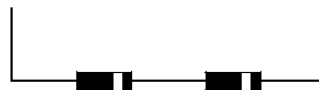
The TR8 uses the coil negative signal to determine RPM so I will try the diode fix.

TACHOMETER FIX



**TO (-) TERMINAL
OF COIL**

**TO TACHOMETER
LEAD**



**2 400V 3A DIODES IN SERIES. NOTE THE POSITION
OF THE BANDS ON THE DIODES.**

**DIODES CAN BE FOUND AT RADIOSHACK UNDER
PART #276-1144**

Note that I have tried this previously without the ballast resistor in the circuit. I just tried it again with the ballast resistor in the circuit and still does not work.

**I hope by next month to tell you about
the exciting conclusion of this mystery.**

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Frequently Asked Questions

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My tachometer is not functioning or is inaccurate after installing the Ignition system.

Occasionally after upgrading to electronic ignition, some tachometers experience compatibility issues. In most cases we are able to get the tachometer to function again using one of the two methods. There are two basic forms of tachometers we encounter. The first and most popular uses the coil negative signal to determine RPM. The second is wired inline with the primary ignition circuit and registers RPM off the current. For tachometers that use coil negative signal follow the attached "Tach Diode Fix" instructions. For current registered tachs read the attached document titled Current Tachs.

Attachments: [Current Tachs.pdf](#) (33.5 kb) [Tach Diode Fix.pdf](#) (15.3 kb)
Help Topics: [Ignition General Help](#), [Ignitor Application Inquiry](#)

Last updated Wed, Aug 31 2016 3:01pm

Classified Section

Jon Wood has moved and needs to sell the car ramp shown for an asking price of \$400.00. If interested contact Jon at (936) 499-0090



Classified Section

Jim Lindsey told me 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. This will make an easy project 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. Some damage over right rear wheel. The interior is usable. The top shows some age but is usable as well. Tires look good but are old. 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 (50 lbs. at idle) pressure but Jim says it uses oil. My guess the head needs to have valve inserts installed. **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

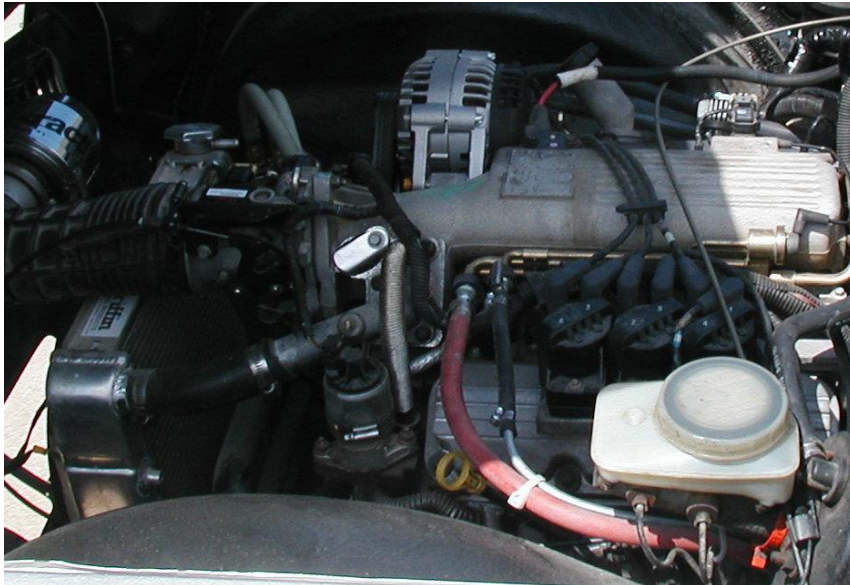
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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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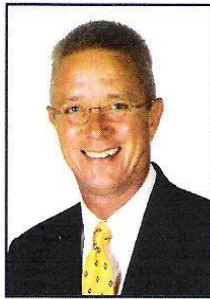
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Structural parts for
suspension and steering
Transmissions and a
Differential
Windscreen Frames, Some
with Glass
Lots of other stuff so if you
need something for your TR6
contact:**

**John Phillips at
topaztr6@gmail.com or
p**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.
ASKING \$75 CONTACT JOHN 918 283-7017 OR topaztr6@gmail.com**



COVER COLOR IS BLACK

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